



KILLARNEY INTERNATIONAL RACEWAY

REGULATIONS AND SPECIFICATIONS FOR THE **2020** **WPMC SHORT CIRCUIT CLUB CHAMPIONSHIPS** (162135/144)



<i>Modified rule number</i>	<i>Date applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
8 (b)	Immediate effect	23.10.2020	Wording deleted and added
12	Immediate effect	23.10.2020	Wording deleted and added
17 (a) & (b)	Immediate effect	23.10.2020	Wording deleted and added

These regulations are to be read in conjunction with the **2020** General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), and any APPLICABLE Circulars issued by Motorsport South Africa (MSA) or the Controllers.

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

- a. This is a Club status championship.
- b. The aim of the championship will be to declare a Western Province Motor Club **SHORT CIRCUIT / MINIMOTO / MINIGP / CBR 150 JUNIORS / CBR 150 SENIORS/ SUPER SINGLES/ SUPER MOTARDS JUNIOR/ SUPER MOTARDS SENIOR/ SUPER KARTS/FORMULA M** Club Champion for **2020** and class champions as applicable.

3. VALIDITY OF THE REGULATIONS

Applicable to the calendar year of 2020.

4. AMMENDMENTS

Any proposed/desired changes to these Championship Regulations must be submitted to the Controllers for consideration at their next Committee Meeting. The Controllers reserve the right, to introduce new Regulations and/or amend existing Regulations. Ratified changes to these Regulations shall be issued at least SEVEN (7) days prior to the next event being held.

5. REGULATIONS

- a. 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.
- b. 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.
- c. 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. The MSA GCR's or SSR's, as applicable, will then apply.
- d. 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.
- e. All and any notice or circulars in respect of this championship 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 he has familiarized himself with such a notice.

6. ELIGIBILITY OF COMPETITOR

- a. The Championship is open to:
 - i. Paid up members of good standing of the WPMC; and who are
 - ii. Holders of a valid MSA competition licence as applicable to each class. All the motorcycle Classes – minimum of a Club status Circuit Motorcycle licence. Super Karts – minimum of a Club status Karting licence. Formula M – minimum of a Club status Single Seater licence.
- b. Competitors are only eligible to score points from the time that they became members of good standing of the WPMC and the sub section.
- c. 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.
- d. 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.

6.1 CLASS AGES

6.1.1 MINIMOTO

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

6.1.2 MINIGP

The class shall be open to all competitors 7 years old and younger than 14.

6.1.3 CBR 150 JUNIORS

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

6.1.4 SUPER SINGLES

Class C: The class shall be open to all competitors 13 years and older OR at the discretion of the Controllers to a minimum age of 11.

Class B: Refer to MSA SSR1

Class A: Refer to MSA SSR1

6.1.5 CBR 150 SENIORS

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

6.1.6 SUPER MOTARDS JUNIORS

Class C: The class shall be open to all competitors 6 years old and younger than 10.

Class B: The class shall be open to all competitors 7 years old and younger than 12.

Class A: The class shall be open to all competitors 10 years old and younger than 16.

6.1.7 SUPER MOTARDS SENIORS

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.

6.1.8 FORMULA M

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.

Class X: 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.

6.1.9 SUPER KARTS

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

7. ELIGIBILITY OF VEHICLE

- a. The Championship will be open to all Short Circuit machines which comply with MSA Rules, Regulations, Specifications and Technical Specification listed below.
- b. Vehicles may not exceed a static noise level of 108db measured in accordance with MSA Regulations or at WPMC current circuit noise level rules.
- c. Vehicles may not exceed a drive by noise level of 96db measured in accordance with MSA Regulations or at WPMC current noise level rules.

7.1 CLASS SPECIFICATIONS

7.1.1 MINIMOTO

See Technical Specifications

7.1.2 MINIGP

NSF100: See Technical Specifications

Kayo MiniGP: See Technical Specifications

7.1.3 CBR 150 JUNIORS

See Technical Specifications

7.1.4 SUPER SINGLES

Class A: See Technical Specifications

Class B: See Technical Specifications

Class C: See Technical Specifications

7.1.5 CBR 150 SENIORS

See Technical Specifications

7.1.6 SUPER MOTARDS JUNIORS

50cc: See Technical Specifications

65cc: See Technical Specifications

85cc: See Technical Specifications

7.1.7 SUPER MOTARDS SENIORS

Standard Class: See Technical Specifications

Modified Class: See Technical Specifications

7.1.8 FORMULA M

Class C: See Technical Specifications

Class B: See Technical Specifications

Class X: See Technical Specifications

7.1.9 SUPER KARTS

See Technical Specifications

8. CHAMPIONSHIP EVENTS

- a. The **2020** Motorsport Calendar and Races per Category as published by the WPMC gives details of all championship event race dates.
- b. **Due to the COVID-19 pandemic which shortened the racing season,** a minimum of **6 race meetings** **12 races** shall be run for a champion to be declared. Should less than **6 race meetings** **12 races** be held, then the championship shall be null and void.

9. CLASIFICATION OF A STARTER AND FINISHER

- a. 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.
- b. 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).
- c. If a competitor is the cause of the red flag with more than 2 laps being completed the competitor will not be able to restart if the race is restarted and will not be classified as a finisher.

10. MINIMUM NUMBER OF STARTERS

There must be a minimum of 6 Starters of an event for the races on that day to qualify for Championship status.

11. NUMBER OF CHAMPIONSHIP RACES TO COUNT

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

12. POINT SCORING

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

Position	Number of Event 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					
14 th	2					
15 th	1					

13. PENALTIES

- a. 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.
- b. Any contravention of the technical regulations and specifications will generally 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.
- c. 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.

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. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each qualifying event will be available on the Killarney Short Circuit Racing Facebook page 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.

16. DECLARATION OF A CHAMPIONSHIP

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

17. RACE DISTANCE

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

18. FIRST TIME COMPETITORS

- a. 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.
- b. First time Motorcycle competitors need to wear a brightly coloured bib over their race suite 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.
- c. First Time Formula M or Super Karts 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.

19. SCRUTINEERING

- a. 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.
- 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 vehicle may be examined for compliance with the Regulations.

20. GRID POSITION

20.1 MOTORCYCLES

- a. Grid position for race one will be determined by qualifying at timed practice.
- 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.

20.2 FORMULA M

- a. Class B and Class C will have a combined Grid with Class X Grid behind them.
- 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 Class X 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.

20.3 SUPER KARTS

- a. Grid position for race one will be determined by qualifying at timed practice.
- 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. Pole position and second may opt to start at the back of the grid, should they wish to do so.

21. STARTING PROCEDURE

21.1 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.

21.2 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.

21.3 SUPER KARTS

- a. All starts will be Rolling Starts refer to SSR 39
- b. Competitors, after receiving the starting signal and crossing the start line, may not receive assistance of any nature whatsoever in contravention of these rules and shall automatically be excluded for receiving assistance, whether solicited or not.
- c. There are 2 warm-up laps
- d. All competitors must take up their CORRECT grid positions before the midway point on the straight before the final corner approaching the start-line.
- e. The field is to commence forming up approaching the first corner on the 2nd lap, trying to be in formation before entering the final straight. Any competitor unable to do so by the final straight, will be deemed a jump start.
- f. Pole sitter will control the speed of the start, ensuring it is slow enough to bunch the field.
- g. The onus is on the rest of the field to ensure they are properly bunched and in formation (2 parallel rows) and must be maintained until the start is given.
- h. Competitors are to maintain their relative positions in a staggered formation
- i. Competitors are NOT permitted to 'lag' and then accelerate before the start to gain an advantage.
- j. If a competitors' kart 'fouls up' and cannot get going, they are to raise their hand and immediately pull off to the side, staying 'off line' until the entire field is past. The competitor behind MAY NOT take up this space.
- k. Racing only starts when the flag drops and there may be no overtaking before crossing the Start/Finish line. Any infringement of the above will be deemed a 'starting infringement' and will incur a 3 place penalty. Observers may be appointed to watch the starts.

22. 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 the 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.

23. TECHNICAL SPECIFICATIONS

Any changes, alterations or modifications not covered or provided for in these specifications will be deemed illegal, unless approved by the controllers.

23.1 MINIMOTO

Standard 50cc 2 Stroke Pocket motorcycles. 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 committee.

23.2 MINIGP

Standard HONDA NSF100 motorcycles or Standard KAYO MINIGP motorcycles.

23.3 SUPER JUNIORS

Refer to the South African Nation Motorcycle Circuit Racing Championship Super Juniors Technical Regulations and Specifications National Championship.

23.4 SUPER SINGLES

23.4.1 Class A

PSP300: Refer to the 2020 WPMC Powersport 300 Regulations.

GP125:

Engines:

- Any Standard GP 125 2 stroke (e.g. Honda RS, Yamaha TZ, etc) with maximum capacity of 128cc
- Any Super Single Class B technical specification with a competition motor (e.g. MX or Karting Motor) with maximum capacity of 128cc
- Any Super Single Class B technical specification minimum capacity of 141cc and a maximum capacity of 152cc

Super Mono:

2 Stroke Engines:

- 250 Single Cylinder (e.g.: RM, YZ, KX, CR etc..., Up to 1985 models.)
- Capacity: 270cc max Air cooled and Water cooled motors.

4 Stroke Engines:

- 500cc Single Cylinder (e.g.: XT, SR, DR, XL, and XRetc, Up to 1985 models.)
- Capacity: 540cc Max Air cooled motors

Frames:

- Only production Road Based Frames.
- Any combination of production road-based frame and production road based motor complying with point [6.) A & B.]
- No GP frames allowed at all.

Suspension:

- Only production road-based Forks & Shocks.
- Suspension components may be modified.

Wheels:

- Rims are open, but must be production road based only
- No GP or aftermarket racing rims / carbon fibre

Sprockets:

- Front and Rear Sprockets may be changed.

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.

23.4.2 Class B

2 Stroke Engines:

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

4 Stroke Engines:

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

Frames:

- Only production Road Based Frames.

Suspension:

- Suspension components 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 are unrestricted

Brakes:

- Brakes are unrestricted

Bodywork / Fairings:

- Fairings and Bodywork are unrestricted.

Carburettors:

- Carburettors are unrestricted.

Exhaust Systems:

- Exhaust Systems are unrestricted.

23.4.3 Class C

2 Stroke Engines:

- Single cylinder, modified two stroke motors with a maximum capacity of 85cc.
- Refer to the Killarney Short Circuit 8 Hour Endurance Race 2 Stroke Category Technical Specifications

4 Stroke Engines:

- Single cylinder, four stroke motors with a maximum capacity of 155cc (plus/minus 2% tolerance) (Non-Honda)
- No modifications are allowed to the engine.
- No motorcycle frame or engine that has been imported into South Africa later than 1st January 2000 shall be allowed, unless 10 or more of the same units have been imported.

23.5 CBR 150 JUNIORS AND SENIORS

Engines:

- Single cylinder, unmodified 4 valve head Honda CBR 150 four stroke motors with a maximum capacity of 155cc (plus/minus 2% tolerance)
- No Modifications are allowed to the engine.

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.

Camshafts:

- No material may be added or removed from the camshafts.
- 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 CBR 125 standard Gearbox may be used.

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.

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.

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.

Exhaust Systems:

- Exhaust system may be replaced with a recommended Bosson race pipe with the approved insert.
- Any other aftermarket exhaust must comply 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.

Frames:

- No modifications are allowed to the Frame.

Suspension:

- Rear shock may be changed for an aftermarket shock.
- Rear swing arm must remain standard.
- Front end and fork externals must remain standard.
- Front fork internals 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 are unrestricted

Brakes:

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

Replacement Parts:

- Only the following part numbers may be used as replacement parts

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

Camshaft Chain Tensioner – 14520-kpp-931

Carburettor Insulator (Intake Rubber) – 16211-kpp-901

Valves (Intake) – 14711-kpp-900

Valves (Exhaust) – 14721-kpp-900

Valve (Intake) Seat – 12202-kpp-900

Valve (Exhaust) Seat – 12203-kpp-900

Valves Guides – 12204-kpp-305

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-901
Needle 16151-kpp-931

23.6 SUPER MOTARDS JUNIORS

Makes:

- Open to any mass production Enduro, Super Motard or MX machines only. Class B and C Adequate protective clothing must be worn at the discretion of the committee. Class A Refer to MSA SSR7

Engines:

Class A

- 85cc 2 Stroke or 150cc 4 Stroke Machines.
- Engines must remain completely standard as supplied by the manufacturer.

Class B

- 65cc 2 Stroke Machines.
- Engines must remain completely standard as supplied by the manufacturer.

Class C

- 50cc 2 Stroke Machines.
- 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:

- Mud guards and Body work must remain standard.

Foot Rests:

- Only Steel Rounded edge folding foot rests are allowed.

Levers:

- 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

23.7 SUPER MOTARDS SENIORS

23.7.1 STANDARD 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 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
- No hot cams
- 400cc 4 stroke Engines may be modified at the discretion of the Controllers

Pistons:

- 1.0mm oversize 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.
- Camshaft sprockets may be slotted to allow degree of 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.

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.

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 must remain standard.

Clutches:

- The clutch basket must remain standard.
- Clutch plates and springs may be changed.
- No aftermarket slipper clutches may be installed.
- If the motorcycle is installed with a standard factory fitted slipper clutch and the exhaust system is upgraded/modified then the motorcycle will be classified as the Modified Class.

Coatings:

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

Ignition Systems:

- The ignition system must remain standard
- No Quick Shifters are allowed on 4 Stroke Engines.
- EFI Model bikes may not have their ECU flashed at all.

Frames:

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

Suspension:

- Suspension externals must remain standard.
- Springs may be changed.
- Suspension internals 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.

Brakes:

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

Handle Bars:

- No Triple Clamp upgrades are allowed.

Other:

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

22.7.2 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 690cc, 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

Crankshafts (4 Strokes):

- May be modified.

Carburettors:

- Any form of mass production (homologated) carburettors may be used.

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.

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.

Brakes:

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

Handle Bars:

- Triple Clamp upgrades are allowed.

Other:

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

23.8 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

- 400cc 4-cylinder 4 stroke engines from road-based motorcycles.
- No modifications allowed with a limit of 1.0mm oversize pistons allowed for wear.

Class X Engines:

- All engines not classified as Class B or Class C.

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.
- If nylock nuts are used, at least 1 thread of the bolt must protrude past the edge of the locknut.
- No split washers or spring washers to be used on aluminium surfaces.

Fire extinguisher:

- A 1.5 Kg DCP type fire extinguisher or Fire Stick is mandatory.
- 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", "B" or "X" indication next to the number to indicate the class with minimum height of 125mm x 20mm stroke.

Class X:

- If any vehicle doesn't comply with the regulations as specified above, it will be classified as a Class X vehicle.
- Class X does not score points towards a Championship, but trophies for the day will be given out based on number of entries as per the event SRs.
- The Controllers reserve the right to refuse any entry for Class X.

23.9 SUPER KARTS

Engine and Chassis:

- 125cc normally aspirated two-stroke motor with gearbox. Motorcycle or kart engines are allowed.
- 125cc recognized gearbox chassis only complete with the correct braking systems.

Tyres:

- Bridgestone, Mojo, Vega or similar locally available kart tyres are allowed. (Proof of purchase must be provided should the need arise).
- New tyres can be used but must be suitably scrubbed in prior to race day qualifying.
- Wet weather or semi-slick tyres are allowed and can be used at the discretion of the driver, irrespective of whether or not the race meeting has been deemed "wet" by the race officials.

Bodywork:

- We encourage the competitors to install full body kits complete with rear wings and floor pans. This is a performance aid only and is optional.
- The body kits are to be installed in a sensible and secure manner as to not endanger yourself and your fellow competitors.
- Should any aerodynamic aid protrude or be deemed dangerous then the necessary action will be taken by the controllers or COC.
- No Carbon Fiber is allowed.
- Rear bumper bars are mandatory and are to cover a minimum of 50% of the width of the back wheels on either side.

Numbers:

- Front numbers will be Black
- Front number sizes will be a minimum of 140mm length X 17mm width/stroke per digit.
- Front numbers will be on a sensible white background only.
- Karts with no body work must have a rear facing number plate.
- Yellow kart number plates are permitted but the digits must comply with the above points.
- Karts with rear wings must have numbers on the side plates which must be a minimum of 200mm length X 80mm per digit.
- No 1 is reserved for the competitor who finished 1st in the previous season's championship. The No 1 may be in red on a white background.
- If the champion decides not to carry # 1, they may use their 'own' number in red on white background.
- Numbers may only be changed at the end of a season.