



REGULATIONS AND SPECIFICATIONS FOR THE 2018 SUPERBIKE MAGAZINE NORTHERN REGIONS

SHORT CIRCUIT MOTORCYCLE CLUB CHAMPIONSHIPS

MSA NORTHERN REGIONS MOTORSPORT CIRCULAR NR05/18 (161374/144)

These regulations are to be read in conjunction with the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA).

These regulations must be read and understood by all competitors.

PROMOTER AND ORGANISER – C PIENAAR BIKING ACADEMY CC

TRADING AS

SA Biking Academy

REGISTRATION NUMBER: 2001/003536/23

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Please consult our website for any updates or changes made throughout the year

1. General – All Classes

1.1 Validity of These Regulations

These regulations will apply for the calendar year of 2018. The 2018 Motorsport Calendar is available on the MSA website.

1.2 Controllers of the Championship

The controller of the championship shall be the MSA Northern Regions Motorsport Committee. MSA may delegate the normal administration of the series to an approved body, at its sole discretion.

1.3 Eligibility of Competitors

1.3.1 Riders shall be eligible to compete in the relevant class as per the required minimum age specified under each Class - Eligibility of Riders.

1.3.2 The championships are open to all riders who hold current valid MSA competition licenses for Motorcycle Circuit Racing appropriate to the status of the class being entered.

1.4 Eligibility of Motorcycles

The championship is open to all motorcycles complying with the regulations and specifications as listed below.

- 1.5 Minimoto** - a petrol powered miniature motorcycle, also known as a pocket bike that is approximately one-fourth the size of a regular motorcycle, and is powered by an engine not exceeding 50cc (2 stroke) or 100c (4 stroke). The motorcycle must have no suspension (front or rear) and must be fitted with a centrifugal clutch (no gears) and must have a wheel rim size diameter not exceeding 6.5 inches. See more detailed specifications and criteria under Clause 19 – Classes.
- 1.6 Minimoto Novice Rider** – a new entrant to minimoto racing, having no previous racing experience. This is to introduce brand new riders to the sport and basically any powered motorcycle (petrol or electric) will be allowed. The organiser has the right to move the rider up to the stock class if he/she is deemed to be too fast. This for absolute beginners. NO CHAMPIONSHIP POINTS WILL BE ALLOCATED IN THIS CLASS.
- 1.7 JNR Supermoto** – means Junior Supermoto. There will be 3 classes; 50, 65 and 85cc. See rules of motocross only difference being that rims and tyres can be changed.
- 1.8 NSF100** – a Honda NSF100, a motorcycle supplied by the SAMRA on a rental basis.
- 1.9 CBR250** – a Honda CBR250, a motorcycle supplied by the SAMRA on a rental basis.
- 1.10 Supermoto** – an off-road motorcycle, fitted with racing slicks. Also known as a Motard. See more detailed specifications and criteria under Clause 19 – Classes. FIVE classes SM1, SM1X, SM2, SM Masters (for 40 and over), SM Grand Masters (for 50 and over).

2. MSA LICENSES

- 2.1** All competitors wishing to participate in the SuperBike Magazine Short Circuit Series must hold a minimum of a social licence as well as any insurance required, as issued by the MSA.

3. EVENTS

All events will generally be held on Saturdays at various circuits in and around the Gauteng region. The Promoter reserves the right to organise events on any other day of the week. A limited number of Away Events may also be included at the discretion of the promoters and will count towards the championship points. For a series to be concluded and a champion declared, at least 50% (rounded up) plus one of the events originally inscribed must have taken place and been scored. Refer to GCR 234 (ii). The Promoter reserves the right to combine any classes it deems fit, for any event. A competitors briefing will be held at least twenty (20) minutes before the first practice session of an event. All competitors are required to attend competitors briefing. Failure to attend the competitors briefing may result in a fine of R500 imposed by the Clerk of the Course. A competitors' Roll Call (complete or random) will be held at all competitor briefings.

3.1 EVENT CANCELLATION

The Promoter reserves the right to cancel an event due to the following: Number of paying entries received by closing date being less than fifty (50) competitors (1st entry). Adverse conditions (heavy rain, water logged track, etc.). In the event of the number of entries being insufficient, competitors may choose to have their entrance fee refunded or credited to the next event. If no request is made, entrance fee will automatically be credited to the next event. If a refund is requested this must be done in writing within seven (7) days of the event, via email, which must be sent to info@sabiking.co.za

4. SAFETY CLOTHING AND EQUIPMENT

4.1 Competitors taking part in Minimoto Stock will be allowed to wear suitable external body protection which must be worn over at least a long sleeve top and jeans.

4.2 Shoes

No open shoes allowed.

No holes in shoes.

Minimoto competitors may wear a trainer shoe (takkie). The shoes must have laces or fastening straps.

All other classes must wear a suitable racing boot. All competitors must wear gloves. No holes in gloves.

All competitors must wear a closed-face helmet with a visor. A competitor may wear a motocross helmet, however goggles are compulsory. At the discretion of the Clerk of the Course, a competitor from any class may be excluded from all heats should a competitor not be adequately protected.

5. RACE NUMBERS

No motorcycle will be permitted to participate in an event without displaying a race number. Numbers 1-10 are reserved for competitors who placed in the top 10 in the previous season in their respective class (to be used only in the class in which they achieved this result). These numbers may only be allocated by MSA. Race Number Size, Font and Mounting. The digits of race numbers should be black on a white rectangular background. Variation of colour and font are permitted, but must display sufficient contrast to the background on which they are mounted.

Numbers must at least be mounted in the centre of the middle section of the fairing below the front screen. For minimotos, numbers must be mounted on either side of the fairing or on either side of the rear bodywork. The choice of font is unrestricted but in their form and design the numbers must ensure easy legibility from an appropriate distance, i.e. circuit officials including the timekeeper. The Promotor reserves the right to specify the font to be used, the size of the font, the colour of the number as well as the colour of the background.

5.1 ADVERTISING

The Promotor is authorised to reserve and make use of areas on all competing motorcycles for the purpose of the display of championship sponsor advertising material. The display of such sponsor material is a condition of entry to the championship and is a scrutineering requirement. Each class shall agree on areas to be reserved on the motorcycle for official sponsorship. Non-defined areas are available for use by personal sponsors. No team or competitor may display any form of advertising that may be in conflict with the promoter's or its official sponsors', without the approval of the promoter. The promoter reserves the right to request any advertising that it deems to be in conflict or in bad taste or against the rules to be removed refer to GCR 246

6. SCRUTINEERING

- a. We will be working on a self-scrutineering basis as per the motocross regulations.
- b. Scrutineering includes checking of motorcycles for compulsory safety equipment (catch bottles, bobbins, etc.), general preparedness as per the class rules as well as competitor's equipment.
- c. All motorcycles will be issued with a sticker indicating the motorcycle has passed the required inspection which must be displayed clearly on the motorcycle for the duration of the event.
- d. Each owner of each bike must attach the sticker if the bike complies to the scrutineering regulations.
- e. Scrutineering will be done in the competitor's pit area unless otherwise stated by the Promoter.
- f. No motorcycle may enter the track without the inspection sticker.
- g. **PARC FERMÉ**

An area will be designated as the parc ferme area.

The Promoter, Clerk of the Course or Race Steward can request any motorcycle to be taken to the parc ferme for further inspection at any time during the course of the event. Failure to present the motorcycle within five (5) minutes of being requested to do so, could result in automatic exclusion of the competitor for the rest of the event.

Competitors and one (1) assistant will be allowed in the scrutineering area.

h.

i. **Dyno Testing**

The decision to have a dyno present at an event is the sole discretion of the Promoter.

If a dyno is present, any competitor can be requested at any time to present their motorcycle for testing.

If a test is requested, a bike shall remain switched off in the demarcated area until testing commences. Failure to comply will result in exclusion from the results for the heat immediately preceding the test.

The Promoter in conjunction with the Clerk of the Course will delegate a person/s to carry out the operation of both the motorcycle and the Dyno during the Dyno check procedure.

Should the bike be found to be in breach of the regulations, penalties will be applied as per GCR 157

For calculation / tolerance purposes, one (1) decimal point will be used with no rounding.

Should the dyno not be present at an event, the Promoter in conjunction with the Clerk of the Course can request a motorcycle to be seized after the event for testing / inspection at a venue chosen by the Promoter in conjunction with the Clerk of the Course at a pre-determined time and date. The competitor will be allowed to be present at the testing / inspection of the motorcycle.

7. QUALIFYING AND HEATS

- a. Where not specified, qualifying, heats, re-starts of heats, cancellation of heats or the event, ETC. will be run as per MSA's GCRs.
- b. All classes will have a ten (10) minute practice / qualifying session.
- c. There will be a minimum of three (3) race heats per class per event.
- d. All heats will consist of eight (8) laps at least.
- e. The Promoter reserves the right to reduce the number of laps per heat or even the number of heats per event should time become an issue or weather.
- f. It is the competitor's responsibility to make sure they have the transponder correctly mounted onto the bike, or agreed mounting area.
- g. **Grid positions.**
 - a. Heat 1 shall be determined by means of lap times achieved during qualifying, with the competitor with the fastest lap time being allocated the 1st position on the grid.
 - b. Heat 2 shall be determined by published finishing positions in Heat 1. Similarly, grid positions for Heat 3 shall be determined by published finishing positions for Heat 2.
 - c. The Promoter reserves the right, in consultation with the competitors, to vary the process for grid position allocation, including but not limited to, reversing the grid for certain heats.

- h. Missed Qualify Sessions will result in competitor starting at the back of the grid.
- i. Non-qualifiers will be gridded in the order of best free practice times.
- j. Any competitor requiring outside assistance, e.g. bike being held as a result of the competitor not being able to touch the ground, will be required to start at the back of the grid, one meter (1m) behind the last row of un-assisted competitors.
- k. Non-qualifiers will be gridded in the order of best free practice times.
- l. Lap times will be posted on the notice board after all qualifying sessions are complete.
- m. The start signal will either be given by means of the green flag or starting light mounted above the start line.
- n. The end of the race signal will be signalled with a chequered flag.

8. RESULTS

- a. Results will be posted on the Notice Board after each heat and will become final, thirty (30) minutes after posting.
- b. The results are not to be removed and disciplinary action will be taken against any competitor removing the results without authority.
- c. The time keeper's office is out of bounds to all who are not signed in officials of the day.

9. PENALTIES

- a. The imposition of any penalties due to the contravention of rules and regulations remains the duty of the Clerk of the Course. The Clerk of the Course reserves the right to exclude a competitor from the event should the need arise.
- b. Refer Scale of penalties – GCR 177
- c. The right to protest lies solely with any competitor who feels aggrieved by any decision, act or omission of an organiser, official or competitor. Refer GCR Part IX
- d. All protests are to be made in writing and in accordance with Part IX of the MSA General Competition Rules & Appendices Hand Book.

10. SCORING

- a. A classes must contain at least five (5) competitors at the start of an event to qualify to score points.
- b. If a class has less than five (5) competitors at the start of an event, the Promoter reserves the right to:
 - a. Cancel all heats for the event.
 - b. Allow the class to compete in the event, but not award points, trophies, prizes, etc.
 - c. Points will be scored separately for all scoring classes in all heats.
- d. A competitor must complete the given heat on the same motorcycle on which they started the heat to be eligible to receive points.
- e. Competitors who may have been lapped or not completed the full number of laps by the time the winning competitor completes the heat, will still receive points as per their finishing position. Classification of finishers is in accordance with GCR 230/266
- f. Any competitors positioned behind competitors who are not eligible to score points will move upward in the rankings accordingly. Subsequent positions shall be determined by the order in the points standings.
- g. For a non-finishing competitor to receive points, a competitor is required to have started the race and have completed two-thirds of the race distance.
- h. Points awarded to a non-finishing competitor will be three (3) points less than the last finisher.
- i. All points from all races are considered in the final scoring for the year.

- j. If two competitors end the championship on the same points total, their positions will be decided according to the provisions of GCR 229
- k. Points awarded will be as follows:

Position	Points
1	25
2	20
3	16
4	13
5	11

Position	Points
6	10
7	9
8	8
9	7
10	6

Position	Points
11	5
12	4
13	3
14	2
15	1

11. GENERAL

- a. In addition to the class specific rules laid out below, the following general rules shall apply to all classes unless otherwise stipulated:
- b. The use of glycol - based coolant additives is forbidden. Refer GCR, SSR 2 B
- c. Fuel choice restricted to pump fuel only.
- d. If the bodywork of any motorcycle has been removed, any edges or parts sticking out which may be deemed dangerous by the scrutineer, must be made safe by whatever means necessary. This task is the responsibility of the competitor and the scrutineer or their delegate will be the judge regarding whether the fix is satisfactory.
- e. Only naturally aspirated engines (or electric in novice class only) allowed. No Turbochargers or superchargers.
- f. All motorcycles to have catch-bottles for overflow of fluids, including carburettor overflow and radiator overflow.
- g. All cables, wiring and moving parts must be secured in such a way as not to hinder the competitor whilst riding, or in the event of a crash.
- h. The use of tyre warmers is permitted. The onus however, lies with the competitor to ensure power for their tyre warmers by means of a generator or otherwise should they choose to make use of such warmers.

NB: WE ARE IN THE PROCESS OF OBTAINING A SPONSORED LARGE SILENT GENERATOR FOR ALL TO USE. ALL COMPETITORS MUST ENSURE THEY HAVE LONG LEADS TO MAKE USE OF THIS GENERATOR AT ALL RACE MEETINGS.

- i. The Promoter reserves the right to apply an additional fee to competitors seeking an electricity point from the venue.
- j. Motorcycles must be equipped with a functioning ignition kill switch or button mounted on a side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.
- k. Self-closing throttles are required on all motorcycles.
- l. Rain tyres - ANY rain tyre will be allowed, in any class of racing.
- m. The Promoter reserves the right to split minimoto classes into Junior and Senior if competitor numbers permit.

12. CLASSES

- a. **Minimoto Novice Class** – Open to all beginner competitors from the year of their 4th birthday.
- b. **Minimoto Stock Class** - Open to all competitors from the year of their 4th birthday, to 31 December of the year in which their 8th birthday occurs.
- c. **Minimoto Production Class** - Open to all competitors from the year of their 6th birthday, to 31 December of the year in which their 9th birthday occurs.

- d. **Minimoto Super Production Class** - Open to all competitors from the year of their 9th birthday, to 31 December of the year in which their 15th birthday occurs.
- e. **Open Class** – All ages on any Pocket Bike.
- f. **JNR Supermoto Class – 50 cc:** Open to all competitors from the year of their 6th birthday, to 31 December of the year in which their 9th birthday occurs.
65 cc: Open to all competitors from the year of their 7th birthday, to 31 December of the year in which their 12th birthday occurs.
85 cc: Open to all competitors from the year of their 10th birthday, to 31 December of the year in which their 15th birthday occurs.
- g. **Honda NSF 100 Class** – Open to all competitors from the year of their 7th birthday, to 31 December of the year in which their 14th birthday occurs.
- h. **150 Class** - Open to all competitors from the year of their 12th birthday. Alternatively, competitors that have been competing in the SAMRA NSF 100 Junior Trophy for 2 consecutive years will be eligible to compete from the year of their 11th birthday
- i. **250 Class** – Open to all competitors from the year of their 14th birthday.
- j. **Clubman's Class** – Open to all competitors from the year of their 10th birthday
- k. **Supermoto Class** – Open to all competitors from the year of their 13th birthday.

13. **MINIMOTO NOVICE CLASS**

The Novice Class exists purely to introduce a child to riding within a track environment. Any little motorcycle is allowed, e.g. PW50, Pocket Bike. As soon as a competitor becomes familiar with their bike and competing against other riders, the rider should consider moving up to the Standard Class. In order to ensure that a competitor does not abuse the Novice Class, certain rules have been established. A rider will be requested to move up to Stock Class under the following conditions: Should their average lap time per race over 2 consecutive events be the same or faster than the average lap time of the Stock Class. The decision to move a competitor rests entirely on the Promoter. Open to any make of air-cooled minimoto, provided the minimoto falls within the rules outlined in this document and passes scrutineering. Any make of tyre can be used, but must not have excess wear. The final decision on excess wear rests with the Clerk of the Course and the Promoter. Limited to 3.5 HP air-cooled engines, measured on the rear wheel on the official Promoter dyno.

Engine capacity to not exceed 50CC for 2 strokes and 100CC for 4 strokes. Only naturally aspirated engines allowed (and electric). No turbochargers or superchargers. Carburettor inlet side diameter not to exceed 15mm. Bike must have a centrifugal clutch – no gears. Wheel rim size must not exceed 6.5 inches in diameter. Must have front and rear brakes, which must operate independently, each with its own brake lever. The bike must have no suspension whatsoever (except for PW50s). Novice Class minimotos will not compete in adverse weather conditions. Should the track surface conditions change after a heat has started, the COC will, at his/her first available opportunity, considering all safety factors, red flag the heat. This heat may or may not, at the discretion of the organizers, be re-run during the course of the day. The final decision on bike eligibility rests with the Clerk of the Course and the Promoter.

14. **MINIMOTO STOCK CLASS**

Open to all competitors from the year of their 4th birthday, to 31 December of the year in which their 8th birthday occurs.. Open to any make of air-cooled minimoto, provided the minimoto falls within the rules outlined in this document and passes scrutineering. Any make of tyre can be used, but must not have excess wear. The final decision on excess wear rests with the Clerk of the Course and the Promoter. Limited to 3.5 HP air-cooled engines, measured on the rear wheel on the official Promoter dyno. Engine capacity to not exceed 50CC for 2 strokes and 100CC for 4 strokes. Only naturally aspirated engines allowed. No turbochargers or superchargers. Carburettor inlet side diameter not to exceed 15mm. Bike must have a centrifugal clutch – no gears. Wheel rim size must not exceed 6.5 inches in diameter. Must

have front and rear brakes, which must operate independently, each with its own brake lever. The bike must have no suspension whatsoever. Stock Class minimotos will not compete in adverse weather conditions. Should track surface conditions change after a heat has started, the COC will, at his/her first available opportunity, considering all safety factors, red flag the heat. This heat may or may not, at the discretion of the organizers, be re-run during the course of the day. The final decision on bike eligibility rests with the Clerk of the Course and the Promoter.

15. MINIMOTO PRODUCTION CLASS

Open to all competitors from the year of their 6th birthday, to 31 December of the year in which their 9th birthday occurs. Open to any make of minimoto, provided the minimoto falls within the rules outlined in this document and passes scrutineering. Limited to 6.2 HP air-cooled engines measured on the rear wheel on the official Promoter dyno. Engine capacity to not exceed 50CC for 2 strokes and 100CC for 4 strokes. Only naturally aspirated engines allowed. No turbochargers or superchargers. Carburettor inlet side diameter not to exceed 19mm. Bike must have a centrifugal clutch – no gears. Wheel rim size must not exceed 6.5 inches in diameter. Must have front and rear brakes, which must operate independently, each with its own brake lever. The bike must have no suspension whatsoever.

16. MINIMOTO SUPER PRODUCTION CLASS

Open to all competitors from the year of their 9th birthday, to 31 December of the year in which their 15th birthday occurs. Open to any make of minimoto, provided the minimoto falls within the rules outlined in this document and passes scrutineering. Limited to 9.0 HP measured on the rear wheel on the official Promoter dyno. Engine capacity to not exceed 50CC for 2 strokes and 100CC for 4 strokes. Only naturally aspirated engines allowed. No turbochargers or superchargers. Carburettor inlet side diameter not to exceed 19mm. Bike must have a centrifugal clutch – no gears. Wheel rim size must not exceed 6.5 inches in diameter. Must have front and rear brakes, which must operate independently, each with its own brake lever. The bike must have no suspension whatsoever.

17. JNR SUPERMOTO CLASS

a. **50 cc:** Open to all competitors from the year of their 6th birthday, to 31 December of the year in which their 9th birthday occurs.

65 cc: Open to all competitors from the year of their 7th birthday, to 31 December of the year in which their 12th birthday occurs.

85 cc: Open to all competitors from the year of their 10th birthday, to 31 December of the year in which their 15th birthday occurs.

Open to any make of off-road single cylinder motorcycle, manufactured by an official importer who is recognised by MSA and provided the motorcycle falls within the rules outlined in this document and passes scrutineering. Engine capacity as per motocross rules for the three classes; 50cc, 65cc and 85cc. The Promoter reserves the right to impose a horsepower limit. If a limit is imposed, horsepower will be determined by measurement on the rear wheel on the official Promoter dyno. Only standard engine cases and engine head as supplied by factory may be used. Original frames, sub-frames and swing arms are required as supplied by manufacturer and must remain standard. Suspension springs may be altered. All bikes must have catch tanks of at least 200ml; alternatively, a closed breather system must be installed. The catch tanks must collect all breather and overflow pipes. Catch tanks are to be emptied before each start of race. Fork, swing arm and foot peg sliders are compulsory. Only non-titanium sliders allowed. All oil caps and bolts should be lock wired. Only ball-ended clutch and handlebar brake levers allowed. Must have front and rear brakes, which must operate independently, each with its own brake lever. Adequate mudguards (as determined by the Promoter). The end of the exhaust pipe must not project beyond any part of the machine or its bodywork. The exhaust gasses must be discharged so as not to raise dust or inconvenience other competitors. Only Steel, rounded edge, folding footrests

allowed. A safety device (pin or lock nut) must be installed on the brake pad fixture. The safety wire used on the bolts of the brake callipers must be visible. Additional tread groves, cuts, etc. are allowed on the front and/or back tyres. Brakes – Carbon fibre or carbon composite brake discs and/or carriers are not permitted. Aluminium or titanium rear brake discs are prohibited. Only forks and rear shock as supplied by manufacturer may be used (internals may be modified). NO TYRE WARMERS WILL BE ALLOWED AS EXTRA WARM-UP LAP WILL BE GIVEN.

18. HONDA NSF100 CLASS

This class is overseen by the SAMRA in conjunction with the Promoter. Only Honda NSF100 motorcycles supplied by the SAMRA are authorized to participate. The SAMRA has the right to apply technical modifications to the bike whenever deemed necessary. Open to competitors from the year of their 7th birthday. Competitors are no longer eligible for the class from 31st December of the year the competitor turns 14. Numbers will be drawn for bikes before each event for the following event. The Promoter reserves the right to change this procedure at any time. Parents or any outside party not designated by the Promoter may not tamper with or make any adjustments to the motorcycles. A change of the motorcycle during an event is not permitted. Only if the motorcycle is beyond track side repair, will a replacement be allocated. Any crash damage will be charged to the parent involved and will be invoiced and payable within seven days of receiving an invoice. A competitor will not be allowed to compete in any other events until such time as the invoice has been paid in full.

19. 150 CLASS

Open to any make of single cylinder motorcycle with an engine capacity of no less than 149.4cc and no greater than 155cc, manufactured by an official importer who is recognised by MSA and provided the motorcycle falls within the rules outlined in this document and passes scrutineering.

Tyres - No restriction on tyres. The introduction of a tyre sponsor will make it compulsory for all competitors to make use of the sponsor's tyres.

Carburation - Only the standard carburettor as indicated in owner's manual may be used. Main and idling jets may be changed to suit altitude. Only standard needle may be used, you may use spacers to adjust needle positioning.

Barrel and Piston Standard bore - 63.5mm, stroke 47.2mm, displacement 149cm³, Bore / Stroke ratio B/S 1.345. Modification allowed – 1mm O/S piston kit. Bore 64.5(±0.2) mm, stroke 47.2mm, displacement 155.2cm³, B/S ratio 1.37 and limited to 21hp. No other modifications will be allowed to bore and stroke.

Cylinder Head - The cylinder head gasket must be an official part, produced for the motorcycle, and cannot be modified in any way. The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, spring base and retainers must be as originally produced by the manufacturer. Polishing of these parts and any material treatment is not allowed. Additional valve spring shims are not allowed. No removal of any metal from the cylinder head is permitted, should it be determined that your cylinder head is or was modified prior to the publication of these regulations the TC will have the final ruling as there are bikes which could have this modification. We may implement an engine sealing method.

Crankcase and all Other Engine Cases - A second protection cover made of metallic or composite material (type carbon or Kevlar) aluminium or steel plates can be installed to protect the casings in event of a crash.

Transmission/ Gearbox - The front and rear sprockets may be changed. The gear shift mechanism may be replaced to allow changes in shift pattern. No "quick shifters" are permitted.

Clutch Plates - Clutch plates and clutch friction discs can be changed. Radiator, Cooling System If meshes are installed, they must be properly secured.

Air Box - The air box must remain as originally produced, you may remove the air box top cover. The air filter element may be removed or replaced.

Exhaust System - Exhaust systems are free of restriction. The exhaust must conform to the MSA noise limits.

Additional Equipment - The use of lap timers is permitted. No other additional electronic hardware equipment may be used.

Wiring Harness - Cutting of the wiring harness is not allowed, except to remove headlamps, side stand, turn signals, etc. Items That Must Be Removed

Frame Body and Rear Sub- Frame Modification of the rear sub-frame is allowed to fit aftermarket body kit. Non welded additional seat brackets may be added. Non-stressed protruding brackets may be removed only if they are not a safety issue on the machine for its rider or others.

Front Forks - Forks structure (spindle, stanchions, bridges, stem, etc.) must remain as originally produced by the manufacturer. The standard original internal parts of the forks may not be modified or replaced with aftermarket parts. Any quantity of oil can be used in the front forks. Changing the protrusion (height and position of the front fork in relation to the fork crowns) is allowed. The upper and lower fork clamps (triple clamp, fork bridges and stem) must remain as originally produced by the manufacturer. No aftermarket steering damping devices are allowed.

Swing Arm Rear wheel stand positioning brackets may be added to the swing arm. Brackets must have rounded edges (with a large radius viewed from all sides). Fastening screws must be recessed.

Rear Suspension Unit - If the rider weight is in excess of 80kg the rear suspension unit may be changed for safety reasons. The original attachments to the frame and rear fork (swinging arm) must be used and the rear suspension linkage must remain as originally produced by the manufacturer. Adjustment to the pre-load of the spring is permitted. No modifications to the rear suspension (linkages) are permitted.

Wheels - Wheel balance weights may be discarded, changed or added to. No light weight aftermarket rims allowed.

Brakes - Standard front hydraulic brake lines may be replaced with braided brake lines. Standard front and rear brake pads may be replaced with any aftermarket brake pads. Standard hand levers may be replaced with any aftermarket hand levers.

Foot Rests/Foot Controls - Any aftermarket foot control units (rear sets) are permitted. Foot controls units must be mounted to the frame at the original mounting points. Footrests must have an end (plug) which is permanently fixed, made of plastic, Teflon or aluminium (minimum radius 8mm). The plug surface must be designed to reach the widest possible area in order to decrease the risk of injuries to the rider in the case of an accident.

Handlebars and Hand Controls - Aftermarket handle bars are permitted. Handlebars and hand controls may be relocated. Eliminating of the switches is allowed. Relocation of the switches is allowed.

Fuel Tank - Fuel tank filler cap may be changed to an aftermarket type. Fuel tanks are to remain as originally fitted by the manufacturer.

Seat - The original seat height and padding may be changed.

Fairing/Body Work - Any aftermarket fairing may be used as long as it is freely available to all competitors. The windscreen is unrestricted. The instrument and fairing brackets as supplied on the original motorcycle may be removed.

Items which may be removed - Chain guard, rear mudguard. Front sprocket guard. Bolt on accessories on rear sub-frame. Side stand. Radiator cooling fan and wiring.

Items that must be removed - Headlamps, rear lamp and turn signal indicators. Openings must be properly sealed with suitable materials. Rear-view mirrors. Horn. Toolkit. Helmet hooks and luggage carrier hooks. License plate bracket. Passenger foot rests. Passenger grab rails. Safety bars, centre and side stands must be removed

General Safety Instruction - All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired. Where breather or overflow pipes are fitted they must discharge via existing outlets into suitable a container. All brake calliper mounting bolts to be safety wired. Oil filler cap to be safety wired. No oil based anti-freeze allowed.

20. HONDA CBR 250 CLASS

This class is overseen by the SAMRA. Open to all competitors from the year of their 14th birthday. Only HONDA CBR 250 motorcycles supplied by the SAMRA and HONDA SA are authorized to participate.

Allocation of bikes is normally through the draw of a bike number before the start of the event. The Promoter reserves the right to change this selection process or assign specific bikes to specific competitors.

The SAMRA has the right to apply technical modifications to the bike whenever deemed necessary.

A change of the motorcycle during an event is not permitted. Only if the motorcycle is beyond track side repair will a replacement be allocated.

Any crash damage will be charged to the parent involved and will be invoiced and payable within seven days of receiving an invoice. A competitor will not be allowed to compete in any other events until such time as the invoice has been paid in full.

21. CLUBMANS CLASS

Anyone from the age of 10 may compete in this class.

Open to any motorcycle (**including SCOOTERS**) that meets the following criteria

At the organisers discretion, this is to facilitate any person that has a motorcycle that does not fit into any of the above classes and who would like to participate in motorcycle racing. There could be a few classes within Clubmans to accommodate all other bikes.

Maximum of two cylinders allowed.

Maximum of one carburettor allowed.

All tyres, including slick tyres allowed.

Fork, swing arm and foot peg sliders are compulsory.

Only non-titanium sliders allowed.

All oil caps and bolts should be lock wired.

Only ball-ended clutch and handlebar brake levers allowed.

Must have front and rear brakes, which must operate independently, each with its own brake lever.

Adequate mudguards (as determined by the Promoter).

The end of the exhaust pipe must not project beyond any part of the machine or its bodywork. The exhaust gasses must be discharged so as not to raise dust or inconvenience other competitors.

The safety wire used on the bolts of the brake callipers must be visible.

It is in the interest and longevity of the sport that this rule will be applied for 2018 and hopefully carry on in future. For 2018 the price cap for a new bike riding in the SuperBike Magazine Short Circuit Series Motard Class will be the 2018 Husqvarna 450 Motard as purchased from an official dealer. The only modifications allowed on this bike will be front forks changed from air to oil, a slip-on exhaust (not full system) and a quick-shifter, that is all. As it's near impossible and impractical to strip bikes at race meetings, and considering that we are a club series, we will require each and every competitor to have their bike dyno checked and sealed at Bike Worx (Noddy) before our series starts. There will be a cost of R500 per motorcycle to be paid to Noddy by each competitor. Noddy will keep a record and seal the motor. At a race meeting, if fettling of a bike is suspected, the rider of said bike will still get his/her points for the day but the bike(s) will be seized by the promoter of the series and run on Noddy's dyno again the following week to see if any changes have taken place. If dyno readings do not compare to original readings and rev ranges the bike will then be stripped and, if any foul play is discovered, the rider will be stripped of his/her point for the entire meeting and that rider will not be welcome to ride within our series for the remainder of the year.

Bikes that are 4 years or older may have a 5% power advantage over a standard 450cc 2018 Husqvarna. 3 Brand new bikes will be run on the dyno soon and the average of that test will be sent out on the WhatsApp group soonest.

22. SUPERMOTO CLASS

Open to all competitors from the year of their 13th birthday.

Wheel sizes allowed - front 16.5/17 inch, rear 17-inch Rear Wheel and max width 5.5. (Carbon fibre wheels complying with the 2008 FIM specifications will be permitted)

Original frames, sub-frames and swing arms are required as supplied by manufacturer and must remain standard

Suspension springs may be altered

All bikes must have catch tanks of at least 200ml; alternatively, a closed breather system must be installed. The catch tanks must collect all breather and overflow pipes

Catch tanks are to be emptied before each start of race

Fork, swing arm and foot peg sliders are compulsory

Only non-titanium sliders allowed

All oil caps and bolts should be lock wired

Engine size for will be 450cc.

Only ball-ended clutch and handlebar brake levers allowed

Must have front and rear brakes, which must operate independently, each with its own brake lever

Adequate mudguards (as determined by the Promoter)

The end of the exhaust pipe must not project beyond any part of the machine or its bodywork. The exhaust gasses must be discharged so as not to raise dust or inconvenience other competitors

Only Steel, rounded edge, folding footrests allowed

A safety device (pin or lock nut) must be installed on the brake pad fixture

The safety wire used on the bolts of the brake callipers must be visible

Additional tread groves, cuts, etc. are allowed on the front and/or back tyres

Brakes – Carbon fibre or carbon composite brake discs and/or carriers are not permitted

Aluminium or titanium rear brake discs are prohibited

Only forks and rear shock as supplied by manufacturer may be used (internals may be modified)

Only standard engine cases and engine head as supplied by factory may be used

23. GROUPING OF COMPETITORS

23.1 The Promoter together with the Clerk of the Course reserve the right to split the Supermoto class into five or more groups for the following reasons:

23.2 Too many competitors

- 23.3 Too big a lap time gap amongst all competitors (this for the safety of competitors)
- 23.4 Groups splitting will to be determined on the day of the event by a time split, this time split to be determined by the Promoter committee in the following manner:
- 23.5 1st event of the season:
- 23.6 For practice and qualifying.
- 23.7 Existing competitor – same group as previous season.

24. NEW COMPETITOR – SM2.

- a. 2nd event onwards:
- b. Existing competitor – same group as previous event.
- c. New competitor – SM2.
- d. After qualifying, lap times will be reviewed and the Promoter in conjunction with the COC will:
- e. Determine the split time for the 2 groups for that event.
- f. Allocate competitors to their respective groups.
- g. It is the sole discretion of the Promoter as to which competitor is placed in their respective group
- h. The Promoter reserves the right to move any competitor from one group to another after any heat in an event.
- i. Scoring and Points Accumulation.
- j. SM1 and SM2 get scored separately.
- k. SM1X, SM1, SM2, SMM, SMGM.

25. MOTARDS SM1 CLASS

We will have two classes within the class. SM1X for all National licensed riders. If you have a National license or have had one for 2015, 2016 and 2017, you are an SM1X rider. Then the normal SM1 guys, you will have your normal championship raced within that class. Top 3 of SM1 of 2018 year move up to SM1X for 2019 season.

Rules for bikes:

All bikes produced in 2015, 2016, 2017 and 2018 are to be absolutely 100% stock standard, slip on pipe only. Huskys with air forks can do the oil fork conversion. The price cap for the class is the retail price of the Husky at any given time in next year. Quick shifters are allowed.

Bikes older than this, so 2014 and before, everything is allowed. Just 1mm oversize on piston size is the maximum, to a maximum of 5% HP over standard 450 2018 Husqvarna.

26. MOTARDS SM2 CLASS

The rule of 107% of the SM1 riders will be applied very strictly. You break out of it, you are warned, you break 105% of SM1 riders and you move up to SM1 and no points are taken with you. No sand-bagging will be allowed.

This is our feeder class for SM1, so within this class we will have 3 classes; firstly, SM2 which is open to all who are 14 or older, then Masters (you need to turn 40 in 2018) and Grand Masters (you need to turn 50 in 2018). Again, if there are Master guys who are too fast for SM2 (105%), that's good, you race against the SM1 guys and not the SM1X guys.

Again, the bike rules will apply in the same way as in SM1.

To all the guys who are in Masters and who ride in SM2 but are faster than 105%, sorry but for this year you are in SM1. Competitor Grand Master, to you guys even if you are faster than 105% to SM1 times, you can stay in SM2.

27. SUPERMOTO – ALL

We reserve the right to supply fuel at any race meeting.

Noddy van Greunen will be our TC for 2018. All competitors are required to take their motorcycles to Noddy to be run on his Dyno and engines will be sealed by him. Cost is R500 per motorcycle.

The Husky seems to be bike of choice and we are doing a run with 3 (three) stock standard bikes to get an average. If anyone's bike at a race meeting seems too fast, points will be given for the day but the Promoter will confiscate said bike to be run on Noddy's Dyno on the Monday following the race meeting.

Although we cannot see if riders have flashed their ECU's, rev limits will be checked and if found to be outside the factory settings or what that bike measured at. All points of that meeting will be revoked and you will be banned for the rest of the year!