



2024

Club Standing Supplementary Regulations

Northern Regions SA Short Circuit Motorcycle Club Championship



Version 1

1 January 2024

Ref: 163160

REVIEW AND AMENDMENTS

Motorsport South Africa (MSA) will periodically review these rules and will present the revised version to all members for agreement to publish the updated version.

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.

AMENDMENT RECORD

<i>Modified SSR / Art</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

These regulations are to be read in conjunction with the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA).

These regulations must be read and understood by all competitors.

PROMOTER AND ORGANISER

SA Short Circuit Series

Registration Number: 2018/549908/07

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SA SHORT CIRCUIT SERIES

FNB BRYANSTON

BRANCH CODE: 250655

ACCOUNT #: 62900336125

Please consult our website for any updates or changes made throughout the year.

GENERAL – ALL CLASSES

Aim of the Championship is to declare a Club Champion in each of the following classes:

PW50/Novice

Junior Supermoto 50/65/85cc

150 Class

150 Senior Class

Supermoto SM2/Masters/Grand Masters

Clubmans 1 and Clubmans 2

SM1 and SM1S

1. VALIDITY OF THESE REGULATIONS

These regulations will apply for the calendar year of 2024. The 2024 Motorsport Calendar is available on the MSA website.

2. CONTROLLERS OF THE CHAMPIONSHIP

The controller of the championship shall be the MSA Northern Regions Motorsport Committee. MSA may delegate the normal administration of the series to an approved body, at its sole discretion.

3. ELIGIBILITY OF COMPETITORS

- 1.3.1 Riders shall be eligible to compete in the relevant class as per the required minimum age specified under each Class Eligibility of Riders.
- 1.3.2 The championships are open to all riders who hold current valid MSA competition licenses for Motorcycle Circuit Racing appropriate to the status of the class being entered.

4. ELIGIBILITY OF MOTORCYCLES

The championship is open to all motorcycles complying with the regulations and specifications as listed below:

- i. PW50 Class - 100% standard as per Yamaha South Africa specifications per model of PW50 motorcycles, exhaust system to remain standard as per specification of Yamaha South Africa. **NO MODIFICATIONS WHATSOEVER!**
- ii. JNR Supermoto – means Junior Supermoto. There will be 3 classes; 50, 65 85 (2 Stroke). The rules will be strictly applied as per our specifications (Refer point # 20).
- iii. 150 Class/150 Senior Class – All bikes are 150cc bikes and the rules will be strictly applied as per our specifications. (Refer point # 22.)
- iv. Supermoto – an off-road motorcycle, fitted with racing slicks. Also known as a Motard. Classes - FOUR classes SM1S, SM1, SM2, SM Masters (for 40 and over) and SM Grand Masters (for 50 and over). The rules will be strictly applied as per our specifications (refer point #25)
- v. Clubmans – All motorcycle with maximum of two cylinders, one carburettor or fuel injection system, maximum 450cc motorcycles allowed. All tyres are allowed including racing slicks. This is an entry class into short circuit racing. The rules will be strictly applied as per our specifications (refer point #24).

5. MSA LICENCES

All competitors wishing to participate in the SA Short Circuit Series must hold a minimum of a social motorcycle licence as well as any insurance required, as issued by the MSA.

6. EVENTS

All events will generally be held on Saturdays at various circuits in and around the Gauteng region, KwaZulu-Natal region, Limpopo region and the Western Cape region. The Promoter reserves the right to organise events on any other day of the week. A limited number of away events may also be included at the discretion of the promoters and will count towards the championship points. For a series to be concluded and a champion declared, at least 50% (rounded up) plus one of the events originally inscribed must have taken place and been scored. Refer to GCR 234 (ii). The Promoter reserves the right to combine any classes it deems fit, for any event.

7. SAFETY CLOTHING AND EQUIPMENT

PW50 Competitors taking part in PW50 will be allowed to wear suitable external body protection which must be worn over at least a long sleeve top and a jacket, and jeans. Helmet and gloves are compulsory. Shoes, no open shoes allowed. No holes in shoes. PW50 competitors may wear a trainer shoe (takkie). The shoes must have laces or fastening straps. All other classes must wear suitable racing boots. All competitors must wear gloves. No holes in gloves. All competitors must wear a closed-face helmet with a visor or may wear a motocross helmet, however goggles are compulsory. At the

discretion of the Clerk of the Course, a competitor from any class may be excluded from all heats should a competitor not be adequately protected.

8. RACE NUMBERS

No motorcycle will be permitted to participate in an event without displaying a race number. Numbers 1-10 are reserved for competitors who placed in the top 10 in the previous season in their respective class (to be used only in the class in which they achieved this result). These numbers may only be allocated by MSA. All other numbers shall be issued on a 'first come first served' basis with consideration of riders' number use history, following receipt of a written application to MSA and followed by a written confirmation of the number allocated by MSA. All numbers not taken up 7 (seven) days prior to the start of the first round of the championship will be released for use by MSA.

Race Number Size, Font and Mounting.

Numbers must be mounted in the centre of the middle section of the fairing below the front screen. For PW50 numbers must be mounted on either side of the fairing or on either side of the rear bodywork. The choice of font is unrestricted but, in their form, and design, the numbers must ensure easy legibility from an appropriate distance, i.e. circuit officials including the timekeeper. The Promoter reserves the right to specify the font to be used, the size of the font, the colour of the number as well as the colour of the background.

9. ADVERTISING:

The Promoter is authorised to reserve and make use of areas on all competing motorcycles for the purpose of the display of championship sponsor advertising material. The display of such sponsor material is a condition of entry to the championship and is a scrutineering requirement. Each class shall agree on areas to be reserved on the motorcycle for official sponsorship. Non-defined areas are available for use by personal sponsors. No team or competitor may display any form of advertising that may be in conflict with the promoter's or its official sponsors', without the approval of the promoter. The promoter reserves the right to request any advertising that it deems to be in conflict or in bad taste or against the rules to be removed refer to GCR 246.

10. SCRUTINEERING

All motorcycles will be scrutineered by a designated scrutineer before qualifying. Scrutineering includes checking of motorcycles for compulsory safety equipment (catch bottles, bobbins, etc.), general preparedness as per the class rules as well as competitor's equipment. All motorcycles will be issued with a sticker indicating the motorcycle has passed the required inspection which must be displayed clearly on the motorcycle for the duration of the event. Scrutineering will be done in the competitor's pit area unless otherwise stated by the Promoter. No motorcycle may enter the track without the inspection sticker.

11. PARC FERMÉ

As per GCR 252

12. DYNO TESTING

The decision to have a dyno present at an event is the sole discretion of the Promoter. If a dyno is present, any competitor can be requested at any time to present their motorcycle for testing. If a test is requested, a bike shall remain switched off in the demarcated area until testing commences. Failure to comply will result in exclusion from the results for the heat immediately preceding the test. The Promoter in conjunction with the Clerk of the Course will delegate a qualified TC to carry out the operation of both the motorcycle and the Dyno during the Dyno check procedure. Should the bike be found to be in breach of the regulations, penalties will be applied as per GCR 157. For calculation / tolerance purposes, one (1) decimal point will be used with no rounding. Should the dyno not be present at an event, the Promoter in conjunction with the Clerk of the Course can request a motorcycle to be impounded after the event for testing / inspection at a venue chosen by the Promoter in conjunction with the Clerk of the Course at a pre-determined time and date. The competitor or appointed representative must be present at the testing / inspection of the motorcycle.

13. QUALIFYING AND HEATS

Where not specified, qualifying, heats, re-starts of heats, cancellation of heats or the event, etc. will be run as per MSA’s GCRs. The 110% qualifying rule will be applicable in any classes and will be at the sole discretion of the CoC. All classes will have a ten-minute qualifying session. There will be a maximum of three (3) race heats per class per event. The Promoter reserves the right to reduce the number of laps per heat or even the number of heats per event should time become an issue or due to weather conditions. It is the competitor’s responsibility to make sure they have the transponder correctly mounted onto the bike or agreed mounting area.

Grid positions.

- i) Heat 1 shall be determined by means of lap times achieved during qualifying, with the competitor setting the fastest lap time being allocated the 1st position on the grid.
- ii) Heat 2 shall be determined by published finishing positions in Heat 1. Similarly, grid positions for Heat 3 shall be determined by published finishing positions for Heat 2
- iii) The Promoter reserves the right, in consultation with the competitors, to vary the process for grid position allocation, including but not limited to, reversing the grid for certain heats. Missed qualifying sessions will result in a competitor starting at the back of the grid. Any competitor requiring outside assistance, e.g. bike being held as a result of the competitor not being able to touch the ground, will be required to start at the back of the grid, one meter (1m) behind the last row of un-assisted competitors.
- iv) Lap times will be posted on the official notice board after all qualifying sessions are complete. The start signal will either be given by means of the MSA flag or starting light mounted above the start line. The end of the race signal will be signalled with a chequered flag.

14. RESULTS

Results will be posted on the official Notice Board /WhatsApp Groups/Speedhive after each heat and will become final, thirty (30) minutes after posting. The results are not to be removed and disciplinary action will be taken against any competitor removing the results without authority. The timekeeper’s office is out of bounds to all who are not signed in officials of the day.

15. PENALTIES

The imposition of any penalties due to the contravention of rules and regulations remains the duty of the Clerk of the Course. The Clerk of the Course reserves the right to exclude a competitor from the event should the need arise. Refer Scale of penalties – GCR 177. The right to protest lies solely with any competitor who feels aggrieved by any decision, act or omission by an organiser, official or competitor. Refer GCR Part IX. All protests are to be made in writing and in accordance with Part IX of the MSA General Competition Rules & Appendices Hand Book.

16. SCORING

All classes must contain at least five (5) competitors at the start of an event to qualify to score points or at the discretion of the Promoter and in conjunction with the Clerk of the Course. If a class has less than five (5) competitors at the start of an event, the Promoter reserves the right to:

- i) Cancel all heats for the event.
- ii) Allow the class to compete in the event, but not award points, trophies, prizes, etc.
- iii) Points will be scored separately for all scoring classes in all heats. A competitor must complete the given heat on the same motorcycle on which they started the heat to be eligible to receive points. For a non-finishing competitor to receive points, a competitor is required to have started the race and have completed two-thirds of the race distance. All points from all races are considered in the final scoring for the year. If two competitors end the championship on the same points total, their positions will be decided according to the provisions of GCR 229.

Points awarded will be as follows:

Position	Points	Position	Points	Position	Points
1 st	25	6 th	10	11 th	5
2 nd	20	7 th	9	12 th	4

3 rd	16	8 th	8	13 th	3
4 th	13	9 th	7	14 th	2
5 th	11	10 th	6	15 th	1

17. GENERAL

In addition to the class specific rules laid out below, the following general rules shall apply to all classes unless otherwise stipulated

- i) The use of glycol – based coolant additives is forbidden. Refer GCR, SSR 2 B
- ii) Only pump fuel will be permitted.
- iii) If the bodywork of any motorcycle has been removed, any edges or parts sticking out which may be deemed dangerous by the scrutineer, must be made safe by whatever means necessary. This task is the responsibility of the competitor and the scrutineer, or their delegate will be the judge regarding whether the fix is satisfactory.
- iv) Only naturally aspirated engines allowed. No turbochargers or superchargers.
- v) All motorcycles to have catch-bottles for overflow of fluids.
- vi) All cables, wiring and moving parts must be secured in such a way as not to hinder the competitor whilst riding, or in the event of a crash.
- vii) The use of tyre warmers is permitted.
- viii) The pits are noise-free zones, a noise zone to be allocated for all generators at each event, please bring long leads for generators
- ix) Motorcycles must be equipped with a functioning ignition kill switch or button mounted on a side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.
- x) Self-closing throttles are required on all motorcycles.
- xi) Rain tyres – ANY rain tyre will be allowed, in any class of racing.

18. CLASSES AND AGE OF COMPETITORS.

- i) PW50 – Open to all beginner competitors from the year of their 4th birthday.
- ii) JNR Supermoto Class
 - 50 cc: Open to all competitors from the year of their 6th birthday to 31 December of the year in which their 6th birthday occurs.
 - 65 cc: Open to all competitors from the year of their 7th birthday to 31 December of the year in which their 12th birthday occurs.
 - 85 cc (2 Stroke): Open to all competitors from the year of their 10th birthday to 31 December of the year in which their 15th birthday occurs.
- iii) 150 Class – Open to all competitors from the year of their 12th birthday Alternatively, competitors that have been competing in the SAMRA NSF 100 Junior Trophy for 2 consecutive years will be eligible to compete from the year of their 11th birthday, up to the year of their 15th birthday.
- iv) 150 Senior Class - Open to all competitors from the year of their 16th birthday.
- v) Clubman's Class – Open to all competitors from the year of their 10th birthday
- vi) SM2 - From the year of their 15th birthday with a minimum of 5 years racing experience. No break-out times will apply to any Rookie rider in their first year of racing in this class. Or from the year of their 16th birthday.
- vii) SM1 - From the year of their 16th birthday
- viii) SM1S - From the year of their 16th birthday
- ix) SM Masters – from the year of 40th birthday to year of 49th birthday.

- x) SM Grand Masters – from the year of their 50th birthday and above.

19. PW 50 CLASS

PW50 Class, 100% standard as per Yamaha South Africa specifications per model of PW50 motorcycles, exhaust system to remain standard as per specification of Yamaha South Africa. NO MODIFICATIONS WHATSOEVER apart from jetting!

Tyres are allowed to be changed but only to treaded road tyres.

20. JNR SUPERMOTO CLASS

JNR Supermoto 50cc

- i) 2-stroke (Water cooled motorcycles not exceeding 52cc)
- ii) Carburettor specification – Open
- iii) Wheel size and weight open
- iv) Bore and stroke to capacity only and no further restrictions will apply
- v) manufactured by an official importer

JNR Supermoto 65

- i) Clutch lever motorcycles not exceeding 65cc
- ii) Carburettor specification – Open
- iii) Wheel size and weight open
- iv) Bore and stroke to capacity only and no further restrictions will apply
- v) manufactured by an official importer

JNR Supermoto MX 85

- i) Clutch lever motorcycles not exceeding 85cc 2-stroke and 150cc 4-stroke;
- ii) Carburettor specification – Open
- iii) Wheel size and weight open
- iv) Bore and stroke to capacity only and no further restrictions will apply
- v) manufactured by an official importer

General

- i. The Promoter reserves the right to impose a horsepower limit
- ii. original frames, sub-frames and swing arms are required as supplied by manufacturer and must remain standard
- iii. Suspension springs may be altered
- iv. All bikes must have catch tanks of at least 200ml; alternatively, a closed breather system must be installed. The catch tanks must collect all breather and overflow pipes. Catch tanks are to be emptied before each start of race
- v. Fork, swing arm and foot peg sliders are compulsory. Only non-titanium sliders allowed
- vi. All oil caps and bolts should be lock wired
- vii. Only ball-ended clutch and handlebar brake levers allowed
- viii. Must have front and rear brakes, which must operate independently, each with its own brake lever
- ix. Adequate mudguards (as determined by the Promoter)
- x. The end of the exhaust pipe must not project beyond any part of the machine or its bodywork. The exhaust gasses must be discharged so as not to raise dust or inconvenience other competitors
- xi. Only steel, rounded edge, folding footrests allowed. A safety device (pin or lock nut) must be installed on the brake pad fixture. The safety wire used on the bolts of the brake callipers must be visible
- xii. Additional tread grooves, cuts, etc. are allowed on the front and/or back tyres
- xiii. Brakes – Carbon fibre or carbon composite brake discs and/or carriers are not permitted. Aluminium or titanium rear brake discs are prohibited

- xiv. Any forks and rear shock and internals are permitted
- xv. There is no limit to the front disc size, safety of the utmost importance. Brakes must work effectively for the duration of the race
- xvi. Any exhaust system is allowed
- xvi. Tyre warmers allowed
- xvii. Jetting allowed
- xviii.

22. 150 CLASS

- i. Open to any make of single cylinder motorcycle with an engine capacity of no less than 149.4cc and no greater than 155cc, manufactured by an official importer and provided the motorcycle falls within the rules outlined in this document and passes scrutineering.
- ii. Tyres –No restriction on tyres. The introduction of a tyre sponsor will make it compulsory for all competitors to make use of the sponsor’s tyres.
- iii. Carburation – Only the standard carburettor as indicated in owner’s manual may be used. Main and idling jets may be changed to suit altitude. Only standard needle may be used, you may use spacers to adjust needle positioning. No metal can be added or removed.
- iv. Barrel and Piston Standard bore – 63.5mm, stroke 47.2mm, displacement 149cm³, Bore / Stroke ratio B/S 1.345. Modification allowed – 1mm O/S piston kit. Bore 64.5(±0.2) mm, stroke 47.2mm, displacement 155.2cm³, B/S ratio 1.37. No other modifications will be allowed to bore and stroke. OEM PISTON ONLY.
- v. Cylinder Head – The cylinder head gasket must be an original standard part, produced for the motorcycle, and cannot be modified in any way. The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, spring base and retainers must be as originally produced by the manufacturer. Polishing of these parts and any material treatment is not allowed. Additional valve spring shims are not allowed. No removal of any metal from the cylinder head is permitted. We may implement an engine sealing method.

Cylinder head volume must be no less than 12.4cc measured with a spark plug in. If necessary, the cylinder head may be skimmed as long as the volume remains 12.4cc or more.
- vi. Camshaft –Slotting of the camshaft gear is allowed. No material may be added or removed from the camshaft. Crankcase and all Other Engine Cases – A second protection cover made of metallic or composite material (type carbon or Kevlar) aluminium or steel plates can be installed to protect the casings in event of a crash.
- vii. Transmission/ Gearbox – The front and rear sprockets may be changed. The gear shift mechanism may be replaced to allow changes in shift pattern. Undercutting of the gearbox is allowed.

“Quick shifters” are permitted in the 150 Senior class only. Clutch Plates – Clutch plates and clutch friction discs can be changed. Radiator, Cooling System If meshes are installed, they must be properly secured.
- viii. Air Box – The air box must remain as originally produced, you may remove the air box top cover. The air filter element may be removed or replaced.
- ix. Exhaust System – Exhaust systems are free of restriction. The exhaust must conform to the MSA noise limits.
- x. Additional Equipment – The use of lap timers is permitted. No other additional electronic hardware equipment may be used.
- xi. Wiring Harness – Cutting of the wiring harness is not allowed.

Ignition Systems:

The ignition system must remain standard and the pickup position may not be changed.

The charging system must be operational at all times.

The Clerk of the course reserves the right to instruct the swapping of CDI units between competitors during an event or to be tested with a stand-alone tachometer. If swapped, at the end of race day the CDI will be returned to the competitor unless further investigation is required by the COC.

- xii. Standard Frame Body and modification of the rear sub-frame is allowed to fit aftermarket body kit. Non welded additional seat brackets may be added. Non-stressed protruding brackets may be removed only if they are not a safety issue on the machine for its rider or others.
- xiii. Front Forks – Forks structure (spindle, stanchions, bridges, stem, etc.) must remain as originally produced by the manufacture. The standard original internal parts of the forks may be modified and changed and spacers may be added.

Emulators are not allowed

Any quantity of oil can be used in the front forks. Changing the protrusion (height and position of the front fork in relation to the fork crowns) is allowed. The upper and lower fork clamps (triple clamp, fork bridges and stem) must remain as originally produced by the manufacturer. No aftermarket steering damping devices are allowed. Swing Arm Rear wheel stand positioning brackets may be added to the swing arm. Brackets must have rounded edges (with a large radius viewed from all sides). Fastening screws must be recessed.

- xiv. Rear Suspension Unit – The rear spring unit may be changed. The original attachments to the frame and rear fork (swinging arm) must be used and the rear suspension linkage must remain as originally produced by the manufacturer. The rear shock absorber is free.
- xv. Wheels – Wheel balance weights may be discarded, changed or added to. Aftermarket rims/wheels are allowed. No carbon fibre or carbon composite material rims/wheels are allowed. Widening of **the rear and front rim/wheel** is allowed. Wheel rules apply to both 150 Class and 150 Senior Class.
- xvi. Brakes – Standard front hydraulic brake lines, callipers and brakes may be replaced. Standard front and rear brake pads and disks may be replaced with any aftermarket brake pads and disks. Standard hand levers may be replaced with any aftermarket hand levers. Brake lever protector must be fitted, and no flip-up levers are allowed.
- xvii. Foot Rests/Foot Controls – Any aftermarket foot control units (rear sets) are permitted. Foot controls units must be mounted to the frame at the original mounting points. Footrests must have an end (plug) which is permanently fixed, made of plastic, Teflon or aluminium (minimum radius 8mm). The plug surface must be designed to reach the widest possible area in order to decrease the risk of injuries to the rider in the case of an accident.
- xviii. Handlebars and Hand Controls – Aftermarket handle bars are permitted. Handlebars and hand controls may be relocated. Eliminating of the switches is allowed. Relocation of the switches is allowed. Quick-turn throttles are allowed.
- xix. Fuel Tank – Fuel tank filler cap may be changed to an aftermarket type.
- xx. Seat – The original seat height and padding may be changed.
- xxi. Fairing/Body Work – Any aftermarket fairing may be used as long as it is freely available to all competitors. The windscreen is unrestricted. The instrument and fairing brackets as supplied on the original motorcycle may be removed.
- xxii. Items which may be removed – Chain guard, rear mudguard, front sprocket guard, bolt on accessories on rear sub-frame, side stand, radiator cooling fan and wiring.
- xxiii. Items that must be removed – Headlamps, rear lamp and turn signal indicators (openings must be properly sealed with suitable materials), rear-view mirrors, horn, toolkit, helmet hooks and luggage carrier hooks, License plate bracket, passenger foot rests, passenger grab rails, safety bars, centre and side stands.

ONLY THE PART NUMBERS OF THE FOLLOWING PARTS MAY BE USED:

Head Gasket – 12251-kpp-900
Head Gasket – 1.00-12252-kpp-900
Base Gasket – 12191-kpp-900
Cylinder – 12100-kpp-900
Cylinder Head – 12200-kpp-930
Camshaft (Intake) – 14110-kpp-900
Camshaft (Exhaust) – 14210-kpp-900
Valves (Intake) – 14711-kpp-900
Valves (Exhaust) – 14721-kpp-900
Pistons STD – 13101-kpp-900
Pistons 0.25 – 13102-kpp-900
Pistons 0.50 – 13103-kpp-900
Pistons 0.75 – 13104-kpp-900
Pistons 1.00 – 13105-kpp-900
Rings STD – 13011-kpp-900
Rings 0.25 – 13021-kpp-900
Rings 0.50 – 13031-kpp-900
Rings 0.75 – 13041-kpp-900
Rings 1.00 – 13051-kpp-900
Crankshaft assembly – 13000-kpp-900
Flywheel – 31110-kpp-901
Stator – 31120-kpp-900
C.D.I. Unit – 30410-kpp-90

Any other eligible 150's will be bound by the same rules as above insofar as only genuine engine parts may be used unless otherwise stated. General Safety Instruction – All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired. Where breather or overflow pipes are fitted, they must discharge via existing outlets into suitable a container. All brake calliper mounting bolts to be safety wired. Oil filler cap to be safety wired. No oil based anti-freeze allowed. A change of the motorcycle during an event is not permitted. Only if the motorcycle is beyond track side repair will a replacement be allocated.

23. 150 SENIOR CLASS

This will be an open class for 150cc four stroke models with motor and frame matching the model of the bike.

Front Forks – Forks structure (spindle, stanchions, bridges, stem, etc.) must remain as originally produced by the manufacturer. The standard original internal parts of the forks may be modified and changed. Any quantity of oil can be used in the front forks. Changing the protrusion (height and position of the front fork in relation to the fork crowns) is allowed. The upper and lower fork clamps (triple clamp, fork bridges and stem) must remain as originally produced by the manufacturer. No aftermarket steering damping devices are allowed. Swing Arm Rear wheel stand positioning brackets may be added to the swing arm. Brackets must have rounded edges (with a large radius viewed from all sides). Fastening screws must be recessed.

Wheels – Wheel balance weights may be discarded, changed or added to. Aftermarket rims/wheels are allowed. No carbon fibre or carbon composite material rims/wheels are allowed. Widening of **the rear and front rim/wheel** is allowed. Wheel rules apply to both 150 Class and 150 Senior Class.

Transmission - Undercutting of the gearbox is allowed.

24. CLUBMANS CLASS

Competitors from the age of 10 may compete in this class. Open to any motorcycle at the organiser's discretion, this is to facilitate any person that has a motorcycle that does not fit into any of the above classes and who would like to participate in motorcycle racing at the discretion of the Promoter and CoC. There could be a few classes within Clubmans to accommodate all other bikes. If enough interest is shown, there could be 2 classes, one for below 200cc and one for above 200cc. All tyres, including slick tyres allowed. Fork, swing arm and foot peg sliders are compulsory. Only non-titanium sliders allowed. All oil caps and bolts should be lock wired. Only ball-ended clutch and handlebar brake levers allowed. Must have front and rear brakes, which must operate independently, each with its own brake lever adequate mudguards (as determined by the Promoter). The end of the exhaust pipe must not project beyond any part of the

machine or its bodywork. The exhaust gasses must be discharged so as not to raise dust or inconvenience other competitors. The safety wire used on the bolts of the brake callipers must be visible.

25. SUPERMOTO CLASSES

A. SM1S

- i. "S" meaning Stock. No aftermarket parts or modifications of any kind are allowed.
- ii. This is an optional class for competitors. We must meet the minimum number of entries for this class to score points toward a championship as per MSA GCRs.
- iii. Any engine replacement or modified or performance parts are not permitted, the bike must remain stock standard to manufacturer specifications.
- iv. Any aftermarket Slip-on pipe is permitted
- v. "Quickshifter" units are permitted
- vi. One set of Tyres for the entire day including qualifying is allowed. Unless it is declared a wet race by the COC.
- vii. ECU remapping/flashng is permitted
- viii. Fueling and ignition modules are permitted
- ix. Suspension units and suspension valving must remain standard. No suspension modifications of any kind are allowed other than suspension springs to accommodate for riders weight.
- x. Anything not mentioned will not be permitted.

B. SM1, SM2, Masters, GRAND Masters

- i. Will be bore and stroke to capacity only and no further restrictions will apply and engine size 250cc to 450cc is allowed
- ii. fitting a "quickshifter" is permitted
- iii. Wheel sizes allowed – front 16.5/17/21-inch, rear 17/18-inch Rear Wheel and max width 5.5. (Carbon fibre wheels complying with the 2008 FIM specifications will be permitted) Tyres are open in these classes
- iv. Original frames, sub-frames and swing arms are required as supplied by manufacturer and must remain standard
- v. Suspension springs may be altered. All bikes must have catch tanks of at least 200ml; alternatively, a closed breather system must be installed. The catch tanks must collect all breather and overflow pipes. Catch tanks are to be emptied before each start of race
- vi. Fork, swing arm and foot peg sliders are compulsory. Only non-titanium sliders allowed. All oil caps and bolts should be lock wired
- vii. Only ball-ended clutch and handlebar brake levers allowed. Must have front and rear brakes, which must operate independently, each with its own brake lever. Adequate mudguards (as determined by the Promoter).
- viii. The end of the exhaust pipe must not project beyond any part of the machine or its bodywork. The exhaust gasses must be discharged so as not to raise dust or inconvenience other competitors. Only Steel, rounded edge, folding footrests allowed. A safety device (pin or lock nut) must be installed on the brake pad fixture. The safety wire used on the bolts of the brake callipers must be visible
- ix. Additional tread groves, cuts, etc. are allowed on the front and/or back tyres. Brakes – Carbon fibre or carbon composite brake discs and/or carriers are not permitted Aluminium or titanium rear brake discs are prohibited
- x. Any forks and rear shock may be used (internals may be modified)
- xi. Only standard engine cases and engine head may be used
- xii. Standard bore and stroke to capacity only and no further restrictions will apply

- xiii. There is no restriction on the number of tyres that may be used for the Friday qualifying/practice sessions but the same set of tyres are to be used for Saturday qualifying, race 1, race 2 and race 3. Tyres must be marked before qualifying by the series TC, and the onus is on the rider to make sure that his tyres are marked correctly. Any defective tyre may be replaced with a tyre of similar wear at the discretion of the series TC

C. GROUPING OF COMPETITORS

The Promoter together with the Clerk of the Course reserves the right to split the Supermoto class into five or more groups for the following reasons:

- i) Too many competitors
- ii) Too big a lap time gap amongst all competitors (this for the safety of competitors) Groups splitting will be determined on the day of the event by a time split, this time split to be determined by the Promoter and COC in the following manner:
 - 1st event of the season:
 - For practice and qualifying.
 - Existing competitor – same group as previous season.

D. NEW COMPETITOR SM2

2nd event onwards:

Existing competitor – same group as previous event.

For all new SM2 competitors after qualifying, lap times will be reviewed and the Promoter in conjunction with the CoC will:

- i) Determine the split time for the 2 groups for that event.
- ii) Allocate competitors to their respective groups.
- iii) It is the sole discretion of the Promoter and in conjunction with the CoC as to which competitor is placed in their respective group. The Promoter and in conjunction with the CoC reserve the right to move any competitor from one group to another after any heat in an event.

E. SCORING AND POINTS ACCUMULATION.

All classes get scored separately.

26. MOTARDS SM2 CLASS

The SM2 class will be broken into three sub classes:

SM2

Masters

Grand Masters (faster than 105% to SM1 times can stay in SM2)

27. SUPERMOTO – ALL

The promoter reserves the right to supply fuel at any race meeting. The number of grid positions available for each event shall be determined according to the maximum number of starters (including any leeway granted by the COC or stewards) for each circuit permitted by MSA.

Grid positions shall be determined by means of qualifying times for race 1. Race 2's grid position will be based on the results of race 1, Race 3's grid will be determined by the results of race 2.

Prior to an event, the Promoter reserve the right to exclude any rider from participation in any event where circumstances warrant.

28. GENERAL COMPETITION REGULATIONS

The series is implemented in line with the MSA General Competition rules. Upon registration, all competitors are deemed to have read and accepted these regulations. On technical matters, the decision of the Series Technical Consultant is final.

The event supplementary regulations issued by the race organizer. The spirit of the series is to keep it affordable and competitive at a level for all riders.

29. MOTORCYCLE

In the spirit of the event no changes are allowed to any motorcycle except technical modifications in accordance with these regulations.

30. EVENTS

30.1 General

All races will generally be held on Saturdays, at various circuits around the country. Should a race or races be cancelled, the total scores for the series shall be calculated on the basis of races held. Any cancelled races may be re-scheduled subject to at least six weeks advance notice being given to competitors.

30.2 Conducting the competitions.

The races will be conducted in accordance with these regulations, as well as the general competition rules and standing supplementary regulations laid down by MSA. In the event of a conflict, these regulations shall take precedence. Any deviations from the published regulations shall only be in force and effect when published by MSA in an official circular. Generally, one qualifying session and three races are held per event. It is a condition of acceptance that after qualifying and each heat, motorcycles may be held in a parc fermé for a period to be decided by the C.O.C. but not less than 15 minutes. In the event of a "wet race" or the start of rain during a race, the provisions of SSR 44 (MSA regulations) shall apply. Notwithstanding the provisions of SSR 38, a jump start will be penalized by a 15 (fifteen) second time penalty added to the total race time of the respective rider for the race in which the infringement occurred. If a rider has an accident during qualifying or during a race (i.e. the motorcycle is on the ground) the rider concerned shall be permitted to take further part in the qualifying session or race in which the accident occurred, unless prohibited by the marshals from doing so. Subsequently the motorcycle must be re-scrutineered before participation in any further races. If a marshal/official should point out any major defect (e.g. leaking oil) the rider may not continue with either qualifying or the race. Failure to comply will result in offenders being excluded from the entire event. After the qualifying and each race, all motorcycles that took part in the race must be parked in the parc fermé indicated. Each rider is responsible for this. If this is not complied with, then the rider may be excluded.

30.3 Prizes

1st, 2nd and 3rd prizes will be awarded per event calculated on total accumulated race time for all 3 heats.

30.4 Administrative

At the beginning of every event each rider must present his MSA competition licence (no exceptions). When registering it shall also be necessary for each rider to sign the declaration of undertaking to provide a replacement in the case of loss, theft, destruction etc. of the timing transponder, as well as all other documentation as required for registration.

30.5 Technical

All bikes have to be scrutineered before qualifying. The teams and riders are to abide by the instructions given by the technical inspector/s for the purpose of inspection and monitoring. The rider or the team representative is obliged and personally responsible for ensuring that the motorcycle fully complies with the technical regulations and appearance. The rider equipment must be in accordance with SSR 7 (i) (ii). Where any deviations occur, the offending rider/motorcycle may be excluded from the competition and further penalties may be imposed in accordance with MSA regulations. In case of gross and deliberate violation of the regulations, the participant may be excluded from all remaining races. This would also entail the loss of any points accumulated in the series to that point. The technical consultant reserves the right to perform spot checks on various motorcycles at any time during the event to check that their condition conforms to the regulations. Proof of performance by means of test rig rides can be implemented for motorcycles used at any time during the season based on the checklist. The teams are exclusively responsible for the disassembly and reassembly of motorcycles as requested by the technical inspector or responsible persons of the organization, as well as any associated expenses.

31. VISUAL DESIGN AND ADVERTISING RIGHTS

The SERIES Promoter are authorized to make use of indicated areas on all competing motorcycles for the purpose of the display of series sponsor advertising material. The display of such sponsor material is a condition of entry to the series and is a scrutineering requirement. Non-defined areas are available for use by personal sponsors. These may not be in direct competition with sponsors/partners of the SA Short Circuit NR championship and are to be presented to the marketing advisor for authorization. By participating in the SA Short Circuit-NR Championship, all teams and riders declare their consent to their utilization by its partners participating in the series for publicity purposes without remuneration. This also applies to any clothing, pictorial or film material. All copyright and picture rights (all formats) with regard to the riders, vehicles and racing events rest with the Organisers.

32. FUEL

All motorcycles must use pump fuel available to the general public via normal filling stations. The use of products or (additives or oils) to increase the octane level or combustion properties is prohibited. Separate samples of the fuel used by any competitor may be requested before and/or after a race. These samples must be taken in accordance with the provisions of GCR 240's "Guidelines in respect of fuel sampling Notwithstanding the above, the Technical Consultant (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 been prevented from starting the race in question and/or been excluded from the race meeting. Lubrication: Engine lubrication and the appropriate oil and oil cooling system, are to be maintained in keeping with the original condition of the respective type and must not be altered. The addition of additives to the engine oil is not permitted. Water coolant radiator: The original radiator must be used in unmodified form. A permanent metal protection grid may be mounted at the air inlet side of the radiator to prevent damage from debris. No anti-freeze additives may be mixed with the water used in the radiator. MoCool Radiator additive from Motul (art no: 102222) may be added. Radiator pressure cap is open.

33. PROVISIONS

For reasons of safety, or force Majeure, the Promoter reserves the right, in consultation with MSA, to perform changes to the conditions and rules of entry. If it is necessary to cancel an event for extraordinary reasons, damage compensation claims will not be recognized (see GCR 244).

34. RIDER LIABILITY

Participants take part in the events at their own risk.

35. WAIVER OF LIABILITY

Upon presentation of their nomination, applicants and their riders declare their waiving of claims for damages of any kind which occur in the context of the event against:

34.1 The Organisers;

34.2 The federation sanctioning the event (Motorsport South Africa); their officials and assistants;

34.3 Authorities, racing services and all other persons associated with the organization of the events

34.4 The road construction companies, should any damage occur as result of the track characteristics

34.5 Assistants in performance and fulfilment of all persons and offices named above except in case of damage caused as a result of intent or gross negligence. All other participants (teams and riders), their assistants, the owners or keepers of other vehicles.

34.6 The owners/promoters of venues at which the events are held. The exclusion from liability applies to claims for any legal reason, in particular both for damage compensation claims for contractual as well as non-contractual liability and for claims arising from non-permitted actions. The exclusion from liability does not apply in the case of intent of gross negligence.

36. RIDER BRIEFINGS, WINNERS' CEREMONIES, PRESS CONFERENCES

Participation in all official rider meetings/briefings is compulsory for all riders. Alternatively, the person responsible for the team is authorized to represent the rider at these official meetings. The penalty for non-attendance will be 5 seconds added to the race time of the next heat participated in. Repeated violation can result in exclusion.

37. PROTESTS

All protests are to be made in writing and in accordance with Part IX of the MSA General Competition Rule Hand Book. Should a competitor lodge a protest against a fellow competitor to the extent that the fellow competitor's motorcycle would require disassembly and this motorcycle is found to conform to the regulations, then the cost of disassembly and reassembly, including all new spares required for this process will be borne by the protestor. The extent of these costs will be determined by the technical consultant and/or MSA TC, at their sole discretion. Failure to comply with this requirement may result in exclusion from the following round or the remaining events. The party concerned can file an appeal in accordance with MSA regulations.

38. DISCIPLINARY ACTION

SA Short Circuit Series NR Organiser/MSA reserves the right to take disciplinary action against any competitor in respect of instances of unsportsmanlike behaviour, in particular unsporting riding, behaviour damaging the reputation of MSA, the SA Short Circuit Series NR Organisers, or series sponsors etc. Any transgression as referred to in the Rules and Regulations will be dealt with according to the Disciplinary Code of Conduct.

39. VEHICLE REGULATIONS

At the technical inspection, which is held at the beginning of each event, every vehicle must be in a condition that conforms to the technical regulations. The vehicle is monitored by the appointed technical inspector according to commonly accepted procedures. The decision as to whether or not a vehicle conforms to the regulations rests with the series technical consultant. Vehicles involved in accidents during an event must be presented to the scrutineer immediately after the session in which the incident occurred. Obvious violations discovered by the technical consultant in the course of random checks after races will generally result in exclusion from the race results, or in cancellation of the times posted in official qualifying, as appropriate. In particularly severe cases this will also result in the loss of all points accumulated in the cup scoring up to that point and the forfeiture of any prizes/trophies attained in respect of the affected events. The Organiser is authorized to examine participating vehicles thoroughly at any time and to require the removal of vehicle and engine components by the team.

TECHNICAL REGULATIONS

1. If it becomes necessary during a race event to reconstruct a motorcycle as a result of extensive accident damage and/or severe engine or gearbox damage or if it has to be replaced by a new motorcycle, this may only be undertaken with the approval of the technical consultant. In such a case, a further technical inspection of the motorcycle is required. No further exchange of motorcycle will be permitted during an event. All permitted or required alterations to the motorcycle are described in these regulations. The fundamental principle is as follows: Beyond manufacturer tolerances, all alterations are prohibited. Minor changes will be prescribed for purposes of close racing and safety. The organizers reserve the right to make changes at any time. With the exception of the accessories listed in the following, only the original parts may be used which are listed in the motorcycle's technical handbook. With the exception of the permitted changes, the motorcycle must conform to the general specifications for motorcycle circuit racing prescribed by Motorsport South Africa.

Acceptable additional racing kit includes:

- Aftermarket racing fairings;
- Braided hoses for both front and rear braking systems
- Aftermarket rear sets may be fitted;
- Crash protection kits (crash bobbins, mushrooms, etc.);
- Handlebar ends, handle bar grips and clutch levers Brake levers (Ball-end type only);
- Slip on exhaust canisters;
- Brake lever protector must be fitted;
- After-market petrol cap can be fitted;
- Adequate mudguards (as determined by promoter);
- Quick shifter may be fitted;

- After-market steering damper;
- Fork, swing-arm and foot peg sliders are compulsory.
- Except where restrictions apply in specific classes

2. SUPERMOTO

Ignition and injection: Any CDI/ECU units, enhancement microchips and additional piggy-back systems for fuelling, timing, ignition, etc. are allowed.

Crankshaft / connecting rods: Any serviceable part such as the conrod or bearings may be replaced with an aftermarket alternative.

Bearings: The number dimensions and weight must correspond to manufacturer's specification.

Cylinder head: Only original cylinder heads. The deburring, addition or removal of material is allowed, including any modification of inlet rubbers.

Valves, valve control, control timing: The valves, camshafts and the entire valve control with all parts must be in their original condition may be altered, repositioned or polished. Repositioning of cam degrees allowed.

Air filter / Air box / Air channels: Any modification is allowed

Wiring harness, electrical connections: The wiring harness of the relevant motorcycle type may be modified

Gearbox: The undercutting of gears is permitted

Clutch: Slipper clutches are permitted.

Exhaust system: The original exhaust end canister may be replaced with any homologated slip-on or full system unit. The end of the exhaust pipe must not project any part of the machine or its bodywork. The exhaust must be discharged so as not to raise dust or inconvenience other competitors.

3. RUNNING GEAR / MOTORCYCLE IN GENERAL

Footrests: Only steel, rounded edge, folding footrests are allowed.

Sliders: Only non-titanium sliders allowed.

Appearance of start numbers: As per GCR's and MSA specification. The numbers on the side must be in bold.

Fuel tank: Only as original part of the respective model with all components and inner parts. Any modification to the fuel tank opening is prohibited with exception of the 150 Senior Class. The use of retention foam (explode safe) for the entire volume of the tank is recommended. The fuel tank ventilation outlet, along with radiator overflow pipes, must end in one or more firmly attached collection containers with a capacity of at least 200cm³.

Fairing /bodywork: All body parts remaining on the vehicle must be in line with the standard condition as regards material and form.

Handlebars: Handlebars and hand levers are free of restriction. All operating parts and handlebar controls such as kill switch etc. must be retained in their original condition and fully functional. Driving safety must be ensured. ACC Billet triple clamps can be used. No Holeshoot devises may be fitted.

Front forks: Replacement of main compression springs and oil is permitted. No modification to the pump or valve is permitted; ADDITIONAL SHIMS AND SPACERS MAY BE FITTED OR REMOVED. Bump stops may be taken out, etc. All adjusters must function as original. The requirement is that the front forks are to be the original fork stanchion and outer shell. No aftermarket forks are to be used for replacement. The adding or removal of material (modification) to any part

is not permitted. Forks must operate in exactly the same manner they were designed to operate in as standard. Motorcycles with air forks can do the oil fork conversion

Rear shock absorber: Only the original rear shock which the motorcycle was issued with (with no internal modifications of any kind) or an approved rebuilt rear shock absorber may be used. A safety devise (pin or lock nut) must be installed on the brake pad fixture. Carbon fibre or carbon composite brake discs and/or carriers are not permitted. All adjusters must function as original. External springs are open.

Wheel rims: Wheel sizes allowed – front 16.5/17 inch, rear 17-inch, maximum width 5.5.

Brakes: The type of brake fluid used can be freely selected. Braided brake hoses are optional front and rear. All motorcycles must have front and rear brakes operating independently. Aluminium or titanium rear brake discs are prohibited. No twin discs allowed. Only O&M parts allowed per model. Brake pads are open.

Tyres: All competitors competing in the SM1 class may use Michelin or Metzler tyres. All tyres can be marked in parc fermé at the end of qualifying. Where there is no qualifying, these tyres will be marked when entering the pre-race grid for the first heat.

Wet Weather tyres: Any Michelin or Metzler tyres are allowed. Controlled tyre grooving will be allowed.

Tyre Warmers: Free of restriction.

Central frame: The central frame must remain in its original condition. In case of damage to the attachment points between the central frame and the rear frame, the professional repair of these points is permitted. However, any such repairs must be inspected and approved by the series TC and/or MSA TC. The rear sub frame is to be used as an original part. Riding safety must always be ensured.

EXTRA EQUIPMENT Data transmissions from the rider or motorcycle to the team / pit box, radio communication as well as running gear and engine data recording or storage and retrieval during or after practice/racing are not permissible. The use of video cameras for entertainment value only, is permitted subject to the camera being sealed at scrutineering and access to data only being allowed after the race weekend unless requested by officials. Any recorded footage allowed to be used for protest purposes will be at the sole discretion of the COC or MSA. **MODIFICATIONS** Any modifications which are not mentioned in the current rules and regulations are deemed illegal, and therefore eligible for disciplinary measures as stipulated in the Club's Code of Conduct. The series organizers or the appointed technical consultant, reserve the right to preclude from participation any motorcycle and/or rider that does not comply with the regulations, or which presents a danger to fellow riders for any reason whatsoever.