



## **REGULATIONS AND SPECIFICATIONS FOR THE 2010 SHORT CIRCUIT SENIOR MOTORCYCLE CLUB CHAMPIONSHIP**

### **MSA WESTERN CAPE MOTORSPORT CIRCULAR WC 20/2010**

#### **1. CONTROLLERS**

Will be Motorsport South Africa Western Cape (herein referred to as MSA) Regional Motorsport Committee. The Controllers reserve the right to amend, alter or introduce additional Regulations and to issue interpretation of these Regulations if deemed necessary, in the form prescribed by MSA.

#### **2. AIM OF THE CHAMPIONSHIP**

To declare a 2010 Club Champion, for Short Circuit Motorcycles.

#### **3. VALIDITY OF THE REGULATIONS**

Applicable to the calendar year of 2010.

#### **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 issued by the Promoters and any relevant circulars. 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. ELIGIBILITY OF RIDERS**

The age of the competitor is his/her age on the 1st 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 within the area controlled by MOTORSPORT SOUTH AFRICA WESTERN CAPE.

5.2 The Short Circuit Senior Motorcycle class shall be open to riders 19 years and older OR at the discretion of the CONTROLLERS.

#### **6. ELIGIBILITY OF MOTORCYCLES**

6.1 The Championship will be open to all Short Circuit machines which comply with MSA Rules, Regulations and Specifications having a maximum of 6 gears complying with the following capacities.

- 2 stroke                      -min 48cc capacity but not exceeding 65 cc. motocross motors are allowed.
- Four-stroke                 - Max 155cc 2 valve modified  
   - Max 155cc 4 valve Honda CBR 150 unmodified.

(plus minus 2% tolerance)

- 6.2 No motorcycle frame or engine that has been imported into this country later than 1st January 1998 shall be allowed, unless 10 or more of the same units have been imported. Hand built frames are allowed.

## **7. MODIFICATION AND RESTRICTIONS**

### **A. TWO STROKES**

1. Any modification is allowed to the engine, gearbox and frame subject to Art. 2 above and provided the safety regulations of MSA are maintained.
2. Tyres are unrestricted.
3. Motorcycles may not exceed a noise level of 110 dcb measured in accordance with MSA Regulations.

### **B. FOUR STROKES**

1. Any modifications are allowed to the engine, gearbox and frame of the 2 valve motors subject to Art. 2 above and provided the safety Regulations of MSA are maintained.
2. No modifications are allowed to the engine, carburetor, gearbox and frame of the Honda CBR 150 4 valve motors. Suspension and wheels may be changed. The rear swing arm must stay standard. No material may be removed from the motor and/or carburetor. No material may be added to the motor and/or carburetor with exception to the camshaft sprockets which can be slotted to allow degreasing of cams, the reboring of the cylinder, the cutting of the valve seats and the undercutting of the gearbox. No parts may be added/removed from the motor. Jets in the carburetor may be changed. The air box must be retained and not modified in any way. The air filter and/or air box lid may be removed. No ram air or forced air induction is allowed. The complete ignition system must stay standard.
3. Motorcycles may not exceed a noise level of 110 dcb measured in accordance with MSA Regulations.

#### **4. ONLY THE PART NUMBERS OF THE FOLLOWING PARTS MAY BE USED.**

Head Gasket – 12251-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  
Piston 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-901

### **CYLINDER HEADS**

Cylinder heads must stay standard. No material is to be added or removed, except for the valve seats which may be cut. No new seats are allowed to be inserted. Cylinder head volume must be no less than 12.4cc measured with a spark plug in.

### **CYLINDER**

No material may be removed from the cylinder, only reboring is allowed.

### **CAMSHAFTS**

No material may be added or removed from the camshafts except for the camshaft sprockets which may be slotted to allow degreasing of the camshafts.

### **CRANKSHAFT ASSEMBLY**

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

### **CARBURETORS**

No material may be added or removed from the carburetor. The jets may be changed. Carburetor size must be 26mm.

### **AIRBOX**

Air box must stay standard. No holes are allowed to be drilled in it. The filter and air box lid may be removed. No fresh air or ram air induction allowed.

### **EXHAUST SYSTEM**

Exhaust system may be replaced with an aftermarket system.

### **STARTER MOTOR**

The starter motor must be retained and in working order. This will be checked at scrutineering.

### **GEARBOX**

The gearbox must be standard. Undercutting is allowed.

### **CLUTCH**

The clutch must remain standard.

### **COATINGS**

No coatings whatsoever may be applied to any of the internal or external parts of the motor.

## **IGNITION SYSTEM**

The ignition system must stay standard and the charging system must be operational at all times.

## **9. RACE DISTANCE**

All classes to run 3 equal heats to count towards the Club Championship. Race distance to be covered will be a minimum of 10 laps unless otherwise specified in Supplementary Rules and Regulations.

## **10. MINIMUM STARTERS AND POINT SCORING**

Minimum number of starters will be at the discretion of the controllers. Points towards the Championship will be scored per heat - all to count and on the following basis:

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

## **11. GRID POSITIONS**

Will be determined by qualifying times on the day. The starting grid will be made up of riders positioned two 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.

## **12. 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 is satisfied that the starting grid is properly made up, he/she will switch on the red light or raise the flag. The starting signal will be used.

## **13. FUEL**

Refer GCR 240

## **14. SCRUTINEERING**

- a) Motorcycles must be presented for scrutineering in a clean condition and ready to race together with approved helmet, 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 and engine drain plug and oil filter bolts must be wired locked.
- d) At any time during an event, any motorcycle may be examined for compliance with the Regulations.

**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. PENALTIES**

Any rider found guilty of not adhering to the rules pertaining to the motorcycle will be either banned from competing in 3 future race meetings or have his/her points taken away from the previous 3 race meetings or at the discretion of the Clerk of the Course.

**17. AMENDMENTS**

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

**18. GCR's AND SSR's**

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.**