



# **MSA WPMC BREAKFAST RUN MOTORCYCLE CLUB REGULATIONS**

**VERSION 1**

**1 JANUARY 2026**

**WWW.MOTOSPORT.CO.ZA**



## **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**

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

**INDEX:**

1. CONTROLLERS
2. AMENDMENTS
3. AIM OF THE CLASS
4. ELIGIBILITY OF COMPETITORS
5. ELIGIBILITY OF MOTORCYCLES
6. MINIMUM NUMBER OF STARTERS
7. CLASSIFICATION OF A FINISHER
8. OVERALL WINNER OF THE DAY
9. COMPETITION NUMBERS
10. SEPARATION OF TIES
11. STARTING GRID
12. SOCIAL MEDIA

All race meetings shall be held under the 2026 Motorsport South Africa (MSA) General Competition Rules (GCRs), Standing Supplementary Regulations (SSRs), these Club Regulations, the event Supplementary Regulations (SRs) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

## **1. CONTROLLERS**

- 1.1 Will be the WPMC Motorcycle Sub Section Committee.
- 1.2 These Regulations are to be read in conjunction with the General Competition Rules (GCRs) and Standing Supplementary Regulations (SSRs).

## **2. AMENDMENTS**

The Controllers reserve the right, without prior notification, to introduce new Regulations and / or amend existing Regulations. Such changes to these Regulations **shall** be issued at least SEVEN (7) days prior to the next event being held.

## **3. AIM OF THE CLASS**

This is an Invitational Class and is not a Championship. The aim is to provide an opportunity for Breakfast Run Motorcyclists to participate on Main Circuit Race Days. This class will race as a separate class within the Clubman Motorcycle race.

## **4. ELIGIBILITY OF COMPETITORS**

- 4.1 Competitor's age: Refer to MSA Circuit Racing SSR 1.
- 4.2 The races will be open to all Breakfast Run riders who hold a minimum of a Motorsport South Africa (MSA) one event competition licence (Club Status) valid for circuit motorcycle racing and who have not competed on the main circuit in any of the other existing motorcycle race classes before.
- 4.3 Any Breakfast Run competitor who has won the class twice (two 1<sup>st</sup> place trophies), **and** who laps quicker than 1 min 23,00 sec, will no longer be eligible to participate in the Breakfast Run Class. Such competitor will be required to join the Clubman Class.
- 4.4 The criteria to vote at the WPMC Motorcycle Section AGM is as follows:
  - a) Must be a current paid up WPMC member of good standing,
  - b) Must be an active racer in the Motorcycle Section (participated in at least 50% of the races during the previous season, and 50% of the current season),
  - c) No proxy votes are permitted.
- 4.5 The criteria to submit rule proposals for the following season is as follows:
  - a) Proposals must come from active racers (participated in at least 50% of the races during the previous season, and 50% of the current season),
  - b) Proposals must constitute an improvement for all riders,
  - c) Proposals must be for the class that the rider currently races in,
  - d) The rider must be a current paid up WPMC member of good standing,
  - e) Proposals must be emailed to the Chairperson of the Motorcycle Section,
  - f) No proxy emails are permitted.

## **5. ELIGIBILITY OF MOTORCYCLES**

- 5.1 The minimum engine capacity is 599 cc.
- 5.2 No specific technical specifications will be enforced.

5.3 Tyre choice is free.

5.4 A sound limit of ~~108~~ 105 dB, when tested at 0,5 meters will be enforced. Refer to Silencing of Vehicles in the event SRs.

5.5 Fuel: All motorcycles must use pump fuel, available to the general public via normal filling stations. Refer to GCR 240.

5.6 **All motorcycles must have a functioning flashing red rain light that must be activated when an event is declared a "wet" race or if wet tyres are fitted, or if visibility is poor.**

**The Rider must ensure that the light is switched on whenever rain tyres are fitted on the motorcycle and/or when any practice or race is declared "wet" by the Clerk of the Course. The red rear light must comply with the following:**

- a) Safety lights must be of a robust quality and securely fitted in the approved position.
- b) Lighting direction must be parallel to the machine centre line (motorcycle running direction), and clearly visible from the rear at least 15 degrees to both the left and right sides of the machine centre line.
- c) Mounted on the seat/rear bodywork approximately on the machine centre line, in a position approved by the Technical Consultant (TC) / Scrutineer. In case of dispute over the mounting position or visibility, the decision of the TC/Scrutineer will be final.
- d) Power output/luminosity equivalent to approximately: ten (10) to fifteen (15) Watt (incandescent) 0.6 to 1.8 Watt (LED).
- e) Mounted securely using bolts/brackets – No velcro, double sided tape or cable ties may be used.
- f) The safety light may be hard-wired into the machines power supply but is not mandatory.
- g) Machines not showing a functioning rain light will be black-flagged and will not be permitted to continue the practice or race.
- h) A standard cycling red rain light may be used.

## **6. MINIMUM NUMBER OF STARTERS**

In order to qualify for trophies, there must be a minimum number of three (3) eligible starters for one of the races on the day.

## **7. CLASSIFICATION OF A FINISHER**

7.1 Refer to GCR 274.

7.2 **If a competitor is the cause of the red flag, as decided by the Clerk of the Course, such competitor will not be permitted to restart if the race is restarted and will not be classified as a finisher.**

## **8. OVERALL WINNER OF THE DAY**

When more than one (1) race is held on any particular day, the total race times will be added together purely for the purpose of determining an overall winner for the day and the awarding of trophies.

## **9. COMPETITION NUMBERS**

9.1 Competitions numbers will be allocated by the Controllers.

9.2 Competition numbers must be displayed in accordance with MSA GCRs and SSRs.

**10. SEPARATION OF TIES**

Refer to GCR 229.

**11. STARTING GRID**

- 11.1 The starting grid for this class will be split from the Clubman Class starting grid.
- 11.2 There will be three (3) empty rows between the back of the Clubman grid, and the front of the Breakfast Run grid. Both classes (Clubman and Breakfast Run) will start simultaneously from the same starting light.
- 11.3 The starting positions will be in the sequence of the fastest laps set during Qualifying, with the fastest lap being used for the race 1 grid, and the 2<sup>nd</sup> fastest lap being used for the race 2 grid.
- 11.4 If a competitor is unable to participate in the timed Qualifying session, such competitor will be required to start from the back of the grid for both races.
- 11.5 If it is not possible for the timed Qualifying session to take place, a grid for race 1 will be determined by selection. For race 2, the grid will be compiled using the fastest lap time set in race 1.

**12. SOCIAL MEDIA**

Social media, including, but not restricted to, Facebook, Instagram, Twitter, WhatsApp etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding Killarney International Raceway, WPMC, its members, officials and sponsors should reflect the impact that social media has. If a competitor is considered to have brought Killarney International Raceway and/or WPMC into disrepute in the opinion of the Controllers, they may be subject to a penalty or exclusion / disqualification. Additionally, competitors are reminded that Motorsport SA monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of racing and the posting on social media of images / video containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

**NOTE: WHAT IS NOT SPECIFICALLY ALLOWED, IS DISALLOWED. (SEE GCR 226)**