



REGULATIONS AND SPECIFICATIONS FOR THE 2017 SUPER SINGLE SHORT CIRCUIT MOTORCYCLE CLUB CHAMPIONSHIP

1. CONTROLLERS

Will be the Western Province Short Circuit Committee

2. AIM OF THE CHAMPIONSHIP

To declare a 2017 Club Champion, for SUPER SINGLE Short Circuit Motorcycles.

3. VALIDITY OF THE REGULATIONS

Applicable to the calendar year of 2017

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 or any circulars issued by the Promoters. 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 rider is determined as at 1 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 with the area controlled by MOTORSPORT SOUTH AFRICA WESTERN CAPE.

5.2 The Super Single Short Circuit Motorcycle class shall be open to riders 14 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.

6.2. MACHINE SPECIFICATIONS

CATEGORY A:

Single cylinder, modified two stroke motors with a minimum capacity of 120cc and a maximum capacity of 128cc (road based). No GP or Kart motors or parts thereof allowed.

CATEGORY B:

Single cylinder, modified four stroke motors with a minimum capacity of 180cc and a maximum capacity of 250cc, two or four valve. (Road-based)

CATEGORY C:

2 stroke bikes that comply to the rules of the annual 8/9 hour race

6.3 CHASSIS

Any road chassis is allowed, no GP chassis or parts thereof allowed.

6.4. TYRES

Tyres are unrestricted in all categories.

6.5. EXHAUST SYSTEMS

- a) Exhaust systems are unrestricted in all categories.
- b) Motorcycles may not exceed the noise level of 108 dcb, measured in accordance with the MSA regulations.

6.7. RIMS

No Grand Prix rims are allowed. Only road-based rims are allowed.

7. COMPETITION NUMBERS

Competition Numbers must be displayed in accordance with MSA GCR's, SR's and applicable Bulletins issued by MSA, in ALL regards

8. 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 8** laps unless otherwise specified in Supplementary Rules and Regulations.

9. MINIMUM STARTERS AND POINT SCORING

There shall be no less than **8 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:

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

10. GRID POSITIONS

Will be determined by qualifying times on the day. 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.

11. 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.

12. FUEL

Refer GCR 240

13. 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.

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. AMENDMENTS

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

16. GCR's, SSR's AND ANY 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 COMMITTEE.