



**MSA SUZUKI GSX-8R CIRCUIT
MOTORCYCLES CLUB
CHAMPIONSHIP REGULATIONS**

VERSION 1

1 JANUARY 2026

WWW.MOTORSPORT.CO.ZA

REVIEW AND AMENDMENTS

Motorsport South Africa (MSA) will periodically review these rules and will present the revised version to all members for agreement to publish the updated version.

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.

AMENDMENT RECORD

<i>Modified SSR / Art</i>	Date Applicable	Date of Publication	Clarifications

CONTENTS

1.	ELIGIBILITY.....	3
2.	AIM OF THE CHAMPIONSHIP	3
3.	RACE SPECIFICATIONS.....	4
4.	NUMBERS, SPONSORS, ADVERTISING AND OTHER MARKINGS	4
5.	TECHNICAL REGULATIONS	4
6.	MOTORCYCLE ELIGIBILITY	5
7.	ENGINES/ECU.....	6
8.	CYLINDERS.....	7
9.	IGNITION	7
10.	CRANKSHAFT.....	7
11.	BEARINGS.....	7
12.	PISTONS, PISTON RINGS AND RETAINERS.....	7
13.	CYLINDER HEAD	7
14.	VALVES, VALVE CONTROL, CONTROL TIMING	7
15.	INJECTION AND IGNITION	8
16.	AIR FILTER/ AIR BOX/ AIR CHANNELS	8
17.	WIRING HARNESS, ELECTRICAL CONNECTIONS	8
18.	STATOR AND FLYWHEEL	8
19.	STARTER.....	8
20.	FUEL	8
21.	LUBRICATION	9

22.	WATER COOLANT RADIATOR.....	9
23.	GEARBOX.....	9
24.	CLUTCH	9
25.	EXHAUST SYSTEM	9
26.	RUNNING GEAR/VEHICLE IN GENERAL	9
27.	FOOTREST	9
28.	FUEL TANK.....	9
29.	FAIRING/BODYWORK.....	10
30.	HANDLEBARS	10
31.	FRONT FORKS.....	10
32.	REAR SHOCK ABSORBER	10
33.	BRAKES.....	10
34.	TYRES.....	10
35.	CENTRAL FRAME	11
36.	EXTRA EQUIPMENT	11

1. ELIGIBILITY

- a. The Championship is open to all holders of a valid Club circuit motorcycle competition licences or higher issued by Motorsport South Africa.
- b. The 8R Cup committee reserves the right to refuse an entry should they determine that the vehicle or the rider does not comply with the regulations.
- c. Competitors shall be eligible as per MSA Circuit racing SSR1.

2. AIM OF THE CHAMPIONSHIP

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

3. CHAMPIONSHIP POINTS

- a. 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.
- b. 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

- c. 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 champion on such basis as it deems fit.
- d. 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.

3. RACE SPECIFICATIONS

- a. 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)
- b. Grid positions for Race 1 and Race 2 shall be determined by the means of qualifying times.
- c. In the event of a "wet race" or the start of rain during a race, the provisions of SSR44 (MSA regulations) shall apply.
- d. 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-scrutineered 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.
- e. 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 2026 season.

4. NUMBERS, SPONSORS, ADVERTISING AND OTHER MARKINGS

- a. 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.
- b. 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.
- c. All copyrights and picture rights (all formats) regarding the riders, vehicles, and racing events rest with Suzuki GSX-8R Cup and the Committee.
- d. Competition numbers on the motorcycle shall comply with the provisions of SSR 4. Red on a white background.
- e. Dimensions for the digits
 Minimum height: 12 cm
 Minimum Thickness: 2.5cm
 Minimum Width: 8cm

5. 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

- 5.1 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.

- 5.2 The technical consultant will check the following protective gear:
 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.
 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:
 Leather one-piece racing suit.
 Boots affording adequate protection to feet and ankles.
 Leather gloves.
- 5.3 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.
- 5.4 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.**
- 5.5 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.
- 5.6 The TC will have a record of the following at every race event on file:
 Rider's details
 Bike Entry Number
 Bike VIN Number
 Engine Number
 ECU Seal Number
 Engine seal number
 Rear shock seal Number
 A copy of the dyno run graph when the engine was sealed.
 A copy of the rear shock dyno graph.

6. MOTORCYCLE ELIGIBILITY

- 6.1 The only eligible motorcycles allowed to compete will be the:
 2024/2025 Suzuki GSX-8R.
- 6.2 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.

- 6.3 Beyond manufacturer tolerances, all alterations are prohibited. Minor changes will be allowed for purposes of close racing and safety.
- 6.4 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.
- 6.5 With the exception of the additional racing kit, only Genuine Suzuki GSX-8R parts may be used. Allowable additional racing kit includes:
 After market Racing fairings, mudguards and bodywork conforming in principle to the homologated shape as originally produced by the manufacturer.
 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.
 After market rear sets may be fitted.
 Crash protection kits (crash bobbins, mushrooms, engine covers, etc.) may be fitted.
 Handlebars ends, grips, clutch and brake levers may be changed with aftermarket ones.
 Approved exhaust system must be fitted.
 A brake lever guard and chain protector (shark fin) must be fitted.
 Aftermarket batteries with the same specification as the OEM battery may be used.
 After market steering damper may be fitted.
 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.

7. ENGINES/ECU

The engine identification number must be visible and legible.
 All engines, new or used, will be inspected and sealed by the technical consultant.
 No motorcycle will be eligible to race without a sealed engine.
 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.

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.

The engine ventilation system must remain in its original condition.

All screws for oil outlet screws, oil inlet screws, oil filters, tubes and front brake callipers must be lock wired to prevent accidental opening.

Every motorcycle will be required to be tested on the designated dyno and sealed before being deemed eligible to participate in the series.

A maximum tolerance of 2.5% will be allowed at any point on the dyno curves for power and torque.

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.

8. CYLINDERS

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.

9. IGNITION

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.

10. CRANKSHAFT

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

11. BEARINGS

The number dimensions and weight must correspond to manufacturers specifications.

12. PISTONS, PISTON RINGS AND RETAINERS

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

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

13. CYLINDER HEAD

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).

14. VALVES, VALVE CONTROL, CONTROL TIMING

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).

15. INJECTION AND IGNITION

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

16. AIR FILTER/ AIR BOX/ AIR CHANNELS

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.

Air filters are free from restriction.

17. WIRING HARNESS, ELECTRICAL CONNECTIONS

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:

Removal of cable connections for rear light from last plug to rear light.

Removal of cable connections for horn from last plug to horn.

Removal of cable connections for direction indicators from last plug to direction indicators.

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.

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.

18. STATOR AND FLYWHEEL

The stator, its wiring and regulation must conform to the original condition of the specific model and remain within manufacturer tolerances.

The stator must always supply the battery with the relevant current as defined by manufacturer requirements. Additional electrical controls are prohibited

19. STARTER

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.

20. FUEL

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.

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".

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.

21. LUBRICATION

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.

22. WATER COOLANT RADIATOR

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.

23. GEARBOX

Only original parts without any modifications.

24. CLUTCH

Only original parts without any modifications.

25. EXHAUST SYSTEM

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

26. RUNNING GEAR/VEHICLE IN GENERAL

The frame number and the model plate must be easily visible and legible

The following must be removed:

- Rear view mirrors
- Passenger footrests
- Number plate holder
- Number plate
- Indicators
- Headlight
- Side stand

27. FOOTREST

Aftermarket rear sets may be fitted.

28. FUEL TANK

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

The use of retention foam (explo safe) for the entire volume of the tank is recommended.

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.

29. FAIRING/BODYWORK

After market Racing fairings, mudguards and bodywork conforming in principal to the homologated shape as originally produced by the manufacturer are permitted.

All body parts remaining on the vehicle must be in line with the standard condition regarding the material and form.

Approval may be obtained from the GSX-8R Cup Committee for other corresponding parts.

30. HANDLEBARS

Only the OEM handlebars are permitted.

The hand levers are free from restriction.

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)

Steering lock and freedom of movement must not be impaired. Driving safety must be ensured.

31. FRONT FORKS

Replacement of main compression springs and oil is permitted. Spring spacers can be used to alter preload.

No modification to the internal cartridge is permitted.

The requirement is that the front forks are to be the original fork stanchion and outer shell.

No aftermarket forks or internals are permitted. The adding or removal of material (modification) to any part is not permitted.

The above is pending and may be changed after suspension testing and evaluations have carried out. (see below)

32. REAR SHOCK ABSORBER

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

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.

33. BRAKES

Except for points below, the Front and Rear brake system must remain standard.

The type of brake fluid used is free.

Brake pads are free of restriction.

Braided brake hoses are optional for the front and rear and the ABS unit can be bypassed but must remain on the motorcycle.

34. TYRES

Only Bridgestone tyres will be allowed. In the event of stock unavailability, an alternative will be announced after the committee have consulted with the tyre supplier.

There is no restriction on the number of tyres that may be used for the Friday qualifying/practice sessions.

The same set of tyres are to be used for Saturday qualifying, race 1 and race 2.

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.

Any defective tyre may be replaced with a tyre of similar wear at the discretion of the series TC.

Tyre branding (decals) shall be compulsory for all competing bikes on the front mudguard, right and left, in a prominent position.

Tyres will be available through the designated GSX-8R Cup supplier.

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.

Any make of wet weather tyres is allowed.

35. CENTRAL FRAME

The central frame must remain in its original condition.

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.

The rear subframe must remain in its original condition.

36. EXTRA EQUIPMENT

Data transmissions/radio communication from the rider to the team/pit box, is not allowed.

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.

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.