



**MSA AMSC CIRCUIT
MOTORCYCLE SENIOR &
JUNIOR 150cc AND 250cc
CLUB REGULATIONS**

VERSION 1

1 JANUARY 2026

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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. See GCR 67

AMENDMENT RECORD

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

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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

Will be the Algoa Motorsport Club Committee.

2. AIM OF THE CHAMPIONSHIP

- 2.1 To declare a Senior and Junior Club Champion, for the Standard Honda 150cc Motorcycles.
- 2.2 To declare a winner in the 150cc Clubmans Championship.
- 2.3 To declare a winner in the 250cc Championship.

3. CHAMPIONSHIP EVENTS TO COUNT

The Championship will comprise of all races which take place at the Aldo Scribante Circuit.

4. VALIDITY OF THE REGULATIONS

Applicable to the calendar year of 2026.

5. ELIGIBILITY OF RIDERS

- 5.1 The Championship shall be open to all riders who are members of the Algoa Motorsport Club and hold a minimum of a valid MSA Motorcycle Club competition licence as applicable to each class.
- 5.2 Competitors are only eligible to score points from the time that they became members of the AMSC.
- 5.3 The 150cc Junior Championship is open to competitors from the year of their 12th birthday to 31 December of the year in which their 18th birthday occurs.
- 5.4 The 150cc Senior Championship is open to competitors from the year of their 19th birthday.
- 5.5 The 150cc Clubmans Championship is open to competitors from the year of their 12th birthday.
- 5.6 The 250cc Championship is open to competitors from the year of their 15th birthday.

6. ELIGIBILITY OF 150CC MOTORCYCLES

6.1 The Standard Honda CBR 150cc Championship will be Open to Standard Honda CBR 150cc motorcycles as stipulated in Art. 7.

6.2 A 150cc Clubmans Class will compete in the same race, for non-standard Honda CBR 150cc motorcycles and other motorcycles of similar performance and handling. This will be a Championship Class that will be scored in their own class. Honda CBR 150cc motorcycles that do not comply to the requirements of Art 7, will be allowed to participate in this class. Any make of single cylinder road going motorcycle with similar performance as determined by the technical committee, manufactured by an official importer who is recognized by MSA and provided the motorcycle falls within the rules outlined in this document and passes scrutineering will run in this class. The Organisers and Motorcycle Technical Consultant (TC) will approve motorcycles for participation in the 150cc Clubmans Class.

6.3 A 250cc Class will also compete in the same race. This will be a Championship Class. Any make of single cylinder road going motorcycle with similar performance as determined by the technical committee, manufactured by an official importer who is recognized by MSA and provided the motorcycle falls within the rules outlined in this document and passes scrutineering will run in The 250cc Class. The specifications for this class will be listed under Art 8.

7. STANDARD HONDA CBR 150CC CLASS - MODIFICATIONS AND RESTRICTIONS (Refer to GCR 226)

7.1 Engines:

- a) Single cylinder, unmodified 4 valve head 150 four stroke motors with a maximum capacity of 155cc.
- b) No Modifications are allowed to the engine.
- c) Only genuine OEM replacement engine parts may be used.

7.2 Pistons:

Maximum of 1.0mm oversize pistons allowed for wear.

7.3 Engine Casings:

Engine casings may not be modified.

7.4 Cylinder Heads:

- a) Cylinder heads must remain standard.
- b) No material is to be added or removed, except for the valve seats which may be cut.
- c) Cylinder head volume must be no less than 11.5cc measured with a standard spark plug in (as listed in the workshop manual). If necessary, the cylinder head may be skimmed as long as the volume is not less than 11.5cc.
- d) When measuring the cylinder head volume, a 50/50 mix of 2-stroke oil and pump fuel must be used.

7.5 Cylinders:

- a) No material may be removed from the cylinder, only re-boring is allowed, up to the 4th oversize (1mm).
- b) The deck height between piston and top of barrel may not be less than 0.1mm with barrel torqued down.

7.6 Camshafts:

- a) No material may be added or removed from the camshafts.
- b) Only OEM Camshafts may be used.
- c) Camshaft sprockets may be slotted to allow degree of the camshafts.

7.7 Crankshafts:

- a) No material may be removed from the crankshaft assembly.
- b) The crankshaft assembly must remain standard.

7.8 Gearboxes:

- a) The gearbox must be standard.
- b) Undercutting is allowed.

7.9 Clutches:

The clutch must remain standard.

7.10 Coatings:

- a) No performance coatings whatsoever may be applied to any of the internal or external parts of the motor.
- b) No heat transferring / heat blocking material may be used on the internal or external parts of the motor.

7.11 Carburettors:

- a) Only the standard carburettor as indicated in the owner's manual may be used.
- b) Main and idling jets may be changed.
- c) Only the standard needle may be used.
- d) Spacers may be used to adjust the height of the needle positioning.

7.12 Air boxes:

- a) Air boxes must remain standard.
- b) No holes are allowed to be drilled into the air box.
- c) The filter and air box lid may be removed.
- d) No fresh air or ram air induction is allowed.
- e) The snorkel between carburettor and air box must remain standard.

7.13 Exhaust Systems:

Any aftermarket exhaust system may be fitted.

7.14 Starter Motor:

The starter motor must be retained and in working order.

7.15 Ignition Systems:

- a) The ignition system must remain standard, and the pickup position may not be changed.
- b) The charging system must be operational at all times.
- c) Race looms allowed.

7.16 Frames:

- a) Modifications are allowed to the frame in the case for rear sets / gear selector.
- b) Sub-frame can be altered only to fit body work.

7.17 Fuel Tanks:

Fuel tanks must remain standard to OEM specifications.

7.18 Suspension:

- a) Rear shock may be changed for an aftermarket shock.
- b) Rear swing arm must remain standard.
- c) Front end and fork externals must remain standard.
- d) Fork caps must remain standard.
- e) Front fork OEM internals may be modified, not replaced. Plastic spacers may be added.
- f) Emulators are not allowed.
- g) No aftermarket fork stabilisers are allowed.

7.19 Wheels:

Rims are unrestricted with the exception of **that** no carbon fibre, billet or drop forged rims **are allowed.**

7.20 Sprockets:

Front and rear sprockets may be changed.

7.21 Tyres:

Tyres are unrestricted.

7.22 Brakes:

- a) No radial front brake allowed.
- b) Front master cylinder must remain standard or OE equivalent.

7.23 Bodywork / Fairings:

Fairings and Bodywork are unrestricted.

8. ELIGIBILITY OF 250CC MOTORCYCLES

- 8.1 All single cylinder 4-stroke carburetted or fuel injection that are air-cooled or water cooled 250cc motorcycles may participate in this class.
- 8.2 Modifications to the motor with exception of bore & stroke are permitted. Reborning is permitted to the maximum size permitted by the manufacturer. Big bore kits are NOT permitted. The stroke must remain standard.
- 8.3 The airbox may be removed.
- 8.4 Aftermarket parts are allowed.
- 8.5 Frames are free.
- 8.6 Tyres, forks, suspension and brakes are open.

9. SCORING

9.1 Points will be scored in each race / heat for each class if three (3) or more motorcycles start the said race / heat as follows:
1st – 10 points, 2nd – 9 points, 3rd – 8 points, 4th 7 points and so on.

If less than three (3) motorcycles start a race / heat in a class the points will be scored as follows:

2 motorcycles = 1st – 9 points, 2nd – 8 points
1 motorcycle = 1st – 8 points

9.2 Awarding of trophies for the day will be done by calculating the competitor's total race time for each race added together.

9.3 For a competitor to be eligible for class trophies at the end of the season, they must have competed in at least 50% of the events held during the season.

10. MINIMUM NUMBER OF STARTERS AND POINT SCORING

10.1 There must be a minimum of five (5) starters for all classes combined on each race day to qualify for Championship status. Points towards the Championship will be scored per race – all heats to count.

10.2 The Algoa Motor Sport Club Committee, at its sole discretion, is responsible for declaring a winner of the Championship, or to withhold such declaration.

11. GRID POSITIONS

11.1 Grid position for race one will be determined by qualifying at timed practice. Riders will line up in order from fastest to slowest qualifying time regardless of class.

11.2 Grid position for race two will be the fastest lap time of race one and riders will line up from fastest to slowest time set in race one regardless of class.

11.3 Grid position for race three will be the fastest lap time of race two and riders will line up from fastest to slowest time set in race two regardless of class.

11.4 The starting grid will be made up of riders positioned three abreast in staggered formation.

11.5 This may however be altered by the Clerk of the Course, after taking into consideration the circuit and conditions of the day.

11.6 If no qualifying is held for whatever reason, the Clerk of the Course will determine the starting order.

12. COMPETITION NUMBERS

Competition numbers must be displayed in accordance with MSA GCRs, SSRs and applicable Bulletins issued by MSA, in ALL regards.

13. CHAMPIONSHIP FORMAT

- 13.1 The Championship will generally consist of a minimum of eight (8) rounds (twenty four (24) races) for the year. The organisers reserve the right to host more than three (3) races at any of the rounds to make up the minimum number of races for the year.
- 13.2 There shall be no “throw-away” races in the 2026 Championship.
- 13.3 Notwithstanding the above, ALL races held at Aldo Scribante raceway during 2026 for the said category will count towards the Championship.

14. STARTING PROCEDURE

- 14.1 Riders will be lined up at the pit exit. After completing the siting lap as indicated, motorcycles will form on the starting grid with engines running. When the starter is satisfied that the starting grid is properly made up, he/she will switch on the red light or raise the flag. The starting signal will be used.
- 14.2 Jump starts will incur a thirty (30) second penalty.
- 14.3 Each race shall generally consist of eight (8) laps or as determined by the Clerk of the Course and / or Stewards.

15. FUEL

Refer GCR 240.

Octane Booster is permitted

16. SCRUTINEERING

- 16.1 Motorcycles must be presented for scrutineering in a clean condition and ready to race together with approved helmet, leather suit, leather boots and leather gloves, all in good condition.
- 16.2 No open ended pipe in any way connected with the lubrication or cooling system, sump, catch tank or other oil or water reservoir, is permitted. All such pipes must terminate in a plastic or metal container of adequate capacity, firmly secured to the motorcycle and acceptable to the scrutineers at pre-race scrutiny. All such containers must be empty at the start of the race.

- 16.3 Gearbox and engine drain plug and oil filter bolts must be wired locked.
- 16.4 After any race, the Standard Honda CBR150cc motorcycles may be stopped in Parc Ferme and may be examined as instructed by the Clerk of the Course for compliance with the Technical Regulations.

17. SEPARATION OF TIES

A tie will be resolved in favour of the competitor having the greater number of firsts. If a tie is not resolved then the greater number of seconds will count, failing this, thirds and so on. If a tie still remains, THE CONTROLLERS shall declare the winner on any basis it may deem fit.

18. PENALTIES

As per the 2026 MSA General Competition Rules (GCRs).