

ZX10 MASTERS CUP

Regulations - 2007



KAWASAKI ZX10R MASTERS CUP **2007**

REGULATIONS

Our partners in 2007:

1. **KMSA**
2. **Race Preparations**
3. **METZELER Tyres**
4. **Pro Tour (sponsor to be advised)**
5. **TV Coverage (to be advised)**
6. **Motorsport 2000**

TABLE OF CONTENTS

| | |
|----------------------------------------------------------------------------|----|
| KAWASAKI ZX10R MASTERS CUP 2007 | 2 |
| REGULATIONS | 2 |
| NOTE FROM KMSA..... | 4 |
| COMPETITION RULES AND REGULATIONS FOR KAWASAKI ZX10 MASTERS CUP 2007 | 5 |
| 4.2 Vehicles..... | 6 |
| 4.3 Starter Field..... | 7 |
| 4.4 Registrations and Nominations..... | 7 |
| 4.5 Services Rendered..... | 7 |
| 5.1 Scoring Rounds 2007 *Subject to Change | 8 |
| RACETRACK..... | 14 |
| KAWASAKI ZX10 MASTERS CUP | 14 |
| Acceptable Additional Racing Kit Includes..... | 15 |
| Cylinders..... | 15 |
| Ignition..... | 15 |
| Crankshaft / Connecting Rods..... | 15 |
| Bearings..... | 15 |
| Pistons and Piston Rings and Retainers..... | 15 |
| Cylinder Head..... | 16 |
| Valves, Valve Control, Control Timing | 16 |
| Injection and Ignition..... | 16 |
| Air Filter / Air Box / Air Channels | 16 |
| Wiring Harness, Electrical Connections..... | 16 |
| Stator and Flywheel..... | 16 |
| Starter..... | 16 |
| Fuel..... | 16 |
| Lubrication | 16 |
| Water Coolant Radiator | 17 |
| Clutch | 17 |
| Gears / Drive..... | 17 |
| Exhaust System..... | 17 |
| Footrests..... | 17 |
| Appearance of Start Numbers | 17 |
| Fuel Tank..... | 18 |
| Fairing / Bodywork..... | 18 |
| Handlebars | 18 |
| Front Forks and Shock Absorbers | 18 |
| Steering Damper..... | 18 |
| Rear Shock Absorber | 18 |
| Wheel Rims | 18 |
| Brakes | 18 |
| Tyres..... | 18 |
| Wet Weather Tyres..... | 18 |
| Tyre Warmers..... | 19 |
| Central Frame..... | 19 |
| APPLICATION FOR ENTRY | 20 |
| ZX10 MASTERS CUP..... | 20 |
| Exemption from Liability..... | 20 |
| Declaration..... | 20 |
| WORLD 1 ST ZX10 MASTERS CUP..... | 21 |
| RIDER PROFILE INFORMATION SHEET | 21 |



KMSA Distributors (Pty) Ltd.

VAT No. 442 013 6683 / Co. Reg. No. 701 022 207

KMSA Building, 15 Spartan Crescent, Eastgate Ext. 3, Sandton, South Africa

P.O. Box 76770, Wendywood, 2144

Tel: (011) 448-1112 Fax: (011) 448-2340

NOTE FROM KMSA

During the latter part of 2006 we were approached by Louis van Bergen with the idea of a ZX10 MASTERCUP series for standard bikes. We were very interested in this concept. Louis persevered with the idea and gathered support commitment from possible competitors.

By the end of 2006, Louis contacted us to inform us that he had successfully gathered enough support to form this class. We were very excited with this development and we undertook to support this venture by assisting with subsidised bike pricing and special pricing on parts. KMSA will also be providing a prize fund for this class.

This series of races will be held in the pro-tour series, and is a national challenge. Further details will be in this regulation document.

We believe that this series is going to be the most affordable form of Superbike racing in this country.

Louis is well known in the SA racing scene and has been around for many years. His involvement in this series fills us with confidence for the coming season.

We at KMSA give our full support to this exciting class and wish all competitors the best for the 2007 season.

Good luck and Kind Regards,

Chris Speight
MANAGING DIRECTOR
KMSA DISTRIBUTORS
Tel: (011) 448 1112
Fax: (011) 448 2340

COMPETITION RULES AND REGULATIONS FOR KAWASAKI ZX10 MASTERS CUP 2007

1. DEFINITIONS

Organizer: The respective race or racetrack organization

***ZX10 MASTERS CUP* organization:** KMSA / Race Preparations

Responsible for team: The person named to the organizer who is to represent the relevant team externally, and who shall assume responsibility to ensure that all team members (incl. riders) abide by the terms of the rules and regulations and of the individual rider briefs.

MSA: Motorsport SA

KMSA: Kawasaki Motors South Africa (Official importers of Kawasaki motorcycles)

Race Prep: Race Preparations, 1212 Pretorius street, Hatfield, Pretoria.

2. GENERAL

KMSA and Race Prep announces the ***ZX10 MASTERS CUP*** 2007.

This series will consist of at least 8 races, part of the Pro Tour held nationwide.

The ***ZX10 MASTERS CUP*** is an official racing series held under the auspices of Motorsport South Africa.

3. GENERAL COMPETITION REGULATIONS

The **ZX10 MASTER CUP** is to be implemented in line with the following conditions, which are recognized by all applicants and riders upon registration:

- The South African motorcycling regulations, Motorsport law laid down by Motorsport South Africa.
- The present regulations, including any subsequent amendments.
- Technical and organizational requirements set out by KMSA
- In case of doubt on technical matters, the decision of the **ZX10 MASTERS CUP** organizer acting for KMSA is final
- Final decisions are made by those responsible for the **ZX10 MASTERS CUP**.
- Supplementary regulations issued by the race organizer.

KMSA has contracted the organizer (name below) to implement and organize the series (**ZX10 MASTERS CUP**)

Race Preparations
1212 Pretorius street
Hatfield
Pretoria

Contact Person: Louis Van Bergen
Tel: 012-342 6994
Fax: 012-342 9735
Cell: 082 570 2611
E-mail: louisv@racepreparations.co.za

4. CONDITIONS OF ENTRY

4.1 Authorization

1. To be authorized to participate, riders must be:
 - 1.1. In possession of a valid MSA regional racing license valid for the period 2007
 - 1.2. **Not** younger than 30 years in age, by 1 January 2007(subject to approval by committee).
 - 1.3. **Not** competing in any **national** or **international** motorcycle racing up till Dec 2004. No national or international competitors from 2005 - 2006 will be allowed to enter.

4.2 Vehicles

Only Kawasaki ZX10R, 2006 and 2007 motorcycles are authorized to participate, subject to technical modifications in accordance with the regulations (see appendix)

4.3 Starter Field

- There are a total of 35 starter positions available for the *ZX10 MASTERCUP 2007*. The 33 start positions are distributed among the Applicants who applied before the season of 2007.
- 2 Start positions will be allocated for VIP guest riders.
- If no VIP riders participate for the day, a full field of 35 will be allowed **or** additional free start positions will be allocated according to the relevant venue.
- The start positions are distributed among the teams at the beginning of each race by means of qualifying times.
- Guest or VIP riders will not be able to score points or receive trophies or prize money in the *ZX10 MASTERS CUP*.
- The *ZX10 MASTERS CUP* organizers reserves the right to exclude any team from any event in consultation with MSA.

4.4 Registrations and Nominations

The persons named below will function as contacts for the *ZX10 MASTERS CUP* series in 2007

ZX10 MASTERS CUP Motorsport Representative: **Louis van Bergen**

ZX10 MASTERS CUP Marketing Representative: **Gavin Vos**

ZX10 MASTERS CUP Appointed Organizer: **Louis van Bergen**

ZX10 MASTERS CUP Riders Representative: **Gavin Lightfoot**

ZX10 MASTERS CUP Technical Controller: **Rupert Culwick**

The responsible team representative places registration of participation with the appointed organizer. According to the number of places available, the organizer will be informed by these contacts in writing of the teams by January 31, 2007 at the latest.

4.5 Services Rendered

Participants will have the following services

- 4.4.1 Kawasaki ZX10 at a subsidized price package
- 4.4.2 Subsidized price on spare parts purchased from KMSA
- 4.4.3 One set of subsidized tyres per team / rider per event. (METZELER)
- 4.4.4 One set of subsidized SBS brake pads per alternative race entered.
- 4.4.5 Option to purchase, (at cost) 3 sets of *ZX10 MASTER CUP* clothing.

- 4.4.6 Pit areas at each event shall be provided by the **ZX10 MASTERS CUP** Organization.
- 4.4.7 1st, 2nd and 3rd place trophies to be supplied for both classes for every round of the **ZX10 MASTERS CUP 2007**.
- 4.4.8 TV coverage for each event
- 4.4.9 Website dedicated to the series
- 4.4.10 Club membership card from racing club, stating membership for **ZX10 MASTERS CUP**

Participation is defined as starting in the qualifying session. In the event of non-participation, the management of the **ZX10 MASTERS CUP** decides on the eligibility for the abovementioned services.

5 EVENTS

5.1 Scoring Rounds 2007 *Subject to Change

The **ZX10 MASTERS CUP** is awarded on the basis of a total 8 rounds for scoring races.

The scored races will generally be held on Saturdays, inside the Pro Tour.

| | | |
|----------------------|--------------------|-------------------|
| 1 st Race | Wesbank Raceway*** | 17 February 2007 |
| 2 nd Race | Kyalami | 24 March 2007 |
| 3 rd Race | East London | 19 May 2007 |
| 4 th Race | Zwartkops | 30 June 2007 |
| 5 th Race | Phakisa Freeway | 28 July 2007 |
| 6 th Race | Kyalami | 8 September 2007 |
| 7 th Race | Zwarkops | 29 September 2007 |
| 8 th Race | Kyalami | 3 November 2007 |

*** to be supplemented with another race / venue. (not licensed for bikes)

Race dates and venues are subject to confirmation from MSA and circuit owners.

Should a race or races be cancelled, the total scores 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 the regulations laid down by MSA, providing that no other terms are set in the following or in the rules for participation in the respective competition.

The **ZX10 MASTERS CUP** Organization reserves the right to issue deviations subject to coordination with the responsible organization. (MSA)

Generally, one qualifying session and two races of 8-10 laps are held per event.

Lateness of competition motorcycles in pre-race will be penalized with a ten second time penalty added to the total time of the race of the respective rider.

In the event of a "wet race" or beginning of rain during a race, the provisions of SSR 44 shall apply.

A jump start will be penalized by a thirty second time penalty added to the total time of the race of the respective rider.

If a rider has an accident during qualifying or during a race (i.e. the motorcycle is on the ground) the rider concerned shall not be permitted to take any further part in the qualifying session or race in which the accident occurred. It is prohibited to bring the crashed motorcycle back onto the racetrack or into the pit lane during the qualifying or race.

After the race, all motorcycles that took part in the race must be parked in the Parc Fermè indicated. Each rider or team leader is responsible for this. If this is not complied with, then the rider may be excluded.

Scoring the races / Distribution of points

All riders taking part in the race and occupying one of the 35 starting positions will be included in the scoring (no VIP or wild card riders will score) subject to the conditions that they finish at least 75% of the distance achieved by the winner and they cross the finishing line. On the basis of the official results list, points will be awarded for each round, distributed as follows:

| | | | | | | | | | | | | | | | |
|---------|-----|-----|-----|-----|-----|-----|----|----|----|-----|-----|-----|-----|-----|----|
| Place | 1, | 2, | 3, | 4, | 5, | 6, | 7, | 8, | 9, | 10, | 11, | 12, | 13, | 14, | 15 |
| Points: | 25, | 20, | 16, | 13, | 11, | 10, | 9, | 8, | 7, | 6, | 5, | 4, | 3, | 2, | 1. |

One year's score is obtained by adding together the points from the scoring rounds. The rider with the highest number of points is the winner of the **ZX10 MASTERS CUP** 2007.

Subsequent positions are determined by the order of the points achieved in each case. Any riders positioned behind participants who are not eligible for scoring (VIP or Wild card riders) will move upward in the rankings accordingly.

If two riders have the same score, the position will be decided according to the provision of GCR 229

Prizes

1st, 2nd, and 3rd prizes will be awarded per event for overall results from both heats calculated on accumulated time achieved.

1st, 2nd, and 3rd prizes will also be awarded per event for overall time in both heats for Veterans class (over 45) calculated on accumulated time achieved.

6 ADMINISTRATIVE AND TECHNICAL MONITORING

6.1 Administrative Monitoring (Registration)

At the beginning of every event and before practice and qualification heats of each event, each rider must present his MSA license.

When registering it is also necessary to sign the declaration of undertaking to provide replacement in case of loss, theft, destruction etc. of the transponder. (time keeping device)

6.2 Technical Monitoring (Technical Approval)

Before each practice or qualifying heat, a technical inspection is conducted by the official technical inspector to examine whether the competing motorcycles are in a condition which conforms to the regulations. The teams and riders are to abide by the instructions given by the technical inspectors 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 appearances stipulated by the **ZX10 MASTERS CUP** Organization.

The rider equipment (in accordance with MSA approval), helmet, rider gear (one or two piece suit) back protector, gloves, boots is also examined to ensure that it is in usable condition.

Any deviations occur, the affected vehicle may be excluded from the completion and fines 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 2007**. This would also entail the loss of any points accumulated to that point.

The **ZX10 MASTERS CUP** Organizer or the appointed technical inspector reserves the right to perform spot checks on various motorcycles at any time during the event to check that their conditions conforms to the regulations.

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

7. VISUAL DESIGN AND ADVERTISING RIGHTS

The **ZX10 MASTERS CUP** Organizer is authorized to make use of indicated areas of the motorcycle. This will normally be in the form of references to sponsors of the Cup. This forms part of the regulations. Non defined areas are available for use by personal sponsors. These may not be in direct competition with KMSA or 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.

By participating in the **ZX10 MASTERS CUP** 2007, 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 **ZX10 MASTERS CUP** 2007 rest with KMSA and/or MSA.

8. PROVISIONS

For reasons of safety, or due acts of God or official regulations, the **ZX10 MASTERS CUP** Organizer reserves the right to perform changes to the conditions and rules of entry. If it is necessary to cancel the event for extraordinary reasons, damage compensation claims will not be recognized.

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 wavering of claims for damages of any kind which occur in the context of the event against:

8.2.1 The Organizers of the **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 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 through Motorsport South Africa.

10. RIDER BRIEFINGS, WINNERS' CEREMONIES, PRESS CONFERENCES

Participation in all official rider meetings (briefings), winners' ceremonies and press conferences 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 a fine of R500. Repeated violation can result in exclusion from the **ZX10 MASTERS CUP** 2007

11. PROTESTS

All protests are to be made in writing and in accordance 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 **ZX10 MASTERS CUP** regulations, then the cost of disassembly and assembly, including all new spares required for this process will be borne by the protestor.

The extent of these costs will be determined by the **ZX10 MASTERS CUP** technical consultant, at his sole discretion.

Failure to comply with this requirement may result in exclusion from the following round or the remaining **ZX10 MASTERS CUP** events.

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

12. DISCIPLINARY ACTION

MSA reserves the right to take disciplinary action against any competitor in respect of instances of un-sporting behavior, in particular unsporting riding, behavior damaging the reputation of KMSA or the **ZX10 MASTERS CUP**, etc.

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 **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 representatives of the **ZX10 MASTERS CUP 2007** and the appointed technical inspector.

Vehicles involved in accidents during an event must be presented to the technical inspector immediately without further summons. A renewed technical inspection prior to further use in training and qualification heats or races is required.

Obvious violations discovered by the **ZX10 MASTERS CUP** Organizer or the appointed technical inspector in the course of random checks after races will result in exclusion from scoring from the race/s in question, or with a 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 prize's / trophies attained in respect of the affected events.

The **ZX10 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.

RACETRACK

KAWASAKI ZX10 MASTERS CUP

1. LOCATIONS / DATES

- 1.1. Zwartkops Raceway Pretoria - 30/6/2007, 29/09/2007
- 1.2. Kyalami Jhb – 24/03/2007, 8/09/2007, 3/11/2007
- 1.3. East London – 19/05/2007
- 1.4. Phakisa, Welkom – 28/07/2007
- 1.5. Another race:, Date & Track to be announced

2. GENERAL REGULATIONS MOTORCYCLE

The motorcycles admitted for entry in the Kawasaki ZX 10 MASTERS CUP must be of the type: Kawasaki ZX10 R, 1000cc. 2006,2007 models.

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 **ZX10 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 **ZX10 MASTERS CUP** Organization or the appointed technical inspector. 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 underweight shall be excluded from the results.**

The fundamental principle is as follows:

Beyond manufacturer tolerances, all alterations are prohibited unless they are explicitly permitted or described.

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 and certain specially defined parts ranges for the **ZX10 MASTERS CUP** or additionally specified parts from the **ZX10**

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 road motor sport motorcycles prescribed by Motorsport South Africa.

Acceptable Additional Racing Kit Includes:

1. Aftermarket racing fairings
2. Guttled original exhaust system (no aftermarket systems, but possible sponsor will be announced)
3. Re-valved (locally) front forks
4. Re-valved (locally) rear shock
5. Braided braking hoses rear and front brakes
6. Crash protection kits (crash bobbins, mushrooms etc.)

The engine identification number must be visible and legible.

All motors, new or used, will be inspected and sealed by the organizing body at Race Preparations. No bikes will be eligible to race without a sealed motor.

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 deburing, addition or removal of seals, balancing components, etc. is expressly prohibited, unless especially provided for in the present regulations or within the respective workshop tolerance range relevant to serial production vehicles.

The engine ventilation system must remain in its original condition including air filter.

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

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 work shop manual and manufacturer's guidelines). The addition or removal of material is prohibited.

Ignition; - Standard CDI units only. No enhancement microchips or additional piggy-back systems for fueling, timing, ignition etc are allowed.

Crankshaft / Connecting Rods; Only original parts of the respective model, no modifications permitted. The deburing, addition or removal of material is prohibited. Treatment and polishing of parts is not permitted.

Dimensions and weights of the cylinder must correspond to the original parts (see workshop manual and manufacturer's guidelines)

Bearings; - The number, dimensions and weight must correspond to normal condition.

Pistons and 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, addition or removal of material is prohibited.

Cylinder Head; Only original cylinder heads. The deburring, addition or removal of material is prohibited. 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 nor polished. Dimensions and weights of the parts must correspond to the original parts (see workshop 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. After market filters as per **ZX10 MASTERS CUP** Organizers approval may be used. (only DNA)

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: 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 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 lap timers is permitted. The electrical supply of such lap timers may only be provided directly from the battery poles.

Stator and Flywheel; The Stator, its wiring and regulation, must conform to the original condition of the model described 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; Fuel must conform to specifications as laid down by Motorsport South Africa. The use of products (additives or oils) to increase the octane level is prohibited. Fuel inspections and analyses are conducted over the course of the season.

Lubrication; Engine lubrication and the appropriate oil and oil cooling circulation 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 oil cooler to prevent against damage from outside. (no anti-freeze radiator additive to be mixed with water)

Clutch; Only original parts of the respective model (the deburring, addition or removal of material is prohibited).

Gears / Drive; A standard set of gearing (sprockets) will be determined for use at all the tracks right through the season.

Exhaust System; The original KAWASAKI exhaust system may not be replaced with any aftermarket systems. It is permitted however to take the standard exhaust system and replace the internal components thereof with aftermarket parts. (gutting) the entire exhaust system has to look standard from the outside.

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; Only original metal footrests. The minimum length can be reduced to 65 mm. All edges must be rounded

Appearance of Start Numbers; The digits of the start numbers must display sufficient contrast to the background on which they are mounted.

The prescribed positions are:

- on the cover behind the seat to the right and left
- in the centre of the middle section of the fairing below the front screen fairing (sufficient view must be ensured)

The choice of font is unrestricted but in their form and design the numbers must ensure easy legibility from an appropriate distance.

Guide to dimensions for the digits:

Minimum height: 14 cm

Minimum thickness: 2.5 cm

Minimum width: 8 cm

Minimum distance between digits: 1.5 cm

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 for the entire volume of the tank is optional. The fuel tank ventilation outlets must end in one or more firmly attached collection containers with a capacity of at least 125cm³. The containers must be mounted beneath the seat or trim so that they are not visible from outside (e.g. instead of the toolkit).

Fairing / Bodywork; All body parts remaining on the vehicle must be in line with the standard condition as regards material and form. Unless the *ZX10 MASTERSCUP* organization has approved other corresponding parts.

Handlebars; Only original handlebars. The hand levers must be original parts of the respective model. The use of original hand panels is compulsory. All operating parts and handlebar controls such as kill switch etc. must be retained in their original condition and fully functional. The steering lock and freedom of movement must not be impaired. Driving safety must be ensured.

Front Forks and Shock Absorbers; It is permitted to change the internal components locally or re-valve the standard forks. Bump stops taken out etc. The requirement to the front forks are to be the original fork stantion and outer shell. No aftermarket forks are to be used for replacement.

Steering Damper: It is permitted to use any steering damper specifically designed for that particular model of motorcycle. The 2006 and 2007 models already have a steering damper as standard.

Rear Shock Absorber: Only the original rear shock which the motorcycle was issued, may be used. However, re-valving and changing of oil is permitted. No aftermarket internal kits.

Wheel Rims; Expressly original parts. No aftermarket lightweight or carbon rims are permitted.

Brakes; The brake units at front and rear must remain in the original condition. 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 rear and front.

Tyres; The tyres will be Metzeler Rennsport as Follows:

120/70/ZR17TL 58W RS1 RENNSPORT Front
190/55/ZR17TL 75W RS2 RENNSPORT Rear

Metzeler Branding shall be compulsory for all competing bikes on the front mudguard, right and left in a prominent position. Tyres will be available through Bike Fitment Centre, who will provide tyre service at each race. Cost of tyres:

R 1550.00 per set, provided that the previous set is returned in good order. I.e.: not abused or damaged.

Non compliance to returning, the cost for a set of tyres will be R 1750.00.

Wet Weather Tyres: Metzeler wet weather tyres can be Purchased at R 1750.00 per set

Tyre Warmers: Permitted

Central Frame; The central frame must remain in its original condition. In case the attachment points between the central frame and the rear frame are damaged, the professional repair of these points is permitted and must be inspected and approved by the technical inspection commissioner.

The rear 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 / box and radio as well as running gear and engine data recording or storage and retrieval during or after the training / race are not permissible. On board lap timers are permitted.

5. **MODIFICATIONS**

Any modifications which are not mentioned in the present regulations are deemed as not admissible. The *ZX10 MASTERS CUP* Organizers or the appointed technical inspector reserve the right to forbid the participation in the competition of any motorcycles which do not accord with the present regulations or which represent a danger to riders for other reasons, such as provisional assemblies, unprofessional repairs etc., by means of a technical inspection. It should be noted that both the motorcycles used in the *ZX10 MASTERSCUP* and the elements contained in the racing kit are not covered by the standard, contractual KAWASAKI guarantee. In the case of any irregularities with respect to the interpretation of the present technical regulations, it is expressly recommended that participants contact:

Mr. Louis van Bergen

012 342 6994 082 570 2611

APPLICATION FOR ENTRY **ZX10 MASTERS CUP**

Exclusion from liability and declaration of participation in the **ZX10 MASTERS CUP 2007**
Recognition of the Motorsport laws of MSA, the regulations, stipulations and conditions. In case of acceptance, we hereby recognize the conditions of the competition of the **ZX10 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 the organizer, the local organizers, nor any companies or persons involved in the implementation of the 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; **ZX10 MASTERS CUP**, 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 **ZX10 MASTERS CUP 2007** hereby expressly agrees to surrender any digital and analogue image rights with respect to his person, team etc. to the organizer of the **ZX10 MASTERS CUP 2007**

Official name of the team:

Name / signature:

Submission of nomination only possible up to 30-01-2007, though this does not automatically secure a starting position.

Louis van Bergen 012 342 6994, 082 570 2611

WORLD 1ST ZX10 MASTERS CUP RIDER PROFILE INFORMATION SHEET

Full Name:Surname.....

Age: ID #.....

Marital Status:.....

Favorite food:.....

Favorite Movie:.....

Favorite Motorcycle Racer:.....

Racing history:

.....

Preferred racing #

Racing license #.....

Official Racing Club.....

Membership #.....

*Motorcycle Chassis # Year model

*Engine #

Please complete the above form and forward to Louis van Bergen. Kindly email : lousv@racepreparations.co.za.

Race Preparations, 012 342 6994 (t) 012 342 9735 (f) 086 503 2721

Rider contact details:

Name:.....

Postal Address:.....

.....

.....

Email:.....

Tel Work:.....

Tel Home:.....

Cell:.....

Emergency contact name and Tel Number:

Name:.....

Number:.....

Relationship:.....

*only applicable if already in possession of a ZX10 for the series

Please note!

- If you are to purchase a new ZX10 R, Contact Louis as soon as possible to confirm an order for your bike.
- **Remember:** It still has to be uncrated, inspected, sealed, race prepared.
- We need deposits or full payment to confirm orders for the said bikes, there are 15 bikes on order so far which will arrive near the middle of January 2007.
- No bikes will be issued to any team or competitor at the discounted rate without proof of a valid 2007 Racing license from MSA
- If you already are in possession of a bike for the series, please make arrangements that it can be inspected and sealed by The Organizing Body at Race Preparations as soon as possible to avoid exclusion. No bike will be allowed to race in the series that does not have a sealed motor.

Have a tremendous racing season!
See you there.

Louis Van Bergen.