



2025

Redstar Circuit Motorcycle

Social Standing Supplementary Regulations



Version 3

17 July 2025

REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Social 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. (See GCR 67)

AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
ART 7	17.07.2025	17.07.2025	Regulation amendment
ART 10	17.07.2025	17.07.2025	Regulation amendment
ART 11.6	17.07.2025	17.07.2025	Regulation amendment
ART 14.3	17.07.2025	17.07.2025	Regulation removed
ART 15.7	17.07.2025	17.07.2025	Regulation amendment
ART 16.11.4	17.07.2025	17.07.2025	Regulation amendment
ART 17.6.3	17.07.2025	17.07.2025	Regulation amendment
ART 18.3	17.07.2025	17.07.2025	Regulation amendment
ART 18	17.07.2025	17.07.2025	Regulation amendment
ART 19.2.4	17.07.2025	17.07.2025	Regulation amendment
ART 20.1.3	17.07.2025	17.07.2025	Regulation amendment
ART 20.2.4	17.07.2025	17.07.2025	Regulation amendment
ART 23	17.07.2025	17.07.2025	Regulation amendment
ART 29	17.07.2025	17.07.2025	Regulation amendment
ART 30	17.07.2025	17.07.2025	Regulation added
ART 27	28.03.2025	28.03.2025	Regulation added
ART 28	28.03.2025	28.03.2025	Regulation added

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GENERAL – ALL CLASSES

1. VALIDITY OF THESE REGULATIONS

These regulations will apply for the calendar year of 2025. The controllers of the Social series shall be the Redstar Raceway Club Series Commission.

2. ELIGIBILITY OF COMPETITORS

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

The series is open to all riders who hold current valid social MSA competition licence for Motorcycle Circuit Racing.

One-event licences will be accepted if purchased before the event with MSA and not on the day of the event.

All competitors who want to partake in the Redstar Raceway social events must be a RSR club member. The club membership fee for 2025 is R600 for the year.

3. ELIGIBILITY OF MOTORCYCLES

The Series is open to all motorcycles complying with the regulations and specifications as listed in the class regulations.

4. DECLARATION OF WINNERS

4.1 The Redstar Raceway Club Series Commission, at its sole discretion, shall declare the winners of the various social classes.

4.2 The aim of the Series is to declare a Redstar Raceway social winner in each of the classes.

4.3 Competitors will have 30 minutes after each race completion to submit an incident report. Competitors must submit protests as per part IX of the MSA GCR Handbook.

5. POINTS SCORING

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

Po	Point
1	25
2	20
3	16
4	13
5	11

Po	Point
6	10
7	9
8	8
9	7
10	6

Po	Point
11	5
12	4
13	3
14	2
15	1

5.2 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 remains, it will be resolved in favour of the competitor with the quickest total combined race time of all heats combined for the day.

6. RACE DISTANCE

6.1 Each class will run a minimum 20-minute total race time at each race meeting, to be run over one, two or three races/heats.

6.2 Notwithstanding the above, if for reasons of force majeure, it is not possible for all the races originally scheduled to take place at a meeting.

- 6.3 To be classified as a finisher, the motorcycle must have completed not less than two thirds of the distance of the race (rounded down to the nearest number of whole laps) under its own power.

7. FUEL

- 7.1 ~~Unless specifically permitted to the contrary in individual class rules,~~ The only fuel permitted to be used is normal pump fuel available to the general public through retail filling stations. ~~However, CSRA, HMG and Botts are exempted and allowed to run avgas.~~
- 7.2 Competitors are not allowed to transport fuel, other than in the fuel tank of the competition motorcycle, unless a legal permit has been obtained from the relevant authorities.
- 7.3 Notwithstanding any of the above provisions, the Technical Consultant (TC) (acting in conjunction with the Clerk of the Course) shall have the right to impose the usage of control fuel. ~~Where no control racing fuel is available, then normal pump fuel may be used as a control fuel, at the discretion of the TC.~~ Any competitor refusing to use control fuel when so requested will be excluded from the results and precluded from further participation in the event concerned.

8. COMPETITION NUMBERS

- 8.1 Competition numbers for all classes will be those as issued by Redstar Raceway only.
- 8.2 Numbers 1 to 10 in each class are reserved exclusively for the preceding year's 1st through 10th championship finishers. Any of these numbers that are not taken up will not be re-allocated and will remain unused.
- 8.3 All other numbers shall be issued on a 'first come first served' basis following receipt of a written application by RSR.
- 8.4 Numbers must comply with the following:
- 8.4.1 Race numbers must be BIG and clear so it can be read by the Timekeeper and Judge of fact.
- 8.4.2 The minimum permitted sizes for all numbers are: Minimum height 120 mm; Minimum width 80 mm.
- 8.4.3 The allocated number for the rider must appear at least three (3) times on the machine, visible from the front and both sides.
- 8.4.4 The number on the front may be affixed only once, either in the center of the fairing or to the side on which the timing officials are situated for the event in question.
- 8.4.5 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.
- 8.4.6 The numbers must be marked clearly on a WHITE background.
- 8.4.7 In the case of a dispute concerning the legibility of numbers, the decision of the Technical Consultant or the Clerk of the Course (COC) will be final.
- 8.4.8 Where applicable, it shall be compulsory for all competing motorcycles to carry Series sponsors' decals in the stipulated positions.

9. SCRUTINEERING

- 9.1 All motorcycles will be self-scrutineered and the responsibility of the rider.
- 9.2 Motorcycles must be in a clean race-worthy condition, together with approved crash helmet and gloves, all in good condition.
- 9.3 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 all such containers must be empty at the start of any race.

- 9.4 Gearbox and engine drain plugs and oil filter retaining bolts must be wire locked. Canister-type oil filter bodies must be clamped. In the event of the oil filter and drain plugs not being easily visible to the scrutineer the lower fairing must be removed for inspection purposes.
- 9.5 At any time during an event, silencers may be checked.
- 9.6 No motorcycle may compete with ethylene glycol (anti-freeze) in the cooling system.
- 9.7 All motorcycles are required to have a front brake guard that will prevent the front brake from being applied should the rider collide with another motorcycle.
- 9.8 Protective clothing as detailed below, in good condition and free from tears, holes or other defects must be brought with to Scrutineering. Refer MSA Circuit Racing SSR 7(i)
- 9.10 Full-face helmets of approved type, with Double D ring fastener, in sound condition and fitting securely. If goggles and/or spectacles are worn, they shall be of 'non-splinter' material.
Leather one-piece racing suit
Boots affording adequate protection to feet and ankles.
Leather gloves.
- 9.11 Any requested technical inspections must commence within 20 minutes of the request being made by the relevant official/s, unless said officials to the contrary have granted permission. 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.
- 9.12. All engines must be adequately sealed by 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, the 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.
- 9.13 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

10. CHANGE OF COMPONENTS

- 10.1 A competitor may change any part/s on his/her motorcycle between heats.
- 10.2 Where a competitor wishes to change motorcycles between heats, they may do so provided:
- 10.3 The Clerk of the Course is advised of this intention at least ~~10~~ 30 minutes prior to the start of the next heat, in writing. **It is the responsibility of the competitor to ensure that his/her spare motorcycle is scrutineered by the Technical Consultant as well as provide a self-scrutineering form for the motorcycle to be signed off by the TC and handed in to the COC.**
- 10.4 The Clerk of the Course must approve the change of the motorcycle.
- 10.5 The replacement motorcycle displays the same competition number as the original motorcycle.

11. QUALIFYING FOR GRID POSITIONS

- 11.1 Grid positions for all heats shall be determined according to each competitor's quickest time set in Qualifying. Competitors who do not set a time in qualifying will start from the back of the grid.
- 11.2 It is the competitor's responsibility to know his/her grid position prior to forming up on the grid. Please refer to the What's App group notice board.
- 11.3 All Results will be put on the What's App group notice board. Please make sure you added in the morning at Riders Briefing.
- 11.4 The competitor has 1 minute to form up on the grid. If the competitor is not ready, he/she will start from the back of the grid.

- 11.5 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.
- 11.6 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 quickest qualifying times. New competitors with no championship points will start from the back of the grid.** The grid positions for Race 2 shall then be as per the finishing order of Race 1.
- 11.7 The starting grid will be arranged in a 3-3-3 configuration "in echelon". Each line will be offset. There will be a distance of 9 meters between each row.

12. STARTING PROCEDURE

- 12.1 Riders will be lined up in the pitlane.
- 12.2 Riders have 1 minute to form up on the grid thereafter they will start from the back of the grid. Riders are to check their grid positions beforehand, so they know where to stop after exiting the pits.
- 12.3 Competitors are to note that once the pit lane has closed and they commence a warmup 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.
- 12.4 Junior riders who need assistance on the starting grid will have to start at the back of the grid, subject to approval from the COC.
- 12.5 After completing the sighting and warm up laps as indicated, riders are to form up on the starting grid with engines running.
- 12.6 When the starter is satisfied that the starting grid is properly made up, he will display a 30-second signal.
- 12.7 A competitor who jumps the start will be given a time penalty of 30 seconds
- 12.8 There will be Judge of Facts at all events, to confirm jump starts

13. STOPPING OF RACES - RED FLAG PROCEDURE FOR CIRCUIT MOTORCYCLE RACING

After receiving the RED FLAG, motorcycle riders are to:

- 1) Raise their hand – ***Immediately raise a hand to signal awareness of the red flag***
- 2) Move off the racing line – ***Safely move away from the racing line to avoid interference***
- 3) ***Proceed slowly*** – All motorcycles shall proceed slowly to the parc ferme area and/or pit lane (at the discretion of the Clerk of the Course) with no ***overtaking*** permitted
- 4) Parc ferme conditions will apply
- 5) ***Await*** further instructions
- 6) Riders ***remain*** under parc ferme conditions until the Clerk of the Course gives permission for crews to enter the area
- 7) ***Stopping on the Circuit*** – No rider is ***permitted*** to stop on the circuit unless the circuit is blocked, and ***passing is impossible***

It is imperative that the procedure is reiterated to competitors at riders briefing.

Any motorcycle that enters the pits for repairs, either voluntarily or at the direction of the race officials, rather than proceeding to the parc ferme area, shall be required to take the race re-start from pit lane and, in addition, may have a time penalty added to its eventual race time, at the discretion of the Clerk of the Course. Any such penalties shall normally only be considered for imposition on competitors whose actions/driving conduct led to the race being stopped and/or those who gained an advantage by pitting rather than taking the normal re-start.

Race officials may conduct random checks before and/or after practice sessions and/or races to verify that helmet straps are correctly fastened, properly adjusted, and securely tightened to ensure rider safety.

14. PARC FERME

- 14.1 All competitors who complete 66% of the total race distance shall report to Parc-fermé immediately after the race
- 14.2 One parent or Mechanic is allowed in Parc-fermé after the race. The COC will conduct a debriefing session with the riders. Failure to adhere to this requirement may result in the exclusion of the offending rider
- ~~14.3 Access to the Parc-fermé is limited to the rider plus one (1) assistant. Failure to adhere to this requirement may result in the exclusion of the offending rider~~
- 14.4 Protests concerning technical eligibility of a motorcycle must be submitted as per MSA GCR Handbook part IX.

15. GENREAL REGULATIONS

- 15.1 There is no restriction on practice. Competitors may practice at any circuit at any time.
- 15.2 The riders must have their own Generators which they bring to the Racetrack as the Track power is not always available with load shedding
- 15.3 Fluid containers other than for drinks or clear water are prohibited in the pre-race paddock (where applicable) and/or on the grid unless the Clerk of the Course to the contrary has granted prior permission.
- 15.4 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.
- 15.5 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 penalized
- 15.6 Any interference by any member of any team with the timing personnel and/or their equipment, may lead to the associated rider being penalized.
- 15.7 Riders failing to attend riders' briefing, without being excused by the relevant Clerk of the Course, shall be required to start all races at the event from the back of the grid and may be liable to a fine and or race exclusion.

16. SSP 400 & SUB 400 CLASS

- 16.1 To declare a 2025 SSC Social Winner for SSP400 and SSP Sub400.
- 16.2 These riders will race a combined class but will be scored separately
- 16.3 To allow riders to build their racing experience, skill, improve lap times and, depending on individual ability, to progress further to the bigger classes.
- 16.4 Each race round of the Season will consist of two separate heats.
- 16.5 All Classes will start Race 1 on the same grid as per the Official Qualifying session.
- 16.6 The grid positions for Race 2 shall be the same as the position for Race 1.
- 16.7 Riders will be classed according to their Lap times around Redstar Raceway using the following criteria:

SSP400	SSP Sub400
2:10 and below	2:11 and higher

- 16.8 Both Classes will have a 1st, 2nd & 3rd place winners. (Based on the number of entries)

- 16.9 Where qualifying times have not been recorded for whatever reason, grid positions for Race 1 and 2 will be from the back of the grid.

16.10 ELIGIBILITY OF RIDER

- 16.10.1 This class is open to riders from 01 January of the year in which they turn 13 years old.
- 16.10.2 Riders must be in possession of MSA social circuit motorcycle licence.
- 16.10.3 No competitors that have previously held or currently hold an FIM International or MSA National race licence will be allowed to compete or practice in this class.

16.11 ELIGIBILITY OF MOTORCYCLE

- 16.11.1 Only Motorcycles between 250,300cc, 400cc and 500cc (Twin Engine), four stroke will be eligible to compete in this class.
- 16.11.2 The following motorcycles will be eligible:
- Honda CBR500R
 - Kawasaki ZX250
 - Honda CBR 250
 - Kawasaki Ninja 300 (EX300ADF)
 - Kawasaki Ninja 400 (EX400G/H/J)
 - KTM RC390
 - Yamaha YZF-R3
- 16.11.3 There is no restriction on any performance modifications that may be done on the motorcycle, exhaust, air filter, suspension, tuning etc. No super charging, turbo charging or NOS is however allowed.

16.11.4 No restriction on tyres

17. RSR CORE 600/1000

- 17.1. To provide a race format for RSR riders who can compete against other RSR's in their class with riders of a similar skill level.
- 17.2. To allow riders to build their racing experience, skill, improve lap times and, depending on individual ability, to progress further to other classes.
- 17.3. To allow RSR riders an opportunity of competing in motorcycles 600cc and larger.
- 17.4. Any rider lower than a 2,04 will be moved to the RSR Premier Class, with half their current points in this class at the next Race on the same day.

17.5. ELIGIBILITY OF RIDER

- 17.5.1. Riders are permitted to compete from the year of their 16th birthday with the maximum age limit for this class is 75.
- 17.5.3. Riders shall be eligible for trophies or medals for 1st, 2nd, and 3rd.
- 17.5.4. Riders must be in possession of a social licence valid for motorcycle circuit racing and issued by MSA.
- 17.5.5. Eligibility is determined by the rider's average lap times. Any rider who laps slower than the specified average lap times will be eligible to compete in this class.
- 17.5.6 Holders of a FIM International or National licence is not permitted to enter the class.

17.6. ELIGIBILITY OF MOTORCYCLE

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

18. RSR BEGINNERS

- 18.1 To provide an entry level of new riders who are normally Street going and now want to race and riders who want to learn to go fast on a Racetrack
- 18.2 A rider who completes a lap time faster than a 2.10 will be moved up to RSR Core class on the same day. Competitors points scored will move half their points over to the RSR core class.
- 18.3 Starting positions for heat 1 and heat 2 will be based on each rider's best and second-best lap time set during qualifying. The fastest lap time starting on the front of the grid. Riders who do not set a time in qualifying will start from the back of the grid.
Any rider slower than a 2.10 min ~~will remain in the class~~ ~~be moved to after the Race for the next Race on the same day.~~

18.3. ELIGIBILITY OF RIDERS

- 18.3.1 Riders must be in possession of a MSA social circuit motorcycle licence.
- 18.3.2 Riders will be eligible to compete from the year of their 16th birthday with the maximum age limit is 75.
- 18.3.5 This class is only open to competitors who have never competed before. Riders that have previous racing experience will not qualify for this class and they must enter RSR Core 600/100.

18.4 ELIGIBILITY OF MOTORCYCLES

- 18.4.1 Motorcycles with a capacity greater than 500cc four stroke.
- 18.4.2 Super Motards are not allowed to participate.
- 18.4.3 Turbo charging, supercharging or nitrous oxide boosting is not permitted.
- 18.4.4 There are no restrictions on the permitted modifications in this class ~~providing that the motorcycle complies with any applicable MSA MCRR.~~
- 18.4.5 Silencers must be fitted to all motorcycles.
- 18.4.6 Oil filler cap, sump plugs, and oil filter must be locked wired.
- 18.4.7 Front brake pads and callipers must be lock-wired.
- 18.4.8 Mirrors must be removed
- 18.4.9 Side stands to be fastened or removed.
- 18.4.10 Headlights, taillights and indicators to be securely duct taped.
- 18.5.11 Road motorcycles are ~~not~~ permitted, only Race Motorcycles in Race trim.
- 18.5.12 Competition numbers will be allocated on a first come first serve basis as entries are received. All numbers must be black on a white background in an Arial Bold font.
- 18.5.13 There are no restriction on tyres to be used.

19. MASTERS CLASS

19.1. ELIGIBILITY OF RIDER

- 19.1.2 Riders shall be eligible for master's Class from the year of their 40th birthday the maximum age is 75.
- 19.1.4 Riders shall be in possession of a social licence valid for motorcycle circuit racing and issued by MSA.
- 19.1.5 Holders of a National licence are not permitted to enter the class.

19.2 ELIGIBILITY OF MOTORCYCLE

- 19.2.1. Motorcycles with an engine capacity 600cc or greater, four stroke.
- 19.2.2. No Super Moto/Super Motard machines are eligible to compete.
- 19.2.3 There is no restriction on any performance modifications that may be done on the motorcycle, exhaust, air filter, suspension, tuning etc. No super charging, turbo charging or NOS is allowed.
- 19.2.4. The **only** are no restriction on tyres **is that they are supplied through a homologated importer/distributor.**
- 19.2.5. Silencers must be fitted to all motorcycles.

20. RSR PREMIER

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.

20.1. ELIGIBILITY OF RIDER

- 20.1.1 Competitors must be 16 years of age with the maximum age limit is 75.
- 20.1.2 Riders must be in possession of a social licence valid for motorcycle circuit racing and issued by MSA.
- 20.1.3 Eligibility is determined by the rider's average lap times. Any rider who laps slower than the specified average lap times of **2:07** will be eligible to compete in this class.
- 20.1.4 Holders of a National licence are not permitted to enter the class

20.2 ELIGIBILITY OF MOTORCYCLE

- 20.2.1. Only 600cc and larger capacity superbike motorcycles are permitted to take part.
- 20.2.2. No Super Moto/Super Motard machines will be eligible to compete.
- 20.2.3. No Road Motorcycles are permitted only Race bikes
- 20.2.4. There **only are no** restriction on tyres **is that they are supplied through a homologated importer/distributor.**
- 20.2.5. There is no restriction on any performance modifications that may be done on the motorcycle, exhaust, air filter, suspension, tuning etc. No super charging, turbo charging or NOS is allowed.
- 20.2.6. Silencers must be fitted to all motorcycles.

GROUP A: 1000CC motorcycles **GROUP B:** 600 cc Motorcycles

21. REDSTAR SUPER MOTARDS

- 21.1 To allow riders to build their racing experience, skill, improve lap times and, depending on individual ability

21.2. ELIGIBILITY OF RIDER

- 21.2.1. Competitors must be 16 years of age with the maximum age limit is 75.
- 21.2.2. Riders must be in possession of a social licence valid for motorcycle circuit racing and issued by MSA.
- 21.2.3. 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.
- 21.2.4. Holders of a National licence are not permitted to enter the class

21.3. ELIGIBILITY OF MOTORCYCLE

- 21.3.1. Only 600cc and larger capacity Motard motorcycles are permitted to take part.
- 21.3.2. The only restriction on tyres is that they are supplied through a homologated importer/distributor.
- 21.3.3. There is no restriction on any performance modifications that may be done on the motorcycle, exhaust, air filter, suspension, tuning etc. No super charging, turbo charging or NOS is allowed.
- 21.3.4. All motorcycles must be fitted with guards on their foot pegs and handlebars.
- 21.3.5. Silencers must be fitted to all motorcycles.
- 21.3.6. When a Series sponsor is finalized, all competitors are required to display one sponsor's sticker on either side of their motorcycle which is in a clearly visible position while the rider is seated on the motorcycle.

22. REDSTAR SUPER MOTARDS MASTERS

22.1. ELIGIBILITY OF RIDER

- 22.2.1. Competitors will be eligible from the year of their 40th birthday with the maximum age limit is 75.
- 22.2.2. Riders must be in possession of a social licence valid for motorcycle circuit racing and issued by MSA

23. ELIGIBILITY OF MOTORCYCLE

- 23.1. Only Motorcycles **between 150cc and 300cc and above** will be eligible to compete in this class.
- 23.2. No Super Moto/Super Motard machines will be eligible to compete.
- 23.3. There is no restriction on any performance modifications that may be done on the motorcycle, exhaust, air filter, suspension, tuning etc. No super charging, turbo charging or NOS is allowed.
- 23.4. All Motards must be fitted with guards on their handlebars and foot pegs.
- 23.5. **There are no restriction on tyres.**

25. NSF 100 CLASS

- 25.1. Open to all competitors from the year of their 7th birthday to the year they turn 13.
- 25.2. Riders must be in possession of a social licence valid for motorcycle circuit racing and issued by MSA
- 25.3. The motorcycles remain with SAMRA from the start of the racing Series and all maintenance for the duration of the year rests with SAMRA. This package includes, the bike maintenance and preparation tyres, brake pads, oils and lubrication and fuel, etc. Tyres shall be replaced as and when required.
- 25.4. Damage to footrests, handlebars, levers etc will be for the riders account and will be charged for at a set rate that will be available to everyone.
- 25.5. Fairings, belly pans and tail pieces will be taken home after each race if so wished, by the parents concerned, for repairs and maintenance at their own costs. It would be expected that all of these items be kept in a clean and presentable condition.
- 25.6. For advertising purposes, parts of the TAIL PIECE may be sprayed or covered to the rider's design. This would have to fit in with the local rules and regulations.
- 25.7. The main fairing and belly pan is to remain totally clear for possible future sponsorship coverage. The riders name may be placed on the sides of the screen.
- 25.8. Motorcycles shall be supplied and delivered to each race on behalf of all the participants. Two spare motorcycles will be made available for breakdowns and accidents on the day
- 25.9. All motorcycles will be maintained in standard trim. Modifying motorcycles for a 60% increase in power is not only expensive but is also academic. If all the motorcycles are 10 or 20 horsepower, all things are equal and again, academic.

- 25.10 Participants in the Series shall not race / test / practice on a Honda NSF100 motorcycle except those provided by SAMRA.
- 25.11 The motorcycles are under no circumstances whatsoever to be used for individual private practice. (if a practice day is organized, it shall be open to all registered SAMRA competitors, plus any potential newcomers.
- 25.12 Participants in the Series shall, at random, draw a disk engraved with a number of a motorcycle, out of a 'hat', and race that motorcycle at the race in question. This serves to ensure fair and equal machinery between all the participants. This ruling may be changed at SAMRA's discretion.
- 25.13 A participant that has not paid the annual subscription fees will not be permitted to take any further part in the Series until such time as he has done so.
- 25.14 A participant in the Series must compete in all races in the Series unless covered by a medical certificate stating that he is unfit to compete.
- 25.15 SAMRA will approve competition numbers, on application, to riders. Such numbers will be valid for the duration of the Series. Numbers shall be allocated on a first-come-first-served basis and will start at "11". No triple-digit numbers are permitted.
- 25.16 The bodywork of all motorcycles being used in the Series will be painted according to the requirements of the Series sponsor and is included in the package.
- 25.17 No modifications will be permitted to motorcycles whatsoever. Parent's / riders are strictly forbidden to do any work or make any adjustments whatsoever to the racing motorcycles. Should any changes / checks be required, this will be carried out by a SAMRA official.

27. PW50

- 27.1 Open to all beginner competitors from the year of their 4th birthday to 31 December of the year in which their 6th birthday occurs. Yamaha PW50 must remain 100% standard as per Yamaha South Africa specifications
- 27.2 Yamaha PW50 must remain 100% standard as per Yamaha South Africa specifications. No modifications are allowed. Tyres are allowed to be changed but only to treaded road tyres are permitted. Jetting / changing jets is allowed.

28. 150 CLASS

- 28.1 The Junior class is open to all competitors from the year of their 12th birthday. Alternatively, competitors that have been competing in the SAMRA NSF 100 Junior Trophy for 2 consecutive years will be eligible to compete from the year of their 11th birthday, up to the year of their 15th birthday.
- 28.2 The senior class is open to all competitors from the year of their 16th birthday.
Open to Honda CBR150 Carburettor Model (2003 – 2010)
- 28.3 Tyres –No restriction on tyres. The introduction of a tyre sponsor will make it compulsory for all competitors to make use of the sponsor's tyres.
- 28.4 Carburation – Only the standard carburettor as indicated in owner's manual may be used. Main and idling jets may be changed to suit altitude. Only standard needle may be used, you may use spacers to adjust needle positioning. No metal can be added or removed.
- 28.5 Barrel and Piston Standard bore – 63.5mm, stroke 47.2mm, displacement 149cm³, Bore / Stroke ratio B/S 1.345. Modification allowed – 1mm O/S piston kit. Bore 64.5(±0.2) mm, stroke 47.2mm, displacement 155.2cm³, B/S ratio 1.37. No other modifications will be allowed to bore and stroke.
- 28.6 Cylinder Head – The cylinder head gasket must be an original standard part, produced for the motorcycle, and cannot be modified in any way. The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, spring base and retainers must be as originally produced by the manufacturer. Polishing of these parts and any material treatment is not allowed. Additional valve spring shims are not allowed. No removal of any metal from the cylinder head is permitted. We may implement an engine sealing method. Cylinder head

volume must be no less than 12.4cc measured with a spark plug in. If necessary, the cylinder head may be skimmed as long as the volume remains 12.4cc or more. **Senior Class Allowed to Modify / Remove metal from the Cylinder Head.**

28.7 Camshaft–Slotting of the camshaft gear is allowed. No material may be added or removed from the camshaft. Crankcase and all Other Engine Cases – A second protection cover made of metallic or composite material (type carbon or Kevlar) aluminium or steel plates can be installed to protect the casings in event of a crash.

28.8 Transmission/ Gearbox – The front and rear sprockets may be changed. The gear shift mechanism may be replaced to allow changes in shift pattern. Undercutting of the gearbox is allowed.

“Quick shifters” are permitted in the 150 Senior class only.

Clutch Plates – Clutch plates and clutch friction discs can be changed. Radiator, Cooling System If meshes are installed, they must be properly secured.

28.9 Air Box – The air box must remain as originally produced, you may remove the air box top cover. The air filter element may be removed or replaced.

28.10 Exhaust System – Exhaust systems are free of restriction. The exhaust must conform to the MSA noise limits.

28.11 Additional Equipment – The use of lap timers is permitted. No other additional electronic hardware equipment may be used.

28.12 Wiring Harness – Cutting of the wiring harness is allowed.

28.13 Ignition Systems:

The ignition system must remain standard and the pickup position may not be changed.

The charging system must be operational at all times.

The Clerk of the course reserves the right to instruct the swapping of CDI units between competitors during an event or to be tested with a stand-alone tachometer. If swapped, at the end of race day the CDI will be returned to the competitor unless further investigation is required by the COC.

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

Front Forks – Forks structure (spindle, stanchions, bridges, stem, etc.) must remain as originally produced by the manufacture. The standard original internal parts of the forks may be modified and changed and spacers may be added.

28.14 Suspension Emulators are allowed only in the Senior Class.

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. The upper and lower fork clamps (triple clamp, fork bridges and stem) must remain as originally produced by the manufacturer. No aftermarket steering damping devices are allowed. 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). Fastening screws must be recessed.

Rear Suspension Unit – The rear spring unit may be changed. 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. The rear shock absorber is free.

Wheels – Wheel balance weights may be discarded, changed or added to. Aftermarket rims/wheels are allowed. No carbon fibre or carbon composite material rims/wheels are allowed. Widening of the rear and front rim/wheel is allowed. Wheel rules apply to both 150 Class and 150 Senior Class.

Brakes – Standard front hydraulic brake lines, callipers and brakes may be replaced. Standard front and rear brake pads and disks may be replaced with any aftermarket brake pads and disks. Standard hand levers may be replaced with any aftermarket hand levers. Brake lever protector must be fitted, and no flip-up levers are allowed.

Foot Rests/Foot Controls – Any aftermarket foot control units (rear sets) are permitted. Foot controls units must be mounted to the frame at the original mounting points. Footrests must have an end (plug) which is permanently fixed, made of plastic, Teflon or aluminium (minimum radius 8mm). The plug surface must be designed to reach the widest possible area in order to decrease the risk of injuries to the rider in the case of an accident.

Handlebars and Hand Controls – Aftermarket handle bars are permitted. Handlebars and hand controls may be relocated. Eliminating of the switches is allowed. Relocation of the switches is allowed. Quick-turn throttles are allowed.

Fuel Tank – Fuel tank filler cap may be changed to an aftermarket type.

Seat – The original seat height and padding may be changed.

Fairing/Body Work – Any aftermarket fairing may be used as long as it is freely available to all competitors. The windscreen is unrestricted. The instrument and fairing brackets as supplied on the original motorcycle may be removed.

Items which may be removed – Chain guard, rear mudguard, front sprocket guard, bolt on accessories on rear sub-frame, side stand, radiator cooling fan and wiring.

Items that must be removed – Headlamps, rear lamp and turn signal indicators (openings must be properly sealed with suitable materials), rear-view mirrors, horn, toolkit, helmet hooks and luggage carrier hooks, License plate bracket, passenger foot rests, passenger grab rails, safety bars, centre and side stands.

General Safety Instruction – All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired. Where breather or overflow pipes are fitted, they must discharge via existing outlets into suitable a container. All brake calliper mounting bolts to be safety wired. Oil filler cap to be safety wired. No oil based anti-freeze allowed. A change of the motorcycle during an event is not permitted. Only if the motorcycle is beyond track side repair will a replacement be allocated.

29. SUB 500 CLASS:

29.1 Eligibility of Rider

Competitors shall be eligible for the Sub 500 Class from 01 January of the year in which they turn 13 (thirteen) years old.

29.2 Eligibility of Motorcycle

29.2.1 Motorcycles with an engine capacity 500 or lower.

29.2.2 There is no restriction on any performance modifications that may be done on the motorcycle, exhaust, air filter, suspension, tuning etc.

29.2.3 Turbo-charging, supercharging or nitrous oxide boosting are not permitted.

29.2.4 Engine capacity of motorcycles is unlimited.

29.2.5 There are no restrictions on the permitted modifications in this class

29.2.6 Silencers must be fitted to all motorcycles

29.2.7 There are no restriction on tyres

30. SUZUKI GSX-8R CUP REGULATIONS

30.1. ELIGIBILITY

30.1.1 The Championship is open to all holders of a valid social circuit motorcycle competition licences or higher issued by Motorsport South Africa.

30.1.2 RSR reserves the right to refuse an entry should they determine that the vehicle or the rider does not comply with the regulations.

30.1.3 Competitors shall be eligible from 1 January of the year of their 16th birthday.

31. AIM OF THE CHAMPIONSHIP

The aim of the championship is to declare an Overall Suzuki GSX-8R Cup Social Winner

32. CHAMPIONSHIP POINTS

32.1 All riders taking part in a race will be eligible to receive points, subject to them finishing at least 2/3 of the race distance achieved by the winner.

32.2 Points will be scored per race on the following basis:

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

32.3 Separation of ties - The competitor with the greater number of first place points in all championship races will be declared the champion. If this does not resolve the tie then the greater number of seconds, failing this, thirds and so on will be used to resolve the tie. If a tie remains, then MSA will declare a winner on such basis as it deems fit.

32.4 Trophies will be awarded for 1st, 2nd, and 3rd place competitors. The organiser has the right to limit the number of trophies based on the number of entries.

33. RACE SPECIFICATIONS

33.1 There will be four qualifying sessions and two races of 8-15 laps per event. After each qualifying session and races all motorcycles shall be held in a *perc fermé* for a period to be decided by the C.O.C. but not less than 15 minutes. Each rider is responsible for this. If this is not complied with, then the rider will be excluded from that session and/or race/s (unless the rider has crashed or is stranded out on track waiting for recovery)

33.2 Grid positions for Race 1 and Race 2 shall be determined by the means of qualifying times.

33.3 In the event of a "wet race" or the start of rain during a race, the provisions of SSR44 (MSA regulations) shall apply.

33.4 If a rider has an accident during qualifying or during a race (i.e., the motorcycle is on the ground) the rider concerned shall be permitted to take further part in the qualifying session or race in which the accident occurred, unless prohibited by the marshals from doing so. Subsequently the motorcycle must be re-inspected before participation in any further races. If a marshal/official should point out any major defect (e.g., Leaking oil) the rider may not continue with either qualifying or the race. Failure to comply will result in offenders been excluded from the entire event.

33.5 Participation in all official rider meetings/briefings is compulsory for all riders. Alternatively, the person responsible for the team is authorised to represent the rider at these official meetings. The penalty for non-attendance will be 5 seconds added to the race time of the next heat participated in. Repeated violations can result in exclusion from the remainder of the 2025 season.

34. NUMBERS, SPONSORS, ADVERTISING AND OTHER MARKINGS

34.1 The Suzuki GSX-8R Cup Committee is authorised to make use of indicated areas on all competing motorcycles for the purpose of the display of the series sponsor advertising material. The display of such sponsor material

is a condition of entry to the series and is a scrutineering requirement. Non-defined areas are available for use by personal sponsors. These may not be in direct competition with Suzuki or partners of the Suzuki GSX-8R Cup and are to be presented to the marketing advisor for authorisation.

35.2 By participating in the Suzuki GSX-8R Cup all teams and riders declare their consent to their utilisation by Suzuki Auto South Africa PTY (Ltd) or its partners participating in the series for the publicity purposes without remuneration. This also applies to any clothing, pictorial or film material.

35.3 All copyrights and picture rights (all formats) regarding the riders, vehicles, and racing events rest with Suzuki GSX-8R Cup and the Committee.

35.4 Competition numbers on the motorcycle shall comply with the provisions of SSR 4. Red on a white background.

35.5 Dimensions for the digits

Minimum height: 12 cm

Minimum Thickness: 2.5cm

Minimum Width: 8cm

35. TECHNICAL REGULATIONS

NOTE: Whatever is not specifically allowed in these rules, is disallowed. The OEM / original / Standard (as per OEM Service and Parts manuals) apply.

GENERAL TECHNICAL REGULATIONS

35.1 Prior to the start of each event, the appointed technical consultant will carry out an inspection on each competing motorcycle to ensure they are following the regulations. The competitor/entrant is to abide by the instructions given by the technical consultant. The competitor or the entrant is responsible for ensuring that the motorcycle is compliant with the technical regulations.

35.2 The technical consultant will check the following protective gear:

- i. Full face helmets of approved type (i.e., with 'Double D' fastener), in sound condition and fitting securely. They must be properly fastened and worn by all riders during practice/qualifying and racing. If goggles and/or spectacles are worn with the above, they shall be of 'non-splinter' material.
- ii. Protective clothing as detailed below, in good condition and free from tears, holes or other defects affecting its safety effectiveness, must be worn during practice and racing:
 1. Leather one-piece racing suit.
 2. Boots affording adequate protection to feet and ankles.
 3. Leather gloves.

35.3 Motorcycles found not in compliance with the regulations may be excluded from the competition and further penalties may be imposed in accordance with MSA GCR's and as per point 7 above. In the case of gross and deliberate violation of the regulations, the participant may be excluded from all remaining race events.

35.4 The technical consultant reserves the right to perform spot checks on various motorcycles at any time during the event. The Technical Consultant may impound a motorcycle in consultation with the Clerk of the Course or the Stewards. Competitors/entrants are exclusively responsible for the disassembly and reassembly of the motorcycles as requested by the technical inspector, as well as any associated expenses, should the motorcycle be found to be non-compliant with the technical regulations. Any part/component found not to comply with the regulations, and which is incapable of being brought back into specification in a permitted manner, may be confiscated and retained by MSA to prevent its continued use in events. **Note: Should a rider need to make modifications to their motorcycle (either medical reasons or non-availability of a part) said modifications need to be requested in writing (with supporting documentation) with the committee and voted on by the committee. If approved, an official letter will be drawn up and kept on file.**

35.5 Motorcycles involved in an accident during an event must be presented to the technical consultant immediately after the session in which the accident occurred. A further technical inspection is required prior to the motorcycle further participation in practice/qualifying or racing. If it becomes necessary during a racing event to reconstruct a vehicle because of extensive accident damage and/or severe engine or gearbox damage

or if it must be replaced by a new vehicle, this may only be undertaken with the approval of the technical consultant. In such a case, a further technical inspection of the vehicle is required. No further exchange of vehicle will be permitted during an event. All permitted or required alterations to the vehicle are described in these regulations.

35.6 The TC will have a record of the following at every race event on file:

- a. Rider's details
- b. Bike Entry Number
- c. Bike VIN Number
- d. Engine Number
- e. ECU Seal Number
- f. Engine seal number
- g. Rear shock seal Number
- h. A copy of the dyno run graph when the engine was sealed.
- i. A copy of the rear shock dyno graph.

36. MOTORCYCLE ELIGIBILITY

36.1 The only eligible motorcycles allowed to compete will be the:

2024/2025 Suzuki GSX-8R.

36.2 The vehicle must possess an original Suzuki vehicle identification number (VIN) on the frame in the respective national format of the supplying country. This may not be subsequently altered. Only vehicles imported by Suzuki Auto South Africa PTY (Ltd) may be used. No grey or parallel imported motorcycles of this model will be permitted to participate in the championship series.

36.3 Beyond manufacturer tolerances, all alterations are prohibited. Minor changes will be allowed for purposes of close racing and safety.

36.4 All parts, except for those comprising of the approved additional racing kit and certain specifically defined additionally specified parts, must be of the same type and year model as the motorcycle and their condition in use must be within the tolerances stated in the OEM Service manual and in the manufacturer's guidelines.

36.5 With the exception of the additional racing kit, only Genuine Suzuki GSX-8R parts may be used.

Allowable additional racing kit includes:

- a. After market Racing fairings, mudguards and bodywork conforming in principle to the homologated shape as originally produced by the manufacturer.
- b. Braided hoses for both front and rear braking systems bypassing the ABS unit are allowed. ABS unit must remain and be connected to maintain the Traction control function.
- c. After market rear sets may be fitted.
- d. Crash protection kits (crash bobbins, mushrooms, engine covers, etc.) may be fitted.
- e. Handlebars ends, grips, clutch and brake levers may be changed with aftermarket ones.
- f. Approved exhaust system must be fitted.
- g. A brake lever guard and chain protector (shark fin) must be fitted.
- h. Aftermarket batteries with the same specification as the OEM battery may be used.
- i. After market steering damper may be fitted.
- j. Final drive sprockets and chain may be changed

To enable some of these additional parts (Racing bodywork, Rear sets, Exhaust systems) to be made as cost effective as possible for competitors, they may be restricted to a single supplier/Brand.

37. ENGINES/ECU

- a. The engine identification number must be visible and legible.
- b. All engines, new or used, will be inspected and sealed by the technical consultant.
- c. No motorcycle will be eligible to race without a sealed engine.
- d. ECU's are to be flashed with the series approved map.

The following options can be selected by each individual member:

- Disable Evap / Purge Valve (may be removed entirely)
- Disable Stock O2 Sensor (may be removed entirely)
- Disable PAIR Valve / AIS (may be removed entirely)
- ECU will be locked and sealed after the requested changes have been made.
- The engine casing, cylinder and cylinder heads must be sealed.

- e. The elements of the engine must be in their original condition and within the manufacturer's tolerance range (see service manual and manufacturer's guidelines). Any change effected by removing or adding any material, such as deburring, addition or removal of seals, balancing components, etc. is expressly prohibited unless especially provided for in the present regulations.
- f. The engine ventilation system must remain in its original condition.
- g. All screws for oil outlet screws, oil inlet screws, oil filters, tubes and front brake callipers must be lock wired to prevent accidental opening.
- h. Every motorcycle will be required to be tested on the designated dyno and sealed before being deemed eligible to participate in the series.
- i. A maximum tolerance of 2.5% will be allowed at any point on the dyno curves for power and torque.
- j. Any motorcycle failing to comply with these tolerances will be deemed illegal and will have to be proven legal. All cost relating to dyno testing or stripping are for the members' account. The motor (top and bottom and ECU are required to be sealed by the designated Control rig. (mark club seal) The official seal may only be removed by the TC or a committee member. Any seals that are removed by the rider without the authorisation of the committee or TC will result in a penalty of starting from the back of the grid from both races. In the event that an engine seal needs to be removed for the engine to be opened, written approval must be obtained from the committee and/or TC. The removed seal must be retained and given to the committee when the bike is taken to be dyno tested and resealed.

38.1 CYLINDERS

- a. Only original parts of the respective model (the addition or treatment of material is prohibited). Dimensions and weights of the cylinder must correspond to the original parts (see workshop manual and manufacturers guidelines). The addition or removal of material is prohibited.

38.2 IGNITION

- a. Only standard ECU units, as supplied for the specific vehicle are to be used. No enhancement microchips or additional piggy-back systems for fuelling, timing, ignition, etc. are allowed.
ECU to be flashed with an approved map and password protected by the approved TC.

38.3 CRANKSHAFT

- a. The deburring, addition or removal of material is prohibited. Treatment, polishing or
- b. Dimensions and weights of the components must correspond to the original parts (see service manual and manufacturers guidelines).

38.4 BEARINGS

- a. The number dimensions and weight must correspond to manufacturers specifications.

38.5 PISTONS, PISTON RINGS AND RETAINERS

- a. Dimensions and weights of the parts must correspond to the original parts (see service manual and manufacturers guidelines).

- b. Only original parts of the respective model, no modifications permitted. The deburring, balancing, addition, or removal of material is prohibited.

38.6 CYLINDER HEAD

- a. Only original cylinder heads. The deburring, addition or removal of material is prohibited, including any modification of inlet rubbers. Dimensions and weights of the parts must correspond to the original parts (see service manual and manufacturers guidelines).

38.7 VALVES, VALVE CONTROL, CONTROL TIMING

- a. The diagram must correspond to the original diagram without modification. The valves, camshafts and the entire valve control with all parts must be in their original condition and may neither be altered, repositioned, or polished. Dimensions and weights of the parts must correspond to the original specification (see service manual and manufacturers guidelines).

38.8 INJECTION AND IGNITION

- a. All parts must be in the original, unmodified condition of the relevant vehicle type; standard setting values are recommended.

38.9 AIR FILTER/ AIR BOX/ AIR CHANNELS

- a. All elements of the air intake area, pipes, air filter, air box, sealing components and casings must be in the original condition of the model described and remain within manufacturer tolerances.
- b. Air filters are free from restriction.

38.10 WIRING HARNESS, ELECTRICAL CONNECTIONS

- a. The wiring harness of the relevant vehicle type must be retained in unmodified form. No additional switches, components or cables must be looped in or added. Shortening in the form of cutting is prohibited. The following alterations to electrical components are permitted/required:
- b. Removal of cable connections for rear light from last plug to rear light.
- c. Removal of cable connections for horn from last plug to horn.
- d. Removal of cable connections for direction indicators from last plug to direction indicators.
- e. The deactivation of the electrical safety system for the side stand by means of bridge-over connector or similar is permitted. In the case of damage caused by a crash during an event, the cable set can be repaired under the supervision of the technical consultant. This must be replaced by an original part at the next event.
- f. The use of lap timers is permitted. The electrical supply of such lap timers may only be provided directly from the battery poles (in line fuse is compulsory) or by connecting the supply provided for the headlight or any unused component power supply.

38.11 STATOR AND FLYWHEEL

- a. The stator, its wiring and regulation must conform to the original condition of the specific model and remain within manufacturer tolerances.
- b. The stator must always supply the battery with the relevant current as defined by manufacturer requirements. Additional electrical controls are prohibited

38.12 STARTER

- a. The electrical starter and wiring must be in their original condition and within manufacturer tolerances. The starter must always be able to start the engine.

38.13 FUEL

- a. All motorcycles must use pump fuel available to the general public via normal filling stations. The use of products, additives, or oils to increase the octane level or combustion properties is prohibited.
- b. Separate samples of the fuel used by any competitor may be requested before and/or after a race. These samples must be taken in accordance with the provisions of GCR 240's "Guidelines in respect of fuel sampling".
- c. Notwithstanding the above, the technical consultant (in conjunction with the Clerk of the Course) may request the use of a controlled fuel no later than 30 minutes prior to the start of a race. Failure to use the controlled fuel when requested shall result in the competitor concerned being prevented from starting the race in question and/or being excluded from the race meeting.

38.14 LUBRICATION

- a. Engine lubrication and the appropriate oil and oil cooling system are to be maintained in keeping with the original condition of the respective type and must not be altered. The addition of additives to the engine oil is not permitted.

38.15 WATER COOLANT RADIATOR

- a. The original radiator must be used in unmodified form. A permanent metal protection grid may be mounted at the air inlet side of the radiator to prevent damage from debris. No anti-freeze additives may be mixed with the water used in the radiator. Mo Cool radiator additive from Motul (part no: 102222) may be added. Radiator fan must be present.

38.16 GEARBOX

- a. Only original parts without any modifications.

38.17 CLUTCH:

- a. Only original parts without any modifications.

38.18 EXHAUST SYSTEM:

- a. Only the GSX-8R cup series approved system can be used.

38.19 RUNNING GEAR/VEHICLE IN GENERAL

- a. The frame number and the model plate must be easily visible and legible
- b. The following must be removed:
- c. Rear view mirrors
- d. Passenger footrests
- e. Number plate holder
- f. Number plate
- g. Indicators
- h. Headlight
- i. Side stand

38.20 FOOTREST

- a. Aftermarket rear sets may be fitted.

38.21 FUEL TANK

- a. Only the original part of the respective model with all components and inner parts is permitted.
- b. Any modification to the fuel tank is prohibited.

- c. The use of retention foam (explosive safe) for the entire volume of the tank is recommended.
- d. The fuel tank ventilation outlet, along with radiator overflow pipes (with a non-return valve), must end in one or more firmly attached collection containers with a capacity of at least 200cc.

38.22 FAIRING/BODYWORK

- a. After market Racing fairings, mudguards and bodywork conforming in principal to the homologated shape as originally produced by the manufacturer are permitted.
- b. All body parts remaining on the vehicle must be in line with the standard condition regarding the material and form.
- c. Approval may be obtained from the GSX-8R Cup Committee for other corresponding parts.

38.23 HANDLEBARS

- a. Only the OEM handlebars are permitted.
- b. The hand levers are free from restriction.
- c. All operating parts and handlebar controls such as kill switch etc. must be retained in their original condition and fully functional (unless specified under the acceptable racing kit parts)
- d. Steering lock and freedom of movement must not be impaired. Driving safety must be ensured.

38.24 FRONT FORKS

- a. Replacement of main compression springs and oil is permitted. Spring spacers can be used to alter preload.
- b. No modification to the internal cartridge is permitted.
- c. The requirement is that the front forks are to be the original fork stanchion and outer shell.
- d. No aftermarket forks or internals are permitted. The adding or removal of material (modification) to any part is not permitted.
- e. The above is pending and may be changed after suspension testing and evaluations have been carried out.(see below)

38.25 REAR SHOCK ABSORBER

- a. TBA, this is pending, on the results of the suspension testing to be conducted in Cape Town with MP Suspension and their conclusion and recommendation
- b. All rear shock absorbers must be scrutinized by the clubs appointed shock technician and sealed. Once the shock has been sealed it is not required to be resealed unless the competitor has his shock serviced or checked, in which case the shock must be resealed.

38.26 BRAKES

- a. Except for points below, the Front and Rear brake system must remain standard.
- b. The type of brake fluid used is free.
- c. Brake pads are free of restriction.
- d. Braided brake hoses are optional for the front and rear and the ABS unit can be bypassed but must remain on the motorcycle.

38.27 TYRES

- a. Only Bridgestone for now, not decided yet are to be used. In the event of stock unavailability, an alternative will be announced after the committee have consulted with the tyre supplier.
- b. There is no restriction on the number of tyres that may be used for the Friday qualifying/practice sessions.
- c. The same set of tyres are to be used for Saturday qualifying, race 1 and race 2.
- d. Tyres must be marked before qualifying by the series TC, and the onus is on the rider to make sure that his tyres are marked correctly.

- e. Any defective tyre may be replaced with a tyre of similar wear at the discretion of the series TC.
- f. Tyre branding (decals) shall be compulsory for all competing bikes on the front mudguard, right and left, in a prominent position.
- g. Tyres will be available through the designated GSX-8R Cup supplier.
- h. Any other sponsor branding deemed necessary by the committee will be required to be displayed by all riders in the designated areas. Non-compliance will mean exclusion from the race results unless clearance is obtained from the series TC before the first race. Display of required sponsor stickers is a scrutineering requirement.
- i. Any make of wet weather tyres is allowed.

38.28 CENTRAL FRAME

- a. The central frame must remain in its original condition.
- b. In the case of damage to the attachment point between the central frame and the rear frame, the professional repair of these points is permitted. However, any such repairs must be inspected and approved by the series TC.
- c. The rear subframe must remain in its original condition.

39. EXTRA EQUIPMENT

- a. Data transmissions/radio communication from the rider to the team/pit box, is not allowed.
- b. The use of video cameras is permitted subject to the rider be willing to supply any footage for the purpose of media material towards the club sponsors, marketing, protests, etc.
- c. Timing Transponders: all timing transponders are to be fitted to the top of the front fork or inline there with subject to the approval of the TC. Transponders may not be mounted beyond or behind this point.

30. ADMINISTRATION

- 30.1 All administration for the social Series will be conducted on the Redstar Raceway and MSA's web site www.msaonline.co.za
- 30.2 The SRs for each event will be uploaded onto the web site and from there they will be emailed to all competitors or can be downloaded off the Redstar Raceway Website or MSA's website
- 30.3 All Proof of payments to be sent to accounts@redstarraceway.co.za and documentationuser@redstarraceway.co.za.
- 30.4 All competitors are required to register their allocated number on the web site for each class they are competing in after they have been allocated the number by Tracylynn.
- 29.5 All competitors are required to enter online – NO manual entries will be accepted.
- 29.6 All competitors are required to always keep their personal information on the web site up to date.
- 29.7. Contact Details
 Redstar Raceway - Web: www.redstarraceway.co.za
 Proof of Payments: Entries : www.redstarraceway.co.za or accounts@redstarraceway.co.za and documentationuser@redstarraceway.co.za.
 Tracylynn Venter - tracylynn@redstarraceway.co.za
 Charmaine Hartley - documentationuser@redstarraceway.co.za