



**SUPPLEMENTARY REGULATIONS FOR THE KILLARNEY ENDURO WEEKEND
INCORPORATING THE EIGHT HOUR SHORT CIRCUIT MOTORCYCLE RACE AND THE
NSF100 TWO HOUR MOTORCYCLE RACE (SEE ANNEXURE A) TO BE HOSTED ON
THE KILLARNEY FORMULA K CIRCUIT ON FRIDAY AND SATURDAY 12TH & 13TH
DECEMBER 2014**

JURISDICTION

Held under the International Sporting Code of the Federation Internationale de l'Automobile (FIA), the International Sporting Code of the Federation Internationale Motorcycliste (FIM), the General Competition Rules (GCR) and Standing Supplementary Regulations (SSR) of Motorsport SA and these Supplementary Regulations (SR) and any final instruction that may be issued by the Promoters.

PROMOTERS AND ORGANISERS

Western Province Motor Club – Short Circuit

MSA ORGANISING PERMIT NO: MSA 13512

STATUS

Social Non-Championship Event.

VENUE

Racing will take place at Killarney Motor Racing Complex, Cape Town on the Formula K circuit. The Formula K circuit measures approximately 1000m. The motorcycles will use the full circuit. The circuit has a bitumastic surface and racing will be in an anti clockwise direction.

OFFICIALS

Clerk of the Course	:	Neva Van Der Merwe	CTN042
Asst Clerk of the Course	:	Arlene Brown	CTN020
Race Day Secretary	:	Janice Linaker	
MSA Steward	:	John Green	CTN102
Club Steward	:	Paul Lehman	
Scrutineer	:	Alex Van Rooijen	CTN246
	:	Lance Jonas	
	:	Philip Jonas	CTN213
Chief Timekeeper	:	EMSK	
Chief Marshal	:	Gary Palmer	
Safety Bike	:	Guy Moat	
Environmental Steward	:	George Schutte	CTN TBA

ELIGIBILITY OF RIDERS – 8 HOUR

1. The age of the rider is determined at 1 January 2014.
2. The 8 hour event shall be open to riders of 11 years and older or at the discretion of the WPMC Short Circuit Committee.

ELIGIBILITY OF MOTORCYCLES

1. No motorcycle frame or engine that has been imported into this country later than 1 January 2002 shall be allowed unless 10 or more of the same unit have been imported.
2. Hand built frames are allowed for 2- strokes only, not for 150 4-strokes.
3. Only motorcycles readied for racing may be used. The organisers have the right to not allow competitors who are too slow to race. Refer to cut off time of 65 seconds.

MODIFICATIONS AND RESTRICTIONS

A. TWO STROKES (80cc)

Min 48cc capacity but not exceeding 80cc (pre year 2000 motocross motors allowed).

1. Modifications are allowed to the engine, gearbox and frame.
2. Tyres are unrestricted.
3. Motorcycles may not exceed a noise level of 105 dB measured in accordance with Killarney's Regulation.
4. Minimum weight for 2 stroke motorcycle to be 100 kilograms.

B. FOUR STROKES (150's)

Max 155cc 4 valve motors

1. No modifications allowed to the engine, carburettor, gearbox and frame of the Honda CBR 150, Yamaha R15 or Suzuki 150 4 valve motors. Rear shock and wheels may be changed. The rear swing arm must remain standard. Exterior appearance of forks must remain standard. Internals may be modified but not changed and brake callipers must be mounted as original.
2. Motorcycles may not exceed a noise level of 105 dB measured in accordance with Killarney's Regulation.
3. Minimum weight of 4-stroke motor cycle to be 100 kilograms.

C. CHINESE MOTORCYCLES

Max 200cc 4 stroke

1. No modifications allowed to the engine, carburettor, gearbox and frame. Rear shock and wheels may be changed. The rear swing arm must remain standard. Exterior appearance of forks must remain standard. Internals may be modified but not changed and brake callipers must be mounted as original.
2. Motorcycles may not exceed a noise level of 105 dB measured in accordance with Killarney's Regulation.
3. Minimum weight of Chinese motorcycle to be 100 kilograms.

GENERAL:-

CYLINDER HEADS (4 STROKE)

Cylinder heads must remain standard. No material is to be added or removed. The valve seats may be cut. No new seats are allowed to be inserted.

CYLINDER

No material may be removed from the cylinder, only re-boring is allowed.

CAMSHAFTS

No material may be added or removed from the camshafts. The camshaft sprocket may not be slotted to degree the camshafts. Camshaft to remain standard.

CRANKSHAFT ASSEMBLY

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

CARBURETTORS

No material may be added or removed from the carburetors. The jets may be changed. Carburettor size to remain original.

AIRBOX

Airbox must remain standard. No holes are allowed to be drilled in it. The filter and airbox lid may be removed. No fresh air or ram air induction is allowed.

EXHAUST SYSTEM

Exhaust system may be replaced with an aftermarket system. Maximum 105 dB.

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.

AWARDS

Trophies will be awarded as follows:

Top 6 Overall

Top 3 Overall second class

ENTRIES

The maximum number of entries that will be accepted is 55 (fifty five) and the maximum number of starters will be 50 (fifty). Those riders offered reserve entries will receive a refund of their entry fee in the event of them not starting the race.

STARTING POSITIONS

The grid shall be determined by time trials of 3 x 5 minute sessions. Only one rider will be required to do timed laps, but the same rider will automatically be nominated as the first rider to start the race.

DOCUMENTATION AND SCRUTINEERING

Competitors and Motorcycles will be required to conform to Art 15 of the regulations and specifications for the Western Cape short Circuit motorcycle 150 club rules insofar as it applies.

Documentation:

Friday 10h00 – 17h00
Saturday 07h00 – 08h00

Scrutineering

Friday 14h00 – 17h00
Saturday 07h00 – 08h00

ENTRIES

Entries open immediately and close on 8th December 2014 at 5.00pm whereafter a late entry penalty of R200.00 will be applied.

Janice Linaker – janicelinaker@gmail.com
Fax 086 854 2597
Contact number 083 235 3476

The entries MUST be accompanied by the entry fee of R1000.00 per team of riders. Entry fee includes official practice fee.

Each competitor will be required to wear a coloured arm band for commentary purposes. A R50.00 deposit will be charged which will be refunded when the band is returned at the end of the race.

BANK DETAILS: WPMC – Short Circuit
Nedbank – Tableview
Branch code 10 88 09
Account Number 20 88 07 87 11 - Savings

UNOFFICIAL PRACTICE

Thursday 11th Dec 09h00 – 18h00 :
8 hour competitors 45 min sessions / NSF competitors 15 min sessions

Practice will be at the time indicated on the attached timetable and any competitor who has not practiced to the satisfaction of the Clerk of the Course will not be permitted to participate in the race. Competitors are required to each do a minimum of five laps during the practice periods during which they must prove themselves capable of lapping the circuit in not more than 65 seconds, a time which may be extended at the discretion of the Clerk of the Course.

OFFICIAL PRACTICE DAY

Friday 12th Dec 09h00 – 15h00
(8 hour competitors 45 min sessions / NSF competitors 15 min sessions)
Friday 12th Dec 15h00 – 15h10 NSF Qualifying
Friday 13th Dec 15h15 – 15h30 NSF Riders Briefing
NSF Enduro – 2hr RACE 15h45 – 17h45

MINIMUM NUMBER OF STARTERS

The Promoters reserve the right to abandon the competition in the event of less than thirty (30) (8 Hour) and 10 (NSF enduro) entries being received. As per GCR 99 (v).

PIT LANE / SAFETY BIKE

Pit lane entry will be OPEN in the event of a safety bike situation. Competitors to feed in at the back of the field on exit. Those already in pit lane may exit and join the back of the field.

PRE-RACE PADDOCK

Competitors and motorcycles are required to be present in the pre-race paddock at least 20 minutes before the start, and only one (1) warm-up lap will be permitted. All competitors to be in their grid positions 10 minutes prior to start of race.

FINISH

After receiving the chequered flag, competitors will complete the remainder of the lap at slowing-down speed and cut their engines before entering the pits. Motorcycles may be impounded for thirty (30) minutes at the finish of the event.

RESULTS

These will be posted on the notice board outside the Clubhouse, approximately one hour after motorcycles are released from parc ferme, prize giving will then follow in the Karting Clubhouse. Copies of results are available at R5.00.

CHANGE OF RIDERS

- Minimum 2 / maximum 4 riders will be allowed per motorcycle to enter as a team.
- Riders are only allowed to ride for a maximum of 45 minutes at a time with a minimum break of 10 minutes.
- A change of nominated riders during the race will only be permitted at the allocated change area, except where a rider has been incapacitated on the circuit, subject to the replacement rider making a compulsory pit stop in the interests of safety before the next lap.
- In the event of a machine breaking down and withdrawing from the race, another team, consisting of 2 (two) riders or more may invite 1 (one) of the riders to join their team to a maximum of 4 (four) riders. Such rider shall be limited to one team change only.
- A change of officially nominated riders after the commencement of the race may only be authorized by the Clerk of the Course.

REFUELLING

- Refuelling is not permitted on the circuit.
- Refuelling will be at the allocated refuelling area.
- Fuel may only be stored in the competitor's pit and only in metal containers or other containers approved by the promoters and having a sealing device.
- Only two (2) sealed containers with a maximum content of twenty (20) litres each will be allowed at a time in the pit.
- Refuelling containers must be carried to the refuelling area by the team members (MAXIMUM 2 team members, and once refuelling is completed, returned to the motorcycle pit area.
- Topping up of oil may be done in this area but NOT at the same time as refuelling.
- The centre lane of the refuelling area must remain clear at all times. Anyone obstructing this lane will be penalised.
- No work may be carried out on the motorcycle in the refuelling area. If any work is to be done, the motorcycle must be pushed into the pits for repairs.

REPAIRS

Repairs or change of parts may not be carried out on the circuit. Motorcycles may be pushed by the rider in the direction of the race to the pit entrance provided no hazard is created for other riders.

PITS

- Pits will be allocated to 1 (one) per team entry.

- Any competitor entering the pits, whether at the end of the race, during the race or during the practice, shall give ample warning of his intention to the following rider by extending his left arm to its full extent and raised not lower than parallel to the ground.
- Each team will be permitted a maximum of 2 (two) pit attendants. No more than 2 (two) persons may work on the motorcycle at any given time whilst it is in the pit. (Riders or pit attendants attached to the motorcycle who are merely supporting the machine or attending to the refuelling will not be classified as working on the machine).
- When entering the pits for any reason whatsoever, the engine shall be cut at the stop line at the entrance to the pits and the rider shall dismount. Likewise when rejoining the race, the motorcycle shall be pushed by the rider to the pre-race paddock, where after the rider may mount and start the engine.
- Riders may only exit from the pre-race paddock provided their engine is running under its own power.

GENERAL CONDUCT

- a) No motorcycle may be ridden in the pit area at any time.
- b) Only competitors and pit attendants will be allowed in the pit area or pit lane.
- c) The pits may be entered and left only in the direction of the circuit.
- d) No cars or trailers will be permitted into the pit area. (Thursday / Friday and Saturday!)
- e) Engines must be started in the pre-race paddock but competitors may not, at any time, proceed onto the circuit until signalled to do so by the official in charge of the pre-race paddock.
- f) Competitors joining the circuit must give way to riders already on the circuit. (Failure to do so will incur a penalty.)
- g) No alcohol will be allowed in the pit area.

PENALTIES

For the infringement of any of these Regulations, a penalty will be imposed by the Clerk of the Course and will be in the form of a number of laps being deducted from the total covered by the team at the end of the race.

FINISHERS

To be classified as a finisher, a motorcycle shall have completed 50% of the winning race distance. All finisher's will receive a finisher's key ring.

GENERAL

- Prospective competitors are reminded that this event is being promoted with the object of encouraging enthusiasts to try their hand at Endurance racing.
- These Regulations cover only the more basic requirements and the promoters acknowledge that there are certain details which may not have been covered. For this reason the Clerk of the Course has been given full power to utilize his/her sole discretion insofar as the acceptance of modifications is concerned, the imposition of penalties on race day and to amend these Regulations as he/she may see fit between now and the conclusion of the race.
- You may be assured the he/she will use his/her discretion in a manner he/she feels is fair to the majority and in an effort to produce what the promoters have set out to achieve - i.e. A FUN DAY BUT SERIOUS RACING

ANY CHANGES, ALTERATIONS OR MODIFICATIONS NOT COVERED OR PROVIDED FOR IN THESE REGULATIONS AND SPECIFICATIONS WILL BE DEEMED ILLEGAL, UNLESS APPROVED BY THE COMMITTEE.

ANNEXURE A – NSF 100 ENDURO



ELIGIBILITY OF RIDERS

1. The age of the rider is determined at 1 January 2014.
2. The NSF 100 enduro event shall be open to riders of 8 years and older to a maximum of 14 years or at the discretion of the committee.
3. Teams must consist of 2 riders.
4. Team eligibility will be at the discretion of the organising committee.

ELIGIBILITY OF MOTORCYCLES

As per The NSF rules

AWARDS

Trophies will be awarded as follows:

Top 3 Overall

ENTRIES

The maximum number of entries that will be accepted is 35.

STARTING POSITIONS

The grid shall be determined by time trials. Only one rider will be required to do timed laps, but the same rider will automatically be nominated as the first rider to start the race.

DOCUMENTATION AND SCRUTINEERING

Competitors and Motorcycles will be required to conform to the regulations and specifications for the NSF 100 series.

Documentation:

Friday 12th Dec 10h00 – 15h00

Scrutineering

Friday 12th Dec 12h00 – 14h00

ENTRIES

Entries open immediately and close on 8th December 2014 at 5.00pm where after a late entry penalty of R200.00 will be applied.

The entries MUST be accompanied by the entry fee of R500.00 per team of riders. Entry fee Includes official practice fee.

Each competitor will be required to wear a coloured arm band for commentary purposes. A R50.00 deposit will be charged which will be refunded when the band is returned at the end of the race.

Janice Linaker – janicelinaker@gmail.com

Fax 086 854 2597

Contact number 083 235 3476

BANK DETAILS: WPMC – Short Circuit

Nedbank – Tableview

Branch code 10 88 09

Account Number 20 88 07 87 11 – Savings

UNOFFICIAL PRACTICE

Thursday 11th Dec 09h00 – 18h00 :
8 hour competitors 45 min sessions / NSF competitors 15 min sessions

Practice will be at the time indicated on the attached timetable and any competitor who has not practiced to the satisfaction of the Clerk of the Course will not be permitted to participate in the race. Competitors are required to each do a minimum of five laps during the practice periods during which they must prove themselves capable of lapping the circuit in not more than 70 seconds, a time which may be extended at the discretion of the Clerk of the Course.

OFFICIAL PRACTICE

Friday 11th Dec 09h00 – 15h00
Friday 11th Dec 15h00 – 15h10 NSF Qualifying
Friday 11th Dec 15h15 – 15h30 NSF Riders Briefing
NSF Enduro 15h45 – 17h45

MINIMUM NUMBER OF STARTERS

The Promoters reserve the right to abandon the competition in the event of less than 10 entries being received. As per GCR 99 (v).

PIT LANE / SAFETY BIKE

Pit lane entry will be OPEN in the event of a safety bike situation. Competitors to feed in at the back of the the field on exit. Those already in pit lane may exit and join the back of the field.

PRE-RACE PADDOCK

Competitors and motorcycles are required to be present in the pre-race paddock at least 10 minutes before the start, and only one (1) warm-up lap will be permitted. All competitors to be in their grid positions 10 minutes prior to start of race.

FINISH

After receiving the chequered flag, competitors will complete the remainder of the lap at slowing-down speed and cut their engines before entering the pits. Motorcycles may be impounded for thirty (30) minutes at the finish of the event.

RESULTS

These will be posted on the notice board outside the Clubhouse approximately one hour after motorcycles are released from parc ferme. Prize giving will then follow in the Karting Clubhouse. Copies of results are available at R5.00.

CHANGE OF RIDERS

Minimum 2 / maximum 4 riders will be allowed per motorcycle to enter as a team. Riders are only allowed to ride for a maximum of 15 minutes at a time with a minimum break of 10 minutes. A change of nominated riders during the race will only be permitted at the allocated change area, provided that where a rider has been incapacitated on the circuit, subject to the replacement rider making a compulsory pit stop in the interests of safety before the next lap. In the event of a machine breaking down and withdrawing from the race, another team, consisting of 2 (two) riders or more may invite (1) one of the riders to join their team to a maximum of 4 (four) riders. Such rider shall be limited to one team change only. A change of officially nominated riders after the commencement of the race may only be authorized by the Clerk of the Course.

REFUELLING

- Refuelling is not permitted on the circuit.
- Refuelling will be at the allocated refuelling area.

- Fuel may only be stored in the competitor's pit and only in metal containers or other containers approved by the promoters and having a sealing device.
- Only two (2) sealed containers with a maximum content of twenty (20) litres each will be allowed at a time in the pit.
- Refuelling containers must be carried to the refuelling area by the team members (MAXIMUM 2), and once refuelling is completed, returned to the motorcycle pit area.
- Topping up of oil may be done in this area but NOT at the same time as refuelling.
- The centre lane of the refuelling area must remain clear at all times. Anyone obstructing this lane will be penalised.
- No work may be carried out on the motorcycle in the refuelling area. If any work is to be done, the motorcycle must be pushed into the pits for repairs.

REPAIRS

Repairs or change of parts may not be carried out on the circuit but motorcycles may be pushed by the rider in the direction of the race to the pit entrance provided no hazard is created for other riders.

PITS

- Pits will be allocated to 1 (one) per team entry.
- Any competitor entering the pits, whether at the end of the race, during the race or during the practice, shall give ample warning of his intention to the following rider by extending his left arm to its full extent and raised not lower than parallel to the ground.
- Each team will be permitted a maximum of 2 (two) pit attendants. No more than 2 (two) persons may work on the motorcycle at any given time whilst it is in its replenishment pit. (Riders or pit attendants attached to the motorcycle who are merely supporting the machine or attending to the refuelling will not be classified as working on the machine).
- When entering the pits for any reason whatsoever, the engine shall be cut at the stop line at the entrance to the pits and the rider shall dismount. Likewise when rejoining the race, the motorcycle shall be pushed by the rider to the pre-race paddock, where after the rider may mount and start the engine.
- Riders may only exit from the pre-race paddock provided their engine is running under its own power.

GENERAL CONDUCT

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- d) NO cars or trailers will be permitted into the pit area. (Thursday / Friday and Saturday!)
- e) Engines must be started in the pre-race paddock but competitors may not, at any time, proceed onto the circuit until signalled to do so by the official in charge of the pre-race paddock.
- f) Competitors joining the circuit must give way to riders already on the circuit. (Failure to do so will incur a penalty.)
- g) No alcohol will be allowed in the pit area.

PENALTIES

For the infringement of any of these Regulations, a penalty will be imposed by the Clerk of the Course and will be in the form of a number of laps being deducted from the total covered by the team at the end of the race.

FINISHERS

To be classified as a finisher, a motorcycle shall have completed 50% of the winning race distance. All finisher's will receive a finisher's medal.

GENERAL

- Prospective competitors are reminded that this event is being promoted with the object of encouraging enthusiasts to try their hand at Endurance racing.
- These Regulations cover only the more basic requirements and the promoters acknowledge that there are certain details which may not have been covered. For this reason the Clerk of the Course has been given full power to utilize his/her sole discretion insofar as the acceptance of modifications is concerned, the imposition of penalties on race day and to amend these Regulations as he/she may see fit between now and the conclusion of the race.
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