



REGULATIONS AND SPECIFICATIONS FOR THE 2018 WPMC SHORT CIRCUIT SUPER SINGLE SHORT CLUB CHAMPIONSHIP

MSA WESTERN CAPE MOTORSPORT CIRCULAR WC 18/2018

1. CONTROLLERS

Will be the Western Province Short Circuit Committee.

2. AIM OF THE CHAMPIONSHIP

To declare a 2018 Club Champion, for SUPER SINGLE Short Circuit Motorcycles.

3. VALIDITY OF THE REGULATIONS

Applicable to the calendar year of 2018.

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 all riders 18 years and older OR at the discretion of the CONTROLLERS.





6. **ELIGIBILITY OF MOTORCYCLES**

The Championship will be open to all Short Circuit machines which comply with MSA Rules, Regulations and Specifications having a maximum of 7 gears complying with the following capacities.

6.1. MACHINE SPECIFICATIONS

CATEGORY A:

Single cylinder, modified two stroke motors with a minimum capacity of 120cc and a maximum capacity of 140cc (Road-based). No competition motors or parts thereof allowed.

CATEGORY B:

Single cylinder, modified four stroke motors with a minimum capacity of 180cc and a maximum capacity of 260cc, two or four valve. (Road-based). No competition motors or parts thereof allowed.

CATEGORY C:

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

6.2. CHASSIS

Any street legal motorcycle based chassis is allowed, no competition or hand built chassis or parts thereof allowed.

6.3. TYRES

Tyres are unrestricted in all categories.

6.4. EXHAUST SYSTEMS

Exhaust systems are unrestricted in all categories.

Motorcycles may not exceed the noise level of 108 dB (Static), measured in accordance with the MSA regulations.

6.5. RIMS

Rims are unrestricted in all categories with the exception of no carbon fibre rims being 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 heats **per race day** to count towards the Club Championship. Race distance to be covered will be as per Supplementary Rules and Regulations.

9. POINT SCORING

Points towards the Championship will be scored per heat - all to count and on the following basis:

Position	Number of Starters					
	6 (or more)	5	4	3	2	1
1 st	15	12	10	9	8	7
2 nd	12	10	9	8	7	
3 rd	10	9	8	7		
4 th	9	8	7			
5 th	8	7				
6 th	7					
7 th	6					
8 th	5					
9 th	4					
10 th	3					
11 th	2					
12 th	1					

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

- 13.1 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.
- 13.2 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.
- 13.3 Gearbox and engine drain plug and oil filter bolts must be wired locked.
- 13.4 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 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 CONTROLLERS.

