

**REGULATIONS AND SPECIFICATIONS FOR THE WESTERN CAPE
SHORT CIRCUIT MOTORCYCLE 150 JUNIOR CHAMPIONSHIP 2015
MSA WESTERN CAPE MOTOR SPORT CIRCULAR WC 3/2015**

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

AMENDMENTS

ANY Proposed/desired changes to these Championship Regulations must be submitted to the Controllers for consideration at their next Regional Committee Meeting.

The Controllers reserve the right, without prior notification, to introduce new Regulations and or amend existing Regulations. Such changes to these Regulations shall be issued at least SEVEN (7) days prior to the next event being held.

1. CONTROLLERS

Will be the Motorsport South Africa Western Cape (herein referred to as MSA) Regional Motorsport Committee.

2. AIM OF THE CHAMPIONSHIP

To declare a 2015 150 Junior Motorcycle Champion, for Short Circuit Motorcycles.

3. CHAMPIONSHIP EVENTS TO COUNT

The Championship will comprise of 24 heats of which all will count towards the Championship.

4. VALIDITY OF THE REGULATIONS

Applicable to the calendar year of 2015.

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

6. ELIGIBILITY OF RIDERS

The age of the competitor is his/her age on the 1st January of the current year or at the discretion of the controllers. The original birth certificate or certified copy thereof shall be produced when applying for a new competition licence.

6.1 The Championship shall be open to all riders resident within the area controlled by MOTORSPORT SOUTH AFRICA WESTERN CAPE.

6.2 The 150 Junior Short Circuit Motorcycle class shall be open to riders between the ages of 13 and 18 years (High school). If a rider has completed 2 or more years of NSF 100 with SAMRA he/she may be considered eligible to enter the 150 junior championship at the age of 11 years. OR at the discretion of the CONTROLLERS.

7. ELIGIBILITY OF MOTORCYCLES

7.1 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.

Four-stroke - Max 155cc 4 valve 150 unmodified.

(plus minus 2% tolerance)

7.2 No motorcycle frame or engine that has been imported into this country later than 1st January 2000 shall be allowed, unless 10 or more of the same units have been imported.

8. MODIFICATION AND RESTRICTIONS

No modifications are allowed to the engine, carburetor, gearbox and frame of the 150 4 valve motors. Rear shock may be changed for an aftermarket shock, The rear swing arm must stay standard. Front end and forks must remain standard. Front fork internals may be modified.

Wheels may be changed. Front brake caliper must remain standard and mounted in the original position, front master cylinder must remain standard.

b. Motorcycles may not exceed a noise level of 105 dcb measured in accordance with MSA Regulations.

c. ONLY THE PART NUMBERS OF THE FOLLOWING PARTS MAY BE USED FOR THE CBR150.

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

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

Any other eligible 150 will be bound by the same rule as above that only genuine engine parts may be used unless otherwise stated.

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. If necessary the cylinder head may be skimmed as long as the volume remains 12.4cc or more . All other 150's volume to be determined by the manufacturer or the club's technical representative.

CYLINDER

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

CAMSHAFTS

No material may be added or removed from the camshafts. Camshaft sprockets may be slotted to allow degree 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 28mm or as it comes standard from the factory.

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 a recommended Bosson race pipe with the approved insert. Any other aftermarket exhaust must comply with the dcb limit of 95 dcb.

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.

SUSPENSION

The standard rear shock absorber may be replaced with an aftermarket unit. The front end needs to be original, but the internals may be modified.

9. RACE DISTANCE

All classes to run 3 heats to count towards the Championship. Race distance to be covered will be a minimum of 10 laps for race 1 and 2, and 15 laps for race 3 unless otherwise specified in Supplementary Rules and Regulations.

10. MINIMUM STARTERS AND POINT SCORING

There shall be no less than 6 starters in the first heat of an event, for the

heats of that event to count towards the Championship. Points towards the Championship will be scored per heat - all to count and on the following basis:

Points for race 1 and 2

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

Points for race 3

1st – 22.5 points. 2nd – 24 points. 3rd - 15 points.

4th – 13.5 points. 5th – 12 points. 6th – 10.5 points

7th – 9 points. 8th – 7.5 points . 9th – 6 points

10th – 4.5 points. 11th – 3 points . 12th – 1.5 points.

11. GRID POSITIONS

Grid position for race one will be determined by qualifying at timed practice.

Grid position for race two will be same as the finishing order of race one.

Grid positions for race three will be same as the finishing order of race two

The starting grid will be made up of riders positioned Three 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. COMPETITION NUMBERS

Competition numbers must be displayed in accordance with MSA GCR's, SR's and applicable bulletins issued by MSA, in all regards.

13. 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 starting signal will be used.

14. FUEL

Refer GCR 240

15. 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.

16. 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.

17. 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.

18. AMENDMENTS

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

19. GCR's, SSR's and CIRCULARS

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 CONTROLLERS.