



## **REGULATIONS AND SPECIFICATIONS FOR THE 2017 WESTERN CAPE REGIONAL 150 JUNIOR SHORT CIRCUIT MOTORCYCLE CHAMPIONSHIP**

### **MSA WESTERN CAPE MOTORSPORT CIRCULAR WC 13/2017**

These regulations are to be read in conjunction with the 2017 General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), and any APPLICABLE Circulars issued by Motorsport South Africa (MSA).

#### **1. CONTROLLERS**

Will be Motorsport South Africa (herein referred to as MSA) Western Cape Regional Committee, who may consult with the Short Circuit Committee of Western Province Motor Club (WPMC).

#### **2. 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.

#### **3. AIM OF THE CHAMPIONSHIP**

To declare a 2017 Western Cape Regional 150 Junior Short Circuit Motorcycle Champion.

#### **4. REGULATIONS**

All qualifying races shall be held under MSA's 2017 GCR's, SSR's, these Standing Regulations, and the Supplementary Regulations (SR's) issued by the promoters / organizers.

#### **5. ELIGIBILITY OF RIDERS**

**5.1** The Championship shall be open to all competition licence holders resident within the area controlled by the MSA Western Cape Regional Committee.



**5.2** Only competitors holding a current valid MSA Regional or National Circuit Motorcycle Racing Competition License are permitted to compete.

**5.3** The championship is open to riders between the ages of 11 and 18 years of age. The age of the competitor is his / her age on the 1<sup>st</sup> January of the current year. The original birth certificate or certified copy thereof shall be produced when applying for a competition license.

## **6. MINIMUM NUMBER OF STARTERS**

There must be a minimum of six (6) eligible starters in any race of an event for the races on that day to qualify for Championship status. In 2018 there must be a minimum of eight (8) eligible starters to qualify for Championship status.

## **7. RESERVED**

## **8. RESERVED**

## **9. POINTS SCORING**

Points towards the championship will be scored per race – all to count and on the following basis:

Points for race 1, 2 and 3 on each race day:

1 <sup>st</sup> - 15 points	2 <sup>nd</sup> - 12 points	3 <sup>rd</sup> - 10 points
4 <sup>th</sup> - 9 points	5 <sup>th</sup> - 8 points	6 <sup>th</sup> - 7 points
7 <sup>th</sup> - 6 points	8 <sup>th</sup> - 5 points	9 <sup>th</sup> - 4 points
10 <sup>th</sup> - 3 points	11 <sup>th</sup> - 2 points	12 <sup>th</sup> - 1 point

## **10. CHAMPIONSHIP EVENTS**

**10.1** All Western Cape 150 Junior Short Circuit Motorcycle races held during the 2017 Championship year within the region controlled by MSA Western Cape Regional Committee, and listed as



qualifying races in the SR's, will be deemed to be qualifying races, provided that the original race distance is not less than 10 laps (on any one of Killarney's Short Circuit layouts).

There will be a minimum of 8 events and a maximum of 10 events. Each event will generally consist of 3 races.

## **11. NUMBER OF RACES / EVENTS SCORING TOWARDS CHAMPIONSHIP**

**11.1** All qualifying events will score towards the championship.

**11.2** Should less than eight (8) qualifying events be run in the 2017 Championship year, the championship will be declared null and void by the Controllers.

## **12. QUALIFYING AND STARTING GRIDS**

**12.1** For the first race of the day, the grid positions will be determined by the fastest lap time recorded in qualifying. In the event of no qualifying taking place, the start grid will be determined as per current championship standings. If there are no championship points or the riders who have not yet scored championship points the grid order will be determined by a lucky draw behind the grid positions allocated by the championship points.

**12.2** The grid positions for race two (2) will be the same as the finishing order of race one (1).

**12.3** The grid positions for race three (3) will be the same as the finishing order of race two (2).

## **13. STARTING PROCEDURES**

**13.1** Riders will be lined up in their respective grid positions in the pre-race paddock.

**13.2** After completing the warm up lap(s) as indicated the riders / motorcycles will form up on the starting grid three abreast or in staggered formation.

## **14. DEFINITION (CLASSIFICATION) OF STARTER and FINISHER**

**14.1** To be classified as a **starter** for the purpose of allocating championship points, a rider has to cross the start line at the start of any race on the day and activate the timing system.



**14.2** To be classified as a **finisher**, a rider must have completed at least 67% of the race distance under its own power (rounded down to the last full lap).

#### **15. ANNOUNCEMENT OF POINTS AWARDED**

Scoring for each qualifying event will be available on the Motorsport SA website ([www.motorsport.co.za](http://www.motorsport.co.za)) and any objections concerning the scoring must be received by MSA in writing not later than 7 days following the publication of the scoring. MSA reserves the right to correct clerical errors at any time.

#### **16. SEPARATION OF TIES**

A tie will be resolved in favour of the competitor having the greatest number of wins, then seconds then thirds etc. If the tie still remains, performance in all the championship events will be taken into consideration and if this is ineffective, the MSA Western Cape Regional Committee shall declare a winner on any basis it may deem fit.

#### **17. DECLARATION OF CHAMPION**

The MSA Western Cape Regional Committee, at its sole discretion, is responsible for declaring the winner of the Championship or to withhold such declaration.



## **150 JUNIOR SHORT CIRCUIT MOTORCYCLE SPECIFIC RULES**

### **18. RIDER'S RESPONSIBILITIES**

- 18.1** All riders are to ensure that their motorcycles comply with all regulations governing the series.
- 18.2** Incident reports must be completed and handed to the Clerk of the Course within thirty (30) minutes of the completion of the race.
- 18.3** All competitors and their motorcycles are to comply with the MSA Environmental Code as set out in the MSA Handbook. This covers inter alia sound testing, permissible fuel, etc.

### **19. ELIGIBILITY OF MOTORCYCLES**

- 19.1** The Championship will be open to all Short Circuit machines which comply with MSA Rules, Regulations and Specifications having a maximum of 6 gears and having the following capacities.
- Four-stroke - Max 155cc 4 valve 150 unmodified.  
(plus/minus 2% tolerance)
- 19.2** 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.
- 19.3** All motorcycles must weigh no less than 100 kgs with an empty fuel tank.
- 19.4** Motorcycles may not exceed a static noise level of 108db measured in accordance with MSA Regulations or at WPMC current circuit noise level rules.
- 19.5** Motorcycles may not exceed a drive by noise level of 96db measured in accordance with MSA Regulations or at WPMC current noise level rules.

### **20. MODIFICATIONS AND RESTRICTIONS**

No modifications are allowed to the engine, carburetor, gearbox and frame of the 150 4 valve motors.

The rear swing arm must remain standard.

Wheels may be changed.

Front brake caliper must remain standard and mounted in the original position.



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-90

Any other eligible 150's will be bound by the same rules as above insofar as only genuine engine parts may be used unless otherwise stated.

### **CYLINDER HEADS**

Cylinder heads must remain 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 cylinder head volumes 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, up to the maximum as described in 19.1 above.

### **CAMSHAFTS**

No material may be added or removed from the camshafts. Camshaft sprockets may be slotted to allow degreasing 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 an aftermarket system.

### **STARTER MOTOR**

The starter motor must be retained and in working order.

### **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. Front end and forks must remain standard. Front fork internals may be modified but not changed.

## **21. SCRUTINEERING**

21.1 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.

21.2 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.

21.3 Gearbox and engine drain plug, oil filter bolts and brake calliper bolts must be wired locked.

## **22. COMPETITION NUMBERS**

The Competition numbers 1 to 10 will be reserved for competitors who have finished the previous year's championship in those positions. The competitor has the right to choose another number if the number is available. Competition numbers will be allocated by a first come first serve basis, if the number was not used the previous year. If the number was used the previous year the competitor who used it will have first option. The Short Circuit Race Secretary will keep track of the number allocations on behalf of the MSA Western Cape Regional Committee and will submit it to them for approval.

## **23. PENALTIES**

An infringement of any of the rules may lead to the competitor having his/her points removed and/or their future race entry refused or as the COC or Controllers deem fit.

**APPROVED BY: MSA Western Cape Regional Committee on the 27<sup>th</sup> September 2016.**

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