



# **KAWASAKI ZX10**

# **MASTERS CUP**

# **2011 Regulations**

## **INDEX**

### **Competition rules and regulations**

1. Definitions
2. General
3. General competition regulations
4. Conditions of entry
5. Events
6. Administrative and technical monitoring
7. Visual design and advertising rights
8. Provisions
9. Insurances
10. Briefing, winners' ceremonies, press conferences
11. Protests
12. Disciplinary action
13. Vehicle regulations
14. Racetracks

## Technical Regulations

1. General regulations motorcycle
2. Engine
3. Running gear / vehicle in general
4. Extra equipment
5. Modifications
6. Forms

## Competition rules and regulations

### 1. Definitions

Organizer:	The respective race or racetrack organization
Masters Cup organization:	Pro Tour (in conjunction with Kawasaki Masters Cup Club)
Responsible for Riders:	Every rider will be personally responsible, irrespective if he is a member of a team or not, to abide by the terms of the rules and regulations and of the individual rider briefs. Wherever there is a contravention of any of the regulations the rider will be personally disciplined.
MSA:	Motorsport SA
KMSA:	Kawasaki Motors South Africa (official importers of Kawasaki motorcycles)

### 2. General

The Kawasaki ZX 10 Masters Cup Club (a sub-division of Pro Tour) is the organizer of the Kawasaki ZX10 Masters Cup racing series.

This series forms part of the Pro Tour held annually at various circuits around South Africa, and is run under the auspices of MSA.

### 3. General competition regulations

The series is implemented in line with the following documents/conditions/principles, which are deemed to be recognized and accepted by all applicants and riders upon registration:

- The South African motorsport rules and regulations as prescribed by MSA.
- The present regulations, including any subsequent amendments.
- Any technical and organizational requirements set out by KMSA.
- In case of doubt on technical matters, the decision of the Series Technical Consultant and/or MSA National Motorcycle Racing TC is final (subject to normal protest/appeal procedures). The appointment of Series Technical Consultant/s shall be subject to prior approval by MSA.
- All decisions are made by the Masters Cup organization, in consultation with MSA.
- The event supplementary regulations issued by the race organizer.
- The Kawasaki ZX 10 Masters Cup was initiated in the spirit of competition for riders at club and regional level. The spirit of the competition is to keep it affordable and competitive at a level for all riders with the specific exclusion of current, as well as recent, national and international riders or competitors.
- All riders must be members of the Kawasaki ZX10 Masters Cup Club. Any disputes in this regard shall be adjudicated by MSA as the final arbiter.

### 4. Conditions of entry

#### 4.1 Rider/Competitor

4.1.1 Riders must be in possession of a valid current MSA national challenge motorcycle circuit racing competition licence.

4.1.2 There are three classes:

Masters: Open to riders who are at least 35 years old on 1<sup>st</sup> January 2011.

Veterans: Open to riders who are at least 45 years old on 1<sup>st</sup> January 2011

Overall: Based on time and position finished from both Masters and Veterans classes combined.

*Note: Riders who do not comply in respect of the above age limits but who took part in the 2010 series will remain eligible to compete in the series in 2011.*

4.1.3 In keeping with the spirit of the *ZX10 MASTERS CUP* persons who fall into one of the following categories shall be specifically prohibited from taking part as a competitor in the series:

- Holders of a **current** national or international motorcycle circuit racing competition license (exemption may be granted, on application, in the

case of riders also participating in the Masters class within the SA Superbike Championship).

- Riders who took part in national championship or international motorcycle circuit racing events **in the year preceding** their intended entry into the series (exemption may be granted in the case of riders who participated in the Masters class within the SA Superbike Championship). Where a rider held a National or International licence in the preceding year, but did not take part in any national or international events during this time, entry into the series may only be granted if approved by both the Masters Cup organization and MSA. Note: Taking part in *qualifying* constitutes participation in an event for the purposes of this rule.

## 4.2 Vehicles

This is a one make series and only 2006-2011 (inclusive) model Kawasaki ZX10R motorcycles are authorized to participate. In the spirit of the event no changes are allowed to any motorcycle except minor technical modifications in accordance with these regulations (see Appendix “A”).

## 4.3 Starter Field and Grid Positions

The number of grid positions available for each event of the Kawasaki ZX10 Masters Cup shall be determined according to the maximum number of starters for each circuit permitted by MSA.

Preference will be given to the applicants who applied for membership before the 2007 season, i.e. the founder members. All members that applied after this date will be accepted according to the date he/she applied as a competitor (first come, first served).

Grid positions for Race 1 shall be determined by means of qualifying times. Grid positions for Race 2 shall be determined by “on the road” finishing positions in Race 1. Non-finishers of Race 1 shall start Race 2 from the back of the grid based on qualifying times.

Prior to an event, the Masters Cup organization reserve the right (subject to approval by MSA) to exclude any rider from participation in any event where circumstances warrant.

During an event, the series organizers may approach the clerk of the course with a request to preclude the further participation of any rider who is felt to constitute a danger to himself/herself or other competitors. Motorsport is dangerous and could therefore require difficult decisions to be made by the organizers to ensure the safety of all riders.

#### 4.4 Registrations and nominations

The persons named below will function as contacts for the *ZX10 MASTERS CUP* series.

<i>MASTERS CUP</i> MSA Representative:	Lindsay Steyn
<i>MASTERS CUP</i> Appointed Organizer:	Masters Cup Club/Pro Tour
<i>MASTERS CUP</i> Technical Controller:	Les van Breda
MSA National Motorcycle TC:	Kevin Bidgood
<i>MASTERS CUP</i> Race Secretary:	Pro Tour Organization
<i>MASTERS CUP</i> COMMITTEE :	Royden Bennett Brian Bontekoning Richard Gernholtz

#### 4.5 Services rendered to Masters Cup Club Members

Participants will have access to the following services subject to approval of the series organizers:

- 4.5.1 Kawasaki ZX10 at a subsidized price package
- 4.5.2 Subsidized price on spare parts purchased from KMSA less 40%
- 4.5.3 Three set of subsidized tyres per rider per event, to be supplied per event, and to be taken for said event only.
- 4.5.4 One set of subsidized brake pads per race entered.
- 4.5.5 Option to purchase *ZX10 MASTERS CUP* clothing.
- 4.5.6 Demarcated Pit areas at each event shall be provided by the *MASTERS CUP* organization in conjunction with Pro Tour Organization.
- 4.5.7 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place trophies to be supplied for all three classes (Masters, Veterans and Overall) for every round of the *ZX10 MASTERS CUP 2011*.
- 4.5.8 TV coverage for each event to be sponsored by Red Square.
- 4.5.9 Website dedicated to the series: [www.pro-tour.co.za](http://www.pro-tour.co.za)
- 4.5.10 Club membership of the “ZX10 Masters Cup Club”

To be eligible for the above services and discounts, participation is defined as starting in a *qualifying session*. In the event of non-participation, the *MASTERS CUP* organizers shall decide on eligibility for the abovementioned services. Membership benefits may be suspended in the event a rider/member does not partake in a Masters Cup race meeting for 3 consecutive race meetings.

## 5 Events

### 5.1 General

The *KAWASAKI ZX10 MASTERS CUP* forms part of the Pro Tour series of events and shall generally include 8 - 10 events during a calendar year.

All races will generally be held on Saturdays, at various circuits around the country.

Should a race or races be cancelled, the total scores for the series shall be calculated on the basis of races held.

Any cancelled races may be re-scheduled subject to at least six weeks advance notice being given to competitors.

### 5.2 Conducting the competitions

**The races will be conducted in accordance with these regulations, as well as the general competition rules and standing supplementary regulations laid down by MSA. In the event of a conflict, these regulations shall take precedence.**

Any deviations from the published regulations shall only be in force and effect when published by MSA in an official circular.

Generally, one qualifying session and two races of 8-12 laps are held per event. It is a condition of acceptance that after qualifying and each heat, motorcycles shall be held in a *parc fermé* for a period to be decided by the C.O.C. but not less than 15 minutes.

In the event of a “wet race” or the start of rain during a race, the provisions of SSR 44 (MSA regulations) shall apply.

Notwithstanding the provisions of SSR 38, a jump start will be penalized by a ***10 (ten) second*** time penalty added to the total race time of the respective rider for the race in which the infringement occurred and will then by definition affect the result of the particular race and grid position for Race 2 if the transgression was committed in Race 1.

If a rider has an accident during qualifying or during a race (i.e. the motorcycle is on the ground) the rider concerned shall be permitted to take further part in the qualifying session or race in which the accident occurred, unless prohibited by the marshals from doing so. Subsequently the motorcycle must be re-scrutineered before participation in any further races. If a marshal/official should point out any major defect (e.g. leaking oil) the rider may not continue with either qualifying or the race. Failure to comply will result in offenders being excluded from the entire event.

After the qualifying and each race, all motorcycles that took part in the race must be parked in the *parc fermè* indicated. Each rider is responsible for this. If this is not complied with, then the rider may be excluded.

### **Scoring the races and distribution of points:**

All riders taking part in a race will be eligible to receive points, subject to them finishing at least 75% of the race distance achieved by the winner and crossing the finishing line.

Points will be scored per race on the following basis:

Place	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>	11 <sup>th</sup>	12 <sup>th</sup>	13 <sup>th</sup>	14 <sup>th</sup>	15 <sup>th</sup>
Points	25	20	16	13	11	10	9	8	7	6	5	4	3	2	1

Any riders positioned behind participants 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.

If two riders end the series on the same points total, their positions will be decided according to the provisions of GCR 229 (MSA regulations).

## **5.3 Prizes**

1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> prizes will be awarded per event for Masters (35 - 44 yrs) calculated on total accumulated race time for both races.

1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> prizes will also be awarded per event for Veterans (over 45 yrs) calculated on total accumulated race time for both races.

1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> prizes will also be awarded per event for Overall results calculated on total accumulated race time for both races both Veterans and Masters combined. (*i.e. where the rider ended up overall for the day irrespective of class entered*).

## **6. Administrative and technical monitoring**

### **6.1 Administrative monitoring (registration)**

At the beginning of every event and before practice each rider must present his MSA competition license (no exceptions).

When registering it shall also be necessary for each rider to sign the declaration of undertaking to provide a replacement in the case of loss, theft, destruction etc. of the timing transponder, as well as all other documentation as required for registration.

## 6.2 Technical monitoring (technical approval)

Prior to each event, a technical inspection is conducted by the official technical inspector/s to examine whether the competing motorcycles are generally in a condition which conforms to the regulations. The teams and riders are to abide by the instructions given by the technical inspector/s for the purpose of inspection and monitoring. The rider or the team representative is obliged and personally responsible for ensuring that the motorcycle fully complies with the technical regulations and appearance stipulated by the *KAWASAKI ZX10 MASTERS CUP* Organization.

The rider equipment (in accordance with MSA requirements) of helmet, rider suit, back protector, gloves and boots is also examined to ensure that it is in usable condition.

Where any deviations occur, the offending rider/motorcycle may be excluded from the competition and further penalties may be imposed in accordance with MSA regulations. In case of gross and deliberate violation of the regulations, the participant may be excluded from all remaining races in the *ZX10 MASTERS CUP 2011*. This would also entail the loss of any points accumulated in the series to that point.

The *ZX10 MASTERS CUP* technical consultant and/or MSA Motorcycle TC reserve the right to perform spot checks on various motorcycles at any time during the event to check that their condition conforms to the regulations.

Proof of performance by means of test rig rides can be implemented for motorcycles used at any time during the season based on the checklist. The teams are exclusively responsible for the disassembly and reassembly of motorcycles as requested by the technical inspector or responsible persons of the organization, as well as any associated expenses.

## 7. Visual design and advertising rights

The *ZX10 MASTERS CUP* organization is authorized to make use of indicated areas on all competing motorcycles for the purpose of the display of series sponsor advertising material. The display of such sponsor material is a condition of entry to the series and is a scrutineering requirement. Non-defined areas are available for use by personal sponsors. These may not be in direct competition with KMSA or sponsors/partners of the *ZX10 MASTERS CUP* and are to be presented to the marketing advisor for authorization.

Competition numbers on the motorcycles shall comply with the provisions of SSR 4.

**Masters numbers: Black on white background.**

**Veterans numbers: Red on white background.**

By participating in the *KAWASAKI ZX10 MASTERS CUP 2011*, all teams and riders declare their consent to their utilization by KMSA or its partners participating in the series for publicity purposes without remuneration. This also applies to any clothing, pictorial or film material.

All copyright and picture rights (all formats) with regard to the riders, vehicles and racing events of the *MASTERS CUP 2011* rest with KMSA, MSA and/or the Organizers.

## **8. Provisions**

For reasons of safety, or due to acts of God or official regulations, the *KAWASAKI MASTERS CUP* Organizer reserves the right, in consultation with KMSA and MSA, to perform changes to the conditions and rules of entry.

If it is necessary to cancel an event for extraordinary reasons, damage compensation claims will not be recognized (see GCR 244).

### **8.1 Rider liability**

Participants take part in the events at their own risk.

### **8.2 Waiver of liability**

Upon presentation of their nomination, applicants and their riders declare their waiving of claims for damages of any kind which occur in the context of the event against:

- 8.2.1 The Organizers of the *KAWASAKI ZX10 MASTERS CUP*;
- 8.2.2 The federation sanctioning the event (Motorsport South Africa); their officials and assistants;
- 8.2.3 Authorities, racing services and all other persons associated with the organization of the events;
- 8.2.4 The road construction companies, should any damage occur as result of the track characteristics;
- 8.2.5 Assistants in performance and fulfilment of all persons and offices named above except in case of damage caused as a result of intent or gross negligence;
- 8.2.6 All other participants (teams and riders), their assistants, the owners or keepers of other vehicles.
- 8.2.7 The owners/promoters of venues at which the events are held.
- 8.2.8 KMSA

The exclusion from liability applies to claims for any legal reason, in particular both for damage compensation claims for contractual as well as non-contractual liability and for claims arising from non-permitted actions. The exclusion from liability does not apply in the case of intent or gross negligence.

## **9. Insurances**

Every rider shall be required to hold personal accident insurance cover as required by Motorsport South Africa.

## 10. Rider briefings, winners' ceremonies, press conferences

**Participation in all official rider meetings/briefings is compulsory for all riders.** Alternatively, the person responsible for the team is authorized to represent the rider at these official meetings. The penalty for non-attendance will be 5 seconds added to the race time of the next heat participated in. Repeated violation can result in exclusion from the *KAWASAKI ZX10 MASTERS CUP 2011*.

## 11. Protests

All protests are to be made in writing and in accordance with Part IX of the MSA General Competition Rules & Appendices Hand Book.

Should a competitor lodge a protest against a fellow competitor to the extent that the fellow competitor's motorcycle would require disassembly and this motorcycle is found to conform to the *KAWASAKI ZX10 MASTERS CUP* regulations, then the cost of disassembly and reassembly, including all new spares required for this process will be borne by the protestor.

The extent of these costs will be determined by the *MASTERS CUP* technical consultant and/or MSA TC, at their sole discretion.

Failure to comply with this requirement may result in exclusion from the following round or the remaining *MASTERS CUP* events.

The party concerned can file an appeal in accordance with MSA regulations.

## 12. Disciplinary action

ZX10 Masters Cup Club/MSA reserves the right to take disciplinary action against any competitor in respect of instances of unsportsmanlike behavior, in particular unsporting riding, behavior damaging the reputation of MSA, KMSA, the *KAWASAKI ZX10 MASTERS CUP* organization, Pro Tour or series sponsors etc. Any transgression as referred to in the Rules and Regulations will be dealt with according to the Disciplinary Code of Conduct.

## 13. Vehicle regulations

At the technical inspection, which is held at the beginning of each event, every vehicle must be in a condition that conforms to the technical regulations of the *KAWASAKI ZX10 MASTERS CUP*. The vehicle is monitored by the appointed technical inspector according to commonly accepted procedures.

The decision as to whether or not a vehicle conforms to the regulations rests with the series technical consultant and/or the National Motorcycle TC.

**Vehicles involved in accidents during an event must be presented to the technical inspector immediately after the session in which the incident occurred.**

A further technical inspection and scrutineering is required prior to the motorcycle's further use in practice or racing.

Obvious violations discovered by the *MASTERS CUP* technical consultant in the

course of random checks after races will generally result in exclusion from the race results, or in cancellation of the times posted in official qualifying, as appropriate.

In particularly severe cases this will also result in the loss of all points accumulated in the cup scoring up to that point and the forfeiture of any prizes/trophies attained in respect of the affected events.

The *MASTERS CUP* Organization is authorized to examine participating vehicles thoroughly at any time and to require the removal of vehicle and engine components by the team.

#### **14. Calendar of events**

As published by MSA

## **TECHNICAL REGULATIONS**

### **1. General regulations - motorcycle**

The motorcycles admitted for entry in the *MASTERS CUP 2011* must be of the type: Kawasaki ZX10 R (1000cc) 2006 – 2011 models only.

The vehicle used must possess an original Kawasaki vehicle identification number (VIN) on the frame in the respective national format of the supplying country. This may not be subsequently altered. Only vehicles imported by KMSA may be used. No grey or parallel imported motorcycles of this model will be permitted to participate in any event of the *MASTERS CUP*.

If it becomes necessary during a race event to reconstruct a vehicle as a result of extensive accident damage and/or severe engine or gearbox damage or if it has to be replaced by a new vehicle, this may only be undertaken with the approval of the *KAWASAKIMASTERS CUP* technical consultant. In such a case, a further technical inspection of the vehicle is required. No further exchange of vehicle will be permitted during an event. All permitted or required alterations to the vehicle are described in these regulations.

**The motorcycle shall weigh no less than 170kg at any time during an event. Motorcycles found to be underweight shall be excluded from the results of either qualifying or racing.**

*The fundamental principle is as follows:*

***Beyond manufacturer tolerances, all alterations are prohibited. Minor changes will be prescribed for purposes of close racing and safety (Appendix “A”). The organizers reserve the right to make changes at any time, in consultation with MSA.***

With the exception of the accessories listed in the following, only the original KAWASAKI parts may be used which are listed in the motorcycle's technical handbook.

All parts, with the exception of those comprising the racing kit (fairings) and certain

specially defined parts ranges for the *KAWASAKI MASTERS CUP* or additionally specified parts from the *KAWASAKI MASTERS CUP* parts range must be of the same type as the motorcycle, and their condition in use must be within the tolerances stated in the workshop handbook and in the manufacturer's guidelines.

With the exception of the permitted changes, the motorcycle must conform to the general specifications for motorcycle circuit racing prescribed by Motorsport South Africa.

Acceptable additional racing kit includes:

1. *Aftermarket racing fairings;*
2. *Braided hoses for both front and rear braking systems;*
3. *Aftermarket rearsets may be fitted.*
4. *Crash protection kits (crash bobbins, mushrooms, etc.).*
5. *Handlebar ends, handle bar grips and brake/clutch levers.*
6. *Slip on exhaust canisters.*

***ALL SUBJECT TO MSA HOMOLOGATION***

**The engine identification number must be visible and legible.**

All engines, new or used, will be inspected and sealed by the technical consultant or his appointed representative. **No motorcycle will be eligible to race without a sealed engine (top and bottom) and ECU.**

The engine casing of the respective type of original engine must be used.

The elements of the engine must be in their original condition and within the manufacturer's tolerance range (see workshop handbook and manufacturer's guidelines). In particular, any change effected by removing or adding any material, such as the deburring, addition or removal of seals, balancing components, etc. is expressly prohibited unless especially provided for in the present regulations.

The engine ventilation system must remain in its original condition.

All screws for oil outlet screws, oil inlet screws, oil filters, tubes and front brake calipers must be secured with metal wire to prevent accidental opening. The use of engine oil additives is not permitted.

Every motorcycle will be required to be dyno tested and sealed before deemed eligible to partake in the series. An average torque and power curve will be determined per model (06/07) (08/09/10) (2011 model TBA). A Maximum tolerance of 2.5% will be allowed at any point on the dyno curves for both power and torque. Any motorcycle failing to comply with these tolerances will be deemed illegal and will have to be proven legal. All costs relating to dyno testing or stripping are for the members account. The motor (top and bottom) and ECU are required to be sealed and all current motorcycles must be retested and sealed at the start of the season, or after seal has been broken, by the designated 2011 control rig.

**Cylinders;** - Only original parts of the respective model (the addition or treatment of

material is prohibited).

Dimensions and weights of the cylinder must correspond to the original parts (see workshop manual and manufacturer's guidelines). The addition or removal of material is prohibited.

**Ignition;** - Only Standard CDI/ECU units, as supplied for the specific vehicle are to be used. No enhancement microchips or additional piggy-back systems for fueling, timing, ignition, etc. are allowed and must be matched and verified by the manufacturer. ECU is to be sealed simultaneously with the dyno and engine seal.

**Crankshaft / connecting rods;** Only original parts of the respective model, no modifications permitted. The deburring, addition or removal of material is prohibited. Treatment, polishing or balancing of parts is not permitted. Dimensions and weights of the components must correspond to the original parts (see workshop manual and manufacturer's guidelines)

**Bearings;** - The number, dimensions and weight must correspond to manufacturers specification.

**Pistons, piston rings and retainers;** Dimensions and weights of the parts must correspond to the original parts (see workshop manual and manufacturer's guidelines). Only original parts of the respective model, no modifications permitted. The deburring, balancing and addition or removal of material is prohibited.

**Cylinder head;** only original cylinder heads. The deburring, addition or removal of material is prohibited, including any modification of inlet rubbers. Dimensions and weights of the parts must correspond to the original parts (see workshop manual and manufacturer's guidelines).

**Valves, valve control, control timing;** The diagram must correspond to original diagram without modification. The valves, camshafts and the entire valve control with all parts must be in their original condition and may neither be altered, repositioned or polished. Dimensions and weights of the parts must correspond to the original specification (see work shop manual and manufacturer's guidelines).

**Injection and ignition;** All parts must be in original, unmodified condition of the relevant vehicle type, standard setting values are recommended, confirmed by KMSA.

#### **Air filter / Air box / Air channels**

All elements of the air intake area, pipes, air filter, air box, sealing components and casings must be in the original condition of the model described and remain within manufacturer tolerances. Only original or MSA homologated airfilters may be used.

**Wiring harness, electrical connections;** The wiring harness of the relevant vehicle type must be retained in unmodified form. No additional switches, components or cables must be looped in or added. Shortening in the form of cutting is prohibited. The following alterations to electrical components are permitted/required:

- Removal of cable connections for rear light from last plug to rear light.
- Removal of cable connections for horn from last plug to horn.
- Removal of left hand switchgear so as to be inaccessible while the motorcycle is on track.
- Removal of cable connections for direction indicators from last plug to direction indicators.
- The deactivation of the electrical safety system for the side stand by means of bridge-over connector or similar is permitted. In the case of damage caused by a fall during an event, the cable set can be repaired under the supervision of the technical inspector or the *ZX10 MASTERS CUP* Organization. This must be replaced by an original part by the next event. The use of homologated lap timers is permitted. The electrical supply of such lap timers may only be provided directly from the battery poles (in line fuse is compulsory) or by internal battery.

**Stator and flywheel;** The Stator, its wiring and regulation, must conform to the original condition of the specific model, and remain within manufacturer tolerances.

The stator must always supply the battery with the relevant current as defined by manufacturer requirements. Additional electrical controls are prohibited.

**Starter;** The electric starter and wiring must be in their original condition and within manufacturer tolerances.

The starter must always be able to start the engine.

**Fuel;** All motorcycles must use pump fuel available to the general public via normal filling stations. The use of products or (additives or oils) to increase the octane level or combustion properties is prohibited.

Separate samples of the fuel used by any competitor may be requested before and/or after a race. These samples must be taken in accordance with the provisions of GCR 240's "Guidelines in respect of fuel sampling".

Notwithstanding the above, the MSA Technical Consultant (in conjunction with the Clerk of the Course) may request the use of a controlled fuel no later than 30 minutes prior to the start of a race. Failure to use the controlled fuel when requested shall result in the competitor concerned being prevented from starting the race in question and/or being excluded from the race meeting.

**Lubrication;** Engine lubrication and the appropriate oil and oil cooling system, is to be maintained in keeping with the original condition of the respective type, and must not be altered. The addition of additives to the engine oil is not permitted.

**Water coolant radiator;** The original radiator must be used in unmodified form. A permanent metal protection grid may be mounted at the air inlet side of the radiator to prevent damage from debris. No anti-freeze additives may be mixed with the water used in the radiator.

**Gearbox;** The undercutting of gears is not permitted

**Clutch;** Only original parts of the respective model (the deburring, addition or removal of

material is prohibited). A clutch modification as per specifications from KMSA below is permitted on all models.

*“The part number for the anti judder plate is 13089-0003, this plate takes the place of the two small washers which come as the stock washers in the 06 to 09 ZX10’s.*

*Once you have fitted this new plate, the clutch stack must be 53.5 mm thick otherwise if it’s thicker than this, the slipper clutch will be affected, if its thinner than this, then the clutch might slip!*

*What you need to do is remove the complete clutch and rebuild it using the 13089-0003 plate and get the pack thickness correct by fitting thinner steel plates, along with the standard plates of the stock clutch until the thickness is 53.5mm.*

*Thinner clutch plate part numbers are 13089-1084=2.3mm thick 13089-1093=2.6mm thick.”*

**Gears / drive 2006/7 model;** Front sprocket: no restriction.

Rear sprocket: no restriction.

**Gears / drive 2008/9/10/11 model;** Front sprocket: no restriction.

Rear sprocket: no restriction.

**Exhaust system;**

- (1) The original KAWASAKI exhaust end canister may be replaced with any homologated slip-on unit.
- (2) It is permitted to take the standard exhaust system and replace the internal components thereof with aftermarket parts (Gutting).
- (3) **Standard headers** are to be maintained up to the entrance of the catalytic converter thereafter there is no restriction.

### **3. Running gear / vehicle in general**

The frame number and the model plate must be easily visible and legible.

**The following must be removed:**

- Rear view mirrors
- Passenger footrests
- Number plate holder
- Number plate
- Indicators
- Headlight
- Side stand

**Footrests;** Homologated aftermarket rearsets are allowed.

**Appearance of start numbers;** As per GCR’s and MSA specification

The prescribed positions are:

- On the cover behind the seat to the right and left or on the main fairing left/right.
- In the centre of the middle section of the fairing below the front screen fairing (sufficient view must be ensured), left/right or both sides or on the screen.

The choice of font is Arial Bold ONLY and no overlapping of numbers or any embellishment of numbers is allowed. NO TRIPLE DIGIT NUMBERS ALLOWED

Guide to dimensions for the digits:

Minimum height: 12 cm

Minimum thickness: 2.5 cm

Minimum width: 8 cm

Minimum distance between digits: 1.5 cm

Masters: Black on white background.

Veterans': Red on white background.

**Fuel tank;** Only as original part of the respective model with all components and inner parts. Any modification to the fuel tank opening is prohibited. The use of retention foam(explode safe) for the entire volume of the tank is recommended. The fuel tank ventilation outlet, along with radiator overflow pipes, must end in one or more firmly attached collection containers with a capacity of at least 125cm<sup>3</sup>. The containers must be mounted beneath the seat or trim.

**Fairing /bodywork;** All body parts remaining on the vehicle must be in line with the standard condition as regards material and form. Unless the *KAWASAKI MASTERSCUP* organization has approved other corresponding parts.

**Handlebars;** Only original handlebars. The hand levers are free of restriction. All operating parts and handlebar controls such as kill switch etc. must be retained in their original condition and fully functional (unless specified under the acceptable racing kit). The steering lock and freedom of movement must not be impaired. Driving safety must be ensured. The left handlebar switch must be removed.

**Front forks:** Replacement springs, spring spacers, oil and re-shimming of original unit is permitted. No modification to the pump or valve is permitted. Bump stops may be taken out, etc. All adjusters must function as original. The requirement is that the front forks are to be the original fork stanchion and outer shell. No aftermarket forks are to be used for replacement. The adding or removal of material (modification) to any part is not permitted. The forks may be pulled through by a maximum of 14mm above the top yoke.

**Steering damper:** All models already have a steering damper as standard. These units may be modified by altering the valving and oil.

**Rear shock absorber:** Only the original rear shock which the motorcycle was issued with (with no internal modifications of any kind) or an approved rebuilt rear shock absorber may be used. The current approved rebuilt rear shock absorber is supplied by R. Davies and has a capped service exchange price of R1500 excl vat. Services on these shocks will be also capped at R800. External spring changes on all models are free. All adjusters must function as original. Ride height adjustment by the addition and removal of external (shock mounting) spacers is permitted. However the ride height spacers must not exceed 14mm in total.

2011 Model: Rear shock linkages and ride heights must remain as homologated. Rear spring is free.

**Wheel rims;** Expressly original parts as supplied with the motorcycle. No aftermarket or 'original lightweight' including carbon rims are permitted.

**Brakes;** The front brake units must remain standard or, alternatively, can be replaced with ZX14 Nissin calipers on the 2006/7 model only. The rear brake must remain as per original. The type of brake fluid used can be freely selected. The brake pads must be original parts of the respective type, or SBS. Braided brake hoses are optional front and rear.

**Tyres;** Only Bridgestone BT003 PRO (or an alternative as agreed between Bridgestone and the organisers) are to be used. In the event of stock unavailability, an alternative will be announced after the *KAWASAKI MASTERS CUP* have consulted with the tyre supplier in conjunction with MSA.

The same set of tyres is to be used for qualifying, Race 1 and Race 2. Tyres are to be marked **before** qualifying by the series TC, and the onus is on the rider to make sure that his tyres are marked correctly. Any defective tyre may be replaced with a tyre of similar wear at the discretion of the series TC.

Tyre branding (decals) shall be compulsory for all competing bikes on the front mudguard, right and left, in a prominent position. Tyres will be available through the designated *MASTERS CUP CLUB* supplier. Any other Sponsor Branding deemed necessary by the Organizing committee, will be required to be displayed by all riders in the designated areas, non compliance will mean exclusion from the race results unless clearance is obtained from the series TC before the first race. Display of required sponsor stickers is a scrutineering requirement!

**Wet Weather tyres:** Any brand or type of wet weather tyres can be used.

**Tyre Warmers:** Free of restriction.

**Central frame;** The central frame must remain in its original condition. In case of damage to the attachment points between the central frame and the rear frame, the professional repair of these points is permitted. However, any such repairs must be inspected and approved by the series TC and/or MSA TC.

The rear sub frame is to be used as an original part. Riding safety must always be

ensured.

#### **4. Extra equipment**

Data transmissions from the rider or motorcycle to the team / pit box, radio communication as well as running gear and engine data recording or storage and retrieval during or after practice/racing are not permissible. The use of video cameras for entertainment value only, is permitted subject to the camera being sealed at scrutineering and access to data only being allowed after the race weekend unless requested by officials. Any recorded footage allowed to be used for protest purposes will be at the sole discretion of the COC or MSA.

#### **5. Modifications**

**Any modifications which are not mentioned in the current rules and regulations are deemed illegal, and therefore eligible for disciplinary measures as stipulated in the Clubs Code of Conduct (in conjunction with MSA).**

The series organizers or the appointed technical consultant, reserve the right to preclude from participation any motorcycle and/or rider that does not comply with the regulations, or which presents a danger to fellow riders for any reason whatsoever.

It should be noted that both the motorcycles used in the *KAWASAKI ZX10 MASTERS CUP* and the elements contained in the racing kit are not covered by the standard, contractual KAWASAKI guarantee/warranty. In the case of any irregularities with respect to the interpretation of the present technical specifications, it is expressly recommended that participants contact:

**Gavin Lightfoot at KMSA on 011 566 0397**

**Application for entry – ZX10 MASTERS CUP**

Exclusion from liability and declaration of participation in the 2011 *KAWASAKI MASTERS CUP*.

Recognition of the motorsport rules of MSA, the regulations, stipulations and conditions. In case of acceptance, we hereby recognize the conditions of the competition of the *KAWASAKI MASTERS CUP*. I am aware of their contents.

**Exemption from liability;** I have in particular taken note of the provisos contained under item 8 of the regulations. I am therefore aware that neither KMSA, nor MSA, nor the organizer, nor the local organizers, nor any companies or persons involved in the implementation of the Masters Cup are liable for any damage, direct or indirect, including consequent damage. Liability as a result of intent or gross negligence is excluded from this exemption.

**Declaration;** *MASTERS CUP CLUB*, the contracted organizers and the participating sponsors are authorized to use the racing results, images and recordings, names of riders, teams and applicants, without additional payment, for publicity purposes. The participant in the *MASTERS CUP* hereby expressly agrees to surrender any digital and analogue image rights with respect to his person, team etc. to the organizer of the *MASTERS CUP*.

Rider.....

Name / signature: .....

Witness: .....

# Kawasaki ZX10 Masters Cup

## CONDITION OF SALE

The MASTERS CUP is strictly a one-make series. It was therefore contracted with Kawasaki Motorcycles South Africa that they would supply the Kawasaki ZX10 R motorcycle at a subsidized price within a structured package. Linked to this package certain conditions of sale apply.

The conditions of sale will form an integrated part as an annexure to the sale contract of each motorcycle purchased under the SUBSIDIZED PACKAGE STRUCTURE

### Conditions:

The Kawasaki ZX10 R will be supplied at a subsidized price  
Subsidized price on spare race parts purchased from KMSA (40% discount on retail prices excl. VAT)  
Other subsidized items as per regulations.

The above items and motorcycle will be supplied on the very strict controlled conditions as follows:

The Kawasaki ZX10 R bought at the subsidized price MUST be used in at least FIVE of the EVENTS as per regulations.

USE is defined as follows:

The rider must qualify and be on the starting grid.  
He must finish the race or part thereof.

In the event where a person that bought the SUBSIDIZED Kawasaki ZX10 R does not comply with the above conditions the organizers will have the right to cancel the SUBSIDIZED PACKAGE.

The effect of cancellation of the SUBSIDIZED PACKAGE will be that the difference of the purchase price and the retail price as on the day of purchase of the Kawasaki ZX10 R must be refunded to Kawasaki Motors South Africa.

I accept and understand the above conditions of sale.

Signed at ..... on.....

.....Name.....

Signed