



REGULATIONS AND SPECIFICATIONS FOR THE 2019 KZN REGION CIRCUIT MOTORCYCLE RACING CLUB CHAMPIONSHIPS (161716/144)

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 2019 season, this will be done at the sole discretion of KZNRRRC.

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 2019. One away event will take place outside of KZN.

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.

- 1.4.1 What is not specifically allowed is Disallowed.

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 KZNRRC Champion in each of the following classes:
 - MINI GP
 - Junior
 - 150 Class
 - 300 Class
 - Powersport
 - Motard
 - Super Motard
 - 600cc Class
 - 1000cc Class
 - Formula Extreme 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 Regional 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 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 16 Laps total race time at each race meeting, to be run over one, two or three races/heats. Mini GP to be run over a shortened track and no of laps to be determined by Club officials.
- 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). No Methanol fuels will be permitted.
- 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 Allison Atkinson via email to allison@motorsport.co.za
- 1.10.2 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.
- 1.10.3 All other numbers shall be issued on a 'first come first served' basis following receipt of a written application to MSA. The number will be allocated per competitor, regardless of class, therefore exclusive per competitor and not class.
- 1.10.4 Numbers must comply with the following:
 - 1.10.4.1 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.
 - 1.10.4.2 The only font permitted shall be Arial (Bold).
 - 1.10.4.3 The minimum permitted sizes for all numbers are: Minimum height 120 mm; Minimum width 80 mm; Minimum stroke 25 mm.
- 1.10.5 The allocated number for the rider must appear at least three (3) times on the machine, visible from the front and both sides.
- 1.10.6 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.
- 1.10.7 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.
- 1.10.8 In the case of a dispute concerning the legibility of numbers, the decision of the CoC will be final.
- 1.10.9 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, enviro mat 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, Brake retaining bolts and Axles must be wire-locked including pinch bolts. 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. Side stands must be removed or lock wired closed.
- 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. If No guard is fitted Ball end Levers are Mandatory.
- 1.11.7 All competitors must make their bike available to scrutineers' when requested.
- 1.11.8 Noise levels of each motorcycle must comply with MSA/Track noise level regulations
- 1.11.9 Protective clothing as detailed below, in good condition and free from tears, holes or other defects must be brought with to scrutineering.
- 1.11.10 Full face helmets of approved type, with Double D ring fastener, in sound condition and fitting securely.
- 1.11.11 If goggles and/or spectacles are worn, they shall be of 'non-splinter' material.
- 1.11.12 Leather one-piece racing suit.
- 1.11.13 Boots affording adequate protection to feet and ankles.
- 1.11.14 Leather gloves.
- 1.11.15 Environment mats for all classes

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 a class 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.
- 1.13.6 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.
- 1.13.7 Cut off times for all classes may be adjusted to keep competition fair and in the spirit of the sport.

1.14 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. Any rider starting warm up lap from pit lane will start at the back of the grid NOT from his qualifying position.
- 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

1.15 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 crossed the finish line and received the chequered flag 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.

1.16 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, Can be fined and 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.
- 1,16.12 Anything not specifically allowed will be disallowed.
- 1.16.13 Any Motorcycle suspected of breaking any Rules for the class entered maybe impounded and inspected or Dyno tested by relevant officials. Rider may attend any inspection or Dyno Run. Dyno test must be done within 3 working days of meeting.

2. 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.

2.2 Eligibility of Rider

- 2.2.1 Riders who turn 7 before 31st December 2018 may compete as from 1st January 2019.
- 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 Engine capacity will not exceed 125cc, single cylinder watercooled 4 stroke engine, or 65cc single cylinder watercooled 2 stroke engine.
- 2.3.4 The motorcycle is to remain standard as per original manufacture.

3. 150 (Club Championship)

3.1 Objective of Class

- 3.1.1 To declare a 2019 Club 150 Champion.

3.2 Eligibility of Rider

- 3.2.1 Riders who turn 12 before 31st December 2018 may compete as from 1st January 2019.
- 3.2.2 Alternatively, riders that have been competing in the Junior Trophy Or Mini GP for 2 consecutive years will be eligible to compete from the year in which they turn 11 years of age.
- 3.2.3 Maximum age limit 35. From 35 years of age 150 Masters Class will apply.
- 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
 - 3.1.1.1 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 4 stroke water cooled, 200cc 4 stroke air cooled Or 125cc water cooled 4 stroke 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
- 3.3.2.6 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.
- 3.3.2.7 All engine parts must remain standard apart from 1mm over size Piston may be fitted.
- 3.3.2.8 What is not specifically allowed is Disallowed.

4. Powersport Class

4.1 Objective of Class

- 4.1.1 To declare a 2019 open class Champion.

4.2 Eligibility of Rider

- 4.2.1 Riders who turn 14 before 31st December 2018 may compete as from 1st January 2019.
- 4.2.2 Alternatively, riders that have been competing in the Junior 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 650cc 2cyl 4 stroke or less, 650cc single cyl or less or 350cc 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 Powersport Class motorcycle

4.3.2 Displacement Capacities

- 4.3.2.1 The displacement capacity must remain below 650cc four stroke and 350cc 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 Radiator, Cooling System and Oil Coolers

- 4.3.5.1 If meshes are installed, they must be properly secured.

4.3.6 Air Box

- 4.3.6.1 The air filter element may be replaced with an aftermarket filter.
- 4.3.6.2 All motorcycles must have a closed breather system.
- 4.3.6.3 All the oil breather lines must be connected and discharge into the air box.

4.3.7 Exhaust System

- 4.3.7.1 Exhaust systems are free of restriction.
- 4.3.7.2 The exhaust must conform to the MSA noise limits

4.3.8 Rear Fork (Swinging Arm)

- 4.3.8.1 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.

4.3.9 Rear Suspension Unit

- 4.3.9.1 Any aftermarket rear suspension unit and spring may be used.
- 4.3.9.2 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.

4.3.10 Wheels

- 4.3.10.1 Wheel balance weights may be discarded, changed or added to. Weights to be duct taped to the wheel rim

4.3.11 Brakes

- 4.3.11.1 Standard front hydraulic brake lines may be replaced with braided brake lines.
- 4.3.11.2 The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (lower triple clamp).
- 4.3.11.3 Standard front and rear brake pads may be replaced with any aftermarket brake pads.
- 4.3.11.4 Standard hand levers may be replaced with any aftermarket hand levers.

4.3.12 Foot Rests/Foot Controls

- 4.3.12.1 Any aftermarket foot control units (rear sets) are permitted
- 4.3.12.2 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.

4.3.13 Handlebars and Hand Controls

- 4.3.13.1 Aftermarket handle bars are permitted
- 4.3.13.2 Handlebars and hand controls may be relocated.

4.3.14 Fuel Tank

- 4.3.14.1 Fuel tank filler cap may be changed to an aftermarket type.
- 4.3.14.2 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

4.3.15 Fairing/Body Work

- 4.3.15.1 Any aftermarket fairing may be used

4.3.16 ITEMS TO BE REMOVED

- 4.3.16.1 Headlamps, rear lamp and turn signal indicators. Openings must be properly sealed with suitable materials.
- 4.3.16.2 Rear-view mirrors.
- 4.3.16.3 Horn.
- 4.3.16.4 Toolkit.
- 4.3.16.5 Helmets hooks and luggage carrier hooks.
- 4.3.16.6 License plate bracket.
- 4.3.16.7 Passenger foot rests.
- 4.3.16.8 Passenger grab rails.
- 4.3.16.9 Safety bars, centre and side stands must be removed (fixed brackets must remain).
- 4.3.16.10 General Safety Instruction
- 4.3.16.10.1 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.
- 4.3.16.10.2 All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired.
- 4.3.16.10.3 Where breather or overflow pipes are fitted they must discharge via existing outlets.
- 4.3.16.10.4 The original closed system must be retained. No direct atmospheric emission is permitted, as all motorcycles must have a closed breather system.
- 4.3.16.10.5 The oil breather line must be connected and discharge into the air box.

5. 600cc (Club Championship)

5.1 Objective of Class

- 5.1.1 To declare a 2019 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 2018 shall be entitled to enter the class from 01st January 2019.
- 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 2019 South African National Championship.
- 5.3.2 Tyres: Any brand of homologated tyre may be used.

- 5.3.3 Engine capacity shall not exceed 600cc for 4 cylinder engines, 675cc for 3 cylinder engines and 750cc 2 cylinder engines.

6. Motards

6.1 Objective of Class

To declare a 2019 Club Champion.

6.1 Eligibility of Rider

6.2 Riders who turn 15 before 31st December 2018 may compete as from 1st January 2019.

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 The Motards championship shall be open all motorcycles of Moto cross / off-road design

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

6.4.2 Engine capacity of motorcycles is unlimited.

6.4.3 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.

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

6.4.5 Silencers must be fitted to all motorcycles

7. 1000cc Class (Club Championship)

7.1 Objective of Class

To declare a 2019 Club Unlimited Superbike Champion.

7.1 Eligibility of Rider

7.1.1 Riders who turn 17 before 31st December 2018 may compete as from 1st January 2019.

7.1.2 Riders shall be eligible for trophies in the "Masters" class from their 45th birthday.

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

7.2 Eligibility of Motorcycle

7.2.1 Motorcycles with an engine capacity of 750cc to 1000cc 4 cylinder and 1299cc 2 cylinder are eligible to compete.

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

7.2.3 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.

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

7.2.5 Silencers must be fitted to all motorcycles.

8. 300cc Class (Club Championship)

8.1 Objective of Class

To declare a 2019 Club Champion

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 49 years
- 8.2.3 Any make of motorbike up to multi cylinder 320cc 4 stroke and single Cylinder up to 390cc 4 stroke (inclusion of the 400cc Kawasaki with Nationals limitations)
- 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 After market 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.
- 8.2.17 What is not Specifically Allowed is Disallowed.
- 8.2.18 All bikes for both classes to be dyno tested before the start of the new racing season in the presence of the class rep or club official. Dyno Test sheets to be kept by class rep.

8.3 MASTER CLASS

- 8.3.1 Riders eligible from the year they turn 50 years old.
- 8.3.2 RULES AS PER MAIN CLASS.
- 8.3.3 KZNRRC reserves the right to impound and dyno test/inspect any bike during the course of the season. Rider is allowed to be present at Inspection/ Dyno Test. Any increase in power or torque from Original test with a margin of 5% or illegal modification will result in all points scored to date being deducted. Any bike that has had to be rebuilt because of engine damage will have to be Dyno tested again before it will be allowed to Race in this class.

9. Super Motard Class (Club Championship)

9.1 Objective of Class

To declare a 2019 Club Champion.

9.2 Eligibility of Rider

9.2.1 Riders who turn 15 before 31st December 2018 may compete as from 1st January 2019.

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

9.3 Eligibility of Motorcycle

- 9.3.1 The Super Motards championship shall be open all motorcycles of Moto cross / off-road design
- 9.3.2 Turbo-charging, supercharging or nitrous oxide boosting is not permitted.
- 9.3.3 Engine capacity of motorcycles is unlimited but engines must be an original OEM fitment.
- 9.3.4 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.
- 9.3.5 Silencers must be fitted to all motorcycles

9.4 **MASTER CLASS – Super Motards**

- 9.4.1 Riders eligible from the year they turn 45 years old.
- 9.4.2 RULES AS PER MAIN CLASS.

10. **MINI GP**

Objective of Class

- 10.1 The aim of the Class is to promote and foster young talents and to prepare them for future racing.

ELIGIBILITY OF RIDER

Riders must be a minimum of 5 years of age to ride in this class

- 10.2 Riders are no longer eligible for the class from the end of the year the rider turns 11 unless they are deemed to be a development Rider.
- 10.3 Riders shall be in possession of a MSA Club competition license valid for motorcycle circuit racing
- 10.4 Motorcross Riding apparel maybe worn but must include Chest, shoulder, Elbow and Knee guards.

Eligibility of Motorcycle

All bikes must comply with General Rules for Motorcycles.

Any Small CHILDS Motorcycle up to 80cc eg: Peewee 50, 80 or CRF80 , Pocket bike or similar (NO HOT Pocket Bikes) , NO full size 60cc or 80 cc off road bikes.

KZNRRC Committee has final say on eligibility.

There will be an A and B class groups Dependant on:

- A Class – Watercooled type motorcycles and
- B Class – Aircooled type motorcycles

11. Formula Xtreme (Club Championship)

11.1 Objective of Class

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. A and B class with cut off times set by club. (Possibility of a C class dependant on the number of competitors being no less than 8, if not the A and B class will stand)

To allow riders to build their racing experience, skill, improve lap times and, depending on individual ability, to progress further to the Formula Xtreme A class.

11.2 Eligibility of Rider

- 11.2.1 Riders who turn 16 before 31st December 2018 may compete as from 1st January 2019.
- 11.2.2 Riders shall be eligible for trophies in the "Masters" class from their 45th birthday.
- 11.2.3 Riders must be in possession of a Club license valid for motorcycle circuit racing and issued by MSA.
- 11.2.4 Riders who currently participate or have participated the previous year in a National class will not be permitted to enter the B or C class.
- 11.2.5 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. Cut off times maybe changed at the discretion of the club.
- 11.2.6 During the course of the year any rider who records an average lap time faster than the average lap cut off 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 level above and will not be allowed to continue competing in following years in the lower class events.
- 11.2.7 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 higher Formula Xtreme Class and will not be permitted to compete in the following years lower class levels.
- 11.2.8 The 1st, 2nd and 3rd of the B and C class for the year will have to move to the higher class and will not be allowed in B or C class the following year.

11.3 Eligible Lap Times per Circuit

Circuit	Immediate Exclusion Time	Fastest Average Lap Time	Fastest Lap Time (a guideline if you have not raced before)
Dezzi Raceway A Class			
Dezzi Raceway B Class	1m21	1m22	1m23
Dezzi Raceway C Class	1m25	1m26	1m27

11.4 Eligibility of Motorcycle

- 11.4.1 Only 600cc and larger capacity superbike motorcycles are permitted to take part.
- 11.4.2 No Super Moto/Super Motard machines will be eligible to compete.

11.4.3 The only restriction on tyres is that they are supplied through a homologated importer/distributor. And are freely available to all.

11.4.4 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.

11.4.5 Silencers must be fitted to all motorcycles

12. Series Sponsor

The sponsor for the series is still to be determined.

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.

13. Series Officials

KZNRRC

14. Administration

14.1 All administration for the regional series will be conducted by email

14.2 The entry forms and SR's for each event will be uploaded onto the web site and they will be emailed to all competitors who have entered Past meetings..

15. Contact Details

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