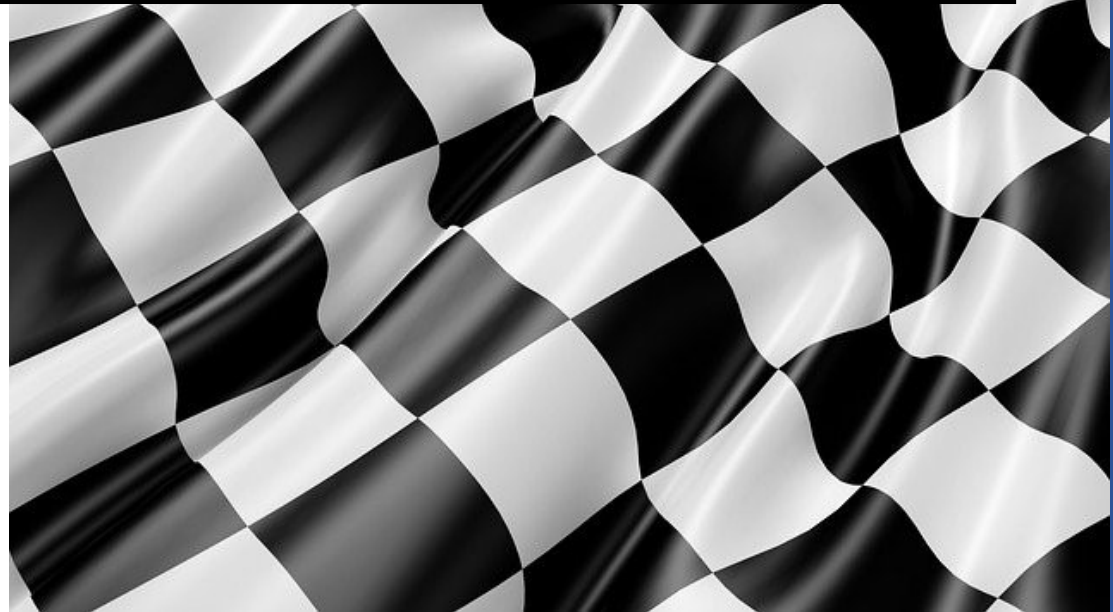




2025

Club Standing Supplementary Regulations

WPMC Short Circuit Endurance Series Championship



Version 1

18 February 2025

Ref: WC 126 - 25

REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Championship Regulations must be submitted to the Controllers for approval. The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations with the approval of Motorsport South Africa (MSA).

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA.

AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

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1. CONTROLLERS OF THE SERIES

The Controllers of the Endurance Series will be the Western Province Motor Club Short Circuit Committee.

2. AIM OF THE SERIES

- 2.1 This is a Club Series
- 2.2 The aim of the Series is to have 3 to 4 Short Circuit Motorcycle endurance races over the course of one Calendar year, to be held at the Killarney International Raceway Venue.
- 2.3 Declare an overall Endurance Series Winner at the end of the series, based on points scored at each event during the year.

3. VALIDITY OF THESE REGULATIONS

Applicable to the calendar year of **2025**.

4. REGULATIONS

- 4.1 All qualifying events will be held under these rules, the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA) and all of the Standing Regulations and the Supplementary Regulations issued by the WPMC.
- 4.2 No rule is intended to exist in a vacuum; each rule should be read in the context of all rules. If there are two possible interpretations to a rule, and one interpretation conflicts with another rule, or makes another rule meaningless, that interpretation will be rejected in favour of an interpretation that is not in conflict with any other rule or makes another rule meaningless.
- 4.3 If a **specific rule or latitude is not found in these regulations**, whether stated it is or is not allowed, **that will mean it is not allowed** (see GCR 240). The MSA GCR's or SSR's, as applicable, will then apply.
- 4.4 The Controllers reserve the right to amend these rules at their discretion. Any recommendations to amend the rules by the sub section committee will only become effective when approved by the WPMC SportCom and published on an official MSA circular or a revision of this document.
- 4.5 All and any notice or circulars in respect of this series will be notified to all competitors in an electronic format (email or similar). Any notice or circular will be notified no less than 7 (seven) days prior to any race meeting unless GCR 67 is applied. The onus is on the Competitor to ensure that they have familiarized themselves with such a notice.

5. ELIGIBILITY OF COMPETITOR

- 5.1 The Series is open to:
 - a) All eligible riders must be in possession of a minimum current MSA Club Circuit Motorcycle racing competition license, as appropriate.
 - b) Anyone outside of the borders of South Africa is seen as a foreign competitor and one of the following would apply:
 - Overseas Competitors who do not belong to a federation
 - i) Will need to take out a one event licence with Motorsport South Africa – contact lizelle@motorsport.co.za, and will need to provide proof of sufficient insurance for **2025**. Such insurance must include provision for repatriation.

- ii) A release letter from the ASN in the country they are from stating that they don't 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.

Overseas Competitors who belong to a federation (hold a licence with a FIA and / or FIM federation)

- iii) Will need a start permission letter from his / her federation giving him / her permission to compete in specific events in SA and we would once again need a copy of his / her overseas licence.
 - iv) proof of sufficient insurance for **2025**, which must include repatriation. He / she will need a start permission for each event he / she wants to take part in or one letter with the details of all the events he / she wants to compete in and a copy of Competitor's Passport.
- 5.2 Invited riders are welcome to race and are eligible for trophies on the day but will not be eligible to score points in the championship.
- 5.3 The age of the competitor is determined as at 1 January of the current year.
- 5.4 The endurance races 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.
- 5.5 All new riders who haven't competed before or riders who record lap times slower than 58 seconds or any other rider at the discretion of the Clerk of the Course (CoC), need to wear a reflective vest over their leathers whenever they are on the track during the event.

6. ELIGIBILITY OF MOTORCYCLE

- 6.1 The Series will be open to all Short Circuit motorcycles which comply with MSA Rules, Regulations, Specifications and Technical Specifications *listed below*.
- 6.2 Motorcycles may not exceed a static noise level of 108db measured in accordance with MSA Regulations or exceed WPMC current circuit noise level rules.
- 6.3 Motorcycles may not exceed a drive by noise level of 96db measured in accordance with MSA Regulations or exceed WPMC current circuit noise level rules.
- 6.4 All motorcycles must be sound tested annually, before their first race and the relevant sound sticker must be displayed on the motorcycle.
- 6.5 Only motorcycles built for racing may be used.
- 6.6 The organizers 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 1.3.
- 6.7 All motorcycles must have crash bobbins to prevent damage to the track. Teflon / nylon ends on foot pegs and handle bar lever guards or Teflon / nylon handle bar ends. If the crash bobbin is damaged in a crash the bobbin will need to be replaced before the motorcycle returns to the track.
- 6.8 The exhaust must have protection on it, to prevent damage to the track surface in the event of a crash.
- 6.9 No fuel injection motorcycles are allowed, except as indicated in the 125cc and 150cc 4-stroke class.
- 6.10 Any technical inspections (whether as a result of a protest or not) may be held at a later date with the part/s in question being properly sealed and stored for safekeeping.

7. CLASS SPECIFICATIONS

7.1 TWO STROKES

See Technical Specifications (Article 23)

7.2 FOUR STROKES (125cc and 150 cc)
See Technical Specifications (Article 23)

7.3 CHINESE MOTORCYCLES
See Technical Specifications (Article 23)

8. EVENTS

- 8.1 The **2025** Motorsport Calendar and Races per Category as published by the WPMC gives details of all endurance event race dates.
- 8.2 A minimum of three (3) race meetings shall be run for an overall Series winner to be declared. Should two (2) or less race meetings be held, then the Championship overall result shall be declared null and void.

9. CLASSIFICATION OF A STARTER AND FINISHER

- 9.1 To be classified as a starter a competitor has to cross the start line and activate the timing system in official practise, qualifying or any of the races on the event day.
- 9.2 To be classified as a finisher, a competitor must have completed at least 66.6% of the race distance under the motorcycles own power (rounded down to the last full lap) **AND** shall have completed 66% of the winning race distance (i.e. 66.6% of the number of laps completed by the winners).
- 9.3 If a competitor is the cause of the red flag the same competitor will not be able to restart if the race is restarted and will not be classified as a finisher.

10. MINIMUM NUMBER OF STARTERS

There must be a minimum of 10 Starters for the Endurance race on that day to qualify for Championship Status.

11. MAXIMUM NUMBER OF ENTRIES

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

12. POINT SCORING

Points over the Series will be scored per endurance race per class - all to count and on the following basis:

Position	Number of Point Scoring Starters per Class					
	6 (Or More)	5	4	3	2	1
1 st	25	20	16	13	11	10
2 nd	20	16	13	11	10	
3 rd	16	13	11	10		
4 th	13	11	10			
5 th	11	10				

6th	10					
7th	9					
8th	8					
9th	7					
10th	6					
11th	5					
12th	4					
13th	3					
14th	2					
15th	1					

13. PENALTIES

- 13.1 For the infringement of any of the Regulations where a penalty is not stipulated, a penalty will be imposed by the Clerk of the Course and could be in the form of two (2) laps being deducted from the total number of laps covered at the end of the race, or exclusion, or any other penalty as decided.
- 13.2 If a competitor is caught over taking under a yellow flag, the Team will have three (3) laps deducted from their total laps covered.
- 13.3 If a competitor is caught over taking under a double yellow flag, the Team will have ten (10) laps deducted from their total laps covered and / or excluded, or any other penalty as decided by the Clerk of the Course.
- 13.4 Any team found to exceed the 35 min per rider rule will be penalised two (2) laps per minute over the 35 minutes limit.
- 13.5 If a team is caught continually exceeding the track limits, this may result in a penalty, at the discretion of the Clerk of the Course of the event.
- 13.6 No competitor may aggressively over take or force the competitor wearing a reflective vest to have to “sit up” in a corner. Competitor(s) being reported as doing this will be subject to a penalty being imposed by the Clerk of the Course.
- 13.7 Irresponsible riding / Unsportsmanlike behaviour *will* result in a penalty. The penalty applied will be at the discretion of the Clerk of the Course and can be up to a maximum of twenty (20) laps.
- 13.8 Blatant dangerous riding will be an instant exclusion from the event for the entire team.

14. REPAIRS

- 14.1 Repairs or change of parts may not be carried out on the circuit, but 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.
- 14.2 No outside assistance whatsoever is allowed on the circuit, unless it is from a Marshal.
- 14.3 No repairs may be carried out in pit lane. Repairs must be done in the team’s designated Area. (See ART 17.7 below)
- 14.4 Teams may only make use of one (1) motorcycle. No spare motorcycles may be used.
- 14.5 Only spare parts may be used to replace damaged parts.
- 14.6 No spare chassis may be in the pit 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, with the prior permission from the COC.
- 14.7 Failure to adhere to any of these regulations may result in a penalty, at the discretion of the CoC of the event.

15. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each qualifying event will be available on the Short Circuit Noticeboard Whatsapp Group and any objections concerning the scoring must be received by the Controllers in writing no later than seven (7) days following the publication of the scoring.

The Controllers reserve the right to correct clerical errors at any time.

16. DECLARATION OF AN OVERALL SERIES WINNER

The Controllers, at their sole discretion, are responsible for declaring the winner of the Endurance Series or to withhold such declaration.

In order to qualify as an overall series winner, it is required that for at least one of the races in the Endurance Series, one or more of the riders in each team has to be a novice rider or a rider that is not normally a competitor in the Short Circuit Racing Championship Series.

17. PITS and PIT LANE

- 17.1 Pits will be allocated on a first come, first serve basis. Pits will be allocated to one (1) pit per team entry.
- 17.2 Any competitor entering the pit lane, whether at the end of the race, during the race or during the practice, shall give ample warning of his / her intention to the following rider by extending his / her left arm to its full extent and raised not lower than parallel to the ground.
- 17.3 Each team will be permitted a maximum of three (3) pit assistants / riders in the pit lane.
- 17.4 No more than two (2) persons may replenish the motorcycle with fuel at any given time. One (1) rider / pit assistant on standby to assist in case of an emergency and one (1) rider / pit assistant to replenish the fuel in the motorcycle.
- 17.5 When entering the pit lane for any reason whatsoever, the engine shall be cut at the stop line at the entrance to the pits. The rider shall dismount, likewise when re-joining the race, the motorcycle shall be pushed by the rider or a pit assistant to the pre-race paddock, where after the rider may mount and start the engine.
- 17.6 **No motorcycle may be ridden in the pit area at any time and no rider may be pushed whilst sitting on the motorcycle.**
- 17.7 **No repairs to the motorcycle may be carried out in pit lane.** It must be done in the team's designated pit area.
- 17.8 Only refuelling and oil top-ups may be done in the pit lane and they *may not* be done at the same time, only consecutively.
- 17.9 Riders may only exit from the pre-race paddock (indicated by a white line) provided their engine is running under its own power.
- 17.10 Riders being pushed down pit lane will be subject to a penalty being imposed by the Clerk of the Course.
- 17.11 Competitors leaving the pits must do so at a reasonable speed and give way to riders already on the circuit.
- 17.12 **The pits may only be entered and left in the direction of the circuit.**
- 17.13 Any motorcycle moving through the pit lane and pit areas must adhere to the indicated direction of travel.
- 17.14 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 already 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.

- 17.15 Failure to adhere to any of these regulations may result in a penalty, at the discretion of the CoC of the event
- 17.16 A 1.5kg fire extinguisher must be present at each team's pit area. This is to be supplied by the team.

18. FIRST TIME COMPETITORS

- 18.1 Track experience is advised to ensure the safety of the new competitor as well as the rest of the competitors. The Controllers may require that an on-track assessment and theoretical presentation be attended prior to a first race entry being accepted.
- 18.2 First time motorcycle competitors need to wear a brightly coloured bib over their race suite for at least their first race event and practice sessions. The Controllers will review the progress of the rider and shall decide when they are fit to not wear the bib any more.
- 18.3 A competitor whose lap takes more than twice the time of the fastest qualifying time may be disallowed for the event, at the discretion of the Clerk of the Course.

19. SCRUTINEERING

- 19.1 Motorcycles must be presented for scrutineering in a clean condition and ready to race together with an approved helmet, race suit, race boots and gloves, all in good condition.
- 19.2 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 the race.
- 19.3 Gearbox and engine drain plug and oil filter and/or oil filter bolts must be wire locked.
- 19.4 At any time during an event, any motorcycles may be examined for compliance with the Regulations.
- 19.5 Front brake calliper mounting bolts and brake pad retaining pins must be lock wire locked.

20. PRE-RACE PADDOCK & GRID POSITION

- 20.1 Competitors and motorcycles are required to be present in the pre-race paddock at least ten (10) minutes before the start of the race.
- 20.2 The grid shall be determined by a time trial on the day of the event in a Qualifying session.
- 20.3 The starting position for each team will be based on the lap times achieved in the qualifying session with the team posting the fastest time in pole position and the team posting the slowest time last.
- 20.4 All competitors and motorcycles to be in their grid positions at least five (5) minutes prior to the start of the race.

21. STARTING PROCEDURE

- 21.1 Refer to Standing Supplementary Regulations as shown below, as well as GCR's 261 – 264, 267 – 271.
- 21.2 The start will be by means of lights or MSA flag and the finish will be by way of the chequered flag.
- 21.3 Start grid is in the form of the Le Mans style start.
- 21.4 The assistant at the start, is only there to hold the motorcycle upright for the rider.
The ignition system may be on, but the engine may not be running before the start of the race.

The rider must start the engine when he / she arrives at his / her motorcycle.

- 21.5 The assistant may not push the motorcycle onto the track, unless the motorcycle will not start and only then after all other competitors have left the start.

22. SOCIAL MEDIA

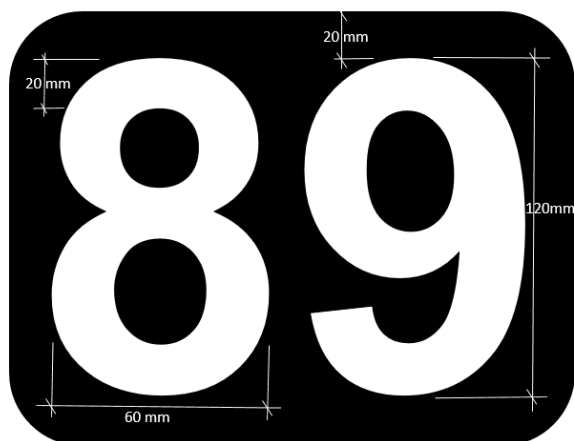
Social media, including, but not restricted to, Facebook, Instagram, Twitter, WhatsApp etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding Short Circuit, WPMC, its riders and sponsors should reflect the impact social media has. If a competitor is considered to have brought Short Circuit and / or WPMC into disrepute in the opinion of the Championship Controllers, they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that MSA monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

23. TECHNICAL SPECIFICATIONS

These Regulations cover only the more basic requirements and the promoters / controllers 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 sole discretion insofar as to 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.

23.1 **TWO Strokes**

- Min 48 cc capacity but not exceeding 85cc (only pre- year 2007 motocross motors allowed)
- No Power Valve Motors allowed
- Numbers:
 - Numbers on motorcycle must be in 'Arial' font, in bold and in white, on a Black background with a 20mm stroke
 - The numbers' minimum width should be 60mm and its minimum height 120mm
 - There should be a gap of 20mm between the outer edge of the number and the end of the black background
 - Placement of the number on the motorcycle must be in the centre of front fairing and on each side of the belly pan, towards the front of the belly pan
 - Special compensation can be made by the CoC if the numbers don't comply, but must be clearly visible
 - See example of number below:



- Frames: Only the following 4-stroke road going motorcycle frames are allowed
 - Honda CBR125 or CBR 150, Yamaha R15, Suzuki Gixxer 150 and the KTM125
 - Modifications to these frames are allowed
- Modifications are allowed to the engine with exception of the items below
- The carburettor must remain standard for the engine make and model being raced. All measurements and specification are to be as per the Owners/Workshop manual for the specific motorcycle to be raced.
- Jetting is free
- No modifications to the gearbox are allowed
- Ignition Systems:
 - The ignition system must remain standard
 - The charging system must be operational at all times.
- Suspension:
 - Rear shock may be changed for an aftermarket shock.
 - Rear swing arm must remain standard.
 - Front end and fork externals must remain standard.
 - Fork caps must remain standard
 - Front fork OEM internals may be modified, not replaced. Plastic spacers may be added
 - Emulators are not allowed
- Tyres are unrestricted
- Rims are unrestricted with the exception of no carbon fibre, forged and billet rims are allowed
- Minimum weight for two stroke motorcycle's as per table below:

Capacity	Minimum weight (Empty Fuel Tank)
60 to 70 cc	85 kg
71 to 80 cc	90 kg
81 to 85 cc	100 kg

23.2a FOUR STROKES (125cc)

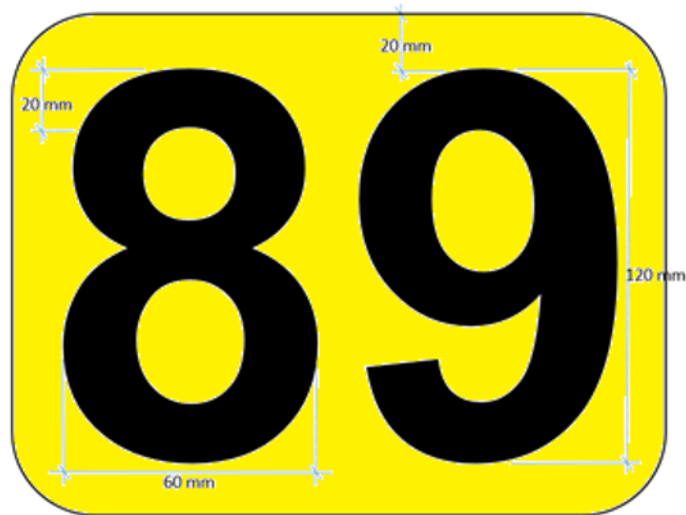
Standard 125cc road-based motorcycle as supplied by the Manufacturer.

Motorcycle weight limit of 95kgs must be met with an empty fuel tank.

NOTE: standard OEM motorcycle parts relevant to model and type, this includes and not limited to, engines, frames etc. will be used as a comparison when technical compliance inspections take place. (For any discrepancies in measurement etc., the Owners / Workshop Manual for the said motorcycle will be used and OEM parts where required).

Numbers:

- Numbers on motorcycle must be in 'Arial' font, in bold and in black, on a yellow background with a 20mm stroke
- The numbers minimum width should be 60mm and its minimum height 120mm
- There should be a gap of 20mm between the outer edge of the number and the end of the yellow background
- Placement of the number on the motorcycle must be in the centre of front fairing and on each side of the belly pan, towards the front of the belly pan
- Special compensation can be made by the COC if the numbers don't comply, but are clearly visible
- See example of number below:



Engines:

- Single cylinder, unmodified 2 / 4 valve head, 125 four stroke motors with a maximum capacity of 125cc
- No modifications are allowed to the engine.
- Only genuine OEM replacement engine parts may be used

Engine Casings:

- Engine casings may not be modified

Cylinder Heads:

- Cylinder heads must remain standard.
- No material is to be added or removed, except for the valve seats which may be cut to OEM specifications.
- Cylinder heads may not be skimmed

Cylinders:

- No material may be removed from the cylinder, only re-boring is allowed up to the 4th oversize (1mm)

Camshafts:

- No material may be added or removed from the camshafts.
- Only OEM camshafts may be used
- Camshaft sprockets must remain standard

Crankshafts:

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

Gearboxes:

- The gearbox must be standard.

Clutches:

- The clutch must remain standard.

Coatings:

- No performance coatings whatsoever may be applied to any of the internal or external parts of the motor.
- No heat transferring / heat blocking material may be used on the internal or external parts of the motor

Carburettors and Throttle Body and Injectors:

- Only the standard carburettor as indicated in the Owner's Manual may be used.
- Main and idling jets may be changed.

- Only the standard needle may be used.
- Spacers may be used to adjust the height of the needle positioning.
- Only OEM injectors, fuel pumps and regulators may be used on a fuel injected model's
- No modification to throttle bodies is allowed
- Fuelling modules may not be used.

Air boxes:

- Air intake systems must remain standard, however the filter and air box lid may be removed
- No holes are allowed to be drilled into the air box.
- No fresh air or ram air induction is allowed.
- The snorkel between carburettor and air box must remain standard.

Exhaust Systems:

- Any aftermarket exhaust system may be fitted, provided it complies with the noise levels as stated above

Starter Motor:

- The starter motor must be retained and in working order.

Ignition Systems:

- The ignition system must remain standard
- The charging system must be operational at all times and the pickup position may not be changed
- Only batteries as specified by the manufacture may be used.
- No flashing of ECU allowed

Frames:

- No modifications are allowed to the frame.

Fuel Tanks:

- Fuel tanks must remain standard to OEM specifications

Suspension:

- Rear shock can be changed to a pre-load adjustable Honda CBR 125cc rear shock or a standard Honda CBR 150cc rear shock
- The rear shock may be drilled and plugged in order to change / replace the suspension oil.
- Rear swing arm must remain standard.
- Front end and fork externals must remain standard.
- Fork caps must remain standard
- Front fork OEM internals may be modified, not replaced. Spacers may be added
- Emulators are not allowed
- Fork brace must remain standard

Wheels:

- Rims must remain standard per OEM specification

Sprockets:

- Front and rear sprockets sizes may be changed
- Chain size must remain standard to OEM

Tyres:

- Tyres are unrestricted

Brakes:

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

Bodywork / Fairings:

- Fairings and bodywork are unrestricted.
- No carbon fibre body kits allowed

23.2b FOUR STROKES (150cc)

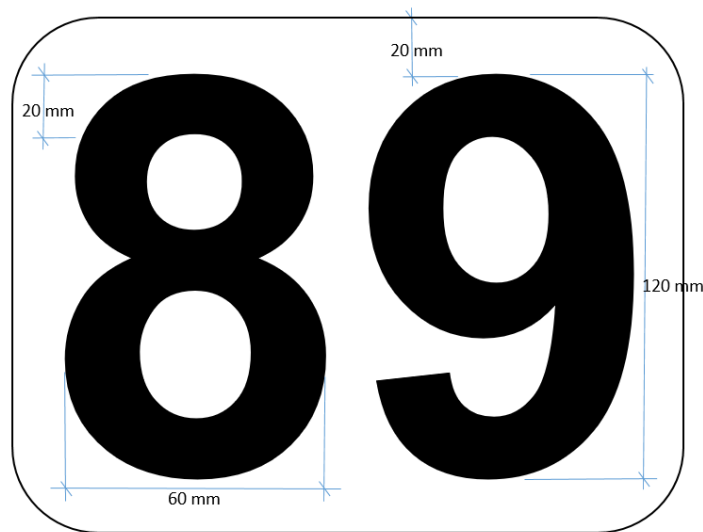
Standard 150cc road-based motorcycle as supplied by the manufacturer

Motorcycle weight limit of 100kgs must be met with an empty fuel tank

(For any discrepancies in measurement etc., the Owners / Workshop Manual for the said motorcycle will be used and OEM parts where required).

Numbers:

- Numbers on motorcycle must be in 'Arial' Font, in Bold and in Black, on a White background with a 20mm stroke
- The numbers minimum width should be 60mm and its minimum height 120mm
- There should be a gap of 20mm between the outer edge of the number and the end of the white background
- Placement of number on the motorcycle must be in the centre of front fairing and on each side of the belly pan, towards the front of the belly pan
- Special compensation can be made by the CoC if the numbers don't comply, but are to be clearly visible
- See example of number below:



Engines:

- Single cylinder, unmodified 4 valve head 150cc four stroke motors with a maximum capacity of 155cc
- No modifications are allowed to the engine.
- Only genuine OEM replacement engine parts may be used

Pistons:

- Maximum of 1.0mm oversize pistons allowed for wear

Engine Casings:

- Engine casings may not be modified

Cylinder Heads:

- Cylinder heads must remain standard.
- No material is to be added or removed, except for the valve seats which may be cut to OEM specifications.
- Cylinder head volume must be no less than 11.5cc measured with a standard spark plug in (as listed in the Owners / Workshop Manual).
- If necessary, the cylinder head may be skimmed as long as the volume is not less than 11.5cc
- When measuring the cylinder head volume, a 50/50 mix of 2-stroke oil and pump fuel must be used.

Cylinders:

- No material may be removed from the cylinder, only re-boring is allowed, up to the 4th oversize (1mm)
- The deck height between piston and top of barrel may not be less than 0.1mm with barrel torqued down

Camshafts:

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

Crankshafts:

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

Gearboxes:

- The gearbox must be standard.
- Undercutting is allowed.
- A CBR 125 standard gearbox may be used on a CBR 150 Honda Motorcycle.

Clutches:

- The clutch must remain standard.
- Only OEM parts to be used
- A CBR 125 standard clutch may be used on a CBR 150 Honda Motorcycle

Coatings:

- No performance coatings whatsoever may be applied to any of the internal or external parts of the motor.
- No heat transferring / heat blocking material may be used on the internal or external parts of the motor

Carburettors:

- Only the standard carburettor as indicated in the Owners / Workshop Manual may be used.
- Main and idling jets may be changed.
- Only the standard needle may be used.
- Spacers may be used to adjust the height of the needle positioning.
- A CBR125 carburettor may be used on a CBR150 Honda Motorcycle
- Only OEM injectors may be used on a fuel injected model
- No modification to throttle bodies is allowed
- Fuelling modules may not be used

Air boxes:

- Air boxes must remain standard.
- No holes are allowed to be drilled into the air box.
- The filter and air box lid may be removed.
- No fresh air or ram air induction is allowed.

- The snorkel between carburettor and air box must remain standard

Exhaust System:

- Any aftermarket exhaust system may be fitted, provided it complies with the noise levels as stated above

Starter Motor:

- The starter motor must be retained and in working order.

Ignition Systems:

- The ignition system must remain standard and the pickup position may not be changed.
- The charging system must be operational at all times.
- Only batteries as specified by the manufacture may be used.
- No flashing of ECU allowed

Frames:

- No modifications are allowed to the frame.

Fuel Tanks:

- Fuel tanks must remain standard to OEM specifications

Suspension:

- Rear shock may be changed for an aftermarket shock.
- Rear swing arm must remain standard.
- Front end and fork externals must remain standard.
- Fork caps must remain standard
- Front fork OEM internals may be modified, not replaced. Plastic spacers may be added
- Emulators are not allowed
- No aftermarket fork stabilisers are allowed

Wheels:

- Rims are unrestricted with the exception of no carbon fibre, forged and billet rims are allowed

Sprockets:

- Front and rear sprockets may be changed.

Tyres:

- Tyres are unrestricted

Brakes:

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

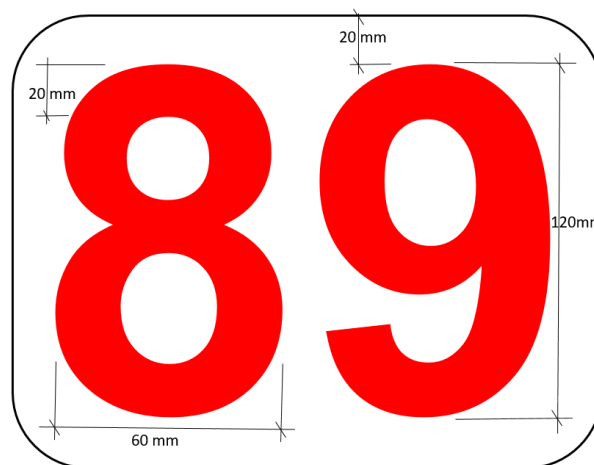
Bodywork / Fairings:

- Fairings and bodywork are unrestricted.
- No carbon fibre body kits allowed.

23.3 CHINESE MOTORCYCLES (150cc)

- Only a maximum of 200cc four stroke carburetor models are allowed.
- Minimum weight of Chinese motorcycle to be 100 kilograms with the fuel tank empty.
- No modifications allowed to the engine, carburetor, gearbox and frame.
- Rear shock may be changed.
 - Rims are unrestricted with the exception of no carbon fibre, forged and billet rims are allowed
- Tyres are unrestricted
- The rear swing arm must remain standard.
- Exterior appearance of forks must remain standard.

- Internals may be modified but not changed
- Brake calipers must be mounted as originally fitted.
- Fuel tanks must remain standard to OEM specifications
- Numbers:
 - Numbers on motorcycle must be in 'Arial' Font, in Bold and in Red, on a White background with a 20mm stroke
 - The numbers minimum width should be 60mm and its minimum height 120mm
 - There should be a gap of 20mm between the outer edge of the number and the end of the white background
 - Placement of number on the motorcycle must be in the centre of front fairing and on each side of the belly pan, towards the front of the belly pan
 - Special compensation can be made by the CoC if the numbers don't comply, but must be clearly visible
 - See example of number below:



24. RACE FINISH

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

25. CHANGE OF RIDERS

A minimum of two (2) and a maximum of four (4) riders will be allowed per motorcycle to enter as a team. Riders are only allowed to ride for a maximum of **35 minutes** (based on the start of the out lap and the last recorded lap time before entering the pits) at a time **with a minimum break of 10 minutes**. A change of nominated 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 interests of safety before the next lap. In the event of a machine breaking down and withdrawing from the race, another team, consisting of two (2) riders or more may invite one (1) of the riders to join their team to a maximum of four (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 Stewards.

26. REFUELLING

- 26.1 Refuelling is only permitted to take place at the team's allocated pit or in the allocated refuelling area
- 26.2 When in the refuelling area, the motorcycle must be put on a rear paddock stand during refuelling. No person may hold the motorcycle during refuelling.
- 26.3 When in the refuelling area, the refuelling crew shall consist of (3) three crew members, one (1) to run with / push the motorcycle, one (1) refuelling the motorcycle and one (1) standing by ready with a 1.5kg fire extinguisher, to assist in case of a fire / emergency.
- 26.4 All pit crew and personnel must wear adequate protective clothing (long pants, closed shoes, long sleeve top, goggles or safety glasses. All clothing must be fire retardant, e.g. cotton. (No nylon clothing is permitted). Race suits and leathers are acceptable as well.
- 26.5 Refuelling is not permitted on the circuit.
- 26.6 No rider or crew may be sitting on the motorcycle while refuelling.
- 26.7 Pit crew are all to be capable of operating a 1.5kg fire extinguishers.
- 26.8 Fuel may only be stored in the competitor's pit and only in a container designed for refuelling of motorcycles.
- 26.9 Only two (2) sealed containers with a maximum content of twenty (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 three (3)), and once refuelling is completed, returned to the motorcycle pit area.
- 26.10 **When refuelling the motorcycle in the refuelling area, only a container designed for the refuelling of motorcycles will be permissible.**
- 26.11 Topping up of oil may be done in the refuelling area but NOT at the same time as refuelling.
- 26.12 The centre lane of the refuelling area must remain clear at all times.
- 26.13 **No work may be carried out on the motorcycle in the refuelling area.**
- 26.14 If any work is to be done, including the swopping of gear linkages, the motorcycle must be pushed into the pits.
- 26.15 Failure to adhere to any of these regulations may result in a penalty, at the discretion of the CoC.