



**REGULATIONS AND SPECIFICATIONS FOR THE  
2010 SUPERMOTO CLUB CHAMPIONSHIP**  
**MSA WESTERN CAPE MOTORSPORT CIRCULAR**  
**WC 20/2010**

Where in the case of any dispute, the National Supermoto rules will apply.

**1. CONTROLLERS**

Will be the 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 Champion for SuperMoto 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. Repeating certain sections of the MSA handbook, is done for emphasis. It does not mean that other sections need not be adhered to.

**5. ELIGIBILITY OF RIDERS**

- 5.1 The Championship shall be open to all riders resident with the area controlled by MOTORSPORT SOUTH AFRICA WESTERN CAPE.
- 5.2 The Super Moto Motorcycle class shall be open to riders 15 years and older or at the discretion of the controllers. The 85cc competitors age is 8-15 years.

**6. ELIGIBILITY OF MOTORCYCLES**

**6.1: MODIFICATIONS TO MACHINES**

Open Class, open to all motorcycles with a minimum of 85cc and a maximum of 650cc.

**6.2. MACHINE SPECIFICATIONS**

**Numbers**

All machines must have three number plates. One on the front and one on each side at the rear where they can be clearly seen. All number plates fitted to the machine must be of a rigid

material and solidly constructed. They must be elliptical or rectangular in shape and measuring 20mm x 240mm, and the space between any two numbers shall be a minimum of 10mm.

The minimum dimensions of the numbers must be:

Height: - 155mm  
 Width - 73mm  
 Stroke Width - 25mm

Any other number plate or marking on the motorcycle that might be confused with the number must be removed before the competition is allowed to start. Numbers are available from MSA.

### **6.3: COLOUR OF NUMBERS**

#### **Front and side Numbers:**

**S1 class** - **Black on White**  
**450 S2** - **Black on Yellow**  
**250 S3** - **White on Blue**

### **6.4: SAFETY SPECIFICATIONS**

All Super Motard machines must comply with the following:

- i. Ball-ended clutch and handlebar brake levers.
- ii. A brake operating on each wheel.
- iii. Chain and suspension in good working order.
- iv. Self-closing throttle.
- v. Adequate mudguards.
- vi. Should part of the exhaust system detach (part) from the engine or come adrift, causing excessive noise, the competitor should proceed to the mechanic area and

repair it before continuing in the event. Should the rider not adhere to this rule, the Clerk of the Course has the right to black flag the rider. The Clerk of the Course may bring this to the attention of the riders. Article 31.01 – Exhaust Pipes of the FIM Technical Rules will not apply until further notice (rear cone to silencer)

- vii. 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 foul the tires or brakes of, or inconvenience, following riders.
- viii. Strong, folding footrests, preferably steel, which must be rounded on the ends (Preferably NOT Titanium)
- ix. There must be no fuel leaks
- x. Only tires readily available to the Public in South Africa may be used. Where a dispute regarding availability arises, proof will be required that the tire in question is not only supplied to, but available in all Motorsport Regions.
- xi. All machines must have a kill button in working order.

### **6.5: ADDITIONAL TECHNICAL SPECIFICATIONS**

In addition to the Moto Cross technical rules the following specifications will apply to motorcycles entering the Super Motard series

- i. The noise levels are maximum of 98 decibels.
- ii. There must be a clear colour distinction between the colour of the background and the colour of the number. Reflecting numbers are forbidden. See above for class colours.

- iii. A safety device (pin or lock nut) should be installed on the brake pad fixture
- iv. The safety wire used on the bolts of the break calipers, must be visible.
- v. **On 4-stroke engines, an oil catch tank of 200ml minimum, properly fastened, or a closed breather system must be installed.**
- vi. One or several leak – proof catch tanks must be provided for the radiator water and the breather system of the fuel tank. These catch tanks must be emptied before each start.
- vii. The only authorized cooling liquid is water.
- viii. The safety wire used on oil and water filter caps, as well on drain plugs, must be visible.
- ix. Motocross, Enduro or Trial tires are prohibited
  - x. The maximum tread depth on the front and/or tires must be 10mm in the middle
- xi. Additional tread groves, cuts, etc are allowed on the front and/or back tires
- xii. Brakes – Carbon fiber or carbon composite brake discs and/or carriers are not permitted. Aluminum or titanium rear brake discs are prohibited.
- xiii. Wheels - Maximum diameter for front and rear wheels is 19”.

#### **6.6: EQUIPMENT TO BE REMOVED**

- i. License Disc;
- ii. All badges other than stickers;
- iii. Luggage carriers;
- iv. Crash bars;

- v. Headlights, stoplights and indicator lenses;
- vi. Rear view mirrors and reflectors;
- vii. Centre and side stands.

#### **6.7: PRACTICE**

A practice period will be allocated to all classes. These time periods will be indicated in the SR’s at the discretion of the COC. Practices may be combined.

#### **6.8: STARTING POSITIONS**

The supplementary regulations shall state the method of starting and the manner in which starting positions will be determined. This will be by:

- i. By ballot
- ii. By Club Championship standings
- iii. By practice qualifying times

#### **6.9: TYPES OF STARTS**

Mass starts in rows with a maximum three riders per row.

#### **6.10: STARTING GRID**

The pole times for starting positions will be posted on the official notice board in the order of the starting grid or the grid for the first heat as per the Championship or SR’s

**6.11: THE START**

- i. All starts shall be with engines running
- ii. Competitors must line-up on the marked grid after a (one/two) laps
- iii. The start will be carried out by the displaying of a row or red lights. When the lights go out, the race is officially started **or** by the dropping of a flag or a rubber band.
- iv. Any rider unable to kick-start his machine must not delay the start but will be permitted to have his machine started with the help of officials once the race has commenced, without any penalty.
- v. The official and published time of the start will be strictly adhered to. Any motorcycle not on the starting line at the official time of the start may be excluded.

**6.12: FALSE / JUMP STARTS****False Starts**

Should a false start occur, the race may be stopped. This may be done at any stage of the first lap by red flags. All riders shall then return to the starting line and form up in their previous starting positions. The offender will be penalized as per SR's.

**Jump Start**

Any rider who, in the opinion of the Clerk of the Course, gained an advantage by jumping the start will be penalized with a three place penalty.

**6.13: THE RACE****A. Withdrawal From Race**

Competitors who are unable to participate in a race must inform the Clerk of the Course in writing as soon as possible, stating their reasons for such withdrawal.

**B. Incidents, Accidents And Retirements**

- i. Every competitor retiring from the race shall report this to the Clerk of the Course as soon as practicable. He/she will be required to sign a form declaring his/her retirement. Once a motorcycle has been retired, it may not rejoin the race and once a race has started a second motorcycle may not be used in that particular heat/race.
- ii. If during official practice or a race, a competitor has an accident/incident:
  - a) Serious enough to prevent him continuing with the race or practice; or
  - b) Involving another /other competitor/s and which involves stopping or going off the circuit, even through the motorcycles were able to continue, the rider must

submit a report to the Clerk of the Course in writing within one hour of the end of official practice or the race, as the cause may be, stating briefly the circumstances surrounding the incident. Failure to submit this report may result in exclusion from the event and further disciplinary action by MSA.

**B. GENERAL**

- i. Any competitor leaving the course either on the ground, in the air or a short cut across a corner, must rejoin the course at the spot where he left it. Failure to comply may result in exclusion from the heat or race, particularly if an advantage has been gained.
- ii. It is forbidden to ride in the opposite direction of the course, unless given special permission by an official. The penalty for riding in the opposite direction is

- exclusion from the heat or race.
- iii. Any rider who retires from a race or heat shall immediately remove himself and his motorcycle from the course.
- iv. A motorcycle is deemed to cross a control line, such as a starting line or finishing line, when the foremost part of the motorcycle crosses the line.
- v. No rider is to indulge in unfair or dangerous conduct during a race.
- vi. A rider about to be overtaken shall not knowingly ride so as to impede his fellow riders.
- vii. Any rider deliberately cutting across another rider unfairly or deliberately "taking" another rider out, will be excluded.
- viii. In terms of GCR 156 the Clerk of the Course may stop any competitor whom he deems to be a danger to fellow competitors.
- ix. If a rider returns to the pits or paddock during a race he/she

will be deemed to have retired.

#### **6.14: REPAIRS, REPLACEMENTS & FUELLING**

A rider may repair or refuel his/her machine during a race provided he/she and his/her machine is taken by the rider to the demarcated signal, repair or pit area.

#### **6.15: THE FINISH**

The finish signal shall be the display of a black and white chequered flag.

The competitor in an event, or part of an event (heat or final) who having covered the required distance, crosses a finishing line first, shall be the winner of that race. Thereafter the remaining competitors will be flagged off the circuit as they cross the finishing line. The supplementary regulations will detail a time limit, normally the average lap time plus 30 seconds, after the winner crosses the line, when the race will be judged to be finished. If, during the race the chequered flag is inadvertently displayed before the race was due to end it will, nevertheless, be deemed to have ended. To be classified as a finisher, a competitor must pass the chequered flag. No competitor will be scored in the results who has failed to pass the chequered flag or,

having passed the chequered flag, has failed to complete three-quarters of the total number of laps completed by the winner of the event, or he passes the flag after the expiry of the time laid down in the regulations for the event.

#### **6.16: RACE STOPPED PREMATURELY**

Once started, a race will not, except for reasons of force majeure or SSR 234, be prematurely stopped. If a race is stopped before the leading competitor has completed half the race distance, it will be invalid. If stopped at a later stage, the Jury or Stewards of the Meeting shall decide the result. Points will be awarded which appear to the Jury or Stewards to be justified in the circumstances.

#### **6.17: THE COURSE**

- i. All circuits will be inspected and approved by the track inspector / inspection committee appointed by the MSA MX Commission.
- ii. A SuperMotard course shall, unless otherwise authorized by MSA, be between 0.7km and 1.5 km in length. The course will have a minimum of 30% dirt, and 70% tar of the total length.
- iii. A single race, heat final, or one race of a group must not exceed 40km.(Min 10km)

- iv. The direction of the course must be clearly indicated to the riders.

Spectators are to be kept away from the circuit by means of either a fence (not lower than 1.2 meters), tunnel, control gate or subway so that no person can cross the circuit during racing. Tire walls may be used on whoops and corners providing they are laid flat and do not stand upright. A maximum number of 26 (as per SR's) riders per race to be allowed.

#### 7. CHAMPIONSHIP

The Championship will consist of a minimum of 21 heats. If the day's racing is cancelled for any reason whatsoever, the completed heats will count towards the Championship.

#### 9. MINIMUM STARTERS AND POINT SCORING

There shall be no less than 8 starters in the first heat of an event for the season. 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

#### 12. FUEL

Refer GCR 240

#### 14. 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.

#### 15. ANNOUNCEMENT OF POINTS AWARDED

Points will be made available at the MSA offices at Killarney, the second Monday following the event and any queries must be put in writing and handed in at the MSA office not later than the Friday following the Monday at which the scoring became available.