



**2019 AMSC CIRCUIT MOTORCYCLE CLUB CHAMPIONSHIP REGULATIONS**  
(161761/144)

**1. CONTROLLERS**

The controllers, organizers and promoters of the championship will be the AMSC-Racing Division Committee. All championship events will be run under the auspices of, and in consultation with, the Motorcycle sub-committee and the AMSC Technical Working Group.

**2. VENUE**

All championship rounds will be held at Aldo Scribante Raceway.

**3. AIM OF THE CHAMPIONSHIP**

To declare the overall AMSC Motorcycle Champion and the respective class Champions.

**4. VALIDITY OF THE REGULATIONS**

The regulations are applicable for the calendar year of 2019.

**5. REGULATIONS**

All qualifying races shall be held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport SA (MSA), these standing regulations, and the event Supplementary Regulations (SR's) issued by the promoters.

**6. ELIGIBILITY OF RIDERS**

6.1 Competitor's age: Refer to SSR 1.

6.2 The Championship will be open to all Riders who are members of the AMSC.

6.3 All eligible riders must be in possession of at the minimum, a current MSA CLUB Competition Licence valid for Circuit Racing Motorcycles.

**7. INCIDENT REPORTS**

Every rider is to return their completed incident report form to the Clerk of the Course should he/she be involved in an incident (see SSR 61) as soon as possible after the race in which the incident occurred is completed.





## 8. CLASSES

### 8.1 Race splitting:

- a) Unlimited, 600cc; and Masters A riders will compete in their own race / races, and
- b) PSP, Historics; Breakfast Run; Masters B and 300cc riders will compete in their own separate race / races.
- c) Not withstanding point 8 a & b above. Should less than 6 entries be received for the relevant class combination all motorcycles will compete together in the same race.
- d) Masters and Breakfast Run riders will be considered for breakouts if they lap below the cutoff time of 1 min 09.000.

### 8.2 Unlimited

- a) Motorcycle capacity is limited to 1000cc (4 cylinder) and 1300cc (twin cylinder).
- b) Tyre choice is open.

### 8.3 600cc

- a) The Championship is open to the following capacity motorcycles: 600cc 4 cylinder / 680cc 3 cylinder / 750cc twin cylinder
- b) Tyre choice is open.

### 8.4 PowerSport

PowerSport will be divided into two categories for the purposes of the championships.

- a) PSP 400: including 250cc two-stroke to 400cc four-stroke;
- b) PSP 650: including 650cc cc and 700 singles,  
Modifications and tyre choice are open.

### 8.5 Historic motorcycles

- a) Motorcycles falling under the following specifications shall be eligible for entry to this class:
  - Vintage: Up to 1983
  - Historic: 1984 – 1989
  - New Era: 1990 – 1998
- b) Modifications must be period - specific; but if not, may be allowed with prior approval of the organizers and Technical committee. The guideline for specifications follows:
  - i. Engine:
    - Shall be of period
    - Capacity unlimited
    - Internal modifications are allowed, excluding nitrous; turbochargers and superchargers
    - Gearboxes are open
    - Carburetors and jetting are free
    - Ignition timing is free
    - Valve timing – slotting of timing gears is allowed.





- ii. Braking System – Front and Back
    - Any calipers may be used
    - Brake pads and friction material are free
    - Any master cylinder may be used
    - Disks are free
    - Adaptor plates and spacers of sound, safe design, and manufacture can be used to mount alternate calipers on the original mounting joints.
    - Aftermarket braided hoses may be used.
  - iii. Rims are open.
  - iv. Tyres are open.
  - v. Forks:
    - Any forks may be used as initially supplied
    - Internal fork components can be changed or modified
    - Any triple clamps for the forks may be used and may be modified.
  - vi. Rear Shock Absorbers:
    - Rear shock absorbers are free to be replaced with aftermarket items.
    - The shock absorber mounting on the frame must remain standard. Mountings on the swing arm may be moved.
    - The linkages may be modified to suit a replacement shock absorber.
    - Twin shock machines are to remain in that configuration.
    - Mono shock machines are to remain in that configuration.
  - vii. Fairings:
    - Bodywork may be replaced with aftermarket racing kits.
  - viii. Swing Arm:
    - As initially supplied but can be replaced with an aftermarket unit.
    - Can be lightened or strengthened, and superfluous brackets removed.
    - Frame geometry may be altered.
  - ix. Electrical:
    - Original starting equipment may be removed on safety grounds.
    - The charging system may be disconnected, removed or gutted.
    - The ignition system is open.
  - x. Frame:
    - Frame geometry may be braced and gusseted.
    - Frame geometry may be altered.
- c) Riders must declare non-period-specific modifications to the organizers for approval before entry.
  - d) The spirit of Historics must be considered at all times.
  - e) All motorcycles must comply with minimum safety requirements for circuit racing.
  - f) Motorcycles must be capable of circulating at a minimum speed which will not endanger other competitors, at the discretion of the organizers and COC.
  - g) Only commercially available pump fuel may be used.





#### 8.6 Masters Classes:

- a) Masters Class A will be for Masters Motorcycles lapping at a lap time of 1 min 08.999 sec or faster.
- b) Masters Class B will be for Masters Motorcycles lapping at a lap time of 1 min 09.000 sec or slower.
- c) All motorcycle riders from the year of their 56<sup>th</sup> birthday may participate in the Club Championships in this category.
- d) Masters Class will be considered a sub-championship, with all riders being entered in in the class that is specific to their motorcycle, and in the Masters A or Masters B Class as well.
- e) Points scored in Masters A or B Classes do not count towards the overall Club Championship.

#### 8.7 300cc Class:

- a) The following motorcycles shall be eligible to compete in the 300cc class:
  - Kawasaki Ninja 300 (EX300ADF)
  - Kawasaki Ninja 400 (EX400G/H/J)
  - KTM RC390
  - KTM RC390R
  - Yamaha YZF-R3
  - Honda CBR500R
- b) Bore and stroke of the motorcycle must be as per manufactures specification. E.G. No big bore kits
- b) There shall be no upper age limit in this class for males or females.
- c) Tyre choice is open.

#### 8.8 Breakfast Run Class: (NON CHAMPIONSHIP SCOREING CLASS)

- a) All first-time riders will start out in the Breakfast Run Class at their first race day.
- b) Based on their times at the first race day, they will be allocated to the correct class before their next race day.
- c) Should a rider wish to participate in the motorcycle racing events held at the Aldo Scribante Circuit; but his motorcycle does not fit into the existing categories, he will be eligible to participate in the Breakfast Run Class.
- d) All 600cc and Unlimited competitors who fall below the time split of 1:09.000 may ride in this class until they are up to speed to participate in the correct class.
- e) The Breakfast Run Class is a non-championship class.

### 9. **BREAKOUTS**

- 9.1 Masters and Breakfast Run Riders who records a lap time of more than 0.1 seconds faster than 1:09.00, on two separate occasions, in either official timed practice or in any race, will





be promoted and placed in an appropriate class according to the lap time at the following event.

- 9.2 All breakouts in respect of the current year will be carried forward to the following year i.e. all competitors who broke out twice and moved up a class in 2019 will be carried forward to 2020. If you only “broke out” once in 2019 you will not carry this break out into 2020.
- 9.3 NOTE: Any break-outs within the last 30% of the championship will be scored immediately in terms of point 9.6
- 9.4 A rider actually starting from a grid position attained from an incorrectly recorded fast time will accept that he / she did that time and it will count for a breakout time.
- 9.5 A rider can move up in the class structure but never down again in the same year, except in exceptional circumstances and with the special written permission of the Controllers.
- 9.6 Should a rider score points in a particular class and thereafter move up to the next class (E.g. from Masters B into Masters A), he / she will carry forward any points obtained up to that point with the following proviso:  
In order to qualify for class placings at the end of the championship year, at least 30% of total points must be scored in that particular class. If a competitor breaks out of a class with less than 30% of races remaining, he will be scored in the position in the class in which he broke into, in his original class. (e.g. should he finish 2nd in the higher class, he will carry 2nd place points back to his original class that he broke out of for purposes of the championship.) If a competitor is scored in his previous class due to the fact that he completed less than 30% of the events in the new class, then the class which he broke into will be scored as if he did move up to this class for the championship.

## **10. AMENDMENTS**

The Controllers reserve the right, to introduce new regulations and / or amend the existing regulations. Any such amendment / addition to the regulations shall, however, only come into effect once it has been published in an official MSA circular/bulletin. All additions / amendments will also be published on the official notice board at the next event.

## **11. RIDER CONDUCT**

- 11.1 Refer SSR's 46 to 66 (where applicable).
- 11.2 At the discretion of the COC, SSR 50 i) i) (White Line Rule) may be implemented at any stage.
- 11.3 Bumping and / or pushing of other motorcycles on the circuit is not allowed and any riders found doing this will be penalized by the Clerk of the Course in terms of GCR 157. The Clerk of the Course must consider infringements at previous events which resulted in penalties being





imposed, when imposing penalties under this heading.

- 11.4 Any competitor who disadvantages another competitor by bumping said competitor's motorcycle, even unintentionally which results in the loss of place(s) during a race will, at the discretion of the Clerk of the Course, generally be penalized so as to finish behind the competitor that was disadvantaged. More severe penalties will be applied in the case of repeat offenders.
- 11.5 The motorcycle ahead of any other motorcycle in any 'train' of two or more motorcycles on the circuit may only change direction once in a straight line from the exit of one corner up to and including the entrance to the next corner unless involved in a genuine overtaking maneuver.
- 11.6 When attempting an overtaking maneuver coming into a turn, at the end of the braking area, the front wheel of the overtaking motorcycle must be past the foot pegs of the motorcycle ahead before the entry to the turn.
- 11.7 If this is not the case then the overtaking vehicle must back off and allow the vehicle ahead to take the racing line through the corner.
- 11.8 If the front wheel of the overtaking vehicle is past the foot pegs of the motorcycle ahead, the lead vehicle must take a line so as to allow both vehicles to successfully negotiate the corner and exit.
- 11.9 Note: This rule does not apply to 'sweeps', which are treated as normal 'straight line' racing.
- 11.10 At the discretion of the COC, all new riders to the Championship may be required to have ribbons (Candy Tape) attached to the rear of their vehicles, a bright bib or an "X" on the rear of the motorcycle rider, for their first two or three race meetings.
- 11.11 **YELLOW / RED CARDS**
- a) The Clerk of the Course shall be empowered to make use of yellow / red cards in respect of rider conduct issues, as per the following:
  - b) A rider receiving a yellow card will be given a 3-place grid penalty for each of the 3 races under yellow card conditions.
  - c) No card (either yellow or red) shall be issued without the competitor being afforded a hearing by the Clerk of the Course.
  - d) A yellow card shall have the effect of placing a competitor's riding conduct 'under observation' for the following three (3) races forming part of the championship.
  - e) A competitor racing 'under yellow' shall be required to prominently display a supplied yellow decal on the left & right hand side of his / her motorcycle at all times during the affected races, alternatively yellow ribbons will be attached to the vehicle under observation.
  - f) If a competitor is found guilty of an offence while 'under yellow' he / she may,





- following a hearing, be issued with a red card.
- g) Should a competitor receive three yellow cards in one season, the CofC reserves the right to issue the competitor with a red card.
  - h) The effect of a red card is to bar a competitor from taking part in the next full race meeting forming part of the championship.
  - i) In the event of the Clerk of the Course deeming a first offence to be sufficiently serious so as to warrant the imposition of an immediate red card, he shall be empowered to take such action.
  - k) 'Card decisions' need not necessarily be made at an event. Following an incident report or protest, the Clerk of the Course may await any additional footage (or other suitable evidence) which may be available after the event before making a decision. The competitor will generally be informed on the day if further evidence is being awaited.
  - l) Where a 'card decision' is made on the day of an event, the affected competitor shall have the right of protest to the Stewards of the Meeting (and the right of subsequent appeal).
  - m) Where a 'card decision' is made between events, the decision shall only be subject to an appeal in terms of the provisions of GCR 214D.
  - n) Yellow/red cards issued in one racing season will generally not be carried over into the next racing season, this being at the discretion of the Clerk of the Course. However, competitors guilty of an offence in the last race of the season may be penalized accordingly depending on the severity of the offence.

## **12. GENERAL**

- 12.1 A motorcycle which is damaged beyond repair as a result of an accident may be re-bodied, and the combination of this vehicle and the existing driver will have the choice of remaining in their class or going back to Breakfast Run Class. However, written permission must be obtained from the Controllers should the driver / rider wish to return to his original class. Any driver using another vehicle which is slower than, or equal to the regular class of the driver, will score points for the championship in the actual finishing position of that rider's class.
- 12.2 Should a rider use another vehicle due to engine / mechanical failure, permission must first be obtained in writing from the COC who will act in conjunction with the Scrutineer / TC. His decision to grant / withhold such permission will be final.
- 12.3 Location of timing transponders: - Shall be mounted as per SSR 83(ii). Failure to comply may result in exclusion from the race / race meeting concerned.

## **13. COMPETITION NUMBERS**

- 13.1 All competition numbers must comply with MSA stipulations relating to size and color. Numbers must be clearly displayed on the front and both sides of the motorcycle.





- 13.2 The relevant Association Chairman, on behalf of the Controllers, shall allocate all competition numbers. All competitors are to carry relevant series sponsor decals.
- 13.3 The current champion will have the right to retain his previous competition number during his reign even though it may not be used.
- 13.4 Competition numbers shall be retained throughout the championship year and are not to be changed.

#### **14. CHAMPIONSHIP EVENTS**

The events making up the championship are listed in the 2019 MSA Calendar. When more than one race is held on any one particular day, the overall positions for the day will be determined by the total time of all the day's races added together and will be used solely for the purpose of determining an overall winner for the day and shall have no effect on the points counting towards the AMSC Club Championship.

#### **15. POINTS SCORING PER CLASS (Not for Breakfast Run Class)**

- 15.1 Points will be scored in race for each class starting at 10 points for the winning rider; 9 points for the second placed rider, and so on down to the 10<sup>th</sup> rider and all subsequent riders scoring one point.
- 15.2 There must be a minimum of 6 eligible starters for 60% of the nominated championship events for the combined classes, for the race meeting itself to qualify for championship status. To be classified as a starter, a competitor must participate in at least one of the official practice sessions listed in the supplementary regulations for the event, and / or participate in the race / event itself (Refer SSR 82 i).
- 15.3 In order to be classified as a finisher, a car must have completed not less than 67% of the distance of the race under its own power. The 67% shall be calculated to the last completed lap.
- 15.4 Competing riders who are ineligible for the championship, will be ignored in the results for the purpose of scoring the championship, but will qualify for awards (trophies).
- 15.5 Awarding of trophies for the day will be done by calculating the competitor's total race time for each race added together.
- 15.6 Riders who are non-starters; non-finishers or disqualified shall receive zero points.







**16. CHAMPIONSHIP FORMAT**

- 16.1 The championship will generally consist of a minimum of 8 rounds (24 races) for the year. The organisers reserve the right to host more than 3 races at any of the rounds to make up the minimum number of races for the year.
- 16.2 There shall be no “throw-away” races in the 2019 championship.
- 16.3 Notwithstanding the above, ALL races held at Aldo Scribante raceway during 2019 for the said category will count towards the Championship.

**17. QUALIFYING, STARTING & STARTING GRID**

- 17.1 The qualifying session will determine the starting grid for race 1:
- a) Fastest Lap in Qualifying - Starting position for Race 1
  - b) Fastest Lap in Race One - Starting position for Race 2
  - c) Fastest Lap in Race 2 - Starting position for Race 3
- 17.2 For purposes of warm-ups and qualifying, classes may be amalgamated. A 10-minute session will be allocated to each combined class. During this time a competitor may take to the circuit at any time.
- 17.3 Eventualities: If a competitor does not post a lap time in Qualifying, he/she will start at the back of his/her class.

**18. CHAMPIONSHIP STATUS**

Should less than 4 race meetings be held and scored during the season, the championship may be declared null and void by the Controllers.

**19. SEPARATION OF TIES**

Any ties will be resolved in favour of the competitor having the greater number of first positions. If this fails, the greater number of seconds will count, then thirds, and so on. If the tie still remains, performance in all the championship events will be taken into consideration and if this is still ineffective, then the Controllers will declare the winner on any basis they may deem fit.

**20. ANNOUNCEMENT OF POINTS AWARDED**

Scoring for each qualifying event will be available on the AMSC Website and any objections concerning the scoring must be received by the Controllers in writing not later than 7 days following the publication of the scoring. The Controllers reserves the right to correct clerical errors at any time.





**21. DECLARATION OF POINTS AWARDED**

The AMSC Committee, at its sole discretion, is responsible for declaring a winner of the championship, or to withhold such declaration.

**22. GENERAL**

It is the sole responsibility of all competitors to ensure that their motorcycles comply with the above regulations and all riders are therefore advised to obtain full safety and eligibility clearance from the relevant association technical consultant before entering their first event.

