



2026
**MSA CLUB STANDING SUPPLEMENTARY
AND TECHNICAL REGULATIONS**

**NR SHORT CIRCUIT GP CLUB
CHAMPIONSHIP**

VERSION 2

29 JANUARY 2026

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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>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
Art 2	29.01.2026	29.01.2026	Regulation amendment
Art 9 g	29.01.2026	29.01.2026	Championship amendments
Art 13	29.01.2026	29.01.2026	Class added
Art 15	29.01.2026	29.01.2026	Regulation amendments
Art 16	29.01.2026	29.01.2026	Regulation amendments
Art 19.1	29.01.2026	29.01.2026	Regulation added

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1. VALIDITY OF THESE REGULATIONS

- a. These regulations will apply for the calendar year of 2026.

2. CONTROLLERS OF THE CHAMPIONSHIP

- a. The Controllers of the Championship ~~are~~ **will be the MSA Circuit Motorcycle Working Group, under the authority of Motorsport South Africa (hereafter referred to as MSA) and in compliance with the MSA General Competition Rules, MSA Safeguarding regulations and these Standing Supplementary Regulations.** ~~Motorsport South Africa (hereafter referred to as MSA)~~

3. ELIGIBILITY OF COMPETITORS

- a. Riders shall be eligible to compete in the relevant class as per the required minimum age specified under each Class Eligibility of Riders.
- b. The Championship is open to all riders who hold current valid MSA club competition licence for Short Circuit Motorcycle Racing.

4. SAFETY CLOTHING AND EQUIPMENT

- a. PW50 - Competitors taking part in PW50 class will be allowed to wear suitable external body protection which must be worn over at least a long sleeve top, a jacket, and jeans. A helmet and gloves are compulsory. No open shoes will be allowed.
- b. All other classes must comply to MSA Circuit Racing SSR 7.

5. RACE NUMBERS

- a. No motorcycle will be permitted to participate in an event without displaying a race number. Numbers 1-10 are reserved for competitors who placed in the top 10 in the previous season in their respective class (to be used only in the class in which they achieved this result). These numbers may only be allocated by MSA. All other numbers shall be issued on a 'first come first served' basis with consideration of riders' number use history.
- b. Race Number Size, Font and Mounting.
Numbers must be mounted in the centre of the middle section of the fairing below the front screen. For PW50 class numbers must be mounted on either side of the fairing or on either side of the rear bodywork.
The number must be of black non-reflective material and mounted on a white background. Each digit must be at least 150mm high, 74mm wide and of a minimum stroke width of 32mm. Numbers are, at all times, subject to approval by the Scrutineers in conjunction with the Clerk of the Course (COC) and must be clearly visible to the timekeepers/lap scorers. Modifications may be required if deemed necessary by these officials.

6. SCRUTINEERING

- a. For clarity, all motorcycles shall remain subject to inspection by the appointed MSA Chief Scrutineer / Technical Consultant (TC) at any time during the event. "Self-scrutineering" does not remove the authority of MSA Officials to verify compliance in accordance with GCR 93 - 99.
- b. No motorcycle may compete with ethylene glycol (anti-freeze) in the cooling system.
- c. 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)

- d. Any requested technical inspections must commence within twenty (20) minutes of the request being made by the relevant official/s, unless said officials have granted permission to the contrary. 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.
- e. All engines must be adequately sealed by the Chief Scrutineer / TC prior to the start of the first race meeting in which the individual rider takes part.
- f. Front brake calliper mounting bolts and brake pad retaining pins must be lock wired.
- g. Gearbox and engine drain plug, and oil filter bolts must be wire locked.

7. QUALIFYING AND HEATS

- a. 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.
- b. The grid positions for Race 2 shall then be as per the finishing order of Race 1. The grid positions for Race 3 shall then be as per the finishing order of Race 2.
- c. All classes will have a ten (10) minute qualifying session. There will be a maximum of three (3) race heats per class per event.
- d. When classes are combined the grids will be determined as above, without distinction between classes.

8. PENALTIES

- a. Any breach of these regulations, or the supplementary regulations for any competition, whether or not any penalty is specified therein, may be subject to the penalties laid down in the GCRs of MSA and the imposition of such conditions as the COC may deem appropriate.
- b. Any contravention of the technical regulations and specifications may result in automatic exclusions from the relevant race (where appropriate) or the entire event. The only exception will be in instances where no advantage has been gained, in accordance with the provision of GCR 176.
- c. Unless otherwise determined by the COC or Stewards in accordance with the GCRs, any on track incidents / driving infringements may result in up to a three (3) place penalty..
- d. If a specific rule or latitude is not found in these regulations, it is not allowed. Refer GCR 226. The MSA GCRs or Circuit Racing SSRs, as applicable, will then apply.
- e. A jump start will be penalised by a fifteen (15) second time penalty added to the total race time of the respective rider for the race in which the infringement occurred.

9. POINT SCORING

- a. There must be a minimum of six (6) starters in each class on a race day for that class to qualify for Championship status. All heats will count towards the Championship.
- b. A tie will be resolved in favour of the competitor having the greater number of firsts. If tie is not resolved then the greater number of seconds will count, failing this, thirds and so on. If a tie remains the Controllers shall declare the winner on any basis it may deem fit.
- c. Points towards the Championship will be scored per heat on the following basis:

Position	Number of Point Scoring Starters per Class					
	6 (Or More)	5	4	3	2	1
1 st	25	2	16	13	11	10
2 nd	20	1	13	11	10	
3 rd	16	1	11	10		
4 th	13	1	10			
5 th	11	1				
6 th	10					
7 th	9					

8 th	8					
9 th	7					
10 th	6					
11 th	5					
12 th	4					
13 th	3					
14 th	2					
15 th	1					

- d. To be classified as a starter a competitor must have crossed the start line and activated the timing system in official practice, qualifying or any of the races on the day.
- e. To be classified as a finisher, a competitor must have completed at least 66% of the race distance under the motorcycles own power (rounded down to the last full lap).
- f. If a competitor is the cause of the red flag, the same competitor will not be able to restart. If the race is restarted, he/she will not be classified as a finisher.
- g. **A separate Ladies Club Championship will be run within the 150 Junior, 150 Senior and Clubman classes. All ladies who race within these classes will score towards the:**
150 Junior Ladies Club Championship
150 Senior Ladies Club Championship
Clubmans Ladies Club Championship

10. GENERAL REGULATIONS

- a. In addition to the class specific rules laid out below, the following general rules shall apply to all classes unless otherwise stipulated
- b. Only commercially available pump fuel will be permitted as per GCR 240.
- c. If the bodywork of any motorcycle has been removed, any edges or parts sticking out which may be deemed dangerous by the Chief Scrutineer / TC, must be made safe by whatever means necessary. This task is the responsibility of the competitor and the Chief Scrutineer / TC. The Chief Scrutineer / TC, in conjunction with the COC, will be the judge regarding whether the fix is satisfactory.
- d. Only naturally aspirated engines allowed. No turbochargers or superchargers are permitted.
- e. All motorcycles to have catch-bottles for overflow of fluids.
- f. All cables, wiring and moving parts must be secured in such a way as not to hinder the competitor whilst riding, or in the event of a crash.
- g. The use of tyre warmers is permitted.
- h. The pits are noise-free zones. A noise zone is to be allocated for all generators at each event. Each competitor is to ensure he/she brings long electrical leads for generators
- i. Motorcycles must be equipped with a functioning ignition kill switch or button mounted on a side of the handlebar (within reach of the competitors hand while on the hand grips) that is capable of stopping a running engine.
- j. Self-closing throttles are required on all motorcycles.
- k. Rain tyres – ANY make of rain tyre will be allowed, in all classes.
- l. Track experience is advised to ensure the safety of the new competitor as well as the rest of the competitors. The COC may require that an on-track assessment and theoretical presentation be attended prior to a first race entry being accepted.
- m. First time motorcycle competitors need to wear a brightly coloured bib over their race suit for at least their first two (2) race meetings and practice sessions. The COC will review the progress of the rider and shall decide when he / she is fit to not wear the bib.
- n. After qualifying and each heat, motorcycles may be held in a parc fermé for a time period at the discretion of the COC, but not less than fifteen (15) minutes. Competitors not proceeding to parc ferme will be excluded from the race/heat.
- o. If a rider is involved in an accident during qualifying or a race and any major defect is identified such as an oil leak, structural damage, or any other condition deemed unsafe the rider may not continue

with the qualifying session or race until the issue has been rectified and the motorcycle has passed scrutineering.

11. PW 50 CLASS

- a. Open to all beginner competitors from the year of their 4th birthday to the year of their 9th birthday.
- b. Eligible motorcycles:
 - Yamaha PW50
 - Honda QR50
 - Chinese-manufactured PW50 models
- c. Tyres and Wheels
 - Tyres may only be changed to treaded road tyres.
 - Lightweight or carbon fibre rims are strictly prohibited.
- d. Controls and Handlebars
 - ProTaper handlebars are permitted.
 - Adjustable brake and clutch levers are permitted.
 - Clutch springs and primary gears may be changed.
 - Aftermarket throttle tubes are permitted (available from Peewee Parts).
- e. Rear Suspension
 - Only standard (OEM) rear shocks are permitted.
- f. Front Suspension
 - Only the standard front forks and yokes are permitted.
- g. Carburettor
 - Only the original (OEM) carburettor may be used.
 - Boring or modification of the carburettor is not permitted.
- h. Jetting
 - Changing of carburettor jets is permitted.
- i. Ignition Components
 - Aftermarket stators, flywheels, and ignition boxes are not permitted.
- j. Engine Capacity
 - Only standard 50cc piston and barrel may be used.
- k. Foot Pegs
 - Foot pegs may be replaced.
- l. Exhaust System
 - Only the standard exhaust may be used.
 - The exhaust may be gutted.
- m. Auto Lube
 - The auto-lube system may be disconnected.
- n. Fuel
 - Race fuel is strictly prohibited.

- o. Rev Plates
 - Rev plates are not permitted.
- p. Reed Valves
 - Reed valves are not permitted.
- q. Airbox
 - No modifications to the airbox are permitted.

12. JNR SUPERMOTO CLASS

12.1 JNR Supermoto 50cc

- a. Open to all competitors from the year of their 6th birthday to 31 December of the year in which their 7th birthday occurs
- b. 2-stroke (Water cooled motorcycles not exceeding 52cc)
- c. Carburettor specification – Open
- d. Wheel size and weight open
- e. Bore and stroke to capacity only and no further restrictions will apply
 - i. The above must be in compliance as per the manufacture and as supplied by an official importer

12.2 JNR Supermoto 65cc

- a. Open to all competitors from the year of their 7th birthday to 31 December of the year in which their 12th birthday occurs
- b. Clutch lever motorcycles not exceeding 65cc
- c. Carburettor specification – Open
- d. Wheel size and weight open
- e. Bore and stroke to capacity only and no further restrictions will apply
 - i. The above must be in compliance as per the manufacture and as supplied by an official importer

12.3 JNR Supermoto 85

- a. Open to all competitors from the year of their 10th birthday to 31 December of the year in which their 15th birthday occurs
- b. Clutch lever motorcycles not exceeding 85cc 2-stroke and 150cc 4-stroke;
- c. Carburettor specification – Open
- d. Wheel size and weight open
- e. Bore and stroke to capacity only and no further restrictions will apply
 - i. The above must be in compliance as per the manufacture and as supplied by an official importer

12.4 General

- a. The Controllers reserves the right to impose a horsepower limit
- b. Original frames, sub-frames and swing arms are required as supplied by manufacturer and must remain standard
- c. Suspension springs may be altered
- d. All bikes must have catch tanks of at least 200ml; alternatively, a closed breather system must be installed. The catch tanks must collect all breather and overflow pipes. Catch tanks are to be emptied before each start of race
- e. Fork, swing arm and foot peg sliders are compulsory. Only non-titanium sliders allowed
- f. All oil caps and bolts should be lock wired
- g. Only ball-ended clutch and handlebar brake levers allowed

- h. Motorcycles must have front and rear brakes, which must operate independently, each with its own brake lever
- i. Adequate mudguards are to be fitted as determined by the Controllers
- j. The end of the exhaust pipe must not protrude beyond any part of the machine or its bodywork. The exhaust gasses must be discharged so as not to raise dust
- k. Only steel, rounded edge, folding footrests allowed. A safety device (pin or lock nut) must be installed on the brake pad fixture. The safety wire used on the bolts of the brake callipers must be visible
- l. Additional tread groves, cuts, etc. are allowed on the front and rear tyres
- m. Brakes – Carbon fibre or carbon composite brake discs and/or carriers are not permitted. Aluminium or titanium rear brake discs are prohibited
- n. Any forks and rear shock and internals are permitted
- o. There is no limit to the front disc size, safety of the utmost importance. Brakes must work effectively for the duration of the race
- p. Any exhaust system is allowed
- q. Tyre warmers are allowed
- r. Changing of jets is allowed

13. KAYO CLASS

- a. Open to all competitors from the year of their 7th birthday to 31 December of the year in which their 13th birthday occurs.
- b. Clutch lever motorcycles not exceeding 125cc.
- c. Wheels and Tyres – Only the standard size wheels are permitted, no restriction on tyres, unless the introduction of a tyre sponsor is obtained, this will make it compulsory for all competitors to make use of the sponsor's specified tyres.
- d. Carburation – Only the standard carburettor as indicated in the owner's manual may be used. Main and idling jets may be changed to suit altitude. Only standard needle may be used. Spacers to adjust needle positioning may be used. No metal can be added or removed.
- e. Barrel and Piston Standard bore Modification allowed – 1mm oversize piston kit may be fitted.
- f. 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. The Controllers may implement an engine sealing method.
- g. Transmission/ Gearbox – The front and rear sprockets may be changed.
- h. Air Box/Air filter – May be changed to an aftermarket type.
- i. Exhaust System – Exhaust systems are free of restriction. The exhaust must conform to the MSA noise limits.
- j. Ignition Systems: The ignition system must remain standard, and the pickup position may not be changed.
- k. 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 and springs may be added.
- l. 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 open.
- m. Brakes – Standard front hydraulic brake lines, callipers and brakes may not be changed. Standard front and rear brake pads and disks may be replaced with any aftermarket brake pads and disks.
- n. Standard hand levers may be replaced with any aftermarket hand levers.

- o. **Footrests/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.
- p. **Handlebars and Hand Controls** – Aftermarket handlebars are permitted.
- q. **Fuel Tank** – Fuel tank filler cap may be changed to an aftermarket type.
- r. **Seat** – The original seat height and padding may be changed.
- s. **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.
- t. **Fairing/Body Work** – Any aftermarket fairing may be used as long as it is freely available to all competitors.
- u. **The windscreen is unrestricted.** The instrument and fairing brackets as supplied on the original motorcycle may be removed.
- v. **Additional Equipment** – The use of lap timers is permitted. No other additional electronic hardware equipment may be used.
- w: **Any modification away from the standard part that has not been mentioned in the above, will be deemed illegal. Refer to GCR 226.**
- X: **No Race fuel, additives or any fuel boosters may be used – Refer to GCR 240.**

14. NSF100 CLASS

- a. Open to all competitors from the year of their 7th birthday to the year the competitor turns 13.
- b. The motorcycles remain with SAMRA from the start of the racing championship 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.
- c. Damage to footrests, handlebars, levers etc will be for the riders account and will be charged for at a set rate that will be transparent to everyone.
- d. 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.
- e. 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.
- f. The main fairing and belly pan is to remain totally clear for possible future Series sponsorship coverage. The riders name may be placed on the sides of the screen.
- g. Motorcycles shall be supplied and delivered to each race on behalf of all the participants. Two (2) spare motorcycles will be made available for breakdowns and accidents on the day
- h. 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.
- i. Participants in the Series shall not race / test / practice on a Honda NSF100 motorcycle except those provided by SAMRA.
- j. The motorcycles are under no circumstances whatsoever to be used for individual private practice. (if a practice day is organised, it shall be open to all registered SAMRA competitors, plus any potential newcomers).
- k. 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 event in question. This serves to ensure fair and equal machinery between all the participants. This ruling may be changed at SAMRA's discretion.
- l. 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 /she has done so.
- m. SAMRA will approve competition numbers, on application, to riders. Such numbers will be valid for the duration of the season. Numbers shall be allocated on a first-come-first-served basis and will start at "11". No triple-digit numbers will be permitted.

- n. 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.
- o. 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.

15. 150 JUNIOR CLASS

- a. Open to all competitors from the year of their 12th birthday. Alternatively, competitors that have been competing in the SAMRA NSF100 Class for two (2) consecutive years will be eligible to compete from the year of their 11th birthday, up to the year of their 15th birthday
- b. Open to ~~any make of single cylinder~~ **Honda CBR 150** motorcycles with an engine capacity of ~~no less than 149.4cc and~~ no greater than 155cc, provided the motorcycle falls within the rules outlined in this document and passes scrutineering. **The motorcycle must not weigh less than 100kg**
- c. Tyres – No restriction on tyres, unless the introduction of a tyre sponsor is obtained, this will make it compulsory for all competitors to make use of the sponsor's specified tyres.
- d. **Wheels: No carbon fibre or carbon composite material rims/wheels are allowed. Widening of the rear and front rim/wheel is allowed.**
- e. Carburation – Only the standard carburettor as indicated in the owner's manual may be used. Main and idling jets may be changed to suit altitude. Only standard needle may be used. Spacers to adjust needle positioning may be used. No metal can be added or removed **to the carburettor.**
- f. Barrel and Piston Standard bore – 63.5mm, stroke 47.2mm, displacement 149cm³, Bore / Stroke ratio B/S 1.345. Modification allowed – 1mm oversize piston kit may be fitted. 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. ONLY OEM PISTON may be used
- g. 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/or any material treatment is not allowed. Additional valve spring shims are not allowed. No removal of any metal from the cylinder head is permitted. The Controllers may implement an engine sealing method.
- h. Cylinder head volume must be no less than ~~12.4cc~~ **11.5cc** measured with a STANDARD spark plug fitted. If necessary, the cylinder head may be skimmed as long as the volume is not less than ~~12.4cc~~ **11.5cc** or more. **When measuring the cylinder head volume, a 50/50 mixture of two stroke oil and standard pump fuel must be used**
- i. Camshaft – Slotting of the camshaft gear is allowed. No material may be added or removed from the camshaft. Crankcase and all Other Engine Casings – 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 an incident.
- j. 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 gears is allowed.
- k. "Quick shifters" are **not permitted in the 150 Junior Class.**
- l. Clutch Plates – Clutch plates and clutch friction discs can be changed.
- m. Radiator, Cooling System If protection meshes are installed, they must be properly secured.
- n. 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.
- o. Exhaust System – Exhaust systems are free of restriction. The exhaust must conform to the MSA **and/or the events** noise limits.
- p. Additional Equipment – The use of lap timers is permitted. No other additional electronic hardware equipment may be used.
- q. Wiring Harness – Cutting of the wiring harness is not allowed.
- r. **Ignition Systems:**

- i. The ignition system must remain standard, and the pickup position may not be changed.
- ii. The charging system must remain operational at all times.
- iii. The COC 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 or the Stewards in the case of a protest.
- iv. Wood-ruff key on the flywheel must remain standard no material may be removed
- v. 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.
- vi. A horsepower restriction will apply to all motorcycles with a maximum limit of 18.5 HP. Any motorcycle exceeding this limit will be deemed illegal and will be subject to exclusion. All modifications must be carried out by Alfie Swanepoel before the first race of the season. Competitors may contact him at 0845239229
- vii. 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 be modified and changed, and spacers and springs may be added.
- viii. Emulators are not allowed
- ix. 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.
- s. 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 of restriction**.
- t. 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.
- u. 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.
- v. Footrests/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 to decrease the risk of injuries to the rider in the case of an accident.
- w. Handlebars and Hand Controls – Aftermarket handlebars 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.
- x. Fuel Tank – Fuel tank filler cap may be changed to an aftermarket type.
- y. Seat – The original seat height and padding may be changed.
- z. 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.
- aa. 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.
- bb. 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 footrests, passenger grab rails, safety bars, centre and side stands.

- cc. Swing Arm Rear wheel stand positioning brackets (bobbins) may be added to the swing arm

ONLY THE PART NUMBERS OF THE FOLLOWING PARTS MAY BE USED:

Head Gasket – 12251-kpp-900 Head Gasket – 1.00-12252-kpp-900Base
Gasket – 12191-kpp-900 Cylinder – 12100-kpp-900
Cylinder Head – 12200-kpp-930
Camshaft (Intake) – 14110-kpp-900
Camshaft (Exhaust) – 14210-kpp-900 Valves (Intake) – 14711-kpp-900
Valves (Exhaust) – 14721-kpp-900
Pistons STD – 13101-kpp-900
Pistons 0.25 – 13102-kpp-900
Pistons 0.50 – 13103-kpp-900
Pistons 0.75 – 13104-kpp-900
Pistons 1.00 – 13105-kpp-900
Rings STD – 13011-kpp-900
Rings 0.25 – 13021-kpp-900
Rings 0.50 – 13031-kpp-900
Rings 0.75 – 13041-kpp-900
Rings 1.00 – 13051-kpp-900
Crankshaft assembly – 13000-kpp-900
Flywheel – 31110-kpp-901
Stator – 31120-kpp-900C.D.I. Unit – 30410-kpp-90

~~Any other eligible 150's will be bound by the same rules as above insofar as only genuine engine parts may be used unless otherwise stated.~~

General Safety Instruction – All drain plugs must be lock wired to prevent them from coming loose. External oil filter(s) screws and bolts that enter an oil cavity must be lock wired. Where breather or overflow pipes are fitted, they must discharge via existing outlets into suitable a container of not less than 200ml in volume. All brake calliper mounting bolts to be lock wired. Oil filler cap to be lock wired. No glycol based anti-freeze is allowed.

A change of the motorcycle during an event is only allowed at the discretion of the Stewards in consultation with the Chief Scrutineer / TC if the motorcycle is beyond track side repair. Refer MSA GCR99

16. 150 SENIOR CLASS

- a. Open to all competitors from the year of their 16th birthday
- b. This will be an open class for 150cc four stroke models with motor and frame matching the model of the bike.
- c. **The engine capacity may not exceed 155cc**
- d. **The motorcycle must not weigh less than 100kg**
- e. Front Forks – Forks structure (spindle, stanchions, bridges, stem, etc.) must remain as originally produced by the manufacturer. The standard original internal parts of the forks may be modified and changed. 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 (bobbins) 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.

- f. **Wheels** No carbon fibre or carbon composite material rims/wheels are allowed. Widening of **the rear and front rim/wheel** is allowed.
- g. **Exhaust System** – Exhaust systems are free of restriction. The exhaust must conform to the MSA and/or the events noise limits
- h. **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.
- i. **Footrests/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 to decrease the risk of injuries to the rider in the case of an accident
- j. **Handlebars and Hand Controls** – Aftermarket handlebars 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
- k. **Fuel Tank** – Fuel tank filler cap may be changed to an aftermarket type.
- l. **Seat** – The original seat height and padding may be changed.
- m. **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.
- n. **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
 - 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 footrests, passenger grab rails, safety bars, centre and side stands.
- o. **Transmission** - Undercutting of the gears is allowed.
- p. **Barrel and Piston** Standard bore – 63.5mm, stroke 47.2mm, displacement 149cm³, Bore / Stroke ratio B/S 1.345. Modification allowed – 1mm oversize piston kit may be fitted. 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. **ONLY OEM PISTON** may be used
- q. **“Quick shifters”** are permitted in the 150 Senior class.
- r. **Clutch Plates** – Clutch plates and clutch friction discs can be changed.
- s. **Radiator, Cooling System** If protection meshes are installed, they must be properly secured
- t. Only a maximum of a 1mm oversize piston may be fitted and run in the motorcycle
- u. Heads may be gas flowed and ported but engine capacity may not exceed 155cc
- v. An oversize carburettor may be fitted to the motorcycle.
- w. **Cylinder head volume** must not be less than 11.5cc measured with a standard spark plug. When measuring the cylinder head volume a 50/50 mixture of two stroke oil and standard pump fuel must be used.
- x. **General Safety Instruction** – All drain plugs must be lock wired to prevent them from coming loose. External oil filter(s) screws and bolts that enter an oil cavity must be lock wired. Where breather or overflow pipes are fitted, they must discharge via existing outlets into suitable a container of not less than 200ml in volume. All brake calliper mounting bolts to be lock wired. Oil filler cap to be lock wired. No glycol based anti-freeze is allowed
- y. A change of the motorcycle during an event is only allowed at the discretion of the Stewards in consultation with the Chief Scrutineer / TC if the motorcycle is beyond track side repair. Refer MSA GCR99

17. CLUBMANS CLASS

- a. Open to all competitors from the year of their 12th birthday
- b. Open to motorcycles that do not fit into any of the above classes and wish to participate in motorcycle racing, subject to the discretion of the Chief Scrutineer / TC in consultation with the COC. Multiple sub-classes may be created within the Clubmans category to accommodate different motorcycles. Should sufficient interest be shown, two (2) divisions may be introduced:
 - Class A: Up to 250cc
 - Class B: Above 250cc (**ONLY** from the year of their 16th birthday)
- c. Safety Requirements:
 - Fork, swingarm, and footpeg sliders are compulsory and must be non-titanium.
 - All oil caps and bolts must be lock-wired.
 - Only ball-ended clutch and brake levers are permitted.
 - Motorcycles must be equipped with front and rear brakes that operate independently, each with its own lever.
 - Adequate mudguards are required, as determined by the Controllers
 - The exhaust pipe must not extend beyond any part of the motorcycle or its bodywork. Exhaust gases must be directed to avoid raising dust
 - The safety wire securing the brake calliper bolts must be clearly visible
 - All tyres are permitted, including slicks.

17. SUPERMOTO CLASSES

17.1 SM1 STOCK

- a. Open to all competitors from the year of their 16th birthday.
- b. No aftermarket parts or modifications of any kind are allowed
- c. Any engine replacement, modified or performance parts are not permitted, the bike must remain stock standard as per the manufacturer specifications.
- d. Any aftermarket Slip-on exhaust pipes are permitted
- e. Quick shifter units are permitted
- f. Only one (1) set of Tyres are permitted from the start of qualifying and all races on the day. Unless it is declared a wet race by the COC.
- g. ECU remapping/flashing is permitted
- h. Fuelling and ignition modules are permitted
- i. Suspension units and suspension valving must remain standard. No suspension modifications of any kind are allowed other than suspension springs to accommodate for rider's weight.
- j. Anything not mentioned will not be permitted.

17.2 SM1, SM2, MASTERS AND GRAND MASTERS

- a. SM2 - From the year of their 15th birthday with a minimum of 5 years racing experience. No break-out times will apply to any first time rider in their first year of racing in this class
- b. SM1 - From the year of their 16th birthday
- c. SM Masters – from the year of their 40th birthday to year of their 49th birthday
- d. SM Grand Masters – from the year of their 50th birthday and above.
- e. Will be bore and stroke to capacity only and no further restrictions will apply and engine size 250cc to 450cc is allowed
- f. Fitting a quick shifter is permitted
- g. Wheel sizes allowed – front 16.5/17/21-inch, rear 17/18-inch Rear Wheel and max width 5.5 inches. Tyres are open in these classes.

- h. Original frames, sub-frames and swing arms are required as supplied by manufacturer and must remain standard
- i. Suspension springs are free. All bikes must have catch tanks of at least 200ml; alternatively, a closed breather system must be installed. The catch tanks must collect all breather and overflow pipes. Catch tanks are to be emptied before the start of each race
- j. Fork, swing arm and foot peg sliders are compulsory. Only non-titanium sliders allowed. All oil caps and brake calliper bolts must be lock wired
- k. Only ball-ended clutch and handlebar brake levers allowed. The motorcycle must have front and rear brakes, which must operate independently, each with its own brake lever. Adequate mudguards (as determined by the Chief Scrutineer / TC
- l. The end of the exhaust pipe must not project beyond any part of the machine or its bodywork. The exhaust gasses must be discharged so as not to raise dust Only Steel, rounded edge, folding footrests allowed. A safety device (pin or lock nut) must be installed on the brake pad fixture. The safety wire used on the bolts of the brake callipers must be visible
- m. Additional tread groves, cuts, etc. are allowed on the front and/or back tyres. Brakes – Carbon fibre or carbon composite brake discs and/or carriers are not permitted. Aluminium or titanium rear brake discs are prohibited
- n. Any forks and rear shock may be used (internals may be modified)
- o. Only standard engine cases and engine cylinder head may be used
- p. Only Standard bore and stroke to capacity as per the manufactures specification may be used. and no further restrictions will apply
- q. There is no restriction on the number of tyres that may be used for the Friday qualifying/practice sessions.
 - i. The same set of tyres are to be used for Qualifying, and all the races. Tyres must be marked before qualifying by the Chief Scrutineer / TC.
 - ii. The onus is on the rider to make sure that his/her tyres are marked correctly. Any defective tyre may be replaced with a tyre of similar wear at the discretion of the Chief Scrutineer / TC in consultation with the COC.

18. FUEL

All motorcycles must use pump fuel available to the general public via normal filling stations (see GCR 240). The use of products or (additives or oils) to increase the octane level or combustion properties is prohibited. Separate samples of the fuel may be requested before and/or after a race. These samples must be taken in accordance with the provisions of MSA GCR 240. The Chief Scrutineer / TC may request the use of a controlled fuel no later than thirty (30) minutes prior to the start of a race. Failure to use the controlled fuel when requested, shall result in the competitor concerned been excluded from the race meeting.

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.

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. MoCool Radiator additive from Motul (art no: 102222) may be added. Radiator pressure cap is free

19. TECHNICAL REGULATIONS

19.1 ALL CLASSES

If it becomes necessary during a race event to reconstruct a motorcycle as a result of extensive accident damage and/or severe engine or gearbox damage, the motorcycle must be re-scrutineered.

If the said motorcycle cannot be repaired and needs to be replaced by a new motorcycle, this may only take place after application is made to the Stewards (see GCR 99) by the competitor. The Stewards may first consult with the Chief Scrutineer / TC before making a judgement. In such a case, a further technical inspection of the motorcycle may be required.

No further exchange of motorcycle will be permitted during an event. All permitted or required alterations to the motorcycle are described in these regulations.

Any alterations beyond manufacturer tolerances, are prohibited with exception for the accessories listed below only the original parts may be used which are listed in the motorcycle's technical handbook and/or workshop manual. **All competitors participating in the 150cc Junior and Supermoto classes are required to undergo mandatory dyno testing. Any motorcycle that has not been dyno tested will not be permitted to race. The designated dyno for this series will be located at AS Racing (327 Taljiaard street, Unit 4, Hermanstad, Pretoria). A Dyno fee of R300.00 per motorcycle is payable to AS Racing.**

Acceptable additional racing kit includes:

- Aftermarket racing fairings.
- Braided hoses for both front and rear braking systems
- Aftermarket rear sets may be fitted.
- Crash protection kits (crash bobbins, mushrooms, etc.);
- Handlebar ends, handlebar grips and clutch levers Brake levers (Ball-end type only);
- Slip on exhaust canisters.
- Brake lever protector - must be fitted.
- After-market petrol cap may be fitted.
- Adequate mudguards
- Quick shifter may be fitted.
- After-market steering damper.
- Fork, swing-arm and foot peg sliders – these are compulsory.
- Except where restrictions apply in specific classes

19.2 SUPERMOTO

Ignition and injection: Any CDI/ECU units, enhancement microchips and additional piggy-back systems for fuelling, timing, ignition, etc. are allowed.

Crankshaft / connecting rods: Any serviceable part such as the conrod or bearings may be replaced with an aftermarket alternative.

Bearings: The number dimensions and weight must be as the to manufacturer's specification and/or the FIM Homologation document.

Cylinder head: Only original cylinder head for the specific engine may be used. The deburring, addition or removal of material is allowed, including any modification of inlet rubbers.

Valves, valve control, control timing: The valves, camshafts and the entire valve control with all parts must be supplied components as original All components may be altered, repositioned or polished. Repositioning of cam degrees allowed.

Air filter / Air box / Air channels: Any modification is allowed

Wiring harness, electrical connections: The wiring harness of the relevant motorcycle type may be modified

Gearbox: The undercutting of gears is permitted

Clutch: Slipper clutches are permitted.

Exhaust system: The exhaust system is free. The end of the exhaust pipe must not project any part of the machine or its bodywork. The exhaust must be discharged so as not to raise dust

19.3 **RUNNING GEAR / MOTORCYCLE IN GENERAL (unless specified differently in each class regulation)**

Footrests: Only steel, rounded edge, folding footrests are allowed.

Sliders: Only non-titanium sliders allowed.

Fuel tank: Only the original part of the respective model with all components and inner parts may be used. Any modification to the fuel tank opening is prohibited with exception of the 150 Senior Class. The use of retention foam (explode safe) for the entire volume of the tank is recommended. The fuel tank ventilation outlet, along with radiator overflow pipes, must end in one (1) or more firmly attached collection containers with a capacity of at least 200cm³.

Fairing /bodywork: All body parts remaining on the vehicle must be in line with the standard condition with regards to material and form.

Handlebars: Handlebars and hand levers are free of restriction. All operating parts and handlebar controls such as kill switch etc. must be retained in their original condition and fully functional. ACC Billet triple clamps can be used. No "Hole shot" devices may be fitted.

Front forks: Replacement of main compression springs and oil is permitted. No modification to the pump or valve is permitted; ADDITIONAL SHIMS AND SPACERS MAY BE FITTED OR REMOVED. Bump stops may be taken out. All adjusters must function as original. The requirement is that the front forks are to be the original fork stanchion and outer shell. No aftermarket forks are to be used for replacement. The adding or removal of material (modification) to any part is not permitted. Forks must operate in exactly the same manner they were designed to operate as standard. Motorcycles with air forks can do the oil fork conversion.

Rear shock absorber: Only the original rear shock which the motorcycle was issued with (with no internal modifications of any kind) or an approved rebuilt rear shock absorber may be used. All adjusters must function as original. External coilover springs are open.

Wheel rims: Wheel sizes allowed – front 16.5/17 inch, rear 17-inch, maximum width 5.5.

Brakes: The type of brake fluid used can be freely selected. Braided brake hoses are optional front and rear. All motorcycles must have front and rear brakes operating independently. Aluminium or titanium rear brake discs are prohibited. No twin discs allowed. Only O&M parts allowed per model. Brake pads are open. A safety device (pin or lock nut) must be installed on the brake pad fixture. Carbon fibre or carbon composite brake discs and/or carriers are not permitted.

Central frame: The central frame must remain in its original condition. In case of damage to the attachment points between the central frame and the rear frame, the repair of these points is permitted. However, any such repairs must be inspected and approved by the Chief Scrutineer / TC. The rear sub frame must be the original part as supplied by the manufacture.

Extra equipment Live data transmissions from the rider or motorcycle to the team / pit box, radio communication as well as running gear and engine data recording or storage and retrieval during or after practice/racing are not permissible. The use of video cameras for entertainment value only, is permitted subject to the camera being sealed at scrutineering and access to data only being allowed after the race weekend unless requested by officials. Any recorded footage allowed to be used for investigation into incidents and/or protest purposes, will be at the sole discretion of the COC and/or Stewards.