



WORLD OF MOTORSPORT ZA. MCRR – (MOTORCYCLE CIRCUIT RACE REGULATIONS)

- MCRR1** **WOMZA** reserves the right to change these rules without any prior notice. This will only apply to safety related issues, which could arise in the duration of the championship, and would need to be approved by the chairmen of the committee, the head COC, Technical committee members and the rider's representatives. No rules will be changed during the season which relate to ages of competitors, capacity of motorcycles or technical specification. Any new changes can only be effected in the new season, subject to consultation with the National Committee and the competitors have voted on the changes.
- MCRR2** **THE** National, and Regional Committees, circuit owners, must be fully aware of all commitments made by the promoter of the National series with regard to sponsorship agreements. No conflicting sponsorship or advertising can be present on circuit, over the National weekend when an event is taking place. If any conflicting sponsors exists then arrangements must be made to cover this advertisements until the weekends racing has been successfully completed.
- MCRR2.1** **ALL** promoters, clubs, circuits and committees must uphold all decisions taken by WOMZA in respect of disciplinary hearings and appeals that have been passed down to competitors, spectators or any other person that may have been involved in WOMZA sanctioned events. To this end all circuits must display a "Right of Admission Reserved" at the entrance to circuits. The security at the circuits must be available to remove undesirable elements if the occasion arises.
- MCRR3** **ONE** event licenses for Nationals, Regionals and Club will only be permitted for the 2018 season, at a cost of R250.00 per event. This will be reviewed in 2019 by WOMZA. Licence fees for 2018 are listed below. This excludes any additional medical cover competitors may want. Please go onto the WOMZA website for your online licenses and medical details. NB. WOMZA does not have an enforced medical system and it is up to the competitor to ensure that he/she has sufficient medical cover for motorsport events – www.womza2wheels.com
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| National License fees for competitors for 2018 is | R850.00 | per competitor. |
| Regional License fees for competitors for 2018 is | R650.00 | per competitor. |
| Club license fees for competitors for 2018 is | R200.00 | per competitor. |
- MCRR4** **GENERAL REQUIREMENTS FOR ELIGIBILITY OF COMPETITORS**
- MCRR4.1** **AGES**
- MCRR4.2** Once a competitor attains the actual age, which makes him eligible to change classes, he may elect to do so on his birthday, provided that:
- MCRR4.3** His licence is suitably endorsed by WOMZA, prior to him competing in a higher class;
- MCRR4.4** The age limit in respect of the minimum age starts on the competitor's birthday and the maximum age will finish at the end of the year that the competitor attains the maximum age i.e. 31st December. A special concession may be applied for in the event due to physical size that a rider may be allowed to remain in a class or move into a higher class, this would have to be sent with an accompanying letter from his Club and Regional Chairman approving the above. Only with the said documentation will this concession be considered by WOMZA.

MCRR4.5 The original or certified copies of birth certificates or other proof of age must be produced to WOMZA on application for licences for all classes under the age of 18 years old.

MCRR5

NATIONAL CLASSES

These classes have technical rules which are pertinent to the motorcycles

SUPERBIKE UNLIMITED (OPEN CLASS) 1000 CC AND ABOVE – Ages –

SUPERSPORT 600 CC 4CYL / 680 3 CYL / 750 TWIN CYL – Ages –

V-TWINS 500 STANDARD NO MODIFICATION PERMITTED – Ages –

MASTERS (OPEN CLASS) – Ages – 35 year to 50 years old

MCRR5.2

REGIONAL CLASSES

These classes have technical restrictions and are age relevant.

125/150 4-Stroke Cup & GP125 Class rides together and scores separately, minimum numbers per class 4 – Ages - 12 years to 20 years old.

250 4 STROKE CLASS STANDARD NO MODS PERMITTED – Age – 13 years to 20 years old and must have spent at least 2 years in the previous class.

650-SV SUZUKI CUP/ 500 V TWINS HONDA STANDARD NO MODS CLASSES RIDE TOGETHER SCORE SEPARATE – Ages – 13 years to 25 years old.

600CC LADIES SUPERSPORT CLASS – Ages – 16 years old and up, subject to class experience and track school requirements.

600 SUPERSPORT REFER- TECHNICAL RULES – Ages – 16 years old and up

SUPERBIKES UNLIMITED 1000 CC & ABOVE – Ages – 17 years old and up

BATTLE OF THE TWINS

BREAKFAST RUN CLASS

CLASSIC SUPERBIKE CLASS

MCRR5.3

CLUB CLASSES

NSF 100 – Age 7 years – 13 years old - Refer MCRR 4 above.

MCRR6

WOMZA - will administer the Superbike series at National, Regional and Club Championship level.

There will be various promoters:-

MCRR6.1 National series the promoter is --

MCRR6.2 Regional series --

MCRR6.3 Club Series Red Star Raceway = Quintin Coetser

MCRR7

WOMZA – Licences will only be issued to competitors once they have joined a club, it will be on the clubs recommendation as to what level of licence the competitor is qualified to hold, or based on his previous licence level for motorcycle circuit racing. This will be subject to the rider be eligible to participate in the class as laid down for the class ages. Refer to MCRR. 3 Above.

MCRR8**Points scoring for all championships**

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

- MCRR8.1** To be classified as a started competitors must participate in at least 1 official practice, so that a lap time may be gained from the competitor in order to give a grid position for the start.
- MCRR8.2** 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 best finishing position in the final heat on the day.
- MCRR8.3** All competitors participating in the qualification race and/or race will be classified in order of finish and number of laps completed; i.e. all competitors finishing on the same lap as the winner will be classified in the order they cross the finish line followed by competitors with one less lap, then to leaps and so on. To be classified as a finisher a competitor must complete 75% of the total number of laps completed by the winner of the event, whether passing the flag or not. A DNF will only apply if less than 75% of the laps were completed by the competitor. In the event of a DNF occurring and that competitor had completed 75% of the race distance, and not passed the chequered flag, he would then be classified as last, and would be placed behind the last classified finisher having completed 75% of the race distance or duration.

MCRR9**Numbers**

Competition numbers for all classes will be those as issued by WOMZA only. NUMBERS 1 to 10 IN EACH CLASS ARE RESERVED EXCLUSIVELY FOR THE PRECEDING YEAR'S CHAMPIONSHIP'S 1 THROUGH 10 FINISHERS. Such numbers that are not taken up will not be re-allocated and will remain unused. All other numbers shall be issued on a 'first come first served' basis ONLY VIA E-MAIL.

Numbers must be:

- MCRR9.1** Only black numbers on a white background shall be permitted. In the Ladies 600cc Supersport Class only pink numbers with a black border 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.
- MCRR9.2** The only font permitted shall be Arial (Bold).
- MCRR9.3** The minimum permitted sizes for all numbers are: Minimum height 120 mm Minimum width 80 mm Minimum stroke 25 mm.
- MCRR9.4** The allocated number for the rider must appear at least three (3) times on the machine, visible from the front and both sides. The number on the front may be affixed only once, either in the centre of the fairing or to the side where the timing officials are situated for the event in question. 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.
- MCRR9.5** In the case of a dispute concerning the legibility of numbers, the decision of the Technical Consultant will be final.

MCRR10**Race Distance & Duration**

Each championship class will run a minimum heat time of 15 minutes at each race meeting, to be run in one, two or three heats. This will apply to Regional & National racing.

MCRR 11 Fuel / Tyre Warmers

MCRR11.1 The only fuel permitted to be used is 95 octane fuel available to the competitors through retail filling stations. Certain exemption will be granted to classes which have previously been granted use of various racing fuels, suitable for those specific classes, BOTTS class, GP125 class and Classic class only.

MCRR11.2 Competitors who transgress the fuel rule will be subject to using a controlled fuel at their own expense supplied by the circuit or promoter on the day, under the observation of the officials.

MCRR11.3 If competitors are found to be using any fuel other than what has been specified they will lose their point for the day.

MCRR12 Separation of Ties in Championship

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

MCRR 13 Scrutineering

MCRR13.1 Motorcycles must be presented for scrutineering to the technical consultant prior to the competitors first practice heat.

MCRR13.2 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.

MCRR13.3 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 then must be removed.

MCRR13.4 At any time during an event, silencers may be checked.

MCRR13.5 No motorcycle may compete with ethylene glycol (anti-freeze) in the cooling system.

MCRR14 Change of Components

MCRR14.1 A competitor may change any part/s on his/her motorcycle between heats.

MCRR14.2 Where a competitor wishes to change motorcycles between heats, he may do so provided: The Clerk of the Course is advised of this intention at least 10 minutes prior to the start of the next heat and the motorcycle has been passed by the scrutineers. The replacement motorcycle displays the same competition number as the original motorcycle. The competitor starts from the back of the grid, irrespective of his finishing position in the previous heat.

MCRR15 Qualifying For Grid Positions

MCRR15.1 Grid positions for Race 1 shall be determined according to each competitor's quickest time set in Qualifying. Competitors who do not set a time in qualifying will start Race 1 from the back of the grid.

MCRR15.2 Grid positions for Race 2 shall be determined according to each competitor's second quickest lap time set in qualifying. Competitors who do not set a second quickest lap time in qualifying will start Race 2 from the back of the grid.

MCRR15.3 It is the competitor's responsibility to know his/her grid position prior to forming up on the grid. 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.

MCRR15.4 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 race number. The grid positions for Race 2 shall be as per the finishing order of Race 1.

MCRR15.5 The starting grid will be arranged in a 4-4-4-4 configuration "in echelon". Each line will be offset. There will be a distance of 9 metres between each row.

MCRR16 Starting Procedure

MCRR16.1 Riders will be lined up in the pre-race paddock.

MCRR16.2 Access to the pre-race paddock will close 5 MINUTES before the start time of the heat. 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. 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.

MCRR16.3 After completing the sighting and warm up laps as indicated, riders are to form up on the starting grid with engines running.

MCRR16.4 When the starter is satisfied that the starting grid is properly made up, he will display a 30-second signal.

MCRR16.5 Shall be given by the WOMZA flag, or red lights. In the latter case the red lights shall normally remain lit for between 4 and 7 seconds before being extinguished. In the case of a start by flag, the signal to start will be the lowering of the flag which, for standing starts, should not be raised until all motorcycles are stationary, and in no case for more than 10 seconds.

MCRR17 OFFICIALS LIST

Should be licensed and/or insured by WOMZA.

The Clerk of the Course;

The Secretary of the Meeting; Timekeepers;

Technical Consultants; Scrutineers;

Flag Marshals; Pit and Paddock Marshals;

Track Marshals for fire and safety; Starters;

Judges of Fact (If Required)

Medical Officers / Medical Team:

Race Control; Stewards of The Meeting / Jury Members;

Environmental Officer

MCRR18 STEWARDS

MCRR18.1 The function of the Stewards, to constitute an impartial judicial body and, to see that the organisers deal fairly with the competitors.

MCRR18.2 The Clerk of the Course is responsible for the safety of spectators, officials and competitors.

MCRR19 RESPONSIBILITY AND AUTHORITY OF THE STEWARDS OF THE MEETING

- MCRR19.1 The Stewards of the Meeting have the authority in exceptional circumstances to amend the Regulations.
- MCRR19.2 They may forbid the running of any competition in a case of "force majeure", or for safety reasons.
- MCRR19.3 They shall settle any protests which may arise during a meeting in such a manner as they deem appropriate, subject to the rights of appeal provided in these rules. Stewards may receive protests either directly or through the Clerk of the Course. The time that the protest is received must be recorded on the protest, and signed by the Steward or the Clerk of the Course. The Stewards should satisfy themselves that the protest has been lodged strictly in accordance with the MCRR'S.
- MCRR19.4 The Stewards should ensure that the hearing of protests is in private with only interested parties being present, including the Clerk of the Course. It is not the function of Stewards to act as prosecutors, or defendants. They should ask questions on points of clarification but should generally leave the various parties involved to state their case in amplification of the written protest previously lodged.
- MCRR19.5 In the case of the Stewards not being unanimous in their findings, a majority decision prevails. If there is an equality of votes, the Senior Steward shall have the casting vote.
- MCRR19.6 If for any reason the Stewards cannot give findings immediately after the hearing, they shall inform the interested parties of the time and place at which the findings will be given. This notice must be given both verbally, and in writing.

MCRR20 DUTIES AND AUTHORITY OF THE CLERK OF THE COURSE

- MCRR20.1 The Clerk of the Course for the meeting has the supreme authority for the conduct of the meeting and competition.
- MCRR20.2 If a Secretary of the Meeting is not appointed, the Clerk of the Course automatically takes on that responsibility. There may be one or more Assistant Clerks of the Course appointed who are responsible to the Clerk of the Course. The role of the Clerk of the Course begins with opening of entries and ends when his final report to the Stewards of the Meeting is signed. Irrespective of the status of the event, the Clerk of the Course must be present during the entire duration of the event.
- MCRR20.3 The Clerk of the Course shall in particular:
- MCRR20.3.1 check that all members of the organisation are competent and aware of their duties;
- MCRR20.3.2 co-ordinate and supervise all the elements which take part in the organisation of practice and the competitions;
- MCRR20.3.3 generally keep order in co-operation with the civil authorities;
- MCRR20.3.4 in dealing with dangerous or unsafe driving and with baulking at a race meeting, it is the responsibility of the Clerk of the Course to deal with these matters in terms of the powers vested in him and if necessary to ask the Stewards of the Meeting to impose further penalties;
- MCRR20.3.5 if a vehicle appears to be dangerous, it may be halted by the Clerk of the Course, or prevented from competing;
- MCRR20.3.6 stop the practice or event by the appropriate means when in the Clerk of the Course's sole opinion it is unsafe to continue;
- MCRR20.3.7 keep the Stewards of the Meeting fully informed regarding all incidents;

MCRR20.3.8 receive any protest either against the findings of the Clerk of the Course or otherwise, and convey same to the Stewards of the Meeting;

MCRR20.3.9 convey to the Stewards of the Meeting any breach of a rule by, or misbehaviour of a competitor and details of any penalty imposed;

MCRR20.3.10 convey to the Stewards of the Meeting the provisional and final results, after duly having signed same;

MCRR21 PENALTIES WHICH CAN BE IMPOSED BY THE CLERK OF THE COURSE

The Clerk of the Course is empowered to penalise competitors in the following instances, and shall notify his intention to do so.

MCRR22 FLAGS

MCRR22.1

MCRR22.2 FINISH:

A black and white chequered flag, usually waved.

MCRR22.3 RED FLAG

Shown waved under the direction of the Clerk of the Course, at all marshal points around the circuit, (except that immediately prior to the incident which shall show double waved yellow flags), indicates that the practice or race has been terminated and all competitors must stop their practice or race immediately and proceed to the pits, or place stipulated for the event, exercising extreme caution and being prepared to stop at any time if necessary. It is not permitted for any competitor to pass another once the practice or race has been terminated by the display of the waved red flag.

The red flag will be shown motionless under the direction of the Clerk of the Course to close the circuit.

MCRR22.4 BLACK FLAG

Shown by the Clerk of the Course together with a number board indicates to the competitor whose number is shown that he/she must stop at the pits at the end of the lap and immediately report to the Clerk of the Course. The effect of a black flag is to take a competitor out of a race and, as such, its use is reserved for serious offences only.

A competitor who has been black-flagged shall be regarded as a non-finisher of the race in question and shall be awarded zero (0) points. Failure by a competitor to respond to a black flag shown to him/her on two or more consecutive laps and/or to immediately report to the Clerk of the Course having responded to a black flag, shall render offenders liable to be penalised by the clerk of the Course.

MCRR22.5 BLACK AND WHITE FLAGS DIVIDED DIAGONALLY INTO BLACK AND WHITE HALVES

Shown by the Clerk of the Course together with a number board indicates to the driver whose number is shown that he is **warned for unsportsmanlike behaviour and placed under observation for the balance of the race meeting/event in question. A competitor shown a black and white flag shall report to the Clerk of the Course immediately after the race in question. Failure to do so may render offenders liable to be penalised by the Clerk of the Course.**

MCRR22.6 BLACK FLAG WITH ORANGE DISC

Shown together with a number board indicates that the vehicle concerned has a **potentially dangerous defect and must stop at the pits at the end of that lap.**

MCRR22.7 YELLOW FLAG

Indicates danger, either temporary or permanent, whatever its nature. A waved yellow flag denotes a dangerous situation in the sector following the marshal post concerned. Drivers will be warned of any new danger occurring in the same sector by waving the yellow flag for 2 laps and then displaying it stationary for 2 laps, after which it will be withdrawn, even if the cause of the danger has not been removed.

Drivers are to be instructed, either by hand or flag, to use the unobstructed portion of the track, and if the obstruction is very serious, 2 yellow flags may be waived by the same post. In the case of a total obstruction, two yellow flags may be used prior to the Clerk of the Course stopping the race.

When an obstruction occurs in a sector and a yellow flag is being waved, the preceding post will display a stationary yellow flag to warn drivers in good time of the danger. If 2 yellow flags are being waved, the preceding post will show 2 stationary yellow flags.

Should a danger such as debris extend beyond the accident or obstruction into another sector, the post in this sector will also display a yellow flag. Otherwise, if this sector is clear, a green flag will be displayed. Competitors passing any yellow flag **must slow down, maintaining their position relative to other competitors and being prepared to stop if so instructed by a competent Official.**

DRIVERS MUST, AS SOON AS THEY HAVE PASSED A YELLOW FLAG (BE IT WAVED OR MOTIONLESS) SLOW DOWN, BEING PREPARED TO STOP IS NECESSARY AND KEEP THEIR RESPECTIVE POSITIONS AND MAY NOT OVERTAKE UNTIL THEY HAVE PASSED THE GREEN FLAG.

Any competitor failing to obey the yellow flag or overtakes under yellow will be subject to penalty by the race officials.

MCRR22.8 GREEN FLAG Waved denotes:

- MCRR22.8.1 when shown on first lap of practice or out-lap of a race that the sector being entered is clear; or
 - MCRR22.8.2 that the sector controlled by yellow flags following a dangerous situation is being exited and racing may continue once the competitor has passed the green flag; or
 - MCRR22.8.3 used to start a warm up or parade lap or practice session under direction of the Clerk of the Course.
- Shown waved at the start/finish line denotes that a Safety Car intervention has ended and racing may continue once the competitor passes the Green Flag at the start/finish line.

MCRR22.9 YELLOW FLAG WITH RED STRIPES

Indicates a deterioration of surface adhesion due to oil, water, etc. This flag can also be used to inform drivers of either a pool of water large enough to create aquaplaning, or that due to a local shower, driver/riders are about to pass from a dry to a slippery surface: this being the case, the flag will be displayed accompanied by a hand pointed to the sky. Shall be displayed for 2 laps, or until the surface returns to normal.

MCRR22.10 WHITE FLAG

Denotes either a service vehicle (ambulance, etc.) or a competing car moving slowly. It should be waved while the vehicle is in a sector and then held stationary while the vehicle reaches the end of the next sector, after which it should be withdrawn. Should the vehicle stop on the track, the white flag must be replaced immediately by yellow flags.

MCRR22.11 BLUE FLAG To be shown:

MCRR22.11.1 in cases of obvious obstruction by a competitor;

MCRR22.11.2 when the slower vehicles are being overtaken by the leader;

MCRR22.11.3 when a faster vehicle making up time is working its way through the field.

MCRR22.11.4 It is not necessary to show the blue flag:

MCRR22.11.4.1 during the first lap of a race when vehicles are still grouped together;

MCRR22.11.4.2 when two or more drivers are racing wheel to wheel over several laps;

MCRR22.11.4.3 when, by his actions, a driver is aware he is about to be overtaken.

The blue flag should always be used with discretion, bearing in mind that in the wet during bad visibility it is often the best means of warning a competitor he is about to be overtaken.

MCRR23 LIGHT SIGNALS AT START

When the start signal is given by lights, a red light or lights must be used, visible from any position on the starting grid.

MCRR24 LIGHT SIGNALS DURING RACING

When light signals are used to supplement flag signals during the hours of darkness, they must comply with the following specifications:

MCRR24.1 lights may replace the yellow, green and red flags;

MCRR24.2 each installation must consist of a group of three lights – 2 yellow and one green – so arranged that the 2 yellow lights are easily recognisable. A red light must be mounted separately, and shall be operated solely by, or on the order of, the Clerk of the Course;

MCRR24.3 the electric power supply must be backed up by an independent emergency system;

MCRR24.4 preferably the lights should be flashing, but they may be continuously lit. A combination of both methods is not permitted;

MCRR24.5 the lights will have the same meaning as flags of the equivalent colour. If the two yellow lights are used together, either in phase or flashing alternately, this indicates a degree of danger greater than one light alone or one flag;

MCRR24.5 one yellow light at each marshal post must be shown accompanied by a yellow and red striped flag to warn of a serious deterioration in surface adhesion after dark.

MCRR24.6 Generally:

MCRR24.6.1 Reprimand or impose a time penalty, exclude a competitor and/or preclude a competitor from participation for contravening a particular rule for which no specific penalty is prescribed

MCRR24.6.2 Exclude/preclude a competitor from participation and/or fine the entrant of a vehicle reported by the Technical Consultant to contravene Regulations and

MCRR25 GENERAL

MCRR25.1 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.

MCRR25.2 Access to the *parc ferme* is limited to the rider plus two (2) assistants. Failure to adhere to this requirement may result in the exclusion of the offending rider.

- MCRR25.3 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 competitor being penalized.
- MCRR25.4 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.
- MCRR25.5 All engines must be adequately sealed by, and to the satisfaction of, the Technical Consultant prior to the start of the first race meeting in which the individual rider takes part. In the case of a new motorcycle, where the crate is unopened, said motorcycle will be sealed at no cost to the rider in Johannesburg. In all other cases, the costs of sealing shall be borne by the respective team or rider. The penalty for not having a sealed engine, or one on which the seal has been broken, shall result in the competitor being penalised at the discretion of the COC. The 125s, Formula Xtreme, Breakfast Run Club and BOTTs Classes are excluded from this ruling.
- MCRR25.6 Riders failing to attend riders' briefing, without being excused by the relevant Clerk of the Course, may lose points for the day at the discretion of the Clerk of the Course.
- MCRR25.6 The same motorcycle may be used in more than one class, providing the motorcycle meets the technical regulations and specifications of the class
- MCRR26 Technical rules for classes listed below**
- MCRR26.1 **THE HONDA NSF 100 CLASS**
- MCRR26.1.1 Objective of the Class
The aim of the Cup is to promote and foster young talents and to prepare them for future racing.
- MCRR26.1.2 Eligibility of Riders
Riders shall be eligible to compete in the Honda NSF 100 Class from their 7th Birthday – 13th Birthday. Refer to MCRR4. Riders shall be in possession of a Club licence valid for motorcycle circuit racing and issued by WOMZA. For the most part they will compete in short circuit events, due to capacity and distance. WOMZA reserves the right to exclude competitors who repeatedly behave in an inappropriate fashion during the season.
- If a rider accidentally leaves the track, then he may re-join the race at the place indicated by the marshals or at the place which does not provide an advantage to him. Any infringement of this rule during the practices or warm up will be penalized by the cancellation of the lap time concerned and during the race by a ride through penalty.
- Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine. This rule includes the race track, pit lane and paddock area at any time during, before and after practices, qualifying and race.
- Riders must not ride their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official. Motorcycles may be pushed in opposite direction in the pit lane without engine running.
- Overtaking during a yellow flag period is forbidden. Any infringement during the race will be penalized by a time penalty.
- Participation in all official riders' briefings, podium ceremonies and press conferences is compulsory for all riders.
- MCRR26.1.3 General Competition Regulations
- MCRR26.1.4 The NSF100 Junior Trophy will be conducted in accordance with the regulations laid down by WOMZA, providing that no other terms are set in the present regulations.

MCRR27 THE 150 CUP**MCRR27.1 Eligibility of Riders**

Riders are eligible to compete in the 150 Cup from their 12th Birthday until their 20th Birthday (twenty years old). Alternatively, riders that have been competing in the Honda NSF 100 Class for 2 consecutive years, will be eligible to compete from their 11th Birthday until their 20th Birthday (twenty years old). All 2010 riders that have competed in the 150 Cup are eligible to compete in the 2011 150 Cup as per 2010 age requirements.

MCRR27.2 Championship Classes

The 150 Cup championship shall be open to the following classes:

Eligible motorcycles for this class are any make of 125cc and 150cc four-stroke single cylinder road going and road legal motorcycles sold in South Africa.

MCRR27.3 Technical Regulations and Specifications

Note: What is not specifically permitted is disallowed.

MCRR27.3.1 Commonly available - Taken to mean any item that may be bought through a retail outlet within the geographical area of jurisdiction of WOMZA.

MCRR27.3.2 Model of engine (or frame) used - Shall mean that, while various engine/frame components are interchangeable amongst the model ranges, no exchange of components shall be allowed unless authorised in writing by the T/C, whose decision shall be final.

MCRR27.3.3 Frame - A frame is considered to be made up of frame loop, triple-clamp assembly and swing-arm. Frame dimensions may not be altered or modified. Original, unmodified fuel tanks as per model of frame must be used. Rear sub-frames may be modified to facilitate the fitting of any seat configuration provided that such modifications do not alter, in any way, the suspension operation or mounting points. Ancillary brackets may be removed but frame gusseting may not be removed / modified. Aftermarket foot pegs may be fitted.

MCRR27.3.4 Road going equipment - All ancillary, original equipment and parts may be removed - wiring looms, electrical equipment, and emission control and body parts. Only those parts of the wiring harness able to be removed by unplugging them may be removed. Otherwise, the wiring and specifically the ignition system must remain as standard. Handlebars may be changed.

MCRR27.3.5 Suspension (Front and rear) - Only original forks and shocks may be used and these may not be modified. Internal spring spacers may be added to front forks. Oils are unrestricted.

MCRR27.3.6 Tyres - Tyres are to be standard, commonly available, road-going items. No racing tyres (slick or wet weather) are permitted. Tyres must have a minimum of 1.0mm tread across 75% of the tyre surface. Re-grooving is not permitted.

MCRR27.3.7 Wheels - Only original wheels for the said motorcycles may be used. Modifications may not be made.

MCRR27.3.8 Brakes - Braking system must remain standard, except that braided hoses may be used and brake pad material is unrestricted.

MCRR27.4 Engine technical specifications

MCRR27.5 No performance cams, pistons, CDI or any other performance enhancing parts may be fitted.

MCRR27.6 Maximum of 1mm oversize standard shape pistons may be used for rebore. Pistons may not be modified.

MCRR27.7 Exhaust systems are free of restriction.

MCRR27.8	No modification of camshafts is allowed, however, the cam sprockets can be modified to allow for "Degreeing".
MCRR27.9	Only original part head gaskets for the model concerned, or in the case of the Honda 150 only part no: 12251KPP-900 and base gasket part no: 12191-KPP-900, are permitted.
MCRR27.10	Carburettors must remain standard but jets and needles may be changed.
MCRR27.11	The starter must remain on the motorcycle and must be able to start the machine with the starter button at all times.
MCRR27.12	The engine charging system must be fully operational at all times as per the model concerned.
MCRR27.13	Final gearing is unrestricted.
MCRR27.14	Spark plug is unrestricted.
MCRR27.15	Air filter may be removed or replaced and the top of the air box may be modified or removed.
MCRR27.16	Valve shims are unrestricted.
MCRR27.17	Valve seats may be cut as per workshop manual.
MCRR27.18	Only standard valves may be used.
MCRR27.19	Cylinder head volume with standard spark plug must not be less than 12.0cc
MCRR27.20	The swept volume is 14.7cc for the Honda 150. Other models TBA
MCRR27.21	Bore: 63mm Stroke: 48mm Capacity: 149.68cc for the Honda 150. Other models TBA
MCRR27.22	No switches will be allowed on the Left Hand handle bar; there must be a kill switch which will be mounted on the Right Hand handle bar only.
MCRR27.23	Motorcycles must be fitted with a full fairing with the same silhouette as the original.
MCRR27.24	Other models besides the Honda CBR 150 must be homologated before they are allowed to compete.
MCRR27.25	The Technical Consultant appointed by the Northern Regions Sub Committee in conjunction with WOMZA and the National TC, will do the homologation of motorcycles.
MCRR27.26	All engines may be checked and sealed by the Northern Regions Technical Consultant before it can be entered into a race. Any seals that are damaged or that have been removed will not score points in that heat.
MCRR28	THE GP 125 CLASS
MCRR28.1	<p>Eligibility of Riders</p> <p>Riders to compete in the GP125 Class from their 13th Birthday. Alternatively, riders that have been competing in the 150 Cup for 2 consecutive years, will be eligible to compete from the year in which they turn 12 years of age. All 2010 riders that have competed in the GP125 Class are eligible to compete in the 2011 GP125 Class as per 2010 age requirements.</p> <p>All riders shall be in possession of a Regional licence valid for motorcycle circuit racing and issued by WOMZA.</p>
MCRR28.2	<p>Championship Classes</p> <p>The GP125 championship shall be open to the following classes:</p>

Any single cylinder two-stroke motorcycle having an engine capacity in excess of 121cc and less than 128cc or a single cylinder four stroke with an engine capacity of 250cc is eligible to compete.

MCRR28.3	Technical Regulations and Specifications
MCRR28.3.1	Turbo-charging, supercharging or nitrous oxide boosting is not permitted.
MCRR28.3.2	Tyres are unrestricted.
MCRR28.3.3	Silencers must be fitted to all motorcycles.
MCRR28.3.4	The use of kit parts, titanium is not allowed unless fitted as OEM. Only standard production components for the model raced are allowed.
MCRR28.3.5	Cylinder as per model of bike Standard barrel only. Polishing of ports allowed. Matching of transfer ports allowed.
MCRR28.3.6	Piston and Ring. Only standard OEM piston and ring to be used. No A-Kit pistons with thin ring allowed or aftermarket piston.
MCRR28.3.7	Crank Shaft. Only standard OEM crank shaft, no modification allowed.
MCRR28.3.8	Engine Control Unit (CDI Box) Only original CDI unit to be used as supplied on model of bike. Re-mapping and A-Kit CDI's not allowed. Det counters may be fitted. Only standard wiring harnesses to be used as per model.
MCRR28.3.9	Rotor and Stator Only standard Rotor and Stator may be used. The motor cycle may not be driven off a battery pack.
MCRR28.3.10	Reed Valve. Only standard Reed Valve and Block allowed. No V-Force reed blocks etc. allowed. Petals are not restricted.
MCRR28.3.11	Carburettor Only standard carburettor as per model of bike to be used. Jetting and needles are not restricted. No machining to be done on carburettor.
MCRR28.3.12	Suspension Only standard fork assembly and rear shock to be used. Re-valving, and changing of springs and oil allowed.
MCRR28.3.13	Rev Counters and Temp gauge Standard as supplied by model.
MCRR28.3.14	Brakes Only Standard OEM brake callipers allowed. Brake discs and pads are not restricted.
MCRR28.3.15	Fairings not restricted.
MCRR28.3.16	Wheels are not restricted.

MCRR29	THE SUZUKI SV-650 CUP (Racing with the Classic Superbike Class, but as a separate Championship as a class within a class)
MCRR29.1	Eligibility of Riders Riders eligible to compete in the Suzuki SV 650 Cup: Class A: From the rider's 13 Birthday to 25th Birthday (turning 13 in the year of competition and not turning 26) Class B: Age 26 and above (turning 26 in the year of competition) Riders new to Regional Racing are required to have completed at least 3 WOMZA affiliated Track Schools, and have a letter from the Track School confirming that they have completed and passed Class Room Sessions on Flag Signals. Riders shall be in possession of a Regional licence valid for motorcycle circuit racing and issued by WOMZA.
MCRR29.2	Championship Classes The Suzuki SV 650 Cup championship shall be open to the following classes: Only official Suzuki SV 650 South Africa imported motorcycles may be used in the series. Failure to comply will result in exclusion.
MCRR29.3	Technical Regulations and Specifications Brakes After market, unrestricted, braided hoses are permitted Unrestricted brake pads and hoses are permitted Tyres The only tyres permitted: MCRR29.3.1 Front: 120/70/17 Pirelli Super Corsa SC1 MCRR29.3.2 Rear: 160/60/17 Pirelli Super Corsa SC2 MCRR29.3.3 Rain Tyres are unrestricted as long as the manufacturer is Pirelli.
MCRR29.4	Front Suspension MCRR29.4.1 Front forks must remain stock, only changes to the oil and top spring spacers are permitted. MCRR29.4.2 Bottom 'bump stop' can be removed.
MCRR29.5	Rear Suspension MCRR29.5.1 Rear shock is unrestricted MCRR29.5.2 Ride height can be adjusted.
MCRR29.6	Electronics MCRR29.6.1 No power commanders or similar devices are permitted. MCRR29.6.2 No systems or resistors may be used to alter ignition timing. MCRR29.6.3 Gear indication system must be stock. MCRR29.6.4 Motorcycle must function normally if any one or more of the electronic devices on the stock wire system is replaced by a control unit. MCRR29.6.5 The left hand handlebar switch unit must be removed and unplugged from the harness

MCRR29.7	Engine
MCRR29.7.1	Engine must remain stock standard.
MCRR29.7.2	Only official Suzuki replacement parts may be used.
MCRR29.7.3	Must be sealed
MCRR29.8	Exhaust Systems
MCRR29.8.1	Stock header systems must be retained up to the original equipment gas sensor.
MCRR29.8.2	Only locally produced (South African designed) exhaust canisters may be used.
MCRR29.9	Air Intake System
MCRR29.9.1	Aftermarket air filters are permitted and can be removed.
MCRR29.9.2	The air-box must be fitted securely in original position.
MCRR29.9.3	Air-box may not be cut or modified.
MCRR29.10	Footrests The standard footrests and brackets may be replaced with aftermarket units.
MCRR29.11	Scrutineering As the integrity of the SV650 Cup is of utmost importance it is necessary to inspect the series well, this is to ensure that the participants are all on the same machinery. A Dynamometer may be used as a tool to check a motorcycle but not to deem it illegal. Several tests may be performed throughout the year by a company appointed by the Regional TC on a random basis to check: Compression Suspension Engine Mods Power Commanders Air box Brake discs Dynamometer Test Note: What is not specifically permitted is disallowed.
MCRR30	600cc SUPERSPORT CLASS
MCRR30.1	Eligibility of Riders
MCRR30.1.1	All riders shall be in possession of a National competition or Regional licence valid for motorcycle circuit racing and issued by WOMZA.
MCRR30.1.2	Riders are eligible to compete in the Regional 600cc Class from their 16th Birthday. Alternatively, riders that have been competing in the GP125 Class or the SV650 for 2 consecutive years, will be eligible to ride from their 15th Birthday. All 2010 riders that have competed in the 600 cc Class are eligible to compete in the 2011 Class as per 2010 age requirements.
MCRR30.1.3	Eligibility of riders that have competed in Regional Racing and are moving to the 600cc Class from the GP125 Class or SV650 Class require no certificate of competence.
MCRR30.1.4	Riders that have no Regional Racing experience and choose to compete in the Regional 600cc Class are required to:

- MCRR30.1.4.1 Have completed at least 3 WOMZA affiliated Track Schools, and have a letter from the Track School confirming that they have completed and passed Class Room Sessions on Flag Signals .
- MCRR30.1.4.2 Ride in the Breakfast Run Class and achieved lap times within 110% of the fastest Regional 600cc Rider.
- MCRR30.1.4.3 A rider may upgrade to a National licence once he has competed in four Regional events, the licence must also be signed off by the Regional Motorcycle Racing Representative of the rider's particular region (or such person appointed by the WOMZA Motorcycle Racing Commission), before he/she will be permitted to upgrade to a National licence.
- MCRR31 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.
- MCRR31.1 **Championship Classes**
The championship shall be open to the following classes:
Supersport (600cc 4-cylinder / 680cc 3-cylinder / 750cc twin cylinder)
- MCRR31.1.2 **Technical Regulations and Specifications**
Eligibility – Motorcycles
As per 2011 National Supersport rules
- MCRR32 SUPERBIKE CLASS**
- MCRR32.1 **Eligibility of Riders**
- MCRR32.1.1 Riders shall be eligible to compete in the Regional Superbike Class from their 17th Birthday. Alternatively, riders that have been competing in the 600cc Class for 2 consecutive years, will be eligible to ride from their 16th Birthday. All 2010 riders that have competed in the Superbike Class are eligible to compete in the 2011 Class as per 2010 age requirements.
- MCRR32.1.2 Eligibility of riders that have competed in Regional Racing and are moving to the Superbike Class from the 600cc Class require no certificate of competence.
- MCRR32.1.3 Riders that have no Regional Racing experience and choose to compete in the Superbike Class are required to either/or have completed at least 3 WOMZA affiliated club events and have a letter from the Track School confirming that they have completed and passed Class Room Sessions on Flag Signals.
- MCRR32.1.4 Ride in the Breakfast Run Class and achieved lap times within 110% of the fastest Superbike Rider.
- MCRR32.1.5 Riders shall be in possession of a Regional licence valid for motorcycle circuit racing and issued by WOMZA.
- MCRR32.2 **Championship Classes**
- MCRR32.2.1 Refer to the Regulations and Specifications for the 2014, Motorcycle Road Racing Championship, as published in the 2014 WOMZA Handbook.
- MCRR32.3 **Technical Regulations and Specifications**
Refer to the Regulations and Specifications for the 2014
- MCRR33 LADIES 600cc SUPERSPORT CUP**

- MCRR33.4.1 **Eligibility of Riders**
- MCRR33.4.2 Riders are eligible to compete in the Ladies Supersport Cup from their 16th Birthday. Alternatively, riders that have been competing in the 150 Cup, GP125 Class or SV650 Class for 2 consecutive years, will be eligible to ride from their 15th Birthday. All 2010 riders that have competed in the Ladies 600 cc Class are eligible to compete in the 2011 Class as per 2010 age requirements.
- MCRR33.4.3 Riders new to Regional Racing are required to have completed at least 3 WOMZA affiliated Track Schools, and have a letter from the Track School confirming that they have completed and passed Class Room Sessions on Flag Signals.
- MCRR33.4.4 As the name indicates, only female competitors are eligible to enter the Ladies 600cc Supersport Class.
- MCRR33.4.5 Riders shall be in possession of a Club licence valid for motorcycle circuit racing and issued by WOMZA. National License Holders are eligible to compete in the Ladies 600cc Supersport Class.
Only one piece leathers are permissible.
- MCRR33.5 **Championship Classes**
- MCRR33.5.1 The Ladies 600cc Supersport Cup championship shall be open to the following classes:
Supersport (600cc 4-cylinder / 680cc 3-cylinder / 750cc twin cylinder)
- MCRR33.6 **Technical Regulations and Specifications General**
- MCRR33.6.1 What is not specifically permitted or written is disallowed and not permitted.
- MCRR33.6.2 Refer to the Regulations and Specifications for the 2014, 600cc Supersport Championship
- MCRR33.6.3 Any year motorcycle is eligible to compete.
- MCRR33.6.4 All new motorcycles are to be sealed at the importer prior to purchase of the motorcycle. If the motorcycle is purchased from a dealer the WOMZA Technical Consultant must be contacted prior to the motorcycle being collected in order for the engine to be sealed.
- MCRR33.6.5 The expense of the competitor. All used motorcycles will also follow the same procedure, i.e.: competitor must contact the WOMZA technical consultant.
- MCRR33.7 **Tyres**
- MCRR33.7.1 Tyres are restricted to tyres homologated by the WOMZA
- MCRR33.7.2 Rims/Wheels must remain standard. No aftermarket lightweight wheels or carbon allowed.
- MCRR33.7 **Modifications**
- MCRR33.7.1 **Radiators** – additional radiators may be fitted
- MCRR33.7.2 **Exhausts** - any aftermarket exhaust may be fitted
- MCRR33.7.3 **Cam timing** - degreeing of cams is permitted
- MCRR33.8 **Suspension**
- MCRR33.8.1 Rear shocks are free from restrictions.
Front forks are to remain as per manufacturer's specifications oil, springs and shims may be changed or modified.

MCRR33.8.2	Ignition
MCRR33.8.2.1	Standard ECU & Fuel ignition and no external adjustments.
MCRR33.8.2.2	Power commanders or similar devices are permitted.
MCRR33.8.3	Brakes
MCRR33.8.3.1	Front & Rear callipers must remain standard as per OEM.
MCRR33.8.3.2	Only Braided Brake hoses are optional (Front & Rear).
MCRR33.8.4	Gearing
MCRR33.8.4.1	Internal gear box ratios must remain standard.
MCRR33.8.4.2	Front and rear sprockets may be changed.
MCRR33.8.5	Footrests Aftermarket rear sets are allowed.
MCRR34	BREAKFAST RUN CLASS
MCRR34.1	Objective of the Class
MCRR34.1.1	To provide an entry level race format for novice racers to compete with other riders of a similar skill level without being intimidated by super-fast riders.
MCRR34.1.2	To allow riders to build their racing experience, skill, improve lap times and, depending on individual ability, to progress further to other Regional racing classes.
MCRR34.2	Eligibility of Riders
MCRR34.2.1	Riders shall be eligible to compete in the Breakfast Run Class from their 16th Birthday.
MCRR34.2.2	Riders that have no Regional Racing experience and choose to compete in the Breakfast Run Class are required to:
MCRR34.2.1	Have completed at least 3 WOMZA affiliated Track Schools, and have a letter from the Track School confirming that they have completed and passed Class Room Sessions on Flag Signals
MCRR34.2.2	Riders shall be in possession of a Club licence valid for motorcycle circuit racing and issued by WOMZA.
MCRR34.3	All competitors wishing to take part in the BRC 2011 must complete the online application form. These applications will then automatically be emailed to Fiona Jones at WOMZA. This also applies to competitors who have raced during 2010.
MCRR34.3.1	Eligibility is determined by the riders average lap times. Any rider who holds a regional or club license and laps slower than the specified average lap times will be eligible to compete in this class.
MCRR34.3.2	Any riders who have not previously competed in the Breakfast Run Class and have already recorded average lap times faster than the benchmark at any of the three circuits will not qualify to take part in the class.
MCRR34.3.3	2010 Breakfast Run competitors who did not exceed the 2010 benchmark in 50% of the events in which they participated will be eligible to compete in the class in 2011...
MCRR34.3.4	During the course of the year any rider who records an average lap time faster than the benchmark average lap times (see point 10) in 5 heats will be deemed to have reached the level

of riding competence to compete in their relevant Regional class and will not be allowed to continue competing in future BRC events.

- MCRR34.3.5 When a rider moves from BRC to a senior class (600cc, Superbikes, BOTTs or Formula Extreme) they will be entitled to carry forward a portion of the points they scored in the BRC as follows: 8, 6, 4, 3, 2, 1 points for each 1st, 2nd, 3rd, 4th, 5th and 6th place finish.
- MCRR34.3.6 Please Note: Riders moving to their relevant regional class during the course of the year will be required to have a regional license to compete in these classes.
- MCRR34.3.6 WOMZA Safety panel restricts the number of starters allowed per circuit. (Kyalami – 45, Phakisa – 44, Zwartkops – 33)

MCRR35

Eligible Lap Times per Circuit

Circuit	Fastest Average Lap Time	Fastest Lap Time (a guideline if you have not raced before)
Kyalami	1:55:00	1:53:000 to 1:53:500
Phakisa	1:52.500	1:50:500 to 1:57:000
Zwartkops	1:11.500	1:09:500 to 1:10:000