



REGULATIONS AND SPECIFICATIONS FOR THE 2009 NORTHERN REGIONS MOTORCYCLE CIRCUIT RACING CHAMPIONSHIPS

151892/134

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MSA NORTHERN REGIONS MOTORSPORT CIRCULAR NR 3/2009

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.

1. VALIDITY OF THESE REGULATIONS

These regulations will apply for the calendar year of 2009.

2. CONTROLLERS OF THE CHAMPIONSHIP

The controllers of the championship shall be the MSA Northern Regions Motorsport Committee.

3. ELIGIBILITY OF COMPETITORS

Riders shall be eligible to compete in the relevant class from 01st January of the year in which they turn the required minimum age, unless specified to the contrary in the regulations for a specific class. The championships are open to all riders who hold current valid National/Regional/Club (dependent on the status of the class) MSA competition licences for Motorcycle Circuit Racing. **ONE EVENT LICENCES WILL NOT BE ACCEPTABLE FOR ANY CLASS.**

4. ELIGIBILITY OF MOTORCYCLES

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

5. DECLARATION OF CHAMPIONS

The MSA Northern Regions Motorsport Committee, at its sole discretion, shall declare the winners of the various championship classes.

6. AIM OF THE CHAMPIONSHIP

To declare a Northern Regions Motorsport Champion in each of the following classes:

150 Cup (Name Change)	GP 125
Superbikes (see Art 17.3.2 below)	Battle of the Twins
600cc Silver Cup	Classics
SV 650 Cup	

Note: Riders in the above classes require a minimum of a Regional licence.

The 50cc Production (incl. YBR 125), Powersport and NSF100 classes have Club status, and riders in these classes therefore require a minimum of a Club licence.

7. HEATS TO COUNT

7.1 Should less than 50%, plus one, of the scheduled events making up the championship be run and scored, no champion will be declared in the relevant class/es. Refer to GCR 234 (ii).

7.2 The points from all heats held will count towards the final championship standings, i.e. no points will be dropped.

8. POINTS SCORING

8.1 Points towards the championship will be scored per heat, with all heats to count, on the following basis:

1 st	20 points	6 th	10 points	11 th	5 points
2 nd	17 points	7 th	9 points	12 th	4 points
3 rd	15 points	8 th	8 points	13 th	3 points
4 th	12 points	9 th	7 points	14 th	2 points
5 th	11 points	10 th	6 points	15 th	1 point

- 8.2 There shall be not less than six (6) starters per class for that class to score towards the championship. To be classified as a starter a competitor must participate in at least one official practice session, as per the SR's for the event, and/or participate in the race/event itself. Refer to GCR 230/266.
- 8.3 Overall positions for the day will be determined on the basis of cumulative points scored for the various heats. A tie in points will be resolved in favour of the competitor with the greater number of first positions, failing this seconds, thirds, etc. If a tie still remains, it will be resolved in favour of the competitor with the best finishing position in the final heat on the day.
- 8.4 A competitor who jumps the start will be [given a time penalty of 30 seconds. Refer SSR 38 J.](#)
- 8.5 To be classified as a finisher, the motorcycle must have completed not less than two thirds of the distance of the race (rounded down to the nearest number of whole laps) under its own power.
- 9. RACE DISTANCE**
Each championship class will run a minimum of 25km at each race meeting, to be run in two or three equal heats.
- 10. FUEL / TYRE WARMERS**
10.1 [The only fuel permitted to be used is normal pump fuel available to the general public through retail filling stations.](#)
10.2 [Competitors making use of tyre warmers are required to make use of their own power source for these. See SSR 2 B.](#)
- 11. SEPARATION OF TIES IN CHAMPIONSHIP**
A tie at the end of the season will be resolved in favour of the competitor having the greater number of heat wins. If the tie is not resolved then the greater number of second positions will count, failing this thirds and so on. If this is still not effective the MSA Northern Regions Motorsport Committee shall declare the winner on such basis as it deems appropriate.
- 12. COMPETITION NUMBERS**
Competition numbers for all classes will be those as issued by Motorsport S.A (Head Office) only.
NUMBERS MUST BE BLACK OF AN ARIAL TYPE FONT ON A WHITE BACKGROUND AND A MINIMUM OF 150mm HIGH
- 13. SCRUTINEERING**
13.1 Motorcycles must be presented for scrutiny in a clean race-worthy condition, together with approved crash helmet and protective clothing, all in good condition.
13.2 No open-ended pipe in any way connected with the lubrication or cooling system, sump, catch tank or other oil or water reservoir, is permitted. All such pipes must terminate in a plastic or metal container of adequate capacity firmly secured to the motorcycle and acceptable to the scrutineers at pre-race scrutiny. All such containers must be empty at the start of any race.
13.3 Gearbox and engine drain plugs and oil filter retaining bolts must be wire-locked. Canister-type oil filter bodies must be clamped.
13.4 At any time during an event, silencers may be checked.
13.5 No motorcycle may compete with ethylene glycol (anti-freeze) in the cooling system.
- 14. CHANGE OF COMPONENTS**
14.1 A competitor may change any part/s on his/her motorcycle between heats.
14.2 Where a competitor wishes to change motorcycles between heats, he may do so provided:
a) The Clerk of the Course is advised of this intention at least 10 minutes prior to the start of the next heat.
b) The motorcycle has been passed by the scrutineers.
c) The replacement motorcycle displays the same competition number as the original motorcycle.
d) The competitor starts from the back of the grid, irrespective of his finishing position in the previous heat.
- 15. QUALIFYING FOR GRID POSITIONS – ALL CLASSES**
15.1 Grid positions for Heat 1 shall be determined according to each competitor's quickest time set in Qualifying. Competitors who do not set a time in qualifying will start Heat 1 from the back of the grid subject to approval from the COC. Grid positions for Heat 2 shall be determined according to each competitor's second quickest lap time set in Qualifying. Competitors who do not set a second quickest lap time will start Heat 2 from the back of the grid subject to approval from the COC.
15.2 Delaying of the start due to indecision relating to grid positions shall render the competitor/s concerned liable to be moved to the back of the grid, or to be excluded from the race concerned, at the discretion of the Clerk of the Course.
15.3 Where qualifying times have not been recorded for whatever reason, grid positions will be as per championship points standings to date, and thereafter by race number.

16. STARTING PROCEDURE

- 16.1 Riders will be lined up in their respective grid positions in the pre-race paddock.
- 16.2 Access to the pre-race paddock will close **5 MINUTES** before the start time of the heat. Any competitor failing to enter the pre-race paddock before it closes **will not be permitted to enter and will have to start his/her race from the pit lane. Refer to SSR 38. Competitors are to note that once the pit lane has closed and they commence a warm up lap/s they are deemed to be under starter's orders. Once riders come under starter's orders no-one other than riders and officials is allowed on the starting grid. Junior riders who need assistance on the starting grid will have to start at the back of the grid subject to approval from the COC.**
- 16.3 After completing the warm up laps as indicated, riders are to form up on the starting grid with engines running.
- 16.4 When the starter is satisfied that the starting grid is properly made up, he will display a 30-second signal. The starting signal will be in accordance with SSR 38 - Motorcycles.

17. CLASS SPECIFICATIONS

17.1 150 CUP (Junior Class) – REGIONAL STATUS

Note: What is not specifically permitted is disallowed.

- 17.1.1 Riders shall be eligible to compete in the 150 Cup class from 01st January of the year in which they turn 10 (ten years old) until the end of the year in which they turn 20 (twenty years old).
- 17.1.2 Eligible motorcycles for this class are any make of 125cc and 150cc four-stroke single cylinder motorcycles sold in South Africa.
- Commonly available** - Taken to mean any item that may be bought through a retail outlet within the ambit of the MSA Northern Regions Motorsport Committee.
- Model of engine (or frame) used** - Taken to mean that, where specifically mentioned (although various engine/frame parts are interchangeable amongst the model ranges permissible, in terms of sizing) the original parts from that engine or frame must be retained and not interchanged.
- a) **Frame** - A frame is considered to be made up of frame loop, triple-clamp assembly and swing-arm. Frame dimensions may not be altered or modified. Original, unmodified fuel tanks as per model of frame must be used. Rear sub-frames may be modified to facilitate the fitting of any seat configuration provided that such modifications do not alter, in any way, the suspension operation or mounting points. Ancillary brackets may be removed but frame gusseting may not be removed/modified. Aftermarket foot pegs may be fitted.
- Road going equipment** - All ancillary, original equipment and parts may be removed - wiring looms, electrical equipment, emission control and body parts. Only those parts of the wiring harness able to be removed by unplugging them, may be removed. Otherwise, the wiring and specifically the ignition system must remain as standard. Handlebars may be exchanged for clip-on items.
- b) **Suspension (Front and rear)** - Only original forks and shocks may be used and these may not be modified. Internal spring spacers may be added to front forks. Oils are unrestricted. Shock mounting points may not be relocated or modified. Springs must remain as standard for model used.
- c) **Tyres** - Tyres are to be standard, commonly available, road-going items, as imported by a recognized importer. No racing tyres (slick or wet weather) are permitted. Tyres must have a minimum of 1.0mm tread across 75% of the tyre surface. Re-grooving is not permitted. NOTE: The tyre manufacturer's recommendations with regard to tyre/wheel size combinations must be respected.
- d) **Wheels** - Only original wheels for the said motorcycles may be used. Modifications may not be made.
- e) **Brakes** - Braking system must remain standard, except that braided hoses may be used and brake pad material is unrestricted.
- 17.1.3 **Engine technical specifications**
- a) No performance cams, pistons, CDI or any other performance enhancing parts may be fitted.
- b) Maximum of 1mm oversize standard shape pistons may be used for rebore. Pistons may not be modified.
- c) Exhaust systems are free of restriction.
- d) Degreeing of camshafts is not allowed.
- e) Only original part head gaskets for the model concerned, or in the case of the Honda 150 only part no: 12251KPP-900 and base gasket part no: 12191-KPP-900, are permitted.
- f) Carburettors must remain standard but jets and needles may be changed.
- g) The starter must remain on the motorcycle and must be able to start the machine with the starter button at all times.
- h) The engine charging system must be fully operational at all times as per the model concerned.
- i) Final gearing is unrestricted.

- j) Spark plug is unrestricted.
- k) Air filter may be removed or replaced and the top of the air box may be modified or removed.
- l) Valve shims are unrestricted.
- m) Valve seats may be cut as per workshop manual.
- n) Only standard valves may be used.
- o) Cylinder head volume with standard spark plug must not be less than 12.0cc
- p) The swept volume is 14.7cc.
- q) Bore: 63mm Stroke: 48mm Capacity: 149.68cc
- r) The use of a dyno to facilitate technical assessments is allowed at the discretion of the race day organisers. Any motorcycle exceeding a limit of 8% of the average of at least six (6) tests (excluding the machine in question) performed on the same day under the same conditions will be deemed to be illegal and will be excluded from the event. The officials of the meeting may take further action.

17.1.4 Motorcycles must be fitted with a full fairing with the same silhouette as the original.

17.2 GP 125 RACING CLASS – REGIONAL STATUS

Note: This class is in place of the 125 Production class.

17.2.1 Riders are eligible to compete in this class from 01st January of the year in which they turn 12 years of age.

17.2.2 Any single cylinder two-stroke motorcycle having an engine capacity in excess of 121cc and less than 128cc is eligible to compete.

17.2.3 Turbo-charging, supercharging or nitrous oxide boosting is not permitted.

17.2.4 Tyres are unrestricted.

17.2.5 Silencers must be fitted to all motorcycles.

17.2.6 **The use of kit parts is not allowed. Only standard production components for the model raced are allowed.**

17.3 SUPERBIKE CLASS – REGIONAL STATUS

17.3.1 Riders are eligible to compete in this class from 01st January of the year in which they turn 15 years of age.

17.3.2 *The championship shall be open to motorcycles complying with the 2009 SA National Superbike rules, including the tyre regulations. Refer to the Regulations and Specifications for the 2009 South African Motorcycle Road Racing Championship, as published in the 2009 MSA Circuit Racing Handbook. Motorcycles complying with the national rules shall race in Class A.*

17.3.3 *Motorcycles complying with the 2008 MSA Northern Regions regional regulations for the Superbike class may continue to race in 2009. Such motorcycles shall race in Class B, together with Class A but shall not be eligible for points in the Class A championship. Should there be at least 10 Class B starters at each event, the winning rider shall also be declared a regional champion for the year ('Northern Regions Class B Superbike Champion'). Competition numbers for motorcycles complying with the 2008 rules shall be red on a white background so as to distinguish them apart from the motorcycles complying with the 2009 regulations (which shall display black numbers on a white background). This dispensation (to allow the participation of motorcycles not complying with the current rules) shall not be extended beyond the end of the 2009 season.*

17.3.4 Silencers must be fitted to all motorcycles.

17.4 BATTLE OF THE TWINS CLASS – REGIONAL STATUS

17.4.1 Riders are eligible to compete in this class from 01st January of the year in which they turn 15 years of age.

17.4.2 Engines to be twin-cylinder four-stroke (turbo-charging, supercharging or nitrous oxide boosting not permitted).

17.4.3 Engine capacity of motorcycles is unlimited.

17.4.4 There are no restrictions on the permitted modifications in this class providing that the motorcycle complies with any applicable MSA GCR's and SSR's.

17.4.5 Tyres are unrestricted.

17.4.6 Silencers must be fitted to all motorcycles

17.4.7 Should insufficient entries be received for an event, this class will be combined with the Superbike class.

17.5 600cc SILVER CUP CLASS – REGIONAL STATUS

Refer to the Regulations and Specifications for the 2009 South African Motorcycle Road Racing Championship, as published in the 2009 MSA Handbook.

17.6 50cc PRODUCTION CLASS – CLUB STATUS

17.6.1 Riders must be a minimum of 8 years old (during the year of competition) and a maximum of 17 years old.

- 17.6.2 Motorcycles eligible for this class: Yamaha 50cc Production (DT, RZ, TZR or TZRR based) and Yamaha YBR 125 (125cc air cooled four-stroke) as per the applicable specifications detailed below.
- 17.6.3 Headlights, tail lights and indicators must be removed from all motorcycles.

17.6.4 Specific regulations applicable to 50cc motorcycles

In interpreting these regulations, competitors are to note the provisions of GCR 226, which specifies that **“WHAT IS NOT SPECIFICALLY PERMITTED IS DISALLOWED”**.

TERMS OF REFERENCE:

Production - Taken to mean a motorcycle, frame, engine or spare part of a 50cc DT, RZ, TZR or TZRR series Yamaha (only) which has been made available for sale to the public at large (inside South Africa) by Yamaha Distributors of South Africa.

Original - Taken to mean that part of a motorcycle that was designed, specified or manufactured by Yamaha to perform a particular task.

Road-going - Taken to mean any 50cc DT, RZ, TZR or TZRR series Yamaha motorcycle offered for sale which, in its standard form, complies with national road licencing requirements.

Commonly available - Taken to mean any item which may be bought through a retail outlet within the ambit of the MSA Northern Regions Motorsport Committee.

Model of engine (or frame) used - Taken to mean that, where specifically mentioned (although various engine/frame parts are interchangeable amongst the model ranges permissible, in terms of sizing) the original parts from that engine or frame must be retained and not interchanged. Model of engine or frame is that designated by Yamaha.

Body parts - Taken to mean those parts appearing under the “Frame” section in an official Yamaha dealer spares microfiche

TECHNICAL:

- a) **FRAMES** - Any frame may be used, provided it is derived from a 50cc, road-going, production Yamaha. A frame is considered to be made up of frame loop, triple-clamp assembly, foot peg assemblies and swing-arm. Frame dimensions may not be altered or modified. Original fuel tanks as per model of frame must be used. Rear sub-frames may be modified to carry any seat configuration. Ancillary brackets may be removed, but frame gusseting may not be removed or modified. For safety reasons, foot pegs must be of folding or shear pin design.
- b) **ROAD-GOING EQUIPMENT** - All ancillary, original equipment and parts may be removed - wiring looms, electrical equipment and body parts. Handlebars may be exchanged for clip-on items.
- c) **SUSPENSION (Front and rear)** - Only original forks and shocks may be used and may not be externally modified. Only original internal parts may be used but these may be modified. Simple, internal spring spacers may be added to front forks. Oils are unrestricted.
- d) **TYRES** - Tyres are to be standard, commonly available, road-going items, as imported by a recognised importer. No racing tyres (slick or wet weather) are permitted. Tyres must have a minimum of 1.0mm tread across 75% of the tyre surface.
- e) **WHEELS** - Any original wheel for a 50cc road-going Yamaha may be used. No modifications may be made.
- f) **BRAKES** - Any configuration of original Yamaha brake parts for a road-going 50cc bike may be used. Braided brake hoses are not permitted. Pad material is unrestricted.
- g) **GEARING** - Any mix of sprockets and chain sizes may be used.
- h) **ENGINE (EXTERNAL)**
- Exhaust**
Exhaust system (flange, header, expansion chamber, stinger and silencer) is free of restriction.
- Carburettors**
Any original carburettor from a Yamaha 50cc road-going model may be used, but may not be modified. Any jet may be used. Slides, nozzles and needles must remain standard. Mounting spigots/reed blocks may not be modified.
- Head**
Any original head from a Yamaha 50cc, road-going, production model may be used. Modifications are unrestricted. Metal may be added or removed. The head must remain as a one-piece item. Stepping of barrel/head interface is not permitted. Head gaskets may be omitted.
- Plugs**
Any spark plug may be used.
- Ignition**
Any original ignition system (rotor, stator, pick-up, CDI and coil) from a Yamaha 50cc road-going model may be used, but may not be modified. The backing plate may be slotted to alter ignition timing.

Cooling System

Any configuration of original parts from a standard road-going 50cc Yamaha may be used, but these may not be modified. Only pure water may be used as coolant. Thermostats may be omitted. All spigot/hose connections must be adequately secured.

Lubricants

Any lubricants may be used. Sump plugs must be wired to the crankcase to prevent unwinding.

i) ENGINE (INTERNAL) -

Barrels

No addition or removal of metal is allowed except for noted modifications. Ports may be chamfered as per the sketch contained in these regulations (see Fig. 1). Re-chamfering may be carried out after reboring.

Barrels may be skimmed on the upper face only.

Barrels may be bored to maximum 2mm diameter oversize for TZRR round barrel.

Base gaskets must conform to the original shape. Material, thickness and quantity are unrestricted.

Barrel bore surface may be plated.

Pistons

For TZRR round barrel. Any after-market piston which is specified for a 50cc Yamaha road-going production motorcycle and which is commonly available to all competitors may be used. Piston pins, small ends, and circlips must be standard as per the engine used. No addition or removal of metal is allowed except for those noted below.

- In order to promote piston longevity, the skirt may be chamfered as per the sketch/specifications that form part of these regulations (see Fig. 2).
- Ring landings may not be modified, except to be lightly sanded to relieve scuff-marks due to mechanical failure.
- The piston outer surface may be lightly sanded to relieve scuff-marks due to mechanical failure. Pistons may not be knurled.
- RZ and TZR barrels may be bored to a maximum of 43 mm.
- A Kawasaki KX60cc piston may be used for RZ and TZR barrels only.
- The inlet side of the piston skirt may be modified, i.e. holes may be machined in the skirt.

Rings

Any after-market rings specified for a 50cc Yamaha road-going, production motorcycle and which are commonly available to all competitors, may be used. Rings may not be modified. A single ring may be used.

Reed Valves

Must be original Yamaha items as per the model of engine used. Neither petals nor reed block may be modified. No spacers may be added.

Cranks and Crankcases

Any combination of original crank/crankcases from a production, road-going Yamaha may be used and may not be modified or gas-flowed. After-market crank seals may be used. A YZ80 big end bearing may replace the standard 50cc item. Crank webs may not be modified. Internal "stuffers" may not be added. Rods and small ends must remain standard as per the model of engine used and may not be modified. Any after-market bearings, which are commonly available, may be used.

Clutch

May not be modified. Must be standard as per model of engine used. Springs must be standard Yamaha items. Commonly available, after-market friction plates may be used. The outer casing may be modified to close up holes left by removing the kick-start and associated assemblies.

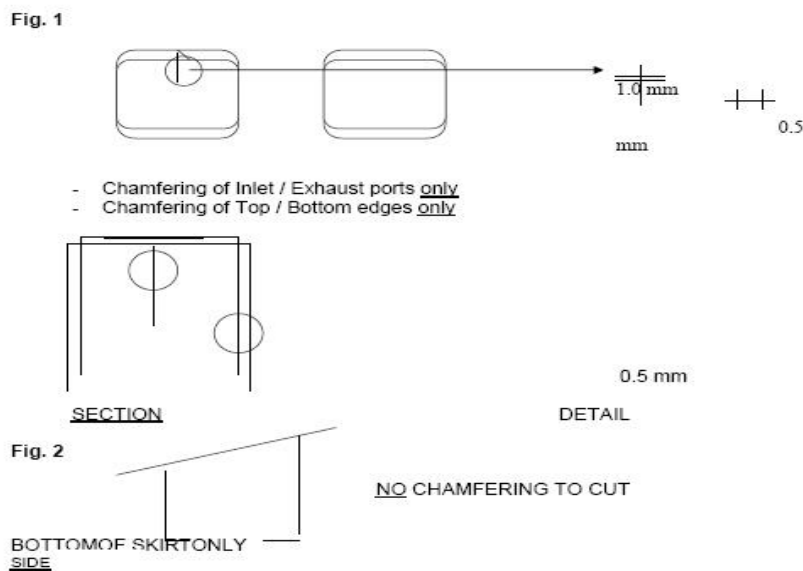
Gearbox

Cluster must be from a standard road-going Yamaha 50cc motorcycle as per model of engine used. No modifications are allowed. Any after-market bearing may be used.

Starter mechanism

The starter mechanism may be removed in its entirety (including the backing plate on the flywheel).

j) STEERING DAMPERS - Steering dampers may be fitted.



17.6.5

Specifications regulations applicable to YBR125

In interpreting these regulations, competitors are to note the provisions of GCR 226, which specifies, "WHAT IS NOT SPECIFICALLY PERMITTED IS DISALLOWED".

TERMS OF REFERENCE:

Production - Taken to mean a motorcycle, frame, engine or spare part of a Yamaha YBR 125 as purchased from Yamaha SA or any authorised official Yamaha outlet (inside South Africa).

Original - Taken to mean that part of a motorcycle that was designed, specified or manufactured by Yamaha to perform a particular task.

Road going - Taken to mean YBR125 series Yamaha motorcycle or other offered for sale, which, in its standard form, complies with national road licensing requirements.

Commonly available - Taken to mean any item which may be bought through a retail outlet within the ambit of the MSA Northern Regions Motorsport Committee.

Model of engine (or frame) used - Taken to mean that, where specifically mentioned (although various engine/frame parts are interchangeable amongst the model ranges permissible, in terms of sizing) the original parts from that engine or frame must be retained and not interchanged. Model of engine or frame is that designated by Yamaha or other manufacturer.

Body parts - Taken to mean those parts appearing under the "Frame" section in an official Yamaha dealer or other dealers spares microfiche.

TECHNICAL:

- a) **FRAMES** – Standard frame as supplied on a new Yamaha YBR 125, no mods to standard are allowed. A frame is considered to be made up of frame loop, triple-clamp assembly, foot peg assemblies and swing-arm. Frame dimensions may not be altered or modified. Original fuel tanks as per model of frame must be used. For safety reasons foot pegs must be of folding or shear pin design.
- b) **ROAD-GOING EQUIPMENT** - All ancillary, original equipment and parts may be removed - wiring looms, electrical equipment and body parts. Handlebars may be exchanged for clip-on items.
- c) **SUSPENSION (Front and rear)** - Only original (YBR125) forks, springs and shocks may be used and may not be modified. Only original internal parts may be used but these may not be modified. Simple, internal spring spacers may be added to front forks. Oils are unrestricted.
- d) **TYRES** - Tyres are to be standard, commonly available, road-going items, as imported by a recognised importer. No racing tyres (slick or wet weather) are permitted. Tyres must have a minimum of 1.0mm tread across 75% of the tyre surface.
- e) **WHEELS** – Only standard YBR125 wheels may be used. No modifications may be made.
- f) **BRAKES** – Only standard YBR125 braking system may be used. Braided brake hoses are not permitted. Pad material is unrestricted.
- g) **GEARING** - Any mix of sprockets and chain sizes may be used.
- h) **ENGINE (EXTERNAL)**

Exhaust

Exhaust flange, header and intermediate pipe must be standard. A slip-on pipe is allowed, provided it does not exceed a noise level of 115 dB/A, measured in accordance with GCR 245.

Carburettors

Only the standard carburettor as fitted to the YBR125 may be used, and it may not be modified in any way. Any jet may be used. Slides, nozzles and needles must remain standard.

Head

Head must remain as standard. No mods are allowed. Maintenance of the valve seats is permitted providing that the standard valve angles and widths are maintained.

Plugs

Any spark plug may be used.

Ignitions

Ignition system and settings must remain standard. No slotting of plates or any other means of varying ignition timing is permitted.

Cooling System

Cooling system to remain as standard. No external means of improving cooling allowed.

Lubricants

Any lubricants may be used. Sump plugs must be wired to the crankcase to prevent unwinding.

i) ENGINE (INTERNAL)

Engines to remain standard. No modifications of any kind are allowed. Specifically, no metal may be added or removed. No 'blueprinting' of any kind is permitted.

Starter mechanism

The starter mechanism must remain as standard and must be operational at all times.

17.7 POWERSPORT CLASS – CLUB STATUS

17.7.1 Riders in this class are eligible to compete as from the 01st January of the year in which they turn 14 years of age.

17.7.2 In interpreting these regulations competitors are to note the provisions of GCR 226, which specifies as follows: **"WHAT IS NOT SPECIFICALLY PERMITTED IS DISALLOWED"**

17.7.3 250cc twin cylinder (2-stroke) & 400cc four cylinder (4-stroke) & 650cc twin cylinder (4-stroke) engines

- a) Standard road - going production frames are to be used. No after-market or Grand Prix frames are permitted.
- b) Any after-market rear shock absorbers are permitted.
- c) Any standard production road-going forks may be used. Springs, oil and valving are unrestricted. After-market or Grand Prix forks are not permitted.
- d) Any standard production road-going rims may be fitted. Widening of rims is not permitted. After-market or Grand Prix rims are not permitted.
- e) Tyres are to be standard road-going tyres as imported by a recognised importer. Tyres must have a minimum of 1mm tread across 75% of the tyre surface. Slicks are not permitted.
- f) De-restrictor boxes may be used. De-restricting on the speedometer and clocks may be done.
- g) The air box may be removed.
- h) Removal of starting equipment (i.e. starter motor, kick starter, etc.) is not permitted.
- i) Only standard production carburettors may be used as per the model of motorcycle raced.
- j) Boring of carburettor is permitted to a maximum of 36mm.
- k) The gearbox and clutch must remain standard as per the model of motorcycle raced. There are no restrictions on the friction plates and springs used.
- l) Final gearing is open.
- m) 250cc twin-cylinder starter coils, pickups, flywheel and battery must be standard as per model of motorcycle raced.
- n) Any CDI power valve unit may be used.
- o) Wiring harness and charging system must be standard as per model of motorcycle raced. The charging system must be operational at all times.
- p) Radiators are free of restriction.
- q) Footrests/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points.

17.7.4 400cc (4-stroke) engines

- a) Casings are to be standard as per model of motorcycle raced.
- b) Internal machining is unrestricted.
- c) Cranks and conrods are to be standard. Stroking cranks is not permitted.
- d) Camshafts and vernier gears are unrestricted.
- e) Gas flowing is unrestricted.
- f) Material may not be added to the head to facilitate performance modifications.
- g) Compression ratio is open by skimming only.
- h) Any piston may be used but may not be modified.
- i) Charging system and fly wheel may be removed.

17.7.5

250cc (2-stroke) engines

- a) Casings to be standard production as per model of motorcycle raced.
- b) Internal machining is unrestricted.
- c) Cranks must be standard.
- d) Conrods must be standard production.
- e) Porting is unrestricted.
- f) The heads must be standard production, but may be modified.
- g) Reed blocks are open to modification.
- h) The auto lube system may be removed.
- i) Gearboxes must be standard production as per the model of motorcycle raced.
- j) No Grand Prix components are permitted to be used. Any piston may be used but may not be modified.

17.8

SV 650 CUP – REGIONAL STATUS

17.8.1

Riders in this class are eligible to compete as from the 01st January of the year in which they turn 14 years of age.

17.8.2

The winner of the SV 650 Cup championship in a given year shall not be permitted to again compete in the class the following year.

17.8.3

Current National Supersport/Superbike competitors cannot compete in the SV650 Cup

17.8.4

Machine specifications (General)

Open to SA spec Suzuki SV650S Suzuki motorcycles purchased from the official Suzuki Importer. Motorcycles must meet the requirements listed below, as well as any other general regulations laid down by MSA in respect of motorcycle circuit racing. No other deviations from showroom specification will be permitted.

- a) Aftermarket, OEM-style bodywork and custom fairing mounts may be used. An oil retaining, 'sealed' lower fairing is mandatory.
- b) The exhaust system must remain standard but the fitting of a specified slip-on canister is allowed. Details of the permitted slip-on unit will be notified to competitors.
- c) The rear shock must remain as original. No modifications of any kind are allowed.
- d) Front forks must remain stock. Internal springs and valving must remain as standard. The fitting of a top spacer to preload the springs is allowed. Oil may be changed with an aftermarket alternative.
- e) All riders must race on the same specified brand of tyres, as advised.
- f) Steel braided brake lines may be used to replace stock brake lines. Calipers and rotors must remain stock but aftermarket brake pads are allowed.
- g) Each machine may develop no more than 75 hp at the conclusion of any event. The measuring of this figure, the manner in which it is taken and the results obtained are at the sole discretion of the appointed technical official/s.
- h) Machines must weigh no less than 166kgs in the same condition in which they finish the race, including all fluids such as oil, water and fuel. Weights will be checked immediately following races, and no fluid may be added prior to the determination of weight or before the post-race horsepower check on the dyno. Any non-compliant machine will be excluded from the event.
- i) Suzuki & series sponsor decals must be displayed on prominent parts of the motorcycle.
- j) Starters, alternators, air boxes and EFI must remain stock and functional. ~~However, EFI may be adjusted only by means of a Power Commander or similar homologated unit. A Wide Band or similar homologated unit is permitted to allow the use of a Lambda type sensor. Power Commanders, or similar devices, are not permitted to be used in the series.~~
- k) The use of any means of telemetry is not allowed. Only a lap timing device which displays lap times or split times only is permitted providing that said lap timer does not gather any data from any part of the motorcycle, nor is connected to any part of the motorcycle save to be connected to a power source for the sole purpose of providing power for the unit to operate. Any query regarding technical eligibility must be clarified in writing with the National Technical Consultant.
- l) ~~The standard footrests may be replaced with aftermarket units approved by the series technical representative.~~

17.8.5

Engine

- a) Cylinder head, camshafts, cam sprockets, crankshaft, rods, pistons, valves, cylinders and all other engine components must be as homologated.
- b) No internal engine, gearbox and clutch parts may be altered or replaced, except that the clutch friction and drive plates and the clutch springs may be changed. However, no modifications are allowed to the changed parts.
- c) Polishing and lightening of engine parts is not permitted.
- d) Balancing or gas flow modifications normally associated with individual tuning are not permitted.

- e) Compression ratio of the engine must remain as homologated.
- f) Camshaft timing must remain as homologated.
- g) No other engine tuning or alteration from the homologated standard is permitted.
- h) The crankcase/gearbox casing, clutch and generator covers may be protected by additional means, e.g. protective covers made of stainless steel or carbon/kevlar composites.
- i) The thermostat may be removed from the housing to aid cooling, if required.

17.8.6 **Transmission**

- a) Additions to gearbox or selector mechanism, such as quick shift systems, are not allowed.
- b) Clutch springs, friction and drive plates may be replaced.
- c) Clutch baskets must remain as homologated. The use of slipper clutches is prohibited.
- d) Front and rear external drive sprockets, chain pitch and chain length can be changed.

17.8.7 **Ignition and Engine Control System**

- a) Ignition and engine control system (CDI) and/or EFI unit or any ancillary components may not be modified or changed. All units must remain fully interchangeable with available control units.
- b) Wiring harness may not be cut or modified in any way except to remove redundant plug-in harness units.
- c) No modifications or alterations, whether electronic or mechanical, may be made to the motorcycle to alter the engine ignition timing.

17.8.8 **Generator**

The generator, starting system, starter crank gear and starter shaft may not be altered, replaced or removed from those fitted to the homologated motorcycle and must be fully functional as homologated.

17.8.9 **Exhaust System**

- a) This must adhere to the maximum noise regulations as set out in the MSA handbook.
- b) Wrapping of exhaust systems is not permitted.

17.8.10 **Miscellaneous**

The following items MAY be removed:

Horn, licence plate brackets, tool kit, speedometer clock, radiator fan and wiring, passenger footrests, passenger grab rails and upper chain guard.

The following items MUST BE adhered to:

- a) Motorcycle must be equipped with a functional ignition kill switch or button mounted on the handlebar that is capable of stopping a running engine.
- b) Side stands must be removed.
- c) Left-hand handlebar switch must be removed. Clutch switch may be relocated and the wires joined together.
- d) All drain plugs must be safety-wired. External oil filter screws and bolts that enter the oil or water cavities must be safety-wired.
- e) Headlights, tail lights and turn indicators must be removed. A suitable material must cover the openings left by their removal.
- f) Mirrors must also be removed.

17.9 **CLASSIC SUPERBIKE CLASS - REGIONAL STATUS**

17.9.1 The silhouette of the motorcycle must be maintained.

17.9.2 The maximum engine capacity allowed in this class will be 1110cc.

17.9.3 Any engine modifications are allowed (e.g. cams, gas-flowing, etc.), with the exception that 750cc engines must remain standard.

17.9.4 Oil coolers are allowed.

17.9.5 Exhausts can be modified or changed.

17.9.6 Carburettors must be the original size and type (no flat slide or electrons). Air cleaners/filters may be changed or removed.

17.9.7 Wheel rims of the original rim diameter must be used.

17.9.8 A maximum tyre width of 130 is permissible on a maximum rim width of 3½ inches.

17.9.9 The original brakes (which include the master cylinders/calipers/discs and drums) are to be used. Remote reservoirs may be fitted. Any type of brake pads may be used. Braided hoses can be fitted.

17.9.10 Only locally available tyres (no slicks) may be used. The use of tyre warmers is not permitted.

17.9.11 Original forks, yolks and swinging arm are to be used. Fork bracing is permitted.

17.9.12 The swinging arm and frame may be braced or reinforced.

17.9.13 Aftermarket rear shock absorbers can be used as long as they are from the period.

17.9.14 Chains and sprockets are free of restriction (for example, chains may be changed from a 630 to a 530 or 520, etc.).

17.9.15 Foot peg mountings and gear linkages are free of restriction and may be altered to suit the individual rider.

17.9.16 Alternators, starter motors and batteries may be removed or changed.

17.9.17 Original ignitions are to be used. Headlights, indicators and superfluous wiring, etc. may be removed.

- 17.9.18 Series engine/frame combinations must be used.
- 17.9.19 Any handlebars can be used as long as they are deemed to be safe and from the period.
- 17.9.20 The original seat must be retained, but the padding can be shaped to suit the rider.
- 17.9.21 Steering dampers may be used.
- 17.9.22 No mono-shock motorcycles are eligible unless the machines were equipped with such when the machine was manufactured and they comply with the period.
- 17.9.23 In the spirit of Classic racing, the bore and stroke of the machine are to appear on the engine so as to determine the capacity without stripping the motor. Furthermore, if a transgression is visibly noticeable, it should be drawn to the attention of the Technical Committee prior to racing commencing.
- 17.9.24 All engines are to be sealed by a representative appointed by the technical committee of the CMC. The sealing of the engine will be deemed to be acknowledgement of compliance and conformity to the regulations.

17.10 NSF100 CLASS – CLUB STATUS

- 17.10.1 Riders shall be eligible to compete in the series from 01 January of the year in which they turn 8 years old, until 31 December of the year in which they turn 13 years old.
- 17.10.2 MSA will allocate competition numbers on application to riders, which will be valid for the duration of the series. Numbers shall be allocated on a first-come-first-served basis and will start at 10. No triple-digit numbers shall be permitted.
- 17.10.3 All motorcycles to be used in the series must be supplied from Honda S.A.
- 17.10.4 The motorcycles shall be supplied and delivered to each race on behalf of the participants.
- 17.10.5 The motorcycles will be maintained in standard trim and shall remain with Honda S.A.
- 17.10.6 All maintenance for the duration of the series rests with HONDA S.A. This includes breakages, seizures, tyres, brake pads, petrol, etc. Tyres shall be replaced as and when required.
- 17.10.7 The maintenance provided by Honda S.A. as part of the package excludes the cost of repairs as a result of accident/incident damage. The cost of the repairs for any such damage, which shall be undertaken by Hondai, shall be for the owners' account. Honda S.A. shall however undertake to repair accident/incident damage at dealer cost levels. The definition of accident/incident damage shall be at the sole discretion of Honda S.A. (in consultation with the MSA Technical Consultant for motorcycle racing) and their decision will be final. Where accident/incident damage has been sustained, Honda S.A. shall provide a written quote for the repairs within 72 hours. Should the rider of the motorcycle not dispute this quote within a further 48 hours, it will be deemed to have been accepted, the motorcycle shall be repaired and the rider shall be liable for the cost of the repairs. Any disputes regarding quotes for repairs shall be referred to the MSA Technical Consultant, whose decision shall be final.
- 17.10.8 Participants in the series shall, at random, draw a key engraved with the number of a motorcycle out of a hat, and race that bike at the race in question. This is to ensure fair and equal machinery between the participants.
- 17.10.9 Participants in the series are welcome to secure individual sponsors for themselves.
- 17.10.10 If a participant withdraws from the series for whatsoever reason, he shall forfeit all rights and monies paid. Honda S.A. shall only be responsible for the series run in the Northern Regions and shall not assume any responsibility for any other regions in the country. However, it is anticipated that sponsors WILL be found and that other regions will also run similar series under the auspices of MSA and Honda S.A.
- 17.10.11 A participant that has not paid the costs of accident/incident repairs shall not be permitted to take any further part in the series until such time as he/she has done so. Should a participant refuse to pay for repairs undertaken by Honda S.A, he/she may be liable for any extra costs incurred by Honda SA.
- 17.10.12 Any participant involved in a racing incident or accident will be allowed to resume competing at the sole discretion of the Clerk of the Course and/or Chief Medical Officer.
- 17.10.13 Practice days, where possible, may be organised at the sole discretion of Honda S.A., subject to at least 55% of participants taking part at their own cost.
- 17.10.14 The bodywork of all motorcycles being used in the series will be painted by Honda S.A., with space being provided for each participant's individual sponsors' decals. Said decals are to be provided by each participant at his/her cost, and attached on a race-by-race basis.
- 17.10.15 No modifications will be permitted to motorcycles, save for the adjustment of tyre pressures, suspension adjustments and the repositioning of brake and clutch controls.
- 17.10.16 Honda S.A. will provide a minimum of one bike for the use of a development rider nominated by MSA at all rounds of the series