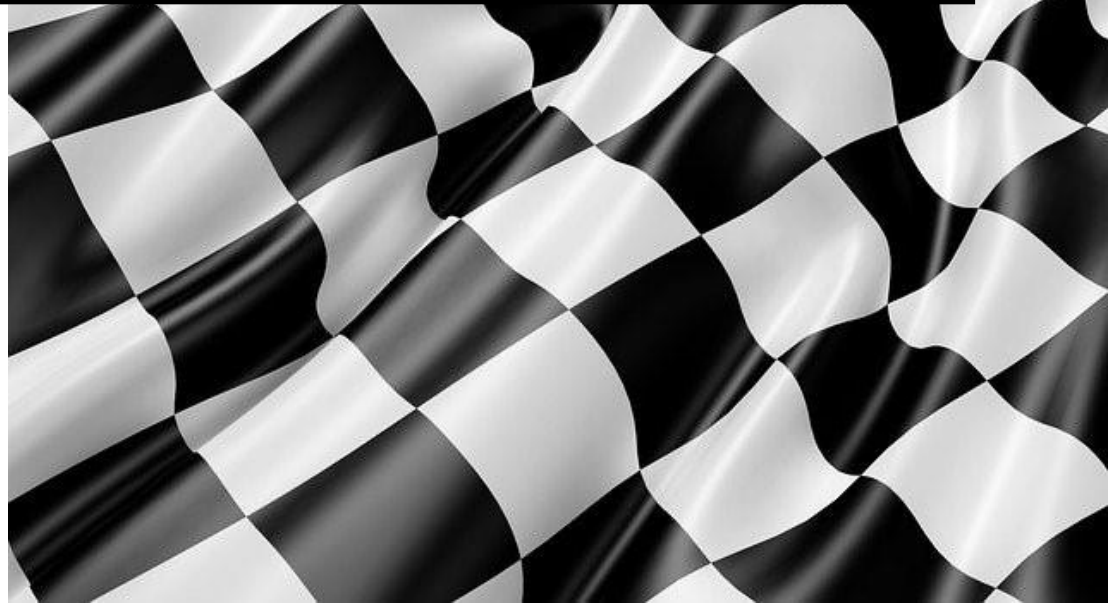


2022



Club Standing Supplementary Regulations

KZN Road Racing Club Motorcycle Circuit Racing Championship



Version 1

1 January 2022

Ref: 162727/144



REVIEW AND AMENDMENTS

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

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

AMENDMENT RECORD

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

REGULATIONS AND SPECIFICATIONS FOR THE 2022 KZN REGION CIRCUIT MOTORCYCLE RACING CLUB CHAMPIONSHIPS

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 2022 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 2022.

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

- a) Riders shall be eligible to compete in the relevant class as per the required minimum age specified under each Class - Eligibility of Riders.
- b) 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.
- c) One event licenses will be acceptable for any class.
- d) 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

- a) The championship is open to all motorcycles complying with the regulations and specifications as listed below.
- b) What is not specifically allowed is Disallowed.

1.5 Declaration of Champions

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

1.6 Aim of the Championship

To declare a KZNRRC Champion in each of the following classes:

- a) MINI GP
- b) CBR 150
- c) Super Production
- d) 300 Class
- e) Powersport
- f) Motard
- g) Super Motard
- h) Formula Extreme Class

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

1.6.1 Limits in declaring a Club Championships

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).

1.6.2 Limits in declaring a Regional Championships

- a) 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.
- b) 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.

1.6.3 Cancellation of Class

Any class that is unable to provide 6 starters per event for may be canceled at the discretion of the CoC and amalgamated with another class.

1.7 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 based on 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.

1.8 Race Distance

- a) 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.
- b) Mini GP to be run over a shortened track and no of laps to be determined by Club officials.
- c) 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.

1.9 Separation of Ties in Championship

- a) A tie at the end of the season will be resolved in favour of the competitor having the greater number of heat wins.

- b) If the tie is not so resolved then the greater number of second positions will count, failing this third positions and so on.
- c) 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 Qualifying For Grid Positions

- a) 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.
- b) It is the competitor's responsibility to know his/her grid position prior to forming up on the grid.
- c) 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.
- d) 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.
- e) 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.
- f) Cut off times for all classes may be adjusted to keep competition fair and in the spirit of the sport.

1.11 Starting Procedure

- a) Riders will be lined up in the pre-race paddock.
- b) 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.
- c) 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.
- d) 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.
- e) After completing the sighting and warm up laps as indicated, riders are to form up on the starting grid with engines running.
- f) 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.
- g) A competitor who jumps the start will be given a time penalty of 30 seconds. Refer SSR 38J

1.12 Finishing Procedure

- a) All competitors who complete 66% of the total race distance shall report to Parc fermé immediately after the race.
- b) No parents are allowed in Parc fermé after the race. Race Officials will conduct a debriefing session with the riders.
- c) 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.
- d) To be classified as a finisher, the motorcycle must have crossed the finish line and received the chequered flag under its own power.
- e) Any protest relating to the eligibility of a motorcycle must be submitted to the CoC while all motorcycles are still in Parc.

1.13 General

- a) 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.
- b) The GCR's and SSR's applicable to motorcycle racing must be read and understood in conjunction with these regulations and specifications.
- c) 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.
- d) 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.
- e) 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.
- f) 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.
- g) 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.
- h) Any interference by any member of any team with the timing personnel and/or their equipment, may lead to the associated rider being penalised.
- i) All engines must free of leaks.
- j) 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.

- k) 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.
- l) Anything not specifically allowed will be disallowed.
- m) 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.

1.14 Competition Numbers

- a) Competition numbers for all classes will be those as issued by Allison Atkinson via email to allison@motorsport.co.za
- b) 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.
- c) 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.
- d) Numbers must comply with the following:
 - i. 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.
 - ii. The only font permitted shall be Arial (Bold).
 - iii. The minimum permitted sizes for all numbers are: Minimum height 120 mm; Minimum width 80 mm; Minimum stroke 25 mm.
 - iv. The allocated number for the rider must appear at least three (3) times on the machine, visible from the front and both sides.
 - v. 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.
 - vi. 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.
 - vii. In the case of a dispute concerning the legibility of numbers, the decision of the CoC will be final.
 - viii. 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).

1.15 Scrutineering

- a) Motorcycles, together with approved crash helmet and gloves, enviro mat, fire extinguisher and Log Book, must be in a clean race-worthy condition and available for inspection at scrutineering.
- b) All competitors must make their bike available to scrutineers' when requested.

1.16 Change of Components

- c) A competitor may change any part/s on his/her motorcycle between heats.
- d) Where a competitor wishes to change motorcycles between heats, he may do so provided:

- i. The Clerk of the Course is advised of this intention at least 10 minutes prior to the start of the next heat.
- ii. The motorcycle has been passed by the scrutineers.
- iii. The replacement motorcycle displays the same competition number as the original motorcycle.
- iv. The competitor starts from the back of the grid, irrespective of his finishing position in the previous heat.

2 Safety and Environment Equipment

2.1 Protective Clothing

- a) Protective clothing as detailed below, in good condition and free from tears, holes or other defects must be brought with to scrutineering.
- b) Full face helmets of approved type, with Double D ring fastener, in sound condition and fitting securely.
- c) If goggles and/or spectacles are worn, they shall be of 'non-splinter' material.
- d) Leather one-piece racing suit.
- e) Boots affording adequate protection to feet and ankles.
- f) Leather gloves.

2.2 Environmental Protection

- a) Environment mats are mandatory for all classes
- b) One environmental mat per motorcycle.
- c) Environmental Mats are to conform to MSA Standards.

2.3 Fire Protection

- d) Each motorcycle that will compete, must have a dedicated Fire Extinguisher of a capacity of greater than 1.25kg.

3 Common Motorcycle Technical Regulations

The following common technical regulations apply to all classes unless specifically excluded in the class specifications.

3.1 Fuel

- a) 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).
- b) No Methanol fuels will be permitted.

- c) 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.
- d) Where no control racing fuel is available, then normal pump fuel may be used as a control fuel, at the discretion of the TC.
- e) Any competitor refusing to use control fuel when so requested will be excluded from the results/precluded from further participation in the event concerned.
- f) Competitors are not allowed to transport fuel, other than in a container designed for fuel.

3.2 Radiator, Cooling System and Oil Coolers

If meshes are installed, they must be properly secured.

3.3 Exhaust System

- a) Noise levels of each motorcycle must comply with MSA/Track noise level regulations.
- b) At any time during an event, silencers may be checked.

3.4 Rear Fork (Swinging Arm)

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

3.5 Wheels

Wheel balance weights may be discarded, changed or added to.

Weights to be duct taped to the wheel rim.

3.6 Brakes

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

3.7 Foot Rests/Foot Controls

- a) Any aftermarket foot control units (rear sets) are permitted.
- b) Footrests must have an end (plug) which is permanently fixed, made of plastic, Teflon or aluminium (minimum radius 8mm).
- c) 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.

3.8 Handlebars and Hand Controls

- a) Aftermarket handlebars are permitted.

- b) Handlebars and hand controls may be relocated.
- c) Eliminating of the switches is allowed.
- d) Relocation of the switches is allowed.
- e) 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.
- f) If No guard is fitted Ball end Levers are Mandatory.

3.9 Kill Switches

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.

3.10 Fluid Control

- a) 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.
- b) 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.
- c) The oil breather line must be connected and discharge into the air box or suitable container where there is no air box fitted.
- d) All such containers must be empty at the start of any race.
- e) No motorcycle may compete with ethylene glycol (anti-freeze) in the cooling system.
- f) All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired.
- g) Where breather or overflow pipes are fitted they must discharge via existing outlets.
- h) 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.

3.11 Items to be removed

3.11.1.1 Items which may be removed

For all classes of motorcycle the following can be removed.

- a) Chain guard
- b) Rear mudguard
- c) Front sprocket guard
- d) Bolt on accessories on rear sub-frame
- e) Side stand
- f) Radiator cooling fan and wiring.

3.11.1.2 Items that must be removed

Where relevant the following items must be removed from any motorcycle;

- a) Headlamps, rear lamp and turn signal indicators.
- b) Openings must be properly sealed with suitable materials.
- c) Rear-view mirrors.
- d) Horn.
- e) Toolkit.
- f) Helmet hooks and luggage carrier hooks.
- g) License plate bracket.
- h) Passenger foot rests.
- i) Passenger grab rails.
- j) Safety bars, centre and side stands must be removed.

3.12 Lock Wiring

The following items must be lock wired;

- a) Gearbox and engine drain plugs
- b) Oil filter cover retaining bolts.
- c) Canister-type oil filter bodies must be clamped and lock wired to prevent rotation.
- d) Brake caliper retaining bolts
- e) Axle nuts and axle pinch bolts.
- f) Any bolt that penetrates a internal oil galley in the engine.
- g) Engine coolant drain bolts.
- h) Side stands must be removed or lock wired closed.

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.

3.13 Rear Sprocket Protection

All motorcycles rear sprocket, must be fitted with a "Shark Fin" protector.

4 Mini GP

4.1 Objective of Class

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

4.2 Eligibility of Rider

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

- b) 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.
- c) Riders shall be in possession of a MSA Club competition license valid for motorcycle circuit racing
- d) Motocross riding apparel maybe worn but must include chest, shoulder, elbow and knee guards.

4.3 Eligibility of Motorcycle

- a) All motorcycle must comply with MSA General Rules for Motorcycles.
- b) Any Small CHILDS Motorcycle up to 80cc eg: Peewee 50, 80 or CRF80 , Pocket bike or similar (NO water cooled Pocket Bikes) , NO big wheel 60cc or 80 cc off road bikes.
- c) KZNRRC Committee has final say on eligibility.
- d) There will be an A and B class groups dependent on:
 - I. A Class – Water-cooled type motorcycles and
 - II. B Class – Air-cooled type motorcycles

4.4 Eligibility of Motorcycle

- a) All motorcycle must comply with MSA General Rules for Motorcycles.
- b) Engine capacity will not exceed 150cc, single cylinder water-cooled 4 stroke engine, or 65cc single cylinder water-cooled 2 stroke engine.
- c) All CBR 150 motorcycle eligibility rules (Section 6.3) apply for the Juniors class with exception of the allowance of motorcycles with a 65cc water cooled 2 stroke engine.

4.5 Outside Assistance During Races

Parents may not tamper with motorcycles or make any adjustments to the motorcycle whilst a race is in progress.

5 CBR 150 Class (Club Championship)

Open to Honda CBR150R and CBR125 motorcycles

5.1 Objective of Class

To declare a 2022 Club 150 Champion.

Eligible Lap Times per Circuit (Dezzi Raceway)

- a) **150cc A Class** 1m34,99s and faster
- 150cc B Class** time bracket is a 1m35,00s – 1,41.99s
- 150cc C Class** 1,42.00s and slower (Possibility of a C class dependant on the number of competitors)

Due to these being new regulations for 2022 the Lap times will be reviewed after the second event of the season to ensure class viability. Break out times may or may not change after this review.

b) A competitor exceeding a cut-off time / break-out time of a class will take his/ her club championship points scoring to the higher class as follows:

Race Event 1 to 3 - 75% of points earned carried forward to the higher class

Race Event 4 or 5 - 50% of points earned carried forward to the higher class.

Race Event 6 onwards - 0 points to be carried forward to the higher class.

Class changes are immediate and will be in effect for both heats of the day regardless of which heat in which you are deemed to have broken out. Pro-rata Points scoring will then take effect as per break out rule for your new class. The break-out rules applies to all heats for the event – i.e. qualifying and race heats

Elastic Rule

The Breakout will require 2 laps in any 1 race event (qualifying, and race heats) where a competitor exceeds (lap time faster than) the breakout time by less than 1 second.

If you exceed the Breakout time by more than 1 second, you immediately Breakout into next class. Class changes are immediate and will be in effect for both heats of the day regardless of which heat in which you are deemed to have broken out.

5.2 Eligibility of Rider

- a) Riders who turn 11 before 31 December 2021 may compete as from 1st January 2022.
- b) Alternatively, riders who 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 10 years of age.
- c) Riders shall be in possession of a Club or Regional competition license valid for motorcycle circuit racing and issued by MSA.

5.3 Eligibility of Motorcycle

5.3.1 Discipline Specifications

5.3.1.1 Honda CBR150R

- a) All motorcycle must comply with MSA General Rules for Motorcycles.
- b) Motorcycles to be production-based Honda CBR150R models, as sold by Honda in South Africa.

5.3.1.2 Honda CBR125R

- a) Honda CBR125R models, as sold by Honda in South Africa are eligible in either standard Bore and Stroke Capacity (58 x 47.2mm) as specified by the manufacturer, or if fitted with a 166cc big bore kit.
- b) All other engine specifications will be governed as per section 6.3.2 of these regulation, with the exception of sections, "6.3.2.1 Barrel and Piston Standard bore" and "6.3.2.14 Defined Standard Engine Parts", neither of which are applicable to the CBR125R.

- c) All other chassis specifications will be governed as per Section 6.3.3 of these regulations.

5.3.1.3 Additional Manufacturer Motorcycles

Other manufacturer 150 or 125cc four-stroke production based motorcycles, eligible under these Engine and Chassis specifications, will be accepted into the class at the discretion of the club.

5.3.2 Engine Specifications

5.3.2.1 Carburation

Only the standard carburetor as indicated in owner's manual may be used. No modifications to the carburetor are allowed- it must function as designed by the manufacturer, except for changes to jets to suit altitude variations.

5.3.2.2 Barrel and Piston Standard bore

- a) The piston and stroke specifications for the engine are to be as supplied by the manufacturer.
- b) Piston Bore of 63.5mm with an allowance of a 1mm overbore is allowed.
- c) Piston Stroke of 47.2mm is standard and no change to the stroke is allowed.

5.3.2.3 Cylinder Head

The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, spring base and retainers must be as originally produced by the manufacturer.

5.3.2.4 Camshaft

- a) Only Standard camshafts as supplied by the manufacturer are allowed. No slotting of, or any modification of, the camshaft is allowed.
- b) No material may be added or removed from the camshaft.

5.3.2.5 Crankcase and all Other Engine Cases

- a) All crankcases are to be as supplied by the manufacturer.
- b) A second protection cover made of metallic or composite material (type carbon or Kevlar) aluminum or steel plates can be installed to protect the casings in event of a crash.

5.3.2.6 Ignition

- a) All ignition components, Coil, CDI Box, Stator, Ignition Trigger, Flywheel and Ignition Trigger mounting points, must be as supplied by the manufacturer.

b) Spark Plug and Spark Plug Cap are free.

5.3.2.7 Transmission/ Gearbox

- a) The front and rear sprockets may be changed.
- b) The gear shift mechanism may be replaced to allow changes in shift pattern. No “quick shifters” are permitted.

5.3.2.8 Electric Starter

The electric starter must operate normally and always be able to start the engine during practice and racing.

5.3.2.9 Crankshaft Balancer

The Crankshaft balancer must be fitted and operational.

5.3.2.10 Clutch

Must be as supplied by the manufacturer, Clutch Plates and Clutch Friction Discs can be changed.

5.3.2.11 Radiator / Cooling System

- a) Must be as supplied by the manufacturer, no large radiators or high flow water pump impellers allowed.
- b) Use of aftermarket Hoses/Clamps and removal of Thermostat is allowed.

5.3.2.12 Air Box

- a) The Air Box must remain as originally produced.
- b) The Air Box Top Cover may removed. The Air Filter Element may be removed or replaced.

5.3.2.13 Exhaust System

- a) Exhaust Systems are free of restriction.
- b) The exhaust must conform to the MSA noise limits.

5.3.2.14 Defined Standard Engine Parts

For the sake of clarity, and in the event of any dispute, the following part numbers represent the “standard” components that will be used as reference with respect to all aspects of measurement;

- Head Gasket – 12251-kpp-900
- Head Gasket – 1.00-12252-kpp-900
- Base Gasket – 12191-kpp-900
- Cylinder – 12100-kpp-900

- Cylinder Head – 12200-kpp-930
- Camshaft (Intake) – 14110-kpp-900
- Camshaft (Exhaust) – 14210-kpp-900
- Valves (Intake) – 14711-kpp-900
- Valves (Exhaust) – 14721-kpp-900
- Pistons STD – 13101-kpp-900
- Pistons 0.25 – 13102-kpp-900
- Pistons 0.50 – 13103-kpp-900
- Pistons 0.75 – 13104-kpp-900
- Pistons 1.00 – 13105-kpp-900
- Rings STD – 13011-kpp-900
- Rings 0.25 – 13021-kpp-900
- Rings 0.50 – 13031-kpp-900
- Rings 0.75 – 13041-kpp-900
- Rings 1.00 – 13051-kpp-900
- Crankshaft assembly – 13000-kpp-900
- Flywheel – 31110-kpp-901
- Stator – 31120-kpp-900
- C.D.I. Unit – 30410-kpp-90

It is understood that there are aftermarket non-OEM parts that are available for the CBR150R and that these parts represent a cost saving to the competitor. So, to cater for their use, and in the event that there is any protest and an engine is disassembled for measurement, the parts outlined above will be used as the “benchmark” for measurements.

Any component measured in the event of a dispute, that is found to be outside the standard, will be deemed to be non-conforming if it is deemed by the technical stewards that there is an advantage in utilizing a non-standard component.

5.3.3 Chassis Specifications

5.3.3.1 Additional Equipment

The use of lap timers and rev counters is permitted, no other additional electronic hardware equipment may be used.

5.3.3.2 Wiring Harness

Cutting of the wiring harness is not allowed, except to remove headlamps, side stand, turn signals, etc - items that must be removed.

5.3.3.3 Frame Body and Rear Sub

- a) Frame Modification of the rear sub-frame is allowed to fit aftermarket body kit.
- b) Non-welded additional seat brackets may be added.
- c) Non-stressed protruding brackets may be removed only if they are not a safety issue on the machine for its rider or others.

5.3.3.4 Front Forks

- a) Forks structure (spindle, stanchions, bridges, stem, etc.) must remain as originally produced by the manufacturer.
- b) The standard original internal parts of the forks may be modified but not changed.
- c) Any quantity of oil can be used in the front forks. Changing the protrusion (height and position of the front fork in relation to the fork crowns) is allowed.
- d) The upper and lower fork clamps (triple clamp, fork bridges and stem) must remain as originally produced by the manufacturer.
- e) No aftermarket steering damping devices are allowed.

5.3.3.5 Swing Arm

- a) The Swing Arm is to be as supplied by the manufacturer.
- b) Swing Arm Rear wheel stand positioning brackets may be added to the Swing Arm. Brackets must have rounded edges (with a large radius viewed from all sides).
- c) Fastening screws must be recessed.

5.3.3.6 Rear Suspension Unit

- a) If the rider's weight is in excess of 80kg (including riding equipment) the rear shock absorber and spring may be changed for safety reasons.
- b) 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.
- c) **FOR ALL RIDERS UNDER THE WEIGHT OF 80KG THE STOCK STANDARD BACK SUSPENSION MUST BE USED.**

5.3.3.7 Wheels

- a) Wheels are to be as supplied by the manufacturer.
- b) No widening of wheels is allowed. Wheel balance weights may be discarded, changed or added to.

5.3.3.8 Tyres

Any brand of tyre maybe used – **tyres are open**

5.3.3.9 Brakes

- a) All brake calipers and master cylinders (front and rear) must be as supplied by the manufacturer.
- b) All discs must be of the same diameter as supplied by the manufacturer.
- c) Hydraulic brake lines may be replaced with braided brake lines.
- d) Front and rear brake pads may be replaced with any aftermarket brake pads.

5.3.3.10 Seat

The original seat height and padding may be changed.

5.3.3.11 Fairing/Body Work

- a) Any aftermarket fairing may be used as long as it is freely available to all competitors.
- b) The windscreen is unrestricted.
- c) The instrument and fairing brackets as supplied on the original motorcycle may be removed.

6 Super Production Class (Club Championship)

6.1 Objective of Class

To declare a 2022 Super Production Club Champion.

6.2 Eligibility of Rider

- a) Riders who turn 12 before 31 December 2021 may compete as from 1st January 2022.
- b) 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.
- c) No Maximum age limit, Masters Class will not apply.
- d) Riders shall be in possession of a Club or Regional competition license valid for motorcycle circuit racing and issued by MSA

6.3 Eligibility of Motorcycle

6.3.1 Discipline Specifications

- a) All motorcycle must comply with MSA General Rules for Motorcycles..
- b) The motorcycle Chassis is open – home made chassis' is allowed
- c) The engine can be sourced from any “production” based motorcycle. This is defined as being a road, enduro or motocross motorcycle.

- d) Any mixture of Chassis / Engine is allowed i.e. Honda Engine in a Yamaha Chassis as long as it complies with sections 7.3.2 and 7.3.3 of these regulations.
- e) The scrutineering log book will be used to record the Engine and Chassis Make/Year/Model of the motorcycle. This will be used as the basis of control for all technical specifications where there is some form of control. At the first scrutineering of the motorcycle the owner will declare the year model and make of the chassis and the engine and provide evidence that the engine and chassis are as the owner specified.
- f) For reference the technical specifications for that make/year/model will be stapled into the Log Book and used as reference in the event of any dispute.

6.3.2 Engine Specifications

6.3.2.1 Engine Common - 2 and 4 Stroke

- a) Piston Bore - Bore oversize to a maximum of 1mm, based on manufacturer standard specs for the specific year/model of engine.
- b) Piston Stroke - Standard as per the manufacturer's specification for the year/model of engine.
- c) Pistons – Free
- d) Connecting rods – Free
- e) Ignition Systems – Free, including flywheel weight / type.
- f) Balancer Shafts – May be removed.
- g) Gear Ratios – Free
- h) Clutch – Free
- i) Exhaust – Must be fitted and include a silencer, design is free.
- j) Starting Systems – Free.

6.3.2.2 Two Stroke Engine Specific

- a) Capacity - Single Cylinder to a maximum of 85cc
- b) Carburation – Make/Model of Carburetor & size is free.
- c) Porting of Cylinders – Free
- d) Crankcase Volume - Adjustments to Crankcase volume/Plugging of Crankshafts – Free

6.3.2.3 Four Stroke Engine Specific

- a) Capacity - Single Cylinder to a maximum of 150cc
- b) Carburation - Bore Diameter can be increased by a maximum of 2 mm's over standard bore of carburetor as per manufacturer's standard specifications for

year and model of engine. Make and Model of carburetor is free. With the exception for a CRF150R engine, which will remain as per the manufacturer's specifications.

- c) Fuel Injection - Allowed if it was originally fitted by the manufacturer for the Year/Model of engine. Throttle Body and Throttle Bore Diameter is to be as per the standard specification. ECU – free
- d) Porting of Cylinder Heads – Free
- e) Valves - Intake and Exhaust Valve Sizes are free.
- f) Camshafts – Free

6.3.3 Chassis Specifications

- a) Suspension – Free
- b) Wheels - Free
- c) Brakes – Free
- d) Fairings – Free
- e) Tyres – any tyre brand may be used. Racing slicks are permitted.

7 Powersport Class (Club Championship)

7.1 Objective of Class

To declare a 2022 Powersport class Champion.

7.2 Eligibility of Rider

- a) Riders who turn 14 before 31st December 2021 may compete as from 1st January 2022.
- b) 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.
- c) Riders shall be in possession of a Regional competition license valid for motorcycle circuit racing and issued by MSA.

7.3 Eligibility of Motorcycle

7.3.1 Discipline Specifications

- a) All motorcycle must comply with MSA General Rules for Motorcycles.
- b) Open to all motorcycles with a capacity of 650cc 2cyl 4 stroke or less, 650cc single cyl or less or 350cc two stroke.
- c) The class is open to all motorcycles that do not fit in to any other class.
- d) 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.

- e) 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.
- f) The KZNRRC TC are the only persons responsible for all decisions regarding the technical legality of a Powersport Class motorcycle

7.3.2 Displacement Capacities

The displacement capacity must remain below 650cc four stroke and 350cc two stroke.

7.3.3 Tyres

- a) Tyres are free.
- b) The use of tyre warmers is permitted.
- c) The use of Rain Tyres (Not for Highway use) is permitted

7.3.4 Air Box

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

7.3.5 Exhaust System

- a) Exhaust systems are free of restriction.
- b) The exhaust must conform to the MSA noise limits

7.3.6 Rear Suspension Unit

Any aftermarket rear suspension unit and spring may be used.

7.3.7 Wheels

Wheels – Free

7.3.8 Fairing/Body Work

Any aftermarket fairing may be used

8 300cc Class (Club Championship)

8.1 Objective of Class

- a) To declare a 2022 Club 300cc Champion
- b) To declare a 2022 Club 300cc Masters Champion
- c) To declare a 2022 Club 300cc Veteran Champion

8.2 300cc Class

The general rules applicable to all other classes apply

8.2.1 Eligibility of Rider

- a) Riders who older than 13 years of age, before 31st December 2021 may compete as from 1st January 2022.
- b) Riders shall be in possession of a Club license valid for motorcycle circuit racing and issued by MSA.

8.2.2 Eligibility of Motorcycle

- a) All motorcycle must comply with MSA General Rules for Motorcycles.
- b) Any make of motorbike up to twin cylinder 320cc four stroke engine – NO two stroke powered motorcycles allowed.
- c) KTM 390/Kawasaki 400/Honda 500 must have rev limiters as per national regulations.
- d) Engines and ECU to remain stock standard – as per OEM specifications
- e) Suspension replacement both front & rear to be capped at R25000.
- f) Exhaust headers to remain original. Aftermarket cans may be fitted.
- g) Tyres: Open
- h) An aftermarket air filter may be fitted. Air box to remain as per factory original.
- i) Only pump fuel available for sale to general public may be used.
- j) Standard brake hoses may be replaced by braided brake hoses.
- k) Standard brake pads may be replaced by aftermarket brake pads. Brake discs and callipers to remain standard.
- l) Rear sets may be fitted.
- m) Frame must be standard. Ancillary brackets may be removed.
- n) Any deviation from these rules will result in competitor losing all points to date.
- o) What is not specifically Allowed is Disallowed.

8.3 300cc MASTER CLASS

8.3.1 Eligibility of Rider

- a) Riders who older than 40 years of age, before 31st December 2021 may compete as from 1st January 2022.
- b) Riders shall be in possession of a Club license valid for motorcycle circuit racing and issued by MSA.

8.3.2 Eligibility of Motorcycle

- a) Tyres – no restrictions
- b) Suspension – no restrictions
- c) Any make of motorbike up to twin cylinder 400cc 4 stroke engine

- d) 2 stroke powered motorcycles are disallowed.

8.4 300cc Veteran CLASS

8.4.1 Eligibility of Rider

- a) Riders who older than 50 years of age, before 31st December 2021 may compete as from 1st January 2022
- b) Riders shall be in possession of a Club license valid for motorcycle circuit racing and issued by MSA.

8.4.2 Eligibility of Motorcycle

- a) Tyres – no restrictions
- b) Suspension – no restrictions
- c) Any make of motorbike up to twin cylinder 400cc 4 stroke engine
- d) 2 stroke powered motorcycles are disallowed.

8.5 Dyno Testing

- a) All bikes to be dyno tested before the start of the new season in the presence of the class rep or a club official.
- b) Dyno test reports/specs to be kept on file by the class rep.
- c) KZNRRC reserves the right to impound & dyno test/inspect any bike during the course of the season. Rider is allowed to be present at inspection/dyno test.
- d) Any increase in power & torque from the original test with a margin of 5% or illegal modifications will result in all points scored to be deducted.
- e) Any bike that has 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 Motard (Club Championship)

9.1 Objective of Class

To declare a 2022 Club Motard Champion.

9.2 Eligibility of Rider

- a) Riders who turn 15 before 31st December 2021 may compete as from 1st January 2022.
- b) Riders shall be in possession of a Club license valid for motorcycle circuit racing and issued by MSA.

9.3 Eligibility of Motorcycle

- a) All motorcycle must comply with General Rules for Motorcycles.

- b) The Motards championship shall be open all motorcycles of Moto cross / off-road design
- c) Turbo-charging, supercharging or nitrous oxide boosting is not permitted.
- d) Engine capacity of motorcycles is unlimited.
- e) 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.
- f) The only restriction on tyres is that they are road tyres with same size rims as fitted as standard to the bike.
- g) Silencers must be fitted to all motorcycles

10 Super Motard Class (Club Championship)

10.1 Objective of Class

- a) To declare a 2022 Club Super Motard Champion.
- b) To declare a 2022 Club Super Motard Masters Champion.

10.2 Super Motard Class

10.2.1 Eligibility of Rider

- a) Riders who turn 15 before 31st December 2021 may compete as from 1st January 2022.
- b) Riders shall be in possession of a Club license valid for motorcycle circuit racing and issued by MSA.

10.2.2 Eligibility of Motorcycle

- a) All motorcycle must comply with MSA General Rules for Motorcycles.
- b) The Super Motards championship shall be open all motorcycles of Moto cross / off-road design
- c) Turbo-charging, supercharging or nitrous oxide boosting is not permitted.
- d) Engine capacity of motorcycles is unlimited but engines must be an original OEM fitment.
- e) 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.
- f) Silencers must be fitted to all motorcycles

10.3 Super Motard Masters Class

10.3.1 Eligibility of Rider

- a) Riders eligible from the year they turn 40 years old.

10.3.2 Eligibility of Motorcycle

- a) As per Section 11.2.2 of these regulations.

11 Formula Extreme (Club Championship)

11.1 Objective of Class

- a) 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.
- b) 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)
- c) To allow riders to build their racing experience, skill, improve lap times and, depending on individual ability, to progress further to the Formula Extreme A class.

11.2 Eligibility of Rider

- a) Riders who turn 16 before 31st December 2021 may compete as from 1st January 2022.
- b) Riders shall be eligible for trophies in the "Masters" class from their 40th birthday.
- c) Riders must be in possession of a Club license valid for motorcycle circuit racing and issued by MSA.
- d) 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.
- e) 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.
- f) 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 Extreme Class level above and will not be allowed to continue competing in following years in the lower class events.
- g) 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 Extreme Class and will not be permitted to compete in the following years lower class levels.
- h) 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

- a) All motorcycle must comply with MSA General Rules for Motorcycles.
- b) Only 600cc and larger capacity super-bike motorcycles are permitted to take part.
- c) By exception, smaller capacity multi-cylinder motorcycles may be permitted to compete in this class and be awarded championship points. Where a competitor has a need to utilize a smaller capacity motorcycle they are to make application to the Class Rep for a single race meeting exemption. The Class Rep will consult with the COC and a decision will be taken to allow or disallow the single race meeting exception.
- d) No Super Moto/Super Motard machines will be eligible to compete.
- e) The only restriction on tyres is that they are supplied through a homologated importer/distributor. And are freely available to all.
- f) There is no restriction on any performance modifications that may be done on the motorcycle, exhaust, air filter, suspension, tuning etc.
- g) No super charging, turbo charging or NOS is allowed.
- h) 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 finalized all competitors are required to display one sponsors stickers 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

- a) All administration for the regional series will be conducted by email

- b) 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

15.1 Motorsport SA

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