



## **SUPPLEMENTARY REGULATIONS FOR THE GAUTENG SHORT CIRCUIT - 9 HOUR MOTORCYCLE RACE**

**TO BE HOSTED ON THE VEREENIGING KART CIRCUIT ON SATURDAY 30<sup>TH</sup> NOVEMBER 2019**

### **1. JURISDICTION**

Held under the general Competition Rules (GCR) and standing Supplementary Regulations (SSR) of Motorsport SA and these Supplementary Regulations (SR) and any final Instructions that may be issued by the Promoters.

### **2. PROMOTERS & ORGANISERS**

Vereeniging Kart circuit

### **3. ORGANISING PERMIT: 16062**

### **4. STATUS**

Club Event

### **5. VENUE**

Racing will take place at Vereeniging Kart Circuit, van Riebeeck Street, Vereeniging. The circuit is bitumen surface and measures 1140m. Racing will be in a Clockwise direction.

### **6. OFFICIALS**

Clerk of the Course	:	Eldrid Diedericks
Race Day Secretary	:	Jenny de Wit
MSA Steward	:	Richard Shuttle
Club Steward	:	Andrew Shillinglaw
Scrutineers	:	Jason Wessels
Technical Consultant	:	TBA
Chief Marshal	:	Rob Laubscher
Safety Bike	:	Armando Lourei
Environmental Steward	:	Andrew Shillinglaw
Chief Timekeeper	:	Brett Spiers
Medical Services	:	MCS Medical Services



## 7. **ENTRIES**

Entries open immediately and close on Wednesday 20<sup>th</sup> November 2019 at 17h00.

Entries and Proof of Payments to be sent to:

Jenny de Wit - [vkartclub@gmail.com](mailto:vkartclub@gmail.com)

Contact Number - 082 776 1757

The Entries MUST be accompanied by the Entry fee of R2500.00 per team of Riders.

BANK DETAILS: Vereeniging Kart Circuit  
ABSA – Vereeniging  
B Code: 630-137  
Acc. No: 405 992 7358

The maximum number of entries that will be accepted is 55 and the maximum number of starters will be 50. Those riders offered reserve entries will receive a refund of their entry fee in the event of their not starting the race.

Each competitor will be required to wear a coloured Bib or arm band for commentary purposes; a R50.00 deposit will be charged which will be refunded when the Bib is returned at the end of the race.

## 8. **PROVISIONAL PROGRAM**

### 8.1 **DOCUMENTATION:**

Saturday (30<sup>th</sup> November 2019) 06H30 – 08H30

### 8.2 **SCRUTINEERING:**

Saturday (30<sup>th</sup> November 2019) 06H30 – 08H30

### 8.3 **UNOFFICIAL PRACTICE:**

(NOTE: Competitors and Officials attention is drawn to this item, as they will NOT be covered by the Officials MSA accident insurance)

Friday (29<sup>th</sup> November 2019) 09H00 – 17H00

R400.00 per bike to be paid to the Vereeniging Kart Circuit

### 8.4 **OFFICIAL PRACTICE & QUALIFYING:**

Saturday (30<sup>th</sup> November 2019) Q1 07H00 -07H25

Saturday (30<sup>th</sup> November 2019) Q2 07H35 – 07h40 (Top Ten)

### 8.5 **RIDERS BRIEFING:**

Saturday (30<sup>th</sup> November 2019) 08H10 – 08H30

### 8.6 **RACE:**

Saturday (30<sup>th</sup> November 2019) 09H00 - 18H00

## 9. **PRACTICE**

Practice will be at the time indicated on the event programme and no competitor who has not practiced to the satisfaction of the Clerk of the Course will be permitted to participate in the race. Competitors are required to each do a minimum of five laps during the practice session, during which they must prove themselves capable of lapping the circuit in not more than the cut off time. The cut off time will be the quickest qualifying lap multiplied by 1.4. This time may be extended at the discretion of the Clerk of the Course.



#### **10. MINIMUM NUMBER OF STARTERS**

The Promoters reserve the right to abandon the competition in the event of less than 30 team's entries being received. As per GCR 99 (v) of the 2019 MSA Handbook

#### **11. STARTING POSITIONS**

The grid shall be determined by a time trial on the morning of the event in Qualifying 1 a 25 minute session. The fastest 10 bikes will then do Qualifying 2 a 5 minutes session to determine the top 10 starting positions. The Starting position 11<sup>th</sup> to the final position will be determined from Qualifying 1 session. In the Qualifying 2 session only one rider will be allowed to do timed laps, and the same rider will automatically be nominated to start the race.

#### **12. RACE FINISH**

The race will finish by way of the chequered flag. The race will be finished 1 lap after the end of the specified race time. After receiving the chequered flag, the competitors will complete the remainder of the lap at slowing down speed and cut their engines before entering the pits. Motorcycles may be impounded for 30 minutes in parc ferme at the finish of the event.

#### **13. FINISHERS**

To be classed as a finisher, a motorcycle shall have completed 50% of the winning race distance (i.e. 50% of the laps completed by the winners)

#### **14. RESULTS**

These results will be posted on the notice board, and prize giving will commence as soon as possible after the results become final.

#### **15. AWARDS**

Trophies will be awarded as follows: Top 6 overall and Top 3 overall (Two Strokes)

<b>1<sup>st</sup> Place</b>	<b>R100 000.00</b>
<b>2<sup>nd</sup> Place</b>	<b>R 30 000.00</b>
<b>3<sup>rd</sup> Place</b>	<b>R 20 000.00</b>
<b>4<sup>th</sup> Place</b>	<b>R 10 000.00</b>

#### **16. PENALTIES**

For the infringement of any of these Regulations, a penalty will be imposed by the Clerk of the Course and could be in the form of 2 laps being deducted from the total covered by the motorcycle at the end of the race, or exclusion, or any other penalty as decided.

#### **17. CHANGE OF RIDERS**

A minimum of 2 and a maximum of 4 riders will be allowed per motorcycle to enter as a team. Riders are only allowed to ride for a maximum of 45 minutes at a time with a minimum break of 10 minutes. A change of nominate riders during the race will only be



permitted at the allocated change area, provided that where a rider has been incapacitated on the circuit, subject to the replacement rider making a compulsory pit stop in the interest of safety before the next lap. In the event of a machine breaking down and withdrawing from the race, another team, consisting of 2 riders or more may invite 1 of the riders to join their team to a maximum of 4 riders. Such rider shall be limited to one team change only. A change of officially nominated riders after the commencement of the race may only be authorized by the Clerk of the Course.

#### **18. REFUELLING**

Only 93 or 95 octane fuel purchased from Maxi Motors, corner of Boy Louw and van Riebeeck St may be used. Refuelling is not permitted on the circuit. **Refuelling will only be carried out in the allocated refuelling area.** Fuel may only be stored in the competitor's pit and only in metal containers or other containers approved by the promoters and having a sealing device. Only 2 sealed containers with a maximum content of 20 litres each will be allowed at a time in the pit. Refuelling containers must be carried to the refuelling area by the team members (Maximum 2), and once refuelling is completed, returned to the motorcycle pit area. Topping up of oil may be done in this area but NOT at the same time as refuelling. The centre lane of the pit area must remain clear at all times, anyone obstructing this lane will be penalised. No work may be carried out on the motorcycle in the refuelling area, if any work is to be done, including the swapping of gear linkages, the motorcycle must be pushed into the pits.

#### **19. REPAIRS**

Repairs or change of parts may not be carried out on the circuit; motorcycles may be pushed by the rider in the direction of the race to the pit entrance provided no hazard is created for other riders. Teams may only make use of 1 motorcycle, NO spare chassis may be in the pits unless it is totally stripped down with no other spare parts attached. If a chassis is damaged during the race and needs to be swapped, the entire motorcycle will need to be rebuilt into the replacement chassis, prior permission from the COC will be required

#### **20. PIT LANE/SAFETY BIKE**

Pit lane entry will be closed in the event of a safety bike situation. NO overtaking is allowed during the safety bike period, and when the safety bike returns to the pits, competitors must still remain in formation until they cross the start/finish line, when the race re-commences, those in pit lane may exit and join the back of the field once the last bike behind the safety bike has passed the pit exit.

#### **21. PRE-RACE PADDOCK**

Competitors and motorcycles are required to be present in the pre-race paddock at least 10 minutes before the start. Only 1 warm up lap will be permitted. All bikes to be in their grid positions 5 minutes prior to the start of the race



## **22. PITS**

Pits will be allocated per team on receipt and payment of the pit booking application form, thus your pit will be allocated on a first come, first serve basis. Pits will be allocated to 1 pit per team entry. Any competitor entering the pits, whether at the end of the race, during the race or during the practice, shall give ample warning of his intention to the following rider by extending his left arm to its full extent and raised not lower than parallel to the ground. Each team will be permitted a maximum of 2 pit attendants. No more than 2 persons may service the motorcycle at any given time whilst it is in its replenishment pit.

(Riders or pit attendants attached to the motorcycle who are merely supporting the machine will not be classified as working on the machine). When entering the pits for any reason whatsoever, the engine will be cut at the stop line at the entrance to the pits. The rider shall dismount, likewise when re-joining the race the motorcycle will be pushed by the rider or a pit assistant to the pre-race paddock, where after the rider may mount and start the engine. No motorcycle may be ridden in the pit area at any time. Riders may only exit from the pre-race paddock provided their engine is running under its own power. Rider being pushed down the pit lane will be subject to a penalty being imposed by the Clerk of the Course. Competitors leaving the pits must give way to the riders already on the circuit, failure to do so will incur a penalty. The pits may only be entered and left in the direction of the circuit.

## **23. ELIGIBILITY OF RIDERS**

- a) The age of the rider is determined as at race date.
- b) The endurance series shall be open to riders of 13 years and older. Riders between the ages of 11 and 13 may enter at the discretion of the organisers, provided that the competitor has a minimum of 2 years proven race experience in the junior or similar classes.
- c) The rider must have a valid Club MSA licence for Circuit Motorcycles of higher  
OR  
Anyone outside of the borders of South Africa is seen as a foreign competitor and one of the following would apply:

### **Foreign Competitors that belong to an affiliated FIM/FIA ASN**

Foreign competitors would need a copy of their ASN licence, which must be valid for circuit motorcycle racing, as well as proof of sufficient insurance for 2019, which must include repatriation. They would need to obtain a start permission for the event. Copies of both licence and start permission must be submitted to the event secretary.

### **Foreign Competitors that do not hold a licence with their ASN.**

Need to obtain a release letter from the ASN in the country they are from, stating that they do not hold a licence with them and that they can take out a licence with Motorsport South Africa and a copy of the Competitor's Passport.

Only on presentation of the release letter can they take out a one event licence with Motorsport South Africa – contact [Allison@motorsport.co.za](mailto:Allison@motorsport.co.za) and would need proof of sufficient insurance for 2019, which must include repatriation. Please note competitors 50



years and older must submit a stress ECG to MSA for approval before any licence will be granted.

## **24. ELIGIBILITY OF MOTORCYCLES**

- a) No motorcycle frame or engine that has been imported into this country later than 1<sup>st</sup> January 2002 shall be allowed unless 10 or more of the same unit have been imported.
- b) Only race prepped CBR 150 Honda Motorcycles may be used
- c) The organisers have the right to not allow motorcycles to race that are too slow. The cut off time will be the quickest qualifying lap multiplied by 1.4.

## **25. MODIFICATIONS & RESTRICTIONS**

### **25.1 FOUR STROKES (150's)**

Max 155cc 4 valve motors carburettor models only.

- a) Rear shocks and wheels may be changed. The rear swing arm must remain standard. Exterior appearance of forks must remain standard. Internals may be modified but not changed and brake callipers must be mounted as original.
- b) Motorcycles may not exceed a noise level of 108 dB static and 96 dB drive by.
- c) All motorcycles must weigh no less than 100 kilograms with the tank empty
- d) No fuel injection bikes allowed, only CBR 150 bikes allowed.

### **25.2 GENERAL RULES FOR FOUR STROKE MOTORCYCLES**

#### **25.2.1 CYLINDER HEADS**

Cylinder heads must stay standard. No material is to be added or removed. The valve seats may be cut. No new seats are allowed to be inserted.

#### **25.2.2 CYLINDER**

No material may be removed from the cylinder, only re-boring is allowed. Maximum cc's must be adhered to.

#### **25.2.3 CAM SHAFTS**

No material may be added or removed from the camshafts. Camshaft sprockets may be slotted to allow degree of the camshafts.

#### **25.2.4 CRANKSHAFT ASSEMBLY**

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

#### **25.2.5 CARBURETTORS**

No material may be added or removed from the Carburettor. No jets may be changed. Carburettor must remain original.



#### **25.2.6 AIRBOX**

Air box must stay standard. No holes are allowed to be drilled in it. The filter and air box lid may be removed. No fresh air or ram air induction allowed.

#### **25.2.7 EXHAUST SYSTEM**

Exhaust system may be replaced by an after market system.

#### **25.2.8 ELECTRICAL SYSTEM**

The standard charging system must be operational and the standard ignition system must be used which includes the pick-up, ignition coil and CDI.

#### **25.2.9 STARTER MOTOR**

The starter motor must be retained and in working order.

#### **25.2.10 GEARBOX**

The gearbox must be standard. Undercutting is allowed.

#### **25.2.11 CLUTCH**

The clutch basket must remain standard. Clutch plates may be aftermarket (no carbon fibre Plates)

#### **25.2.12 COATINGS**

No coatings whatsoever may be applied to any of the internal parts of the motor.

### **26. SCRUTINEERING**

- a) Motorcycles must be presented for scrutineering in a clean condition and ready to race, together with approved helmet, leather suit, leather boots and leather gloves – all in good condition.
- 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 plugs and oil filter bolts must be wired locked.
- d) At any time during an event, any motorcycle may be examined for compliance with the regulations.
- e) Any motorcycle which is involved in an accident and returns to the pits for repairs will need to be scrutineered again before the motorcycle will be allowed back on the circuit again. It is up to the Team to find the Scrutineer to inspect the bike.

### **27. GENERAL**

These regulations cover only the basic requirements and the promoters acknowledge that there are certain details which may not have been covered. For this reason the Clerk of the Course has been given full power to utilize his/her full discretion insofar as the acceptance of



modifications, alterations or changes are concerned and to amend these Regulations as he/she may see fit and to impose penalties on race day if need be.

**27.1 GENERAL CONDUCT**

- a) Only competitors and pit attendants will be allowed in the pit area or pit lane.
- b) No cars or trailers will be permitted to be left in the pit area.
- c) No alcohol will be allowed in the pit area.
- d) No unsportsmanlike behaviour or riding will be tolerated at any time.
- e) **NO PETS** (Including but not limited to dogs) are allowed in the pits.

