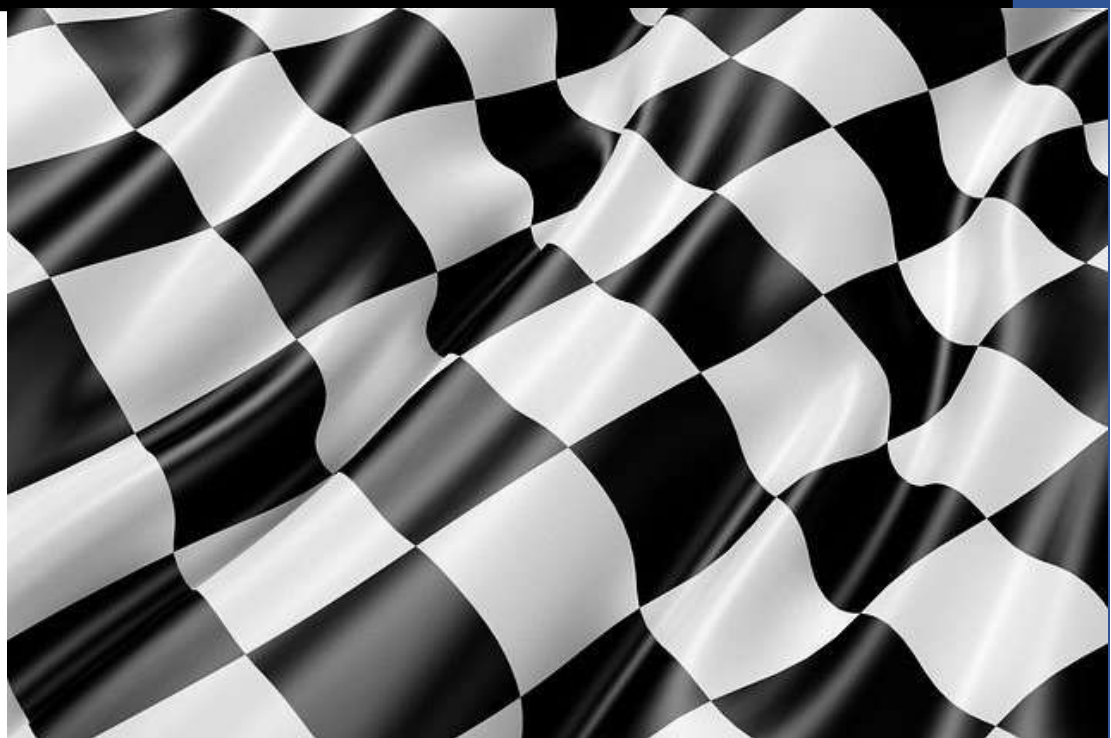




2024

Club Standing Supplementary Regulations

WPMC Short Circuit Championship



Version 1

1 January 2024

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All race meetings shall be held under the 2024 Motorsport South Africa (MSA) General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), these Club Regulations, the event Supplementary Regulations (SR's) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

1. CONTROLLERS OF THE CHAMPIONSHIP

The Controllers of the Championship will be the Sporting Committee of the Western Province Motor Club (herein referred to as SportCom), who have delegated the management, control and day to day running to the Short Circuit Committee.

2. AIM OF THE CHAMPIONSHIP

2.1 This is a Club status championship.

2.2 The aim of the championship will be to declare a Western Province Motor Club SHORT CIRCUIT NSF100 / 125 4-STROKE JUNIORS / 124 4-STROKE SENIORS / CLUBSPORT / 150 JUNIORS / 150 SENIORS/ SUPER MOTARDS JUNIOR / SUPER MOTARDS SENIOR and FORMULA M Club Champion for 2024 and class champions as applicable.

2.3 The MiniMoto and PocketBike GP classes are non-championship social classes.

3. VALIDITY OF THE REGULATIONS

Applicable to the calendar year of **2024**.

4. REGULATIONS

4.1 All qualifying races will be held under these rules, the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA) and all of the Standing Regulations and the Supplementary Regulations issued by the WPMC.

4.2 No rule is intended to exist in a vacuum; each rule should be read in the context of all rules. If there are two possible interpretations to a rule, and one interpretation conflicts with another rule, or makes another rule meaningless, that interpretation will be rejected in favour of an interpretation that is not in conflict with any other rule or makes another rule meaningless.

4.3 **If a specific rule or latitude is not found in these regulations, whether stated it is or is not allowed, that will mean it is not allowed.** Refer (GCR226) The MSA GCR's or SSR's, as applicable, will then apply.

4.4 The Controllers reserve the right to amend these rules at their discretion. Any recommendations to amend the rules by the sub section committee will only become effective when approved by the WPMC SportCom and published on an official MSA circular or a revision of this document.

4.5 All and any notice or circulars in respect of this series will be notified to all competitors in an electronic format (email or similar). Any notice or circular will be notified no less than 7 (seven) days prior to any race meeting. The onus is on the Competitor to ensure that they have familiarized themselves with such a notice.

5. ELIGIBILITY OF COMPETITOR

5.1 The Championship is open to:

- a) Paid up members of good standing with the WPMC; and who are

- b) Holders of a valid and appropriate MSA competition licence as applicable to each class. All the motorcycle Classes (except Mini Moto and PocketBike GP) – minimum of a Club status Circuit Motorcycle licence. Mini Moto and PocketBike GP – minimum of a Social Circuit Motorcycle Licence. Formula M – minimum of a Club status Single Seater licence.
- 5.2 Competitors are only eligible to score points from the time that they became members of good standing with the WPMC and the sub section.
- 5.3 Invite drivers/riders are welcome to race and are eligible for trophies on the day but will not be eligible to score points in the championship.
- 5.4 The age of the competitor 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.

6. **CLASS AGES**

6.1 **MINIMOTO**

PW50 AND 50cc CHINESE MOTARDS

The class shall be open to all competitors 4 years old and younger than 8.

The age of the competitor is determined as at 1 January of the current year.

6.2 **POCKETBIKE GP**

The class shall be open to all competitors 4 years old and younger than 8.

The age of the competitor is determined as at 1 January of the current year.

6.3 **NSF100**

The class shall be open to all competitors 6 years old and younger than 13.

The age of the competitor is determined as at 1 January of the current year.

6.4 **150 JUNIORS**

The class shall be open to all competitors 11 years old and younger than 18.

The age of the competitor is determined as at 1 January of the current year.

6.5 **150 SENIORS**

The class shall be open to all competitors 18 years and older

The age of the competitor is determined as at 1 January of the current year.

6.6 **125 4-STROKE JUNIORS**

The class shall be open to all competitors 11 years old and younger than 18.

The age of the competitor is determined as at 1 January of the current year.

6.7 **125 4-STROKE SENIORS**

The class shall be open to all competitors 18 years and older

The age of the competitor is determined as at 1 January of the current year.

6.8 **CLUBSPORT**

6.8.1 SSP300

'300cc class' riders will be allowed to compete on circuit with other classes that produce similar lap times from 01 January of the year in which they turn 15 years old. Riders under the age of 15 years shall be required to undertake and pass a written competency examination and provide proof of suitable previous racing experience (generally a minimum of one calendar year) in the 150cc Circuit racing class. Reference is hereby made to SSR 1 (iii) a and b.

The 110% qualification rule – see SSR 27 - shall be strictly enforced for the '300cc class' riders in the interest of safety where classes have been combined.

6.8.2 MOTO3 - REFER TO MSA SSR1

6.8.3 MOTO4 - REFER TO MSA SSR1

6.8.4 SUPER MONO's - REFER TO MSA SSR1

6.9 **SUPER MOTARDS JUNIORS**

The class shall be open to all competitors 12 years old and younger than 18

The age of the competitor is determined as at 1 January of the current year.

6.10 **SUPER MOTARDS SENIORS**

The age of the competitor is determined as at 1 January of the current year.

The class shall be open to all competitors 18 years and older

Competitors shall be eligible for the Masters Class from 01 January of the year in which they turn 40 (forty) years old.

The Masters class shall not form part of the Series championship results.

6.11 **FORMULA M**

The age of the competitor is determined as at 1 January of the current year.

Class C - The class shall be open to all competitors 14 years and older OR at the discretion of the Controllers to a minimum age of 12.

Class B - The class shall be open to all competitors 16 years and older OR at the discretion of the Controllers to a minimum age of 14.

7. **ELIGIBILITY OF VEHICLE**

7.1 The Championship will be open to all Short Circuit machines which comply with MSA Rules, Regulations, Specifications and Technical Specification listed below.

7.2 Vehicles may not exceed a static noise level of 108db measured in accordance with MSA Regulations or at WPMC current circuit noise level rules.

7.3 Vehicles may not exceed a drive by noise level of 96db measured in accordance with MSA Regulations or at WPMC current noise level rules.

7.4 All Vehicles and Motorcycles must be sound tested annually, before their first race and the relevant sound sticker must be displayed on the vehicle / motorcycle.

8. CLASS SPECIFICATIONS

8.1 MINIMOTO

PW50 AND 50cc CHINESE MOTARDS

See Technical Specifications

8.2 POCKETBIKE GP

See Technical Specifications

8.3 NSF100

NSF100: See Technical Specifications

8.4 150 JUNIORS

See Technical Specifications

8.5 150 SENIORS

See Technical Specifications

8.6 125 4-STROKE JUNIORS

See Technical Specifications

8.7 125 4-STROKE SENIORS

See Technical Specifications

8.8 CLUBSPORT

8.8.1 SP300

See Technical Specifications

8.8.2 MOTO3

See Technical Specifications

8.8.3 MOTO4

See Technical Specifications

8.8.4 SUPER MONO's

See Technical Specifications

8.9 SUPER MOTARDS JUNIORS

See Technical Specifications

8.10 SUPER MOTARDS SENIORS and MASTERS

Standard Class - See Technical Specifications

Modified Class - See Technical Specifications

8.11 **FORMULA M**

- Class C - See Technical Specifications
- Class B - See Technical Specifications

9. **CHAMPIONSHIP EVENTS**

- 9.1 The **2024** Motorsport Calendar and Races per Category as published by the WPMC gives details of all championship event race dates.
- 9.2 A minimum of 6 race meetings shall be run for a champion to be declared. Should less than 6 race meetings be held, then the championship shall be null and void.

10. **CLASSIFICATION OF A STARTER AND FINISHER**

- 10.1 To be classified as a starter a competitor has to cross the start line and activate the timing system in official practise, qualifying or any of the races on the day.
- 10.2 To be classified as a finisher, a competitor must have completed at least 66% of the race distance under its own power (rounded down to the last full lap).
- 10.3 If a competitor is the cause of the red flag, the same competitor will not be able to restart if the race is restarted and will not be classified as a finisher.

11. **MINIMUM NUMBER OF STARTERS**

There must be a minimum of six (6) starters of an event for the races on that day to qualify for Championship Status.

12. **NUMBER OF CHAMPIONSHIP RACES TO COUNT**

All races that qualify as a Championship race will count towards the championship.

13. **POINT SCORING**

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

Position	Number of Point Scoring Starters per Class					
	6 (Or More)	5	4	3	2	1
1 st	25	20	16	13	11	10
2 nd	20	16	13	11	10	
3 rd	16	13	11	10		
4 th	13	11	10			
5 th	11	10				
6 th	10					
7 th	9					
8 th	8					
9 th	7					
10 th	6					
11 th	5					
12 th	4					
13 th	3					

14th	2					
15th	1					

14. PENALTIES

- 14.1 Any breach of these regulations, or the supplementary regulations for any competition, whether or not any penalty is specified therein, may be subject to the penalties laid down in the GCRs of MSA and the imposition of such conditions as the Controllers may deem appropriate.
- 14.2 Any contravention of the technical regulations and specifications may result in automatic exclusions from the relevant race (where appropriate) or the entire event. The only exception will be in instances where no advantage has been gained, in accordance with the provision of GCR 176.
- 14.3 A standard 3 place penalty may apply in respect of any on-track incident for which a competitor is found guilty. The Clerk of the Course shall, however, be entitled to impose a heavier penalty should this be deemed warranted.

15. 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.

16. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each qualifying event will be available on Social Media and the MSA website and any objections concerning the scoring must be received by the controllers in writing no later than 7 days following the publication of the scoring.

The Controllers reserve the right to correct clerical errors at any time.

17. DECLARATION OF A CHAMPIONSHIP

The Controllers, at their sole discretion, are responsible for declaring the winner of the Championship or to withhold such declaration.

18. RACE DISTANCE

- 18.1 All Heats per race day to count towards the Club Championship.
- 18.2 Race distance to be covered and the number of heats will be as per the Supplementary Rules and Regulations unless deemed otherwise by the COC on the day.
- 18.3 A competitor whose lap that takes more than twice the time of the winner's fastest lap will be disallowed.

19. FIRST TIME COMPETITORS

- 19.1 Track experience is advised to ensure the safety of the new competitor as well as the rest of the competitors. The Controllers may require that an on-track assessment and theoretical presentation be attended prior to a first race entry being accepted.

- 19.2 First time Motorcycle competitors need to wear a brightly coloured bib over their race suit for at least their first two race meetings and practice sessions. The controllers will review the progress of the rider and shall decide when it is fit to not wear the bib any more.
- 19.3 First Time Formula M drivers shall fix an acceptable red ribbon/tape not more than 300 mm long to the rear wing of their vehicle (or any other part at the back of the vehicle if they don't have a rear wing) or fix a plate (minimum 200x200mm) with a large "X" on it, to be displayed clearly for all other drivers to see for at least their first two race meetings and practice sessions. The controllers will review the progress of the driver and shall decide when it is fit to remove the ribbon.

20. SCRUTINEERING

- 20.1 Vehicles must be presented for scrutineering in a clean condition and ready to race together with an approved helmet, race suit, race shoes/boots and gloves, all in good condition.
- 20.2 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.
- 20.3 Gearbox and engine drain plug and oil filter bolts must be wire locked.
- 20.4 At any time during an event, any vehicle may be examined for compliance with the Regulations.

21. GRID POSITION

21.1 MOTORCYCLES

- a) Grid position for race one will be determined by qualifying.
- b) Grid position for race two will be the same as the finishing order of race one.
- c) Grid position for race three will be the same as the finishing order of race two
- d) 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.

21.2 FORMULA M

- a) Class B and Class C will have a combined Grid
- b) Race 1 will be determined by qualifying times on the day. If you are found out of position at any point in time while stationary on the designated grid, you will be pushed to the back of the grid from where you will have to start.
- c) The grid positions for Race 2 will be a reversed grid of the finishing order of Race 1.
- d) Race 3 will be based on overall points for the day per class, with the driver with the most points starting at the back of the grid.
- e) The starting grid will be a staggered 3m apart configuration. This may, however, be altered by the Clerk of the Course, after taking into consideration the circuit and conditions of the day.

22. **STARTING PROCEDURE**

22.1 **MOTORCYCLES**

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.

22.2 **FORMULA M**

Drivers will be lined up in their respective grid positions in the pre-race paddock. After completing the warm-up lap(s) as indicated, cars will form up on the starting grid directly with their engines running. Where marked grid bays are present, the front of the front tyre must remain behind the line.

23. **SOCIAL MEDIA**

Social media, including, but not restricted to, Facebook, Instagram, Twitter, WhatsApp etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding Short Circuit, WPMC, its riders/drivers and sponsors should reflect the impact social media has. If a competitor is considered to have brought Short Circuit and/or WPMC into disrepute in the opinion of the Championship Controllers, they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that Motorsport SA monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do so.

24. **TECHNICAL SPECIFICATIONS**

Any changes, alterations or modifications not covered or provided for in these specifications will be deemed illegal, unless approved by the controllers. (Refer to GCR 226)

24.1 **MINIMOTO**

PW50 and 50cc Chinese Motards

Standard 50cc 2-Stroke motorcycles.

(a **standard motorcycle** will be used as a comparison to check technical specifications in the case of checks)

Motorcycles must remain completely standard as supplied by the manufacturer - Only OEM Parts may be used

No Performance parts may be used.

Adequate protective clothing must be worn at the discretion of the controllers.

Numbers on motorcycle must be in 'Arial' Font, in Bold and in Black on a White background

24.2 **POCKETBIKE GP**

Standard 50cc 2-Stroke Pocket motorcycles.

Standard 4-stroke electric start 50cc motorcycle

(a **standard motorcycle** will be used as a comparison to check technical specifications in the case of checks)

Motorcycles must remain completely standard as supplied by the manufacturer - Only OEM Parts may be used

Motorcycles must remain completely standard as supplied by the manufacturer.

No Performance parts may be used.

Adequate protective clothing must be worn at the discretion of the controllers.

Numbers on motorcycle must be in 'Arial' Font, in Bold and in Black on a White background.

24.3 **NSF100**

Standard HONDA NSF100 as supplied by the Organisers

24.4 **125 4-STROKE JUNIORS AND SENIORS**

Standard 125cc Road based motorcycle as supplied by the Manufacturer.

Motorcycle weight limit of 95kgs must be met with an Empty Fuel tank

NOTE: standard OEM motorcycle parts relevant to model and type, this includes and not limited to, engines, frames etc. will be used as a comparison when technical compliance inspections take place.

Numbers:

- Numbers on motorcycle must be in 'Arial' Font, in Bold and in Black, on a Yellow background with a 20mm stroke
- The Numbers minimum width should be 60mm and its minimum height 120mm
- There should be a gap of 20mm between the outer edge of the number and the end of the yellow background
- Placement of number on the motorcycle must be in the centre of Front Fairing and on each side of the Belly pan, towards the front of the belly pan
- See Example of number below:



Engines:

- Single cylinder, unmodified 2 / 4 valve head, 125 four stroke motors with a maximum capacity of 125cc
- No Modifications are allowed to the engine.
- Only genuine OEM replacement engine parts may be used

Engine Casings:

- Engine casings may not be modified

Cylinder Heads:

- Cylinder heads must remain standard.
- No material is to be added or removed, except for the valve seats which may be cut.
- Cylinder heads may not be skimmed

Cylinders:

- No material may be removed from the cylinder, only re-boring is allowed up to the 4th oversize (1mm)

Camshafts:

- No material may be added or removed from the camshafts.
- Only OEM Camshafts may be used
- Camshaft sprockets must remain standard

Crankshafts:

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

Gearboxes:

- The gearbox must be standard.

Clutches:

- The clutch must remain standard.

Coatings:

- No Performance coatings whatsoever may be applied to any of the internal or external parts of the motor.
- No heat transferring/ heat blocking material may be used on the internal or external parts of the motor

Carburettors and Throttle Body and Injectors:

- Only the standard carburettor as indicated in the owner's manual may be used.
- Main and idling jets may not be changed.
- Only the standard needle may be used.
- Spacers may not be used to adjust the height of the needle positioning.
- Only OEM injectors, fuel pumps and regulators may be used on a Fuel injected model
- No modification to throttle bodies allowed
- Fuelling Modules may not be used
- No flashing of ECU allowed

Air boxes:

- Air intake systems must remain standard, however the filter and air box lid may be removed
- No holes are allowed to be drilled into the air box.
- No fresh air or ram air induction is allowed.
- The snorkel between carburettor and air box must remain standard.

Exhaust Systems:

- Any aftermarket exhaust system may be fitted, provided it complies with the noise levels as stated above

Starter Motor:

- The starter motor must be retained and in working order.

Ignition Systems:

- The ignition system must remain standard
- The charging system must be operational at all times and the pickup position may not be changed
- Only manufacturers spec batteries may be used

- No flashing of ECU allowed

Frames:

- No modifications are allowed to the Frame.

Fuel Tanks:

- Fuel tanks must remain standard to OEM specifications

Suspension:

- Rear shock must remain standard. Rear swing arm must remain standard. Front end and fork externals must remain standard.
- Fork caps must remain standard
- Front fork OEM internals may be modified, not replaced. Spacers may be added Emulators are not allowed

Fork brace must remain standard Wheels:

- Rims must remain standard per OEM specification Sprockets: Front and Rear Sprockets sizes may be changed Chain size must remain standard to OEM Tyres: Tyres are unrestricted

Brakes: Front and back brake callipers must remain standard and mounted in the original position. Front master cylinder must remain standard. Bodywork / Fairings:

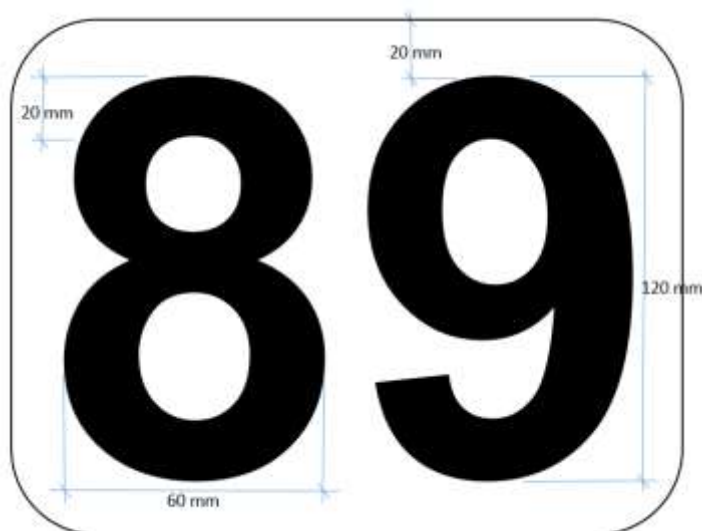
- Fairings and Bodywork are unrestricted. No Carbon Fibre body kits allowed.

24.5 150 JUNIORS AND SENIORS

Standard 150cc Road based motorcycle as supplied by the Manufacturer Motorcycle weight limit of 100kgs must be met with an Empty Fuel tank (For any discrepancies in measurement etc., the workshop manual for the said motorcycle will be used and OEM parts where required.)

Numbers:

- Numbers on motorcycle must be in 'Arial' Font, in Bold and in Black, on a White background with a 20mm stroke The Numbers minimum width should be 60mm and its minimum height 120mm There should be a gap of 20mm between the outer edge of the number and the end of the White background Placement of number on the motorcycle must be in the centre of Front Fairing and on each side of the Belly pan, towards the front of the belly pan See Example of number below:



Engines:

- Single cylinder, unmodified 4 valve head 150 four stroke motors with a maximum capacity of 155cc
- No Modifications are allowed to the engine.
- Only genuine OEM replacement engine parts may be used

Pistons:

- Maximum of 1.0mm oversize pistons allowed for wear

Engine Casings:

- Engine casings may not be modified

Cylinder Heads:

- Cylinder heads must remain standard.
- No material is to be added or removed, except for the valve seats which may be cut.
- 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.

Cylinders:

- No material may be removed from the cylinder, only re-boring is allowed, up to the 4th oversize (1mm)
- The deck height between piston and top of barrel may not be less than 0.1mm with barrel torqued down

Camshafts:

- No material may be added or removed from the camshafts.
- Only OEM Camshafts may be used
- Camshaft sprockets may be slotted to allow degree of the camshafts.

Crankshafts:

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

Gearboxes:

- The gearbox must be standard.
- Undercutting is allowed.
- A CBR125 standard Gearbox may be used on a CBR150 Honda Motorcycle.

Clutches:

- The clutch must remain standard.
- Only OEM parts to be used
- A CBR125 clutch may be used on a CBR150 Honda Motorcycle

Coatings:

- No Performance coatings whatsoever may be applied to any of the internal or external parts of the motor.
- No heat transferring/ heat blocking material may be used on the internal or external parts of the motor

Carburettors:

- Only the standard carburettor as indicated in the owner's manual may be used.
- Main and idling jets may be changed.
- Only the standard needle may be used.
- Spacers may be used to adjust the height of the needle positioning.
- A CBR125 carburettor may be used on a CBR150 Honda Motorcycle
- Only OEM injectors may be used on a Fuel injected model
- No modification to throttle bodies allowed
- Fuelling Modules may not be used

Air boxes:

- Air boxes must remain standard.
- No holes are allowed to be drilled into the air box.
- The filter and air box lid may be removed.
- No fresh air or ram air induction is allowed.

- The snorkel between carburettor and air box must remain standard

Exhaust Systems:

- Exhaust system may be replaced with a recommended Bosson race pipe, provided it has the approved insert and complies with the noise levels as stated above
- Any other aftermarket exhaust system may be fitted, provided it complies with the noise levels as stated above

Starter Motor:

- The starter motor must be retained and in working order.

Ignition Systems:

- The ignition system must remain standard and the pickup position may not be changed.
- The charging system must be operational at all times.
- Only manufacturers spec batteries may be used

Frames:

- No modifications are allowed to the Frame.

Fuel Tanks:

- Fuel tanks must remain standard to OEM specifications

Suspension:

- Rear shock may be changed for an aftermarket shock.
- Rear swing arm must remain standard.
- Front end and fork externals must remain standard.
- Fork caps must remain standard
- Front fork OEM internals may be modified, not replaced. Spacers may be added
- Emulators are not allowed
- No aftermarket fork stabilisers are allowed

Wheels:

- Rims are unrestricted with the exception of no carbon fibre, billet or drop forged rims.

Sprockets:

- Front and Rear Sprockets may be changed.

Tyres:

- Tyres are unrestricted

Brakes:

- Front brake calliper must remain standard and mounted in the original position.
- Front master cylinder must remain standard.

Bodywork / Fairings:

- Fairings and Bodywork are unrestricted.
- No Carbon Fibre body kits allowed.

24.6 CLUBSPORT

24.6.1 SSP300

Refer to Technical Specifications for Killarney Main Circuit SSP300 class

24.6.2 MOTO 4

125 2 Stroke Road based motorcycle as supplied by the manufacturer (modifications are allowed to a maximum of 140cc).

Honda CBR150 fitted with a 180cc kit.

Single Cylinder modified 4 stroke motors, with a minimum capacity of 180cc and a maximum capacity of 260cc, 2 or 4 valves.

Engine:

- Engine Modifications are allowed as stated above

Numbers:

- Numbers on motorcycle must be in 'Arial' Font, in Bold and in Black, on a Yellow background with a 20mm stroke
- The Numbers minimum width should be 60mm and its minimum height 120mm
- There should be a gap of 20mm between the outer edge of the number and the end of the White background
- Placement of number on the motorcycle must be in the centre of Front Fairing and on each side of the Belly pan, towards the front of the belly pan

Bodywork / Fairings:

- Fairings and Bodywork are unrestricted except as follows:
- Honda CBR150 fitted with a 180cc kit - must have the Honda RS Bodywork kit

Exhaust Systems:

- Exhaust Systems are unrestricted and must comply with the noise levels as stated above.

24.6.3 MOTO 3

125cc 2-Stroke Grand Prix Motorcycle

250cc 4-Stroke Grand Prix Motorcycle

Numbers:

- Numbers on motorcycle must be in 'Arial' Font, in Bold and in White on a Black background with a 20mm stroke
- The Numbers minimum width should be 60mm and its minimum height 120mm
- There should be a gap of 20mm between the outer edge of the number and the end of the White background
- Placement of number on the motorcycle must be in the centre of Front Fairing and on each side of the Belly pan, towards the front of the belly pan

Bodywork / Fairings:

- Fairings and Bodywork are unrestricted.

Exhaust Systems:

- Exhaust Systems are unrestricted and must comply with the noise levels as stated above

24.6.4 SUPER MONO's

2 Stroke Engines:

- 250 Single Cylinder (e.g.: RM, YZ, KX, CR, etc)
- Capacity: 270cc max Air cooled and Water cooled motors

4 Stroke Engines:

- 500cc Single Cylinder (e.g.: XT, SR, DR, XL, and XR, etc)
- Capacity: 540cc Max Air cooled motors

Numbers:

- Numbers on motorcycle must be in 'Arial' Font, in Bold and in Red, on a White background with a 20mm stroke
- The Numbers minimum width should be 60mm and its minimum height 120mm
- There should be a gap of 20mm between the outer edge of the number and the end of the White background
- Placement of number on the motorcycle must be in the centre of Front Fairing and on each side of the Belly pan, towards the front of the belly pan

Frames:

- Frames are unrestricted

Suspension:

- Suspension is unrestricted

Wheels:

- Wheels are unrestricted

Sprockets:

- Sprockets are unrestricted.

Tyres:

- Tyres are unrestricted

Brakes:

- Brakes are unrestricted

Bodywork / Fairings:

- Fairings and Bodywork are unrestricted

Carburettors:

- Carburettors are unrestricted.

Exhaust Systems:

- Exhaust Systems are unrestricted and must comply with the noise levels as stated above.

24.7 SUPER MOTARDS JUNIORS

Competitors turning 13 in the current year and not older than 18, may ride 85cc / 125cc 2-Stroke or a 250cc 4-stroke motorcycle

(NOTE: standard motorcycle parts relevant to model and type, this includes and not limited to, engines, frames etc. will be used as a comparison when technical compliance inspections take place.

Numbers:

- The number must be clearly visible on the number plate on the motorcycle.
- The number must be in 'Arial' font, in Black on a White Background

Engines:

- 85cc / 125cc 2-stroke or 250cc 4-stroke motorcycles as supplied by the manufacturer.
- Engines must remain completely standard as supplied by the manufacturer

Pistons:

- 1.0mm oversize pistons allowed for wear.

Ignition Systems:

- The ignition system must remain standard

Gearboxes:

- The gearbox must remain standard.

Clutches:

- The clutch basket must remain standard.
- Clutch plates and springs may be changed.

Carburettors:

- Only the standard carburettor as indicated in the owner's manual may be used.
- Jets and Needles may be changed.

Air boxes:

- Air boxes must remain standard.
- No holes are allowed to be drilled into the air box.
- No fresh air or ram air induction is allowed.

Exhaust Systems:

- Exhaust system may be replaced with an aftermarket exhaust.
- Any aftermarket exhaust must comply with the noise levels as stated above.

Frames:

- No modifications are allowed to the Frame, Sub Frame and Swing Arms.

Suspension:

- Rear shock springs may be altered.
- Front end and fork externals must remain standard.
- Front fork internals may be modified.
- Front fork springs may be altered.

Wheels:

- Rims are unrestricted with the exception of no carbon fibre rims being allowed

Sprockets:

- Front and Rear Sprockets may be changed.

Tyres:

- Tyres are unrestricted

Brakes:

- Front brake and Rear calliper must remain standard and mounted in the original position.
- Front and Rear master cylinders must remain standard.

Bodywork / Fairings:

- Unrestricted, but number boards must remain standard.

Foot Rests:

- Only Steel Rounded edge folding foot rests are allowed.

Lever:

- Only ball ended Clutch and handle bar Brake levers are allowed.

Sliders:

- Non-Metal Sliders are required on the Front Forks, Swing Arm and Foot Pegs

24.8 SUPER MOTARDS SENIORS and MASTERS

The class shall be open to all competitors 18 years and older

Competitors shall be eligible for the Masters Class from 01 January of the year in which they turn 40 (forty) years old.

Numbers:

- The number must be clearly visible on the number plate on the motorcycle.
- The number must be in 'Arial' font, in Black on a White Background

a) STANDARD CLASS

(NOTE: motorcycle parts relevant to model and type, this includes and not limited to, engines, frames etc. will be used as a comparison when technical compliance inspections take place.

2 Stroke Engines:

- Single cylinder, Road-based or Competition-based (mass production Enduro, Super Motard or MX machines only) with a minimum capacity of 250cc and a maximum capacity of 300cc.

4 Stroke Engines Single cylinder 4 stroke motors with a maximum of 450cc, Road-based or Competition-based mass production Enduro, Super Motard or MX machines only

- Only Standard Engine Cases and Engine head as supplied by the manufacturer and must remain standard.
- No higher compression piston than manufacturer specifications
- Camshaft/s to remain standard as supplied.

Pistons:

- A, B and C pistons allowed for wear.

Cylinder Heads (4 Strokes):

- Cylinder heads must remain standard.
- No material is to be added or removed, except for the valve seats which may be cut.

Camshafts (4 Strokes):

- No material may be added or removed from the camshafts.

Crankshafts (4 Strokes):

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

Carburettors:

- Only the standard carburettor as indicated in the owner's manual may be used.
- Jets and Needles may be changed.
- No modifications/porting and removing of material from the throttle body is allowed

Air boxes:

- Air boxes and their internals must remain standard, number board visibility must not be impeded
- Fresh Air or Ram Air induction is allowed.
- No Forced Air (mechanical, electrical or any other means) Induction is allowed.
- Air Filters may be replaced with aftermarket filters or removed.

Exhaust Systems:

- Exhaust system may be replaced with an aftermarket exhaust.
- Any aftermarket exhaust must comply with the noise levels as stated above.

Gearboxes:

- The gearbox may be modified.

Clutches:

- The clutch basket must remain standard.
- No aftermarket slipper clutches may be installed, OEM Only

Coatings:

- No Performance coatings whatsoever may be applied to any of the internal or external parts of the motor.

ECU:

- ECU must remain standard. No aftermarket units allowed

Ignition Systems:

- The ignition system must remain standard
- Aftermarket Quick Shifters can be installed

Flywheel:

- Flywheel must remain standard

Frames:

- No modifications are allowed to the Frame, Sub Frame and Swing Arms.

Suspension:

- Suspension internals and externals must remain standard.

Wheels:

- Rims are unrestricted with the exception of no carbon fibre rims being allowed

Sprockets:

- Front and Rear Sprockets may be changed.

Tyres:

- Tyres and Tyre warmers are unrestricted.
- Additional tread groves, cuts, etc. are allowed on the front and/or rear tyres.
- Competitors are only allowed 4 full sets of tires for the whole year.

Sliders:

- Non-Metal Sliders are required on the Front Forks, Swing Arm, handlebars, exhaust and Foot Pegs

Brakes:

- Brakes may be upgraded to Road based systems which include master cylinder, rotors and callipers.

Handle Bars:

- No Triple Clamp upgrades are allowed.

Bodywork / Fairings:

- Unrestricted, but number boards must remain standard.

Other:

- Anything not specifically mentioned above will fall under "OTHER" criteria.
- All equipment must be as per standard equipment on relevant chassis/motor configurations.

b) MODIFIED CLASS

2 Stroke Engines:

- Single cylinder, Road-based or Competition-based (mass production Enduro, Super Motard or MX machines only) with a minimum capacity of 250cc and a maximum capacity of 500cc.

4 Stroke Engines:

- Single cylinder 4 stroke motors with a maximum of 450cc, two or four valve mass production Enduro, Super Motard or MX machines.
- Engine Cases and Engine head may be modified.
- Higher compression pistons are allowed.
- Modified cams are allowed.

Cylinder Heads (4 Strokes):

- May be modified

Camshafts (4 Strokes):

- May be modified

Carburettors:

- Any form of mass production (homologated) carburettors may be used.
- Material may be removed from the throttle body.

Air boxes:

- Air boxes may be modified or removed, however number board visibility must not be impeded
- Fresh Air or Ram Air induction is allowed.

- No Forced Air (mechanical, electrical or any other means) Induction is allowed.
- Air Filters may be replaced with aftermarket filters or removed.

Exhaust Systems:

- Exhaust system may be replaced with an aftermarket exhaust.
- Any aftermarket exhaust must comply with the noise levels as stated above.

Gearboxes:

- May be modified.

Clutches:

- May be modified.
- Aftermarket slipper clutches may be installed.

Coatings:

- Performance coatings whatsoever may be applied to any of the internal or external parts of the motor.

Ignition Systems:

- The ignition system may be modified.
- Quick Shifters are allowed.

Frames:

- No modifications are allowed to the Frame, Sub Frame and Swing Arms.

Suspension:

- Suspension internals and externals may be modified.

Wheels:

- Rims are unrestricted with the exception of no carbon fibre rims being allowed

Sprockets:

- Front and Rear Sprockets may be changed.

Tyres:

- Tyres and Tyre warmers are unrestricted.
- Additional tread groves, cuts, etc. are allowed on the front and/or rear tyres.

Sliders:

- Non-Metal Sliders are required on the Front Forks, Swing Arm, handlebars, exhaust and Foot Pegs

Brakes:

- Brakes may be upgraded to Road based systems which include master cylinder, rotors and callipers.

Handle Bars:

- Triple Clamp upgrades are allowed.

Bodywork / Fairings:

- Unrestricted, but number boards must remain standard.

Other:

- Anything not specifically mentioned above will fall under "OTHER" criteria.
- All equipment must be as per standard equipment on relevant chassis/motor configurations.

24.9 **FORMULA M**

Class B Engines:

- 600cc 4-cylinder 4 stroke engines from road-based motorcycles.
- No modifications allowed with a limit of 1.0mm oversize pistons allowed for wear.
- Engines must be older than 4 years.

Class C Engines:

2 Stroke Engines

- 250cc 2 stroke engines from road-based motorcycles.
- Open modifications

4 Stroke Engines

(NOTE: standard OEM motorcycle engine parts and workshop manuals will be used as a comparison/checks when technical compliance inspections take place.)

400cc 4-cylinder 4 stroke engines from road-based motorcycles.

- No modifications allowed with a limit of 1.0mm oversize pistons allowed for wear.

Basic Vehicle Dimensions:

- Overhaul length: Max. 4m all inclusive
- Wheelbase: 1.52 min. to 2.65 max. (axle centres)
- Track: 1.4 max. centre to centre of tyre

Chassis:

- No load or stress bearing section of any chassis constructed from steel shall use material thinner than 1.6mm.
- No integral part of the chassis shall be of material thinner than 1.6mm and less than 1.6mm sq. or 16mm O or 12mm x 25mm rectangular.
- Main horizontal chassis members (top & bottom) shall have a min. circumferential dimension of 25mm all by 1.6mm thick.
- Wish bones to be fabricated from mild steel tubing – top min. 1.6mm wall thickness.
- The foot protection cage shall form part of the chassis so that the driver's feet do not protrude forward of the front wheel centres. (pre-2000 cars front of tyre) with the pedals in the inoperative position.
- There shall be one roll bar fitted directly behind the driver and designed to protect the driver's helmeted head.
- Roll bars shall be constructed of a min. of 32x1.6mm round tubing or 38x2mm square tubing. It must be constructed in a manner that when a straight line is taken between the apexes of the cockpit and nose, crash helmet clearance of 50mm is provided.
- The roll bar is to be supported by a min. of two stays to the rear of which the min. size shall be 20x1.6mm wall size.
- The roll bar stay bars shall run at the angle of less than 45 deg to the horizontal and attached to the roll bar no more than 150mm from the apex. If bolted in position, a min. of 8mm high tensile bolts shall be used.
- The roll bar must extend to the bottom of the chassis.
- Any chassis or suspension member requiring a hole must be inserted and welded. (insert wall min. 1.6mm)
- All space frames chassis to be constructed of mild steel only.
- The driving compartment shall be so designed and constructed that the driver can get out of the driving seat and safety belts in less than 15 seconds.
- Cars built before the year 2000 and not complying fully with chassis regulations may be passed as legal, at the discretion of the controllers and the satisfaction of the scrutineer.

Flooring:

- Vehicles must be fitted with a minimum 0.9mm steel, 1.6mm aluminium, 6mm single skin glass fibre or 6mm wooden floor pan.
- Flooring must extend the full length and width of the driver's compartment.
- Flooring under the engine compartment is allowed on condition that the drain plugs are accessible.
- All newly built vehicles must have flooring under the engine that has a catchment type system that will be large enough to hold the entire contents of the engine oil and fluids.

Fuel tank:

- Fuel tanks shall be hosted within the framework and must be firmly secured.
- Temporary fixings are prohibited.
- If the fuel tanks are side mounted, they must be in a crash proof frame. The minimum distance between the tank and this frame shall be no less than 70mm.
- The fuel cap shall have an efficient sealing action.
- Fuel lines must be flexible and clamped at all connecting points to prevent leakage.
- A breather overflow pipe must be fitted, venting from the highest point of the tank, routing upwards to the highest point within the main roll bar, preventing siphoning and then down and venting out of a point below the bottom of the chassis.
- The breather shall not be larger than 8mm inside diameter. In the event of the car being inverted, the fuel should not leak out of the tank.

Fireproof bulkhead:

- All vehicles must be fitted with a fireproof bulkhead separating the engine and driver's compartment.
- The bulkhead must extend to the min. height of 500mm from the floor pan.

Bodyworks:

- It shall be constructed of mild steel, fiberglass or aluminium (no other materials will be permissible).
- The body work needs to totally enclose the driver to at least underarm height.
- For inspection of stress areas, bodywork/panels must be removable, but when replaced, should be adequately fastened.
- The bodywork may extend rearwards to enclose the engine or incorporate the rear wheel.
- The driver shall be able to get into and out of the safety belt and driving seat without having to remove or manipulate any part of the car, other than to remove steering wheel.

Front Wing/Aerofoils:

- Will be collapsible or detachable on contact.

Mirrors:

- Two rear view mirrors must be suitable and securely mounted on all vehicles.

Seat:

- The seat must be well secured.
- It must be designed so that the driver is well located to resist movement when cornering, braking or crashing.
- All cars shall be fitted with a seat, mounted independently from, and not supported in any way, by the floor pan. (Under tray)

Seat belts:

- A five-point approved safety harness of the quick release type that releases at least all but one point.
- The safety belts must hold the driver firmly under all racing conditions.
- Seat belt anchor points shall be lower than the shoulder height of the seated driver.
- The seat belt point must be a suitable and substantial part of the chassis.

Steering:

- Only steering mechanisms which are safe in the opinion of the Controllers and the scrutineer(s) shall be allowed.
- Steering controlled by cables and mono rails are specifically prohibited.
- Steering mechanisms must be well secured to the chassis.
- Steering column universals must be of automotive origin; Industrial types are prohibited.

Wheel Hubs:

- NO aluminium wheel hubs are permitted.

Wheels:

- Minimum 13" Diameter

Tyres:

- Only the Yokohama A048 185/60/13 or 205/60/13 Semi Slicks are allowed.
- Only 1 set of Semi Slicks may be used per year unless the tyres have been damaged and the controllers approve the replacing of the tyre/tyres.
- Road Based Tyres are allowed.

Brakes:

- Brakes must be hydraulically foot operated.
- A dual system is recommended but not mandatory and must operate on all 4 wheels.
- Cable operated mechanisms are prohibited.

Securing components:

- All nuts and bolts must be secured by locknuts, spring washers or split pins.
- At least 1 thread of the bolt must protrude past the edge of the locknut/nylock nut.
- No split washers or spring washers to be used on aluminium surfaces.

Fire extinguisher:

- A 1.0kg DCP type fire extinguisher is mandatory, A Fire Stryker can be used as an additional safety measure.
- The fire extinguisher brackets shall be secured by a minimum of 6mm HT bolts and nylock nuts.
- Brackets fixed to aluminium floor pans shall have steel washers 25mm OD x 1.6mm thickness under the floor pan.
- Fire Extinguishers need to be secured to the mounting bracket but must be easily accessible and removable by the driver whilst he is strapped in.

Electrical / Electronics:

- All cars shall have an ignition switch inside the cockpit, which shall be accessible to the driver when belted in and from outside.
- All cars using a battery shall have electric circuit breaker in the main positive battery leads and shall be easy to operate from outside the car. All in compliance with SSR 2.7.
- ECU and Electronic devices are open for modifications and any aftermarket device may be used.

Chain Guard:

- All drivers must be protected from a falling chain.
- A chain guard is required

Air boxes:

- Air boxes may be modified or removed.
- Fresh Air or Ram Air induction is allowed.
- No Forced Air (mechanical, electrical or any other means) Induction is allowed.
- Air Filters may be replaced with aftermarket filters or removed.
- No NOS is allowed.

Numbers:

- Numbers on Formula M Cars will be Black numbers on a White background which is "based" on Formula "V" SSR's Article 7 - 7.1 or to be a contrasting colour to the base.
- The Numbers minimum height of 200mm x 20mm stroke.
- Special compensation can be made by the COC if the numbers don't comply but are clearly visible.

- There must be a “C” or “B” next to the number to indicate the class with minimum height of 125mm x 20mm stroke.

25. VOTING

Only driving / riding members who have competed within the section at a minimum two race meetings within a period of the previous AGM and that years AGM. If applicable, are also paid up members of that section and or are members of the standing committee are allowed to vote at the sections yearly AGM.