



REGULATIONS AND SPECIFICATIONS FOR THE 2017 KZN REGIONAL AND CLUB MOTORCYCLE CIRCUIT RACING CHAMPIONSHIP

MSA KWAZULU NATAL MOTORSPORT CIRCULAR KZN12/17 (160926/144)

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

These regulations must be read and understood by all competitors.

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NB! Should it be required to change any rules during the 2017 season, this will be done at the sole discretion of KZNRRC. The MSA has the final decision on all technical matters.

1. General – All Classes

1.1 Validity of These Regulations

These regulations will apply for the calendar year of 2017.

1.2 Controllers of the Championship

The controllers of the championship shall be the KZNRRC Committee. MSA may delegate the normal administration of the series to an approved body, at its sole discretion.

1.3 Eligibility of Competitors

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

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

1.3.3 One event licences will be acceptable for any class

1.3.4 In respect of the senior classes, riders that have no regional racing experience who wish to compete in the 600cc or 1000cc must first satisfy the CoC that they are capable to Race that class.

1.4 Eligibility of Motorcycles

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

1.5 Declaration of Champions

1.5.1 The KZNRRC Committee, at its sole discretion, shall declare the winners of the various Club championship classes.

1.5.2 Aim of the Championship: To declare a KZN Champion in each of the following classes:

REGIONAL CHAMPIONSHIP

Formula Extreme

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

CLUB CHAMPIONSHIP

NSF100

150 Class

300 Class

Open Class

Breakfast Run

600cc Class

1000cc Class

Note: Riders in the above classes require a minimum of a MSA Club license.

- 1.5.3 Should fewer than 50%, plus one, of the scheduled events making up the championship be run and scored, no champion will be declared in the relevant classes. Refer to GCR 234 (ii).
- 1.5.4 There shall be no less than an average of six (6) starters per class across the season for that class to qualify as a championship class. To be classified as a starter a competitor must participate in at least one official practice session, as per the SR's for the event, and/or participate in the race/event itself. Refer to GCR 230/266.
- 1.5.5 Any class that is unable to provide 6 starters per event for 3 events may be cancelled at the discretion of the CoC and amalgamated with another class.

1.6 Points Scoring

Points towards the championships will be scored per race/heat on the following basis:

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

Pos	Points
6	10
7	9
8	8
9	7
10	6

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

Overall positions for the day will be determined on the basis of cumulative points scored for the various heats. A tie in points will be resolved in favour of the competitor with the greater number of first positions, failing this seconds, thirds, etc. If a tie still remains, it will be resolved in favour of the competitor with the quickest total combined race time of all heats on the day.

1.7 Race Distance

- 1.7.1 Each championship class will run a minimum 20 Laps total race time at each race meeting, to be run over one, two or three races/heats.
- 1.7.2 Notwithstanding the above, if for reasons of force majeure, it is not possible for all the races originally scheduled to take place at a meeting, refer to the provisions of GCR 273.

1.8 Fuel

- 1.8.1 Unless specifically permitted to the contrary in individual class rules, the only fuel permitted to be used is normal pump fuel available to the general public through retail filling stations - Refer to GCR 240 (MSA Handbook – General Competition Rules) & SSR 67 (MSA Handbook – Circuit Racing).
- 1.8.2 Competitors are not allowed to transport fuel, other than in a container designed for fuel.
- 1.8.3 Notwithstanding any of the above provisions, the Technical Consultant (acting in conjunction with the Clerk of the Course) shall have the right to impose the usage of control fuel. Where no control racing fuel is available, then normal pump fuel may be used as a control fuel, at the discretion of the TC. Any competitor refusing to use control fuel when so requested will be excluded from the results/precluded from further participation in the event concerned.

1.9 Separation of Ties in Championship

- 1.9.1 A tie at the end of the season will be resolved in favour of the competitor having the greater number of heat wins.
- 1.9.2 If the tie is not so resolved then the greater number of second positions will count, failing this third positions and so on.
- 1.9.3 If a winner can still not be declared in this manner the KZNRRC Committee shall declare the winner on such basis as it deems appropriate.

1.10 Competition Numbers

- 1.10.1 Competition numbers for all classes will be those as issued by KZNRRC only. Riders wishing to compete in any other province will send number requests to Allison Atkinson via email to allison@motorsport.co.za
- 1.10.2 The number application form can be found on KZNRRC FB Page
- 1.10.3 Numbers 1 to 10 in each class are reserved exclusively for the preceding year's 1st through 10th championship finishers. Any of these numbers that are not taken up will not be re-allocated and will remain unused.
- 1.10.4 All other numbers shall be issued on a 'first come first served' basis following receipt of a written application to the club.
- 1.10.5 Numbers must comply with the following:
 - 1.10.5.1 Only black numbers on a white background shall be permitted. For light-coloured bodywork, there shall be a black line of a minimum 8mm thickness all around the perimeter of the white number background.
 - 1.10.5.2 The only font permitted shall be Arial (Bold).
 - 1.10.5.3 The minimum permitted sizes for all numbers are: Minimum height 120 mm; Minimum width 80 mm; Minimum stroke 25 mm.
- 1.10.6 The allocated number for the rider must appear at least three (3) times on the machine, visible from the front and both sides.
- 1.10.7 The number on the front may be affixed only once, either in the centre of the fairing or to the side on which the timing officials are situated for the event in question.
- 1.10.8 The two side numbers must be located on the left and the right sides of the seat or the bottom rear of the fairing if the numbers cannot fit on the seat/tailpiece.
- 1.10.9 In the case of a dispute concerning the legibility of numbers, the decision of the CoC will be final.
- 1.10.10 Where applicable, it shall be compulsory for all competing motorcycles to carry series sponsors' decals in the stipulated positions (refer GCR's 246 and 247). Scrutineering

1.11 Scrutineering

- 1.11.1 Motorcycles must be presented for scrutiny in a clean race-worthy condition, together with approved crash helmet and gloves and Log Book, all in good condition.
- 1.11.2 No open-ended pipe in any way connected with the lubrication or cooling system, sump, catch tank or other oil or water reservoir, is permitted. All such pipes must terminate in a plastic or metal container of adequate capacity firmly secured to the motorcycle and acceptable to the scrutineers at pre-race scrutiny. All such containers must be empty at the start of any race.
- 1.11.3 Gearbox and engine drain plugs and oil filter retaining bolts must be wire-locked. Canister-type oil filter bodies must be clamped. In the event of the oil filter and drain plugs not being easily visible to the scrutineer the lower fairing must be removed for inspection purposes.
- 1.11.4 At any time during an event, silencers may be checked.
- 1.11.5 No motorcycle may compete with ethylene glycol (anti-freeze) in the cooling system.
- 1.11.6 All motorcycles are advised to have a front brake guard that will prevent the front brake from being applied should the rider collide with another motorcycle.
- 1.11.7 All competitors must make their bike available to scrutinisers' when requested..
- 1.11.8 Noise levels of each motorcycle must comply with MSA/Track noise level regulations
- 1.11.9 Environment mats for all classes
- 1.11.10 Protective clothing as detailed below, in good condition and free from tears, holes or other defects must be brought with to scrutineering.
- 1.11.11 Full face helmets of approved type, with Double D ring fastener, in sound condition and fitting securely.
- 1.11.12 If goggles and/or spectacles are worn, they shall be of 'non-splinter' material.
- 1.11.13 Leather one-piece racing suit.
- 1.11.14 Boots affording adequate protection to feet and ankles.
- 1.11.15 Leather gloves.

1.12 Change of Components

- 1.12.1 A competitor may change any part/s on his/her motorcycle between heats.
- 1.12.2 Where a competitor wishes to change motorcycles between heats, he may do so provided:
 - 1.12.2.1 The Clerk of the Course is advised of this intention at least 10 minutes prior to the start of the next heat.
 - 1.12.2.2 The motorcycle has been passed by the scrutineers.
 - 1.12.2.3 The replacement motorcycle displays the same competition number as the original motorcycle.
 - 1.12.2.4 The competitor starts from the back of the grid, irrespective of his finishing position in the previous heat.

1.13 Qualifying For Grid Positions

- 1.13.1 Grid positions for all heats shall be determined according to each competitor's quickest time set in Qualifying. Competitors who do not set a time in qualifying will start from the back of the grid.
- 1.13.2 It is the competitor's responsibility to know his/her grid position prior to forming up on the grid.
- 1.13.3 Delaying of the start due to indecision relating to grid positions shall render the competitor/s concerned liable to be moved to the back of the grid or excluded from the race concerned, at the discretion of the Clerk of the Course.
- 1.13.4 Where qualifying times have not been recorded for whatever reason, grid positions for Race 1 will be as per championship point's standings to date, and thereafter by previous race placing. The grid positions for Race 2 shall then be as per the finishing order of Race 1.
- 1.13.5 The starting grid will be arranged in a 3-3-3-3 configuration "in echelon". There will be a distance of 9 meters between each row. See SSR 36.
- 1.13.6 Cut off times for all classes may be adjusted to keep competition fair and in the spirit of the sport.

Starting Procedure

- 1.14.1 Riders will be lined up in the pre-race paddock.
- 1.14.2 Access to the Track will close 1 minute before the start time of the race/heat. Any competitor failing to enter the Track before it closes will not be permitted to enter and will have to start his/her race from the pit lane. Refer to SSR 38.
- 1.14.3 Competitors are to note that once the pit lane has closed and they commence a warm up lap/s they are deemed to be under starter's orders. Once riders come under starter's orders, no-one other than riders and officials are allowed on the starting grid.
- 1.14.4 Junior riders who need assistance on the starting grid will have to start at the back of the grid, subject to approval from the COC.
- 1.14.5 After completing the sighting and warm up laps as indicated, riders are to form up on the starting grid with engines running.
- 1.14.6 When the starter is satisfied that the starting grid is properly made up, he will drop the red flag and point at the Lights. The starting signal will be on All Red lights going out, in accordance with SSR 38 - Motorcycles.
- 1.14.7 A competitor who jumps the start will be given a time penalty of 30 seconds. Refer SSR 38J

Finishing Procedure

- 1.15.1 All competitors who complete 66% of the total race distance shall report to Parc fermé immediately after the race.
- 1.15.2 No parents are allowed in Parc fermé after the race. Race Officials will conduct a debriefing session with the riders.
- 1.15.3 Access to the Parc fermé is limited to the rider plus one (1) assistant. Failure to adhere to this requirement may result in the exclusion of the offending rider.

- 1.15.4 To be classified as a finisher, the motorcycle must have completed not less than two thirds of the distance of the race (rounded down to the nearest number of whole laps) under its own power.
- 1.15.5 Any protest relating to the eligibility of a motorcycle must be submitted to the CoC while all motorcycles are still in Parc.

1.14 General

- 1.16.1 There is no restriction on practice. Competitors may practice at any circuit at any time. Riders who also take part in the National championship are however still required to abide by the practice rules for the National Championships.
- 1.16.2 The GCR's and SSR's applicable to motorcycle racing must be read and understood in conjunction with these regulations and specifications.
- 1.16.3 The presence and/or use of generators is prohibited in the pre-race paddock (where applicable) and/or on the grid unless prior permission to the contrary has been granted by the Clerk of the Course.
- 1.16.4 Fluid containers other than for drinks or clear water are prohibited in the pre-race paddock (where applicable) and/or on the grid unless prior permission to the contrary has been granted by the Clerk of the Course.
- 1.16.5 The regulations make provision for the use of a pre-race facility (paddock). The Clerk of the Course shall have the discretion to decide whether or not to make use of such a facility at a particular event and shall advise his intentions in this regard during Riders' Briefing.
- 1.16.6 Any requested technical inspections must commence within 20 minutes of the request being made by the relevant official/s, unless permission to the contrary has been granted by said officials. Failure to comply in this regard, and/or any action that may interfere with the conducting of a technical inspection or cause it to be delayed unnecessarily, may result in the exclusion of the rider concerned.
- 1.16.7 Any act by any member of any team that threatens the timeous starting of a race, or that causes a race start to be delayed, may result in the associated rider being penalised.
- 1.16.8 Any interference by any member of any team with the timing personnel and/or their equipment, may lead to the associated rider being penalised.
- 1.16.9 All engines must free of leaks.
- 1.16.10 Riders failing to attend riders' briefing, without being excused by the relevant Clerk of the Course, shall be required to start all races at the event from the back of the grid.
- 1.16.11 The same motorcycle may be used in more than one class, providing the motorcycle meets the technical regulations and specifications of the class. This is subject to the approval of the Clerk of the Course and the Technical Consultant.

2. Honda NSF 100 Junior Trophy (Club Championship)

2.1 Objective of Class

- 2.1.1 The aim of the Cup is to promote and foster young talents and to prepare them for future racing. It is the first stage of the NSF100 Junior Trophy Development Program, and national talent scout initiative, created jointly by Honda and S.A.M.R.A under the auspices of MSA.

2.2 Eligibility of Rider

- 2.2.1 Riders who turn 7 before 31st December 2016 may compete as from 1st January 2017.
- 2.2.2 Riders are no longer eligible for the class from 31st December of the year the rider turns 14 unless they are deemed to be a development Rider.
- 2.2.3 Riders shall be in possession of a Club or Regional competition license valid for motorcycle circuit racing and issued by MSA.

2.3 Eligibility of Motorcycle

- 2.3.1 Numbers will be drawn before each event for the following event.
- 2.3.2 Parents may not tamper with motorcycles or make any adjustments to the motorcycle.
- 2.3.3 The Trophy Organisation will provide each rider with a motorcycle which complies with the regulations of the NSF100 Junior Trophy.
- 2.3.4 Honda NSF100 motorcycles supplied by Honda South Africa especially for this Trophy are authorized to participate.
- 2.3.5 The Trophy Organisation has the right to apply technical modifications to the bike whenever deemed necessary and in conjunction with the MSA Technical Consultant and a Honda representative or as required by the regulations and the general MSA road racing rules.
- 2.3.6 Transportation of the motorcycles to each Trophy Event and to additional official tests will be handled by the Trophy Organisation.
- 2.3.7 A change of the motorcycle during the event is not permitted. Only if the motorcycle is beyond track side repair, will a replacement be allocated with the approval of the Trophy Organisation and the COC of the event.

3. 150 (Club Championship)

3.1 Objective of Class

- 3.1.1 To declare a 2017 Club 150 Champion.

3.2 Eligibility of Rider

- 3.2.1 Riders who turn 12 before 31st December 2016 may compete as from 1st January 2017.
- 3.2.2 Alternatively, riders that have been competing in the NSF 100 Junior Trophy for 2 consecutive years will be eligible to compete from the year in which they turn 11 years of age.
- 3.2.3 There is no maximum age limit
- 3.2.4 Riders shall be in possession of a Club or Regional competition license valid for motorcycle circuit racing and issued by MSA

3.3 Eligibility of Motorcycle

- 3.3.1 Discipline Specifications
 - 3.3.1.1 To be admitted in the 150 class it must comply in every respect with all the safety requirements for Road Racing, as specified in the MSA regulations.
- 3.3.2 Displacement Capacities
 - 3.3.2.1 The displacement capacity must remain as originally produced by the machine manufacturer (other than only the 1mm oversize piston modification). Modifying the stroke is not allowed and same must remain at 47.2 mm.
 - 3.3.2.2 The cylinder may be bored to 1 mm oversize and therefore not exceed 64.5 mm in diameter.
Generator, Alternator and Electric Starter
 - 3.3.2.3 The electric starter must operate normally and always be able to start the engine during practice and racing.
 - 3.3.2.4 The engine must start and run on its own power when the electric starter has stopped its procedure.
 - 3.3.2.5 150cc water cooled, 200cc air cooled Or 125cc water cooled Two valve with big bore 180cc kit, 85cc 2 Stroke.
 - 3.3.2.6 After market rear shock may be used with a price cap new of original shock
 - 3.3.2.7 Frames must be standard. If any other frame or Engine used then the bike will be classed on the higher of the two. EG: - 150 engine fitted in a GP 125 frame will be classed as a Super Single.
 - 3.3.2.8 All engine parts must remain standard apart from 1mm over size Piston may be fitted.

4. OPEN Class

4.1 Objective of Class

4.1.1 To declare a 2017 open class Champion.

4.2 Eligibility of Rider

4.2.1 Riders who turn 14 before 31st December 2016 may compete as from 1st January 2017.

4.2.2 Alternatively, riders that have been competing in the NSF 100 class and/or the 150 Cup for 2 consecutive years will be eligible to compete from the year in which they turn 13 years of age.

4.2.3 Riders shall be in possession of a Regional competition license valid for motorcycle circuit racing and issued by MSA.

4.3 Eligibility of Motorcycle

4.3.1 Discipline Specifications

4.3.1.1 Open to all motorcycles with a capacity of 550cc four stroke or less or 250cc two stroke.

4.3.1.2 The class is open to all motorcycles that do not fit in to any other class.

4.3.1.3 If a motorcycle is found not to be in conformity with the technical regulations after a race, the rider will be excluded. Further penalties (such as a fine, a suspension and/or a withdrawal of the Series points) can be recommended by the TC and imposed by the CoC or a Court of Enquiry.

4.3.1.4 In cases where the infringement is considered by the TC to be of a minor nature not connected with performance or safety, the exclusion penalty may be varied.

4.3.1.5 The KZNRRC TC are the only persons responsible for all decisions regarding the technical legality of a Open Class motorcycle

4.3.2 Displacement Capacities

4.3.2.1 The displacement capacity must remain below 550cc four stroke and 250cc two stroke.

4.3.3 Fuel

4.3.3.1 Only normal unleaded pump fuel available for sale to the general public is permitted to be used.

4.3.4 Tyre

4.3.4.1 The use of tyre warmers is permitted.

4.3.4.2 The use of Rain Tyres (Not for Highway use) is permitted

4.3.5 Carburation Instruments / Fuel Injection Sys

4.3.6 Radiator, Cooling System and Oil Coolers

4.3.6.1 If meshes are installed, they must be properly secured.

4.3.7 Air Box

4.3.7.1 The air filter element may be replaced with an aftermarket filter.

4.3.7.2 All motorcycles must have a closed breather system.

4.3.7.3 All the oil breather lines must be connected and discharge into the air box.

4.3.8 Exhaust System

4.3.8.1 Exhaust systems are free of restriction.

4.3.8.2 The exhaust must conform to the MSA noise limits

4.3.9 Rear Fork (Swinging Arm)

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

4.3.10 Rear Suspension Unit

- 4.3.10.1 Any aftermarket rear suspension unit and spring may be used.
- 4.3.10.2 The original attachments to the frame and rear fork (swinging arm) must be used and the rear suspension linkage must remain as originally produced by the manufacturer.
- 4.3.11 Wheels
 - 4.3.11.1 Wheel balance weights may be discarded, changed or added to.
- 4.3.12 Brakes
 - 4.3.12.1 Standard front hydraulic brake lines may be replaced with braided brake lines.
 - 4.3.12.2 The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (lower triple clamp).
 - 4.3.12.3 Standard front and rear brake pads may be replaced with any aftermarket brake pads.
 - 4.3.12.4 Standard hand levers may be replaced with any aftermarket hand levers.
- 4.3.13 Foot Rests/Foot Controls
 - 4.3.13.1 Any aftermarket foot control units (rear sets) are permitted
 - 4.3.13.2 Footrests must have an end (plug) which is permanently fixed, made of plastic, Teflon or aluminium (minimum radius 8mm). The plug surface must be designed to reach the widest possible area in order to decrease the risk of injuries to the rider in the case of an accident.
- 4.3.14 Handlebars and Hand Controls
 - 4.3.14.1 Aftermarket handle bars are permitted
 - 4.3.14.2 Handlebars and hand controls may be relocated.
- 4.3.15 Fuel Tank
 - 4.3.15.1 Fuel tank filler cap may be changed to an aftermarket type.
 - 4.3.15.2 Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material
- 4.3.16 Fairing/Body Work
 - 4.3.16.1 Any aftermarket fairing may be used

ITEMS TO BE REMOVED

- 4.3.16.1.1 Headlamps, rear lamp and turn signal indicators. Openings must be properly sealed with suitable materials.
- 4.3.16.1.2 Rear-view mirrors.
- 4.3.16.1.3 Horn.
- 4.3.16.1.4 Toolkit.
- 4.3.16.1.5 Helmets hooks and luggage carrier hooks.
- 4.3.16.1.6 License plate bracket.
- 4.3.16.1.7 Passenger foot rests.
- 4.3.16.1.8 Passenger grab rails.
- 4.3.16.1.9 Safety bars, centre and side stands must be removed (fixed brackets must remain).
- 4.3.16.2 General Safety Instruction
 - 4.3.16.2.1 Motorcycles must be equipped with a functioning ignition kill switch or button mounted on a side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.
 - 4.3.16.2.2 All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired.
 - 4.3.16.2.3 Where breather or overflow pipes are fitted they must discharge via existing outlets.
 - 4.3.16.2.4 The original closed system must be retained. No direct atmospheric emission is permitted, as all motorcycles must have a closed breather system.
 - 4.3.16.2.5 The oil breather line must be connected and discharge into the air box.

600cc Unlimited Experts (Club Championship)

5.1 **Objective of Class**

5.1.1 To declare a 2017 600cc Club Champion.

5.2 **Eligibility of Rider**

5.2.1 All riders shall be in possession of a Club competition license valid for motorcycle circuit racing and issued by MSA. Riders must generally not be less than 16 years of age. However MSA reserves the right, at its sole discretion, to issue licenses to competitors who turn 15 years old during the year in question and who are able to prove participation to an acceptable standard in one or more suitable junior categories of motorcycle circuit racing for a period of not less than two years. In such cases, riders who will turn 15 before 01st July 2017 shall be entitled to enter the class from 01st January 2017 and those who will turn 15 after 30th June 2017 may enter the class from 01st July 2017.

5.2.2 A rider may upgrade to a National license once he has competed in at least 6 Club events and obtained approval from MSA Regional Rep.

5.2.3 Non-Qualifiers - If a rider falls outside of the 107% qualification ruling, he will have to apply, in writing, to the Clerk of the Course within 30 minutes of the qualifying session having ended, stating his reasons as to why he should be allowed to compete. The final decision will rest with the Clerk of the Course, as to whether the rider is allowed to compete or not.

5.3 **Eligibility of Motorcycle**

5.3.1 Refer to the technical regulations and specifications for the 2017 South African National Championship.

5.3.2 Tyres:

5.3.3 Any brand of homologated tyre may be used.

6. **DRIFTERS**

6.1 **Objective of Class**

6.1.1 To declare a 2017 Club Champion.

6.1 **Eligibility of Rider**

6.2 Riders who turn 15 before 31st December 2016 may compete as from 1st January 2017.

6.3 Riders shall be in possession of a Regional license valid for motorcycle circuit racing and issued by MSA.

6.4 **Eligibility of Motorcycle**

6.4.1 The DRIFTERS championship shall be open to all motorcycles OF Moto cross design

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

6.4.3 Engine capacity of motorcycles is unlimited.

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

6.4.5 The only restriction on tyres is that they are road tyres with same size rims as fitted as standard to the bike.

6.4.6 Silencers must be fitted to all motorcycles

7. **Unlimited 1000 SBK (Club Championship)**

7.1 **Objective of Class**

To declare a 2017 Club Unlimited Superbike Champion.

7.2 **Eligibility of Rider**

7.2.1 Riders who turn 17 before 31st December 2016 may compete as from 1st January 2017.

7.2.2 Riders shall be eligible for trophies in the “Masters” class from their 45th birthday.

7.2.3 Riders shall be in possession of a Club licence valid for motorcycle circuit racing and issued by MSA.

7.3 Eligibility of Motorcycle

7.3.1 Motorcycles with an engine capacity of 600cc or greater are eligible to compete.

7.3.2 No Super Moto/Super Motard machines are eligible to compete.

7.3.3 There is no restriction on any performance modifications that may be done on the motorcycle, exhaust, air filter, suspension, tuning etc. No super charging, turbo charging or NOS is allowed.

7.3.4 The only restriction on tyres is that they are supplied through a homologated importer/distributor.

7.3.5 Silencers must be fitted to all motorcycles.

8. 300cc Class (Club Championship)**8.1 Objective of Class**

To declare a 2017 Club Champion

Consists of 2 x classes ie:

8.2 MAIN CLASS

8.2.1 The general rules applicable to all other classes will apply

8.2.2 Riders eligible from age 13 years to 39 years.

8.2.3 Any make of motorbike up to multi cylinder 300cc 4 stroke and single Cylinder up to 390cc 4 stroke

8.2.4 Engines & ECU to remain stock standard – as per OEM specs.

8.2.5 Suspension Replacements (REAR SHOCK) will be allowed to accommodate weight differences and wear with the NEW SUSPENSION costs capped at OEM replacement prices.

8.2.6 Front forks remain standard with only Spacers and air gap Changes allowed. NO Internal Aftermarket parts allowed.

8.2.7 Exhaust headers to remain original. Aftermarket cans may be fitted.

8.2.8 Tyres: Open

8.2.9 An aftermarket air filter may be fitted.

8.2.10 Airbox to remain as per factory original.

8.2.11 only pump fuel available for sale to the general public may be used

8.2.12 Standard brake hoses may be replaced by braided brake hoses.

8.2.13 Standard brake pads may be replaced by aftermarket brake pads. Brake discs and calipers to remain standard.

8.2.14 Rear sets may be fitted.

8.2.15 Frame must be standard, Ancillary Brackets may be removed.

8.2.16 any deviation from these rules will result in Competitor losing ALL points to date.

8.3 MASTER CLASS

8.3.1 Riders eligible from the year they turn 40 yrs.

8.3.2 RULES AS PER MAIN CLASS.

8.3.3 All bikes to be dyno tested before the start of the new racing season. Dyno reports/specs to be filed with the class rep.

8.3.4 KZNRRC reserves the right to dyno test/inspect any bike during the course of the season.

9. Breakfast Run Class (Club Class – Non Championship)

9.1 Objective of Class

- 9.1.1 To provide an entry level race format for novice racers to compete with other riders of a similar skill level without being intimidated by faster riders.
- 9.2 To allow riders to build their racing experience, skill, improve lap times and, depending on individual ability, to progress further to the Formula Xtreme class.

9.1 Eligibility of Rider

- 9.1.1 Riders who turn 16 before 31st December 2016 may compete as from 1st January 2017.
- 9.1.2 Riders shall be eligible for trophies in the “Masters” class from their 45th birthday.
- 9.1.3 Riders must be in possession of a Club license valid for motorcycle circuit racing and issued by MSA.
- 9.1.4 Riders who currently participate or have participated the previous year in either a regional class will not be permitted to enter the class.
- 9.1.5 Eligibility is determined by the rider's average lap times. Any rider who laps slower than the specified average lap times will be eligible to compete in this class.
- 9.1.6 Any riders who have not previously competed in the Breakfast Run Class and have already recorded average lap times faster than the 2016 benchmark at any of the circuits will not qualify to take part in the class.
- 9.1.7 2016 Breakfast Run competitors who exceeded the 2017 benchmark in 2 events or more of the events in which they participated will NOT be eligible to compete and will move to FX.
- 9.1.8 Any rider who started racing in 2016 and competed in 3 events or less will be allowed to compete in the Breakfast Run Class for 2017.
- 9.1.9 During the course of the year any rider who records an average lap time faster than the benchmark average lap times in 3 events (regardless of whether the time was exceeded in one heat or both heats on the day) will be deemed to have reached the level of riding competence to compete in the Formula Xtreme Class and will not be allowed to continue competing in future BRC events.
- 9.1.10 During the course of the year any rider who records an average lap time in two races faster than the “Immediate Exclusion” time will be deemed to have reached the level of riding competence to compete in the Formula Xtreme Class and will not be permitted to compete in future BRC events.

9.2 Eligible Lap Times per Circuit

Circuit	Immediate Exclusion Time	Fastest Average Lap Time	Fastest Lap Time (a guideline if you have not raced before)
DEZZIES	1min 23 sec	1m.24	
Midvaal	01:13.500	01:16.000	1:14.500 to 1:15.000
Phakisa	01:51.000	01:54.500	1:53:000 to 1:53:500
Red Star (ACW)	02:08.500	02:13.000	2:11.000 to 2.11.500
Red Star (CW)	02:07.500	02:12.000	2:10.000 to 2.10.500

9.3 Eligibility of Motorcycle

- 9.3.1 Only 600cc and larger capacity superbike motorcycles are permitted to take part.
- 9.3.2 No Super Moto/Super Motard machines will be eligible to compete.
- 9.3.3 The only restriction on tyres is that they are supplied through a homologated importer/distributor. And are freely available to all.

- 9.3.4 There is no restriction on any performance modifications that may be done on the motorcycle, exhaust, air filter, suspension, tuning etc. No super charging, turbo charging or NOS is allowed.
- 9.3.5 Silencers must be fitted to all motorcycles

10. Formula Extreme

10.1 Objective of Class

- 10.1.1 To Declare a KZN Regional Champion and provide a class for Riders that Break the Lap time limits of BR Class to compete with other experienced Riders

10.2 Eligibility of Rider

- 10.2.1 Riders who turn 16 before 31st December 2016 may compete as from 1st January 2017
- 10.2.2 Any rider who has finished in a National Championship in the top 6 is not eligible to compete
- 10.2.3 Riders must be in possession of a Regional licence valid for motorcycle circuit racing and issued by MSA.
- 10.2.4 Eligibility is determined by the rider's average lap times. Must be faster than 1m.24s
- 10.3 Any rider who laps slower than the specified average lap times for Extreme will be eligible to compete in BR class.
- 10.3.1 Due to this class being a new formula, times and cut off times may be changed by the organizers at their own discretion so as to keep the class competitive and fair.

10.4 Eligible Lap Times

Circuit	FX Group		
DEZZIES	1min.23s or faster	Average lower than 1.24	

10.5 Eligibility of Motorcycle

- 10.5.1 Only 600cc and above cc capacity motorcycles are permitted to take part.
- 10.5.2 No Super Moto/Super Motard type machines will be eligible to compete.
- 10.5.3 The only restriction on tyres is that they are supplied through a homologated importer/distributor.
- 10.5.4 There is no restriction on any performance modifications that may be done on the motorcycle, exhaust, air filter, suspension, tuning etc. no super charging, turbo charging or NOS is allowed.
- 10.5.5 Silencers must be fitted to all motorcycles

11. Series Sponsor

- 11.1 The sponsor for the series is still to be determined.
- 11.2 When a series sponsor is finalised all competitors are required to display one sponsors sticker on either side of their motorcycle which is in a clearly visible position while the rider is seated on the motorcycle.

12. Series Officials

KZNRRC

13. Administration

- 13.1 All administration for the regional series will be conducted by email
- 13.2 The SR's for each event will be uploaded onto the fb site and from there they will be emailed to all competitors.

14. Contact Details**Motorsport SA**

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