



Half-main Racing
Killarney Race Track
Cape Town



SUPERMOTO TAR OPEN - CLASS REGULATIONS

Who we are:

Supermoto Tar racing can be easily defined and distinguished from all other Motorcycle Racing. The Fury of Motocross machines, on the sticky asphalt surfaces, make for aggressive riding styles and very close racing.

As motor racing competitors and enthusiasts we are here to have fun and enjoy ourselves.

Our main aim is to promote, develop, and enjoy the sport in a competitive, safe environment that is above all, affordable.

OVERVIEW

- We have a standing committee who manages and regulates all proceedings pertaining to Circuit MOTARD Tar open Class. (Class Rep Clinton Lottering)
- We encourage racing development . Preferring that STOCK STANDARD “conventional” (MOTARD) Machines be entered. However, should you choose to enter on modified MOTARD(**any change in the engine internals, incl Slipper/anti hop clutches, quickshifters, whether fitted as standard equipment or aftermarket, constitutes MODIFIED**) machinery, 448cc 4 stroke & 248cc 2 stroke, are considered unmodified unless capacity has been increased. You will be placed directly into class **M**. 499cc and higher 2 strokes are to compete in the MODIFIED class. This applies to current riders purchasing new(modified)bikes, and NEW riders(on modified Bikes)joining the class. The Class determination reg will be applied, as set out.
- Hyper Motards are specifically disallowed, and will not be permitted.
- In the event of a protest or grievance the competitor must notify the standing committee(class Rep) first.
- What is not specifically allowed, will be dis-allowed.

Classes:

- **M Super Modified** 448 cc 4 stroke and 248cc 2 stroke, modified and larger capacity. A single cylinder machine in stock form, incl homologated Road Machines, larger than 448cc, will participate in **M** Class. Vehicle numbers to incl an **M on both left and right sides of the vehicle, and the front number board**, as well as Any Vtwin 4 stroke with capacity of 448 or larger, with engine internals modified or not, this includes slipper/anti Hop Clutches & Quickshifters, whether they are fitted as standard or not.

- 2 Stroke 248cc, twin cylinder, with Engine's unmodified with "conventional Clutches" will participate in the **M** Class, vehicle number to incl **M**.
- 2 stroke machines LARGER than 248cc with one or two cylinders, will participate in the **M** Super Modified class, vehicle numbers to incl **M**.
- 4 Stroke machines with capacity less than 448 cc's are permitted to compete in **S** on modified machinery, this incl 2 stroke machines with capacity smaller than 248cc.
- 2 Cylinder machines with capacity 448 or larger(4stroke)& 250cc(2 Stroke), **EXCLUDING HYPERMOTARDS** with engine internals modified or not. This incl Slipper/AntiHop Clutches & Quickshifter that are fitted, will participate in the **M** Super Modified class. Vehicle numbers to include an **M**.
- **S Super Stock**(MX Converted Motards, Engines Unmodified with conventional clutches): Vehicle numbers to include an **S**.
- **S Super Stock**(MX converted Motards, modified. Vehicle numbers to include an **S**.
- Vehicles with Exhaust, air intake, wheels, brakes and suspension modifications, are permitted, as "**UNMODIFIED**" machines.
- Any grey areas or loopholes a rider discovers or wishes to exploit, must be brought to the attention of the Class Rep, to be taken to the standing committee, for approval. This must be entered into **BEFORE** a raceday. The standing Committee's word is Final. What is not specifically permitted will be disallowed.

Class determination:

- All Riders are to declare modifications to their machines as set out above on or before the first race meeting they intend participating in to the Clerk of the Course. Before or no later than the first race of the 2010 season.
- If the standing committee or rider in **S** class has reasonable belief that a machine is modified, they are to protest, in writing which and what they believe to be modified on said vehicle. The standing committee, race officials to carry out appropriate investigation and procedure. If the rider is guilty of participating on a modified machine without declaring such, they will be penalized their points haul for the ENTIRE day, i.e 3 race heats. The standing committee's decision is final.
- Any grey areas or loopholes a rider discovers or wishes to exploit, must be brought to the Class Rep, to be taken to the standing committee, for approval. This must be entered into BEFORE a raceday. The standing Committee's word is Final.

Championship, points system and starting procedure:

- We run a club championship for each class. Class **S**, **M** race together in one race but points will be scored separately for each class.
- Trophies should be handed out to the top 2 or 3 places in each class at the end of the race day. (Dependant on number of competitors entered at the race meeting, if 4 or less riders in a class, only the top 2 pos will get a trophy.)
- Qualifying will be run in 1 session.
- Standing starts will be used for all circuit events.
- Points are scored utilizing the attached scale only. Irrespective of the number of competitors on the day.
- **No finish – no points to be awarded for that heat.**

Scrutineering:

- Motorcycles and riders are to be scrutineered prior to qualifying on the race day.
- Motorcycles and riders are scrutineered with safety being the primary objective.

- All Motorcycles will be scrutineered in such a means as to comply to the MSA appointed scrutineer's satisfaction.
- The scrutineer's word is final.
- Refer White Book

Safety wear and gear requirements:

- All riders are to use/wear only helmets with a Double D fastening System.
- 1 Piece Leather Suits(this class falls under CIRCUIT RACING, not Motocross). Two piece suits will be permitted, Provided, the Jacket has been DOUBLE stitched to the pants, in a professional manner. For the safety of the rider. Scrutineer's decision is final.
- Leather Gloves.
- Boots, Motocross type or Road type are permitted
- If there is any damage to the stitching, or the leather itself, it will be to the scrutineer's discretion, whether it can be worn or not. Duct tape can be used to close up tears and damage. If the Scrutineer is happy with the suit, it may be used.
- Neck braces & back protectors and any other safety wear are for the riders discretion whether required or not. They are not a requirement.
- Suits and gear will be in accordance with MSA Regs.
- The Scrutineer's word is final.
- Refer White Book

Identification numbers:

- Numbers must be displayed on the front of the vehicle and on both sides of the bodywork.
- Should you have no bodywork then an additional number must be clearly visible at the back of the vehicle.
- Number fonts and colour are to be clear and sensible. If in doubt Black background and White Numbers or Vice Versa, are most visible on. They are to be clearly visible for the marshals and timekeepers to easily identify you at a distance.

Noise regulations:

- Noise levels are to be controlled at the 110 db max sound level.
- If your vehicle is making in excess of this noise level, it will be up to the Clerk of the course whether that vehicle may be omitted or excluded from participation.

POINTS SCALES

S1 Super Stock

<u>Position:</u>	<u>Points:</u>
First	15
Second	12
Third	9
Fourth	6
Fifth	2
Sixth	1

NB: A NON FINISH = NO POINTS AWARDED FOR THAT HEAT

S2 Super Modified

<u>Position:</u>	<u>Points:</u>
First	15
Second	12
Third	9
Fourth	6
Fifth	2
Sixth	1

NB: A NON FINISH = NO POINTS AWARDED FOR THAT HEAT