



MSA WPMC SHORT CIRCUIT CLUB REGULATIONS

VERSION 1

1 JANUARY 2026

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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>

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All race meetings shall be held under the 2026 Motorsport South Africa (MSA) General Competition Rules (GCRs), Standing Supplementary Regulations (SSRs), these Club Regulations, the event Supplementary Regulations (SRs) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

1. CONTROLLERS OF THE CHAMPIONSHIP

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 Short Circuit Committee.

2. AIM OF THE CHAMPIONSHIP

- 2.1 This is a Club status championship.
- 2.2 The aim of the championship will be to declare a Western Province Motor Club (WPMC) SHORT CIRCUIT NSF100 / 125 4-STROKE JUNIORS / 125 4-STROKE SENIORS / CLUBSPORT / 150 4-STROKE SENIORS and MASTERS / SUPER MOTARDS JUNIORS / SUPER MOTARDS SENIORS Club Champion for 2026 and sub class champions as applicable.
- 2.3 The MiniMoto and PocketBike GP classes are non-championship social classes.

3. VALIDITY OF THESE REGULATIONS

Applicable to the calendar year of **2026**.

4. REGULATIONS

- 4.1 All qualifying races will be held under these rules, the General Competition Rules (GCRs) and Standing Supplementary Regulations (SSRs) of Motorsport South Africa (MSA) and all of the Standing Regulations and the Supplementary Regulations issued by the WPMC.
- 4.2 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.
- 4.3 **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.** Refer (GCR226) The MSA GCRs or SSRs, as applicable, will then apply.
- 4.4 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 and published on an official MSA circular or a revision of this document.
- 4.5 All and any notice or circulars in respect of this series will be notified to all competitors in an electronic format (email 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 they have familiarized themselves with such a notice.

5. ELIGIBILITY OF COMPETITOR

- 5.1 The Championship is open to:
 - a) Paid up members of good standing with the WPMC; and who are

- b) Holders of a valid MSA competition licence as applicable to each class. All the motorcycle Classes – minimum of a Club status Circuit Motorcycle licence.
- 5.2 Competitors are only eligible to score points from the time that they become members of good standing with the WPMC and the sub section.
- 5.3 Invited ~~drivers~~ riders are welcome to race and are eligible for trophies on the day but will not be eligible to score points in the championship.

For the purpose of scoring the invited riders will be ignored.

- 5.4 The age of the competitor is determined as at 1 January of the current year.

6. CLASS AGES

6.1 MINIMOTO

PW50 AND 50cc CHINESE MOTARDS

The class shall be open to all competitors four (4) years old and younger than eight (8) years old.

6.2 POCKETBIKE GP

The class shall be open to all competitors four (4) years old and younger than eight (8) years old.

6.3 NSF100

The class shall be open to all competitors six (6) years old and younger than thirteen (13) years old.

6.4 150 4-STROKE SENIORS and MASTERS

The class shall be open to all competitors sixteen (16) years and older.

Riders between the ages of fourteen (14) and sixteen (16) years old may enter at the discretion of the Organisers, provided that the competitor has a minimum of two (2) years proven race experience in the junior or similar classes.

Competitors shall be eligible for the Masters Class from 1 January of the year in which they turn 50 (fifty) years old.

6.5 125 4-STROKE JUNIORS

The class shall be open to all competitors eleven (11) years old and younger than eighteen (18) years old.

6.6 125 4-STROKE SENIORS

The class shall be open to all competitors eighteen (18) years and older.

6.7 CLUBSPORT

6.7.1 SSP300

‘300cc class’ riders will be allowed to compete on circuit with other classes that produce similar lap times from 1 January of the year in which they turn fifteen (15) years old. Riders under the age of fifteen (15) years shall be required to undertake and pass a written competency examination and provide proof of suitable previous racing experience (generally a minimum of one calendar year) in the 125cc / 150cc Circuit racing class. Reference is hereby made to MSA Circuit Racing SSR 1 (iii) a and b.

The 110% qualification rule – see MSA Circuit Racing SSR 27 - shall be strictly enforced for the ‘300cc class’ riders in the interest of safety where classes have been combined.

6.7.2 MOTO3 - REFER TO MSA CIRCUIT RACING SSR1

- 6.7.3** MOTO4 - REFER TO MSA CIRCUIT RACING SSR1
- 6.7.4** SUPER MONO's - REFER TO MSA CIRCUIT RACING SSR1

6.8 SUPER MOTARDS JUNIORS

The class shall be open to all competitors twelve (12) years old and younger than eighteen (18) years old.

6.9 SUPER MOTARDS SENIORS

The class shall be open to all competitors eighteen (18) years and older.

7. ELIGIBILITY OF MOTORCYCLE

- 7.1** The Championship will be open to all Short Circuit machines which comply with **MSA Circuit Racing SSRs Rules**, Regulations, Specifications and Technical Specification listed below.
- 7.2** Motorcycles may not exceed a static noise level of ~~108db~~ **105db** measured in accordance with MSA Regulations or at WPMC current circuit noise level rules.
- 7.3** Motorcycles may not exceed a drive by noise level of ~~96db~~ **95db** measured in accordance with MSA Regulations or at WPMC current noise level rules.
- 7.4** All motorcycles must be sound tested annually, before their first race and the relevant sound sticker must be displayed on the motorcycle.

8. CLASS SPECIFICATIONS

Refer Article 24 (Technical Specifications)

9. CHAMPIONSHIP EVENTS

- 9.1** The **2026** Motorsport Calendar and Races per Category as published by the WPMC gives details of all championship event race dates.
- 9.2** A minimum of six (6) race meetings shall be run for a champion to be declared. Should less than six (6) race meetings be held, then the championship shall be null and void.

10. CLASSIFICATION OF A STARTER AND FINISHER

- 10.1** To be classified as a starter a competitor has to cross the start line and activate the timing system in official practice, qualifying or any of the races on the day.
- 10.2** To be classified as a finisher, a competitor must have completed at least 66% of the race distance under its own power (rounded down to the last full lap).
- 10.3** If a competitor is the cause of the red flag, the same competitor will not be able to restart if the race is restarted and will not be classified as a finisher.

11. MINIMUM NUMBER OF STARTERS

There must be a minimum of six (6) starters in each of classes on a race day for that class to qualify for Championship Status.

12. NUMBER OF CHAMPIONSHIP RACES TO COUNT

All heats that qualify as a Championship race will count towards the championship.

13. POINT SCORING

Points towards the Championship will be scored per heat - all to count and on the following basis:

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

14. PENALTIES

- 14.1 Any breach of these regulations, or the supplementary regulations for any competition, whether or not any penalty is specified therein, may be subject to the penalties laid down in the MSA GCR 177 ~~of MSA~~ and the imposition of such conditions as the **Clerk of the Course or the Stewards (in the case of a protest) Controllers** may deem appropriate.
- 14.2 Any contravention of the technical regulations and specifications may result in automatic exclusions from the relevant race (where appropriate) or the entire event. The only exception will be in instances where no advantage has been gained, in accordance with the provision of GCR 176.
- 14.3 A standard three (3) place penalty may apply in respect of any on-track incident for which a competitor is found guilty. The **Clerk of the Course or the Stewards (in the case of a protest)** shall, however, be entitled to impose a heavier penalty should this be deemed warranted.

15. SEPARATION OF TIES

A tie will be resolved in favour of the competitor having the greater number of firsts. 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. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each qualifying event will be available on Short Circuits' Social Media and the MSA website and any objections concerning the scoring must be received by the Controllers in writing no later than seven (7) days following the publication of the scoring.

The Controllers reserve the right to correct clerical errors at any time.

17. DECLARATION OF A CHAMPIONSHIP

The Controllers, at their sole discretion, are responsible for declaring the winner of the Championship or to withhold such declaration.

18. RACE DISTANCE

- 18.1 Race distance to be covered and the number of **races /** heats will be as per the Supplementary Regulations (SR's) for the event ~~and Regulations~~ unless deemed otherwise by the Clerk of the Course on the day.
- 18.2 A competitor whose lap takes more than twice the time of the winner's fastest lap may be disallowed.

19. FIRST TIME COMPETITORS

- 19.1 Track experience is advised to ensure the safety of the new competitor as well as the rest of the competitors. The Controllers may require that an on-track assessment and theoretical presentation be attended prior to a first race entry being accepted.
- 19.2 First time motorcycle competitors need to wear a brightly coloured bib over their race suit for at least their first two (2) race meetings and practice sessions. The Controllers will review the progress of the rider and shall decide when he / she is fit to not wear the bib.

20. SCRUTINEERING

- 20.1 Motorcycles must be presented for scrutineering in a clean condition and ready to race together with an approved helmet, race suit, race boots and gloves, all in good condition.
- 20.2 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.
- 20.3 Gearbox and engine drain plug and oil filter bolts must be wire locked.
- 20.4 At any time during an event, any motorcycles may be examined for compliance with the Regulations.
- 20.5 Front brake calliper mounting bolts **and** brake pad retaining pins must be lock wired.

21. GRID POSITION

MOTORCYCLES

- a) Grid position for race one will be determined by qualifying.
- b) Grid position for race two will be the same as the finishing order of race one (1).

- c) Grid position for race three will be the same as the finishing order of race two (2).
- d) The starting grid will be made up of riders positioned three (3) 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.
- e) When classes are combined the grids will be determined as above, without distinction between classes.

22. 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 up on the starting grid directly with engines running. When the starter 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 when the red light goes out or the flag is lowered, depending on which is been used.

23. 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 Short Circuit, WPMC, its riders/drivers and sponsors should reflect the impact social media has. If a competitor is considered to have brought Short Circuit and/or WPMC 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 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 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 so.

24. TECHNICAL SPECIFICATIONS

Any changes, alterations or modifications not covered or provided for in these specifications will be deemed illegal, unless approved by the Controllers. (Refer to GCR 226)

All Motorcycles to be fitted with a rear, non-flashing, red visibility light in poor weather conditions.

24.1 MINIMOTO

PW50 and 50cc Chinese Motards

Standard 50cc 2-Stroke motorcycles.

(a **standard motorcycle** will be used as a comparison to check technical specifications in the case of checks).

Motorcycles must remain completely standard as supplied by the manufacturer - Only OEM Parts may be used.

No performance parts may be used.

Adequate protective clothing must be worn at the discretion of the Controllers.

Numbers on motorcycles must be in 'Arial' Font, in Bold and in Black on a White background.

24.2 **POCKETBIKE GP**

Standard 50cc 2-Stroke Pocket motorcycles.

Standard 4-stroke electric start 50cc motorcycle.

(a **standard motorcycle** will be used as a comparison to check technical specifications in the case of checks).

No performance parts may be used.

Adequate protective clothing must be worn at the discretion of the Controllers.

Numbers on motorcycle must be in 'Arial' Font, in Bold and in Black on a White background.

24.3 **NSF100**

Standard HONDA NSF100 as supplied by the Organisers.

24.4 **125 4-STROKE JUNIORS AND SENIORS**

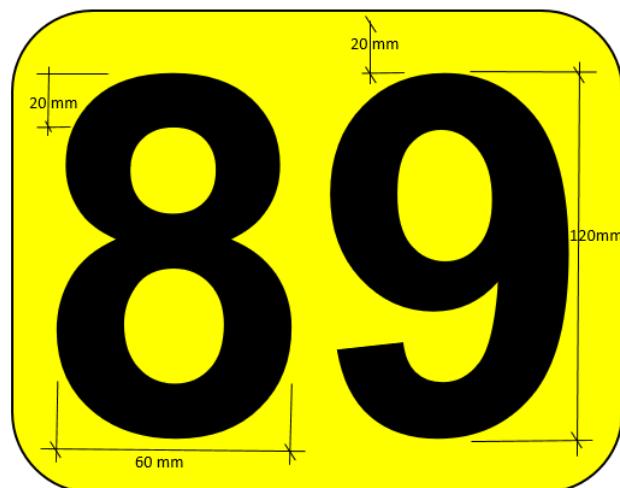
Standard 125cc road-based motorcycle as supplied by the Manufacturer.

Minimum motorcycle weight limit of 95kgs must be met with an empty fuel tank.

NOTE: standard OEM motorcycle parts relevant to model and type, this includes and not limited to, engines, frames etc. will be used as a comparison when technical compliance inspections take place.

Numbers:

- Numbers on 125 Senior motorcycles must be in 'Arial' Font, in Bold and in Black, on a Yellow background with a twenty (20) mm stroke.
- Numbers on 125 Junior motorcycles must be in 'Arial' Font, in Bold and in Yellow, on a Black background with a twenty (20) mm stroke.
- The numbers' minimum width should be sixty (60) mm and its minimum height one hundred and twenty (120) mm.
- There should be a gap of twenty (20) mm between the outer edge of the number and the end of the yellow / black background.
- Placement of number on the motorcycle must be in the centre of front fairing and on each side of the belly pan, towards the front of the belly pan.
- See example of number below:



Engines:

- Single cylinder, unmodified 2 / 4 valve head, 125cc four stroke motors with a maximum capacity of 125cc.
- No modifications are allowed to the engine.
- Only genuine OEM replacement engine parts may be used.

Engine Casings:

- Engine casings may not be modified.

Cylinder Heads:

- Cylinder heads must remain standard.
- No material is to be added or removed, except for the valve seats which may be cut to OEM specifications.
- Cylinder heads may not be skimmed.

Cylinders:

- No material may be removed from the cylinder, only re-boring is allowed up to the 4th oversize one (1) mm).

Camshafts:

- No material may be added or removed from the camshafts.
- Only OEM camshafts may be used.
- Camshaft sprockets must remain standard.

Crankshafts:

- No material may be removed from the crankshaft assembly.
- The crankshaft assembly must remain standard.

Gearboxes:

- The gearbox must remain standard.
- **Undercutting of gears is permitted**

Clutches:

- The clutch must remain standard.

Coatings:

- No performance coatings whatsoever may be applied to any of the internal or external parts of the motor.
- No heat transferring / heat blocking material may be used on the internal or external parts of the motor.

Carburetors and Throttle Body and Injectors:

- Only the standard carburetor as indicated in the Owner's **and/or Workshop** Manual may be used.
- Main and idling jets may be changed.
- Only the standard needle may be used.
- Spacers may be used to adjust the height of the needle positioning.
- Only OEM injectors, fuel pumps and regulators may be used on a Fuel injected model.
- No modification to throttle bodies is allowed.
- Fuelling modules may not be used.

Air boxes:

- Air intake systems must remain standard, however the filter and air box lid may be removed.
- No holes are allowed to be drilled into the air box.
- No fresh air or ram air induction is allowed.
- The snorkel between carburetor and air box must remain standard.

Exhaust Systems:

- Any aftermarket exhaust system may be fitted, provided it complies with the noise levels as stated above.

Starter Motor:

- The starter motor must be retained and in working order.

Ignition Systems:

- The ignition system must remain standard.
- The charging system must be operational at all times and the pickup position may not be changed.
- Only manufacturers specification batteries may be used.
- No flashing of the ECU allowed.

Frames:

- No modifications are allowed to the frame.

Fuel Tanks:

- Fuel tanks must remain standard to OEM specifications.

Suspension:

- Rear shock can be changed to a pre-load adjustable Honda CBR 125cc rear shock or a standard Honda CBR 150cc rear shock.
- The rear shock may be drilled and plugged in order to change / replace the suspension oil.
- Rear swing arm must remain standard.
- Front end and fork externals must remain standard.
- Fork caps must remain standard.
- Front fork OEM internals may be modified, not replaced. Spacers may be added.
- Emulators are not allowed.
- A Fork brace must remain standard.

Wheels:

- Rims must remain standard per OEM specification.

Sprockets:

- Front and Rear Sprockets sizes may be changed.
- Chain size must remain standard to OEM.
- **A CBR 150cc rear wheel hub may be used on a CBR 125cc Honda motorcycle.**

Tyres:

- Tyres are unrestricted.

Brakes:

- Front and rear brake callipers must remain standard and mounted in the original position.
- Front master cylinder must remain standard.
- **Only standard brake discs or reputable aftermarket brake discs are allowed**

Bodywork / Fairings:

- Fairings and Bodywork are unrestricted.
- No carbon fibre **or Kevlar** body kits allowed.

24.5 150 4-STROKE SENIORS and MASTERS

Standard 4 stroke 150cc road-based motorcycles as supplied by the Manufacturer.

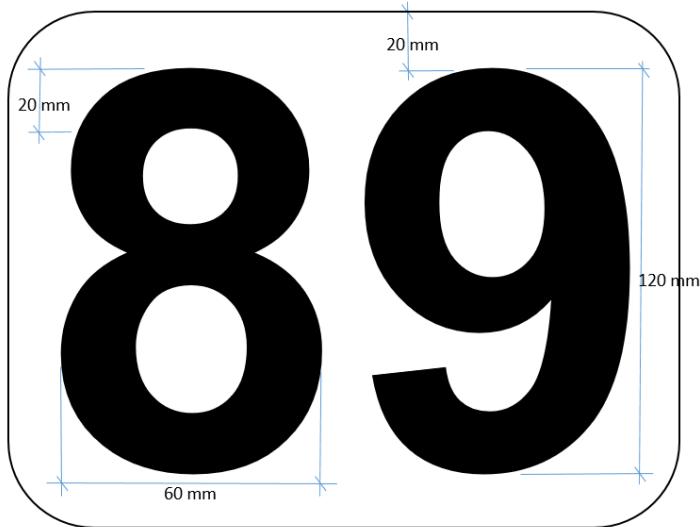
Motorcycle minimum weight limit of 100 kg must be met with an empty fuel tank.

(For any discrepancies in measurement etc., the Owners / Workshop Manual for the said motorcycle will be used **and/or** OEM parts where required **to verify measurements**).

Numbers:

- Numbers on motorcycle must be in 'Arial' Font, in Bold and in Black, on a white background with a twenty (20) mm stroke.
- The numbers minimum width should be 60mm and its minimum height one hundred and twenty (120) mm.

- There should be a gap of twenty (20) mm between the outer edge of the number and the end of the white background.
- Placement number on the motorcycles must be in the centre of front fairing and on each side of the belly pan, towards the front of the belly pan.
- See example of number below:



Engines:

- Single cylinder, unmodified 4 valve head 150cc four stroke motors with a maximum capacity of 155cc.
- No modifications are allowed to the engine.
- Only genuine OEM replacement engine parts may be used.

Pistons:

- Maximum of one (1) mm oversize pistons allowed for wear.

Engine Casings:

- Engine casings may not be modified.

Cylinder Heads:

- Cylinder heads must remain standard.
- No material is to be added or removed, except for the valve seats which may be cut to OEM specifications.
- Cylinder head volume must be no less than 11.5 cc measured with a standard spark plug in (as listed in the Owners / Workshop Manual).
- If necessary, the cylinder head may be skimmed as long as the volume is not less than 11.5 cc.
- When measuring the cylinder head volume, a 50/50 mix of 2-stroke oil and pump fuel must be used.

Cylinders:

- No material may be removed from the cylinder, only re-boring is allowed, up to the 4th oversize (1 mm).
- The deck height between piston and top of barrel may not be less than 0.1 mm with barrel torqued down **to the specification of the workshop manual**.

Camshafts:

- No material may be added or removed from the camshafts.
- Only OEM camshafts may be used.
- Camshaft sprockets may be slotted to allow degree of the camshafts.

Crankshafts:

- No material may be removed from the crankshaft assembly.
- The crankshaft assembly must remain standard.

Gearboxes:

- The gearbox must be standard.
- Undercutting **of gears** is allowed.
- A CBR 125cc standard gearbox may be used on a CBR 150cc Honda motorcycle.

Clutches:

- The clutch must remain standard.
- Only OEM parts to be used.
- A CBR 125cc standard clutch may be used on a CBR 150cc Honda motorcycle.

Coatings:

- No performance coatings whatsoever may be applied to any of the internal or external parts of the motor.
- No heat transferring / heat blocking material may be used on the internal or external parts of the motor.

Carburettors:

- Only the standard carburettor as indicated in the Owners / Workshop Manual may be used.
- Main and idling jets may be changed.
- Only the standard needle may be used.
- Spacers may be used to adjust the height of the needle positioning.
- A CBR 125cc carburettor may be used on a CBR 150cc Honda motorcycle.
- Only OEM injectors may be used on a fuel injected model.
- No modification to throttle bodies is allowed.
- Fuelling modules may not be used.

Air boxes:

- Air boxes must remain standard.
- No holes are allowed to be drilled into the air box.
- The filter and air box lid may be removed.
- No fresh air or ram air induction is allowed.
- The snorkel between carburettor and air box must remain standard.

Exhaust System:

- Exhaust system may be replaced with a recommended Bosson race pipe, provided it has the approved insert and complies with the noise levels as stated above.
- Any other aftermarket exhaust system may be fitted, provided it complies with the noise levels as stated above.

Starter Motor:

- The starter motor must be retained and in working order.

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.
- Only manufacturers' spec batteries may be used.
- No flashing of ECU allowed.

Frames:

- No modifications are allowed to the frame.

Fuel Tanks:

- Fuel tanks must remain standard to OEM specifications.

Suspension:

- Rear shock may be changed for an aftermarket shock.
- Rear swing arm must remain standard.
- Front end and fork externals must remain standard.
- Fork caps must remain standard.
- Front fork OEM internals may be modified, not replaced. Spacers may be added.
- Emulators are not allowed.
- No aftermarket fork stabilisers are allowed.

Wheels:

- Rims are unrestricted with the exception that no carbon fibre, billet or drop forged rims are allowed.

Sprockets:

- Front and rear sprockets may be changed.

Tyres:

- Tyres are unrestricted.

Brakes:

- Front brake calliper must remain standard and mounted in the original position.
- Front master cylinder must remain standard.

Bodywork / Fairings:

- Fairings and bodywork are unrestricted.
- No carbon fibre body kits allowed.

24.6 **CLUBSPORT**

24.6.1 **SSP300**

Refer to Technical Specifications for WPMC Main Circuit SSP300 class.

24.6.2 **MOTO 4**

- 125 2-Stroke road based motorcycle as supplied by the manufacturer (modifications are allowed to a maximum of 140cc).
- Honda CBR150 ~~fitted with a 180cc kit~~ **modified bikes with a maximum capacity of 180cc.**
- **Kawasaki Ninja 250 up to 2012 as supplied by the manufacturer (modifications are allowed to a maximum of 260cc), however frame must remain original.**
- Single cylinder modified 4 stroke motors, with a minimum capacity of ~~180cc~~ **155cc** and a maximum capacity of 260cc, 2 or 4 valves.
- **No minimum weight limit**
- **No carbon fibre or Kevlar is allowed on any components**

Engine:

- ~~Engine modifications are allowed as~~ **No Restrictions on engine modifications except for the points** stated above.

Numbers:

- Numbers on motorcycle must be in 'Arial' Font, in Bold and in Black, on a Yellow background with a twenty (20) mm stroke.
- The number's minimum width should be 60mm and its minimum height one hundred and twenty (120) mm.
- There should be a gap of twenty (20) mm between the outer edge of the number and the end of the Yellow background.

- Placement of the number on the motorcycle must be in the centre front fairing and on each side of the belly pan, towards the front of the belly pan.

Bodywork / Fairings:

- Fairings and bodywork are unrestricted ~~except as follows:~~
- ~~Honda CBR 150 fitted with a 180cc kit must have the Honda RS Bodywork kit.~~

Chassis:

- No Restrictions on Frame except for the points stated above.**
- No Restriction on suspension.**
- No Restriction on Wheels.**
- No restrictions on Brakes.**
- No restrictions on sprockets and chains.**
- No Restrictions on Tyres**

Exhaust Systems:

- Exhaust Systems are unrestricted, but must comply with the noise levels as stated above.

24.6.3 MOTO 3

125cc 2-Stroke Grand Prix Motorcycle

250cc 4-Stroke Grand Prix Motorcycle

Numbers:

- Numbers on motorcycle must be in 'Arial' Font, in Bold and in White on a Black background with a twenty (20) mm stroke.
- The number's minimum width should be sixty (60) mm and its minimum height 120mm.
- There should be a gap of twenty (20) between the outer edge of the number and the end of the black background.
- Placement of the numbers on the motorcycle must be in the centre of front fairing and on each side of the belly pan, towards the front of the belly pan.

Bodywork / Fairings:

- Fairings and bodywork are unrestricted.

Exhaust Systems:

- Exhaust Systems are unrestricted, but must comply with the noise levels as stated above.

24.6.4 SUPER MONO's

2 Stroke Engines:

- 250cc Single Cylinder (e.g.: RM, YZ, KX, CR, etc)
- Capacity: 270cc max air cooled and water cooled motors.

4 Stroke Engines:

- 500cc Single Cylinder (e.g.: XT, SR, DR, XL, and XR, etc)
- Capacity: 540cc max air cooled motors.

Numbers:

- Numbers on motorcycle must be in 'Arial' Font, in Bold and in Red, on a White background with a twenty (20) mm stroke.
- The number's minimum width should be sixty (60) mm and its minimum height one hundred and twenty (120) mm.
- There should be a gap of twenty (20) mm between the outer edge of the number and the end of the white background.

- Placement of numbers on the motorcycle must be in the centre of front fairing and on each side of the belly pan, towards the front of the belly pan.

Frames

- Frames are unrestricted.

Suspension:

- Suspension is unrestricted.

Wheels:

- Wheels are unrestricted.

Sprockets:

- Sprockets are unrestricted.

Tyres:

- Tyres are unrestricted.

Brakes:

- Brakes are unrestricted.

Bodywork / Fairings:

- Fairings and bodywork are unrestricted.

Carburettors:

- Carburettors are unrestricted.

Exhaust Systems:

- Exhaust Systems are unrestricted, but must comply with the noise levels as stated above.

24.7 SUPER MOTARDS JUNIORS

The class shall be open to all competitors 12 (twelve) years old and younger than eighteen (18) years old. These competitors may ride 85cc / 125cc 2-Stroke or a 250cc 4-stroke motorcycle.

NOTE: standard motorcycle parts relevant to model and type, this includes and not limited to, engines, frames etc. will be used as a comparison **and to check measurements** when technical compliance inspections take place.

Numbers:

- The number must be clearly visible on the number plate on the motorcycle.
- The number must be in 'Arial' font, in Black on a White Background.

Engines:

- 85cc / 125cc 2-stroke or 250cc 4-stroke motorcycles as supplied by the manufacturer.
- Engines must remain completely standard as supplied by the manufacturer.

Pistons:

- 1.0 mm oversize pistons allowed for wear.

Ignition Systems:

- The ignition system must remain standard.

Gearboxes:

- The gearbox must remain standard.
- **Undercutting of gears is permitted**

Clutches:

- The clutch basket must remain standard.
- Clutch plates and springs may be changed.

Carburetors:

- Only the standard carburetor as indicated in the owner's **and/or workshop** manual may be used.
- Jets and needles may be changed.

Air boxes:

- Air boxes must remain standard.
- No holes are allowed to be drilled into the air box.
- No fresh air or ram air induction is allowed.

Exhaust Systems:

- Exhaust system may be replaced with an aftermarket exhaust.
- Any aftermarket exhaust must comply with the noise levels as stated above.

Frames:

- No modifications are allowed to the frame, sub frame and swing arms.

Suspension:

- Rear shock springs may be altered.
- Front end and fork externals must remain standard.
- Front fork internals may be modified.
- Front fork springs may be altered.

Wheels:

- Rims are unrestricted with the exception that no carbon fibre rims are allowed.

Sprockets:

- Front and rear sprockets may be changed.

Tyres:

- Tyres are unrestricted.

Brakes:

- Front brake and rear calliper must remain standard and mounted in the original position.
- Front and rear master cylinders must remain standard.

Bodywork / Fairings:

- Unrestricted, but number boards must remain standard.

Foot Rests:

- Only steel rounded edge folding foot rests are allowed.

Levers:

- Only ball ended clutch and handle bar brake levers are allowed.

Sliders:

- Non-metal sliders are required on the front forks, swing arm and foot pegs.

24.8 **SUPER MOTARDS SENIORS**

Numbers:

- The number must be clearly visible on the number plate on the motorcycle.
- The number must be in 'Arial' font, in Black on a White Background.

2 Stroke Engines:

- Single cylinder, road-based or competition-based (mass production Enduro, Super Motard or MX machines only) with a minimum capacity of 250cc and a maximum capacity of 500cc.

4 Stroke Engines:

- Single cylinder 4 stroke motors with a maximum of 450cc, two or four valve mass production Enduro, Super Motard or MX machines.
- Engine cases and engine head may be modified.
- Higher compression pistons are allowed.
- Modified cams are allowed.

Cylinder Heads (4 Strokes):

- May be modified.

Camshafts (4 Strokes):

- May be modified.

Carburettors:

- Any form of mass production (homologated) carburettors may be used.
- Material may be removed from the throttle body.

Air boxes:

- Air boxes may be modified or removed; however, number board visibility must not be impeded.
- 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.

Exhaust Systems:

- Exhaust system may be replaced with an aftermarket exhaust.
- Any aftermarket exhaust must comply with the noise levels as stated above.

Gearboxes:

- May be modified.

Clutches:

- May be modified.
- Aftermarket slipper clutches may be installed.

Coatings:

- Performance coatings may be applied to any of the internal or external parts of the motor.

Ignition Systems:

- The ignition system may be modified.
- Quick shifters are allowed.

Frames:

- No modifications are allowed to the frame, sub frame and swing arms.

Suspension:

- Suspension internals and externals may be modified.

Wheels:

- Rims are unrestricted with the exception that no carbon fibre rims are allowed

Sprockets:

- Front and rear sprockets may be changed.

Tyres:

- Tyres are unrestricted.
- Additional tread grooves, cuts, etc. are allowed on the front and / or rear tyres.

Sliders:

- Non-metal sliders are required on the front forks, swing arm and foot pegs.

Brakes:

- Brakes may be upgraded to road based systems which include master cylinder, rotors and callipers.

Handle Bars:

- Triple clamp upgrades are allowed.

Bodywork / Fairings:

- Unrestricted, but number boards must remain standard.

Other:

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

25. VOTING

Criteria to vote at WPMC Short Circuit Section AGM will be:

- Must be a member of the Western Province Motor Club in good standing
- Must be an *Active* rider / member of the WPMC Short Circuit section or a guardian / parent of an active rider / member of the WPMC Short Circuit section
- No proxy votes accepted

Criteria to put forward rule suggestions for the WPMC Short Circuit section are:

- Suggestion must come from an *active* rider
- Suggestion must be in the form of an email
- Suggestion must improve safety or improve the class for all riders in class
- Riders can only make rule suggestions for the class they *currently compete in*
- Must be a member of the Western Province Motor Club in good standing
- No proxy emails will be accepted except for guardian / parent of an active rider in the section

Active rider – refers to a competitor who has competed in at least 50% of the WPMC Short Circuit section’s events, held during the period from the prior year’s AGM to the current years AGM.

Active member - refers to a WPMC Club member who has attended at least 50% of the WPMC Short Circuit section’s events and meetings held at Killarney International Raceway, during the period from the prior year’s AGM to the current years AGM, or is a member of the WPMC Short Circuit section’s / club Committee.