



MSA AMSC CIRCUIT MOTORCYCLE 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

The controllers, organisers and promoters of the Championship will be the Algoa Motorsport Club (AMSC). All Championship events will be run under the auspices of, and in consultation with, the Motorcycle category and AMSC Sport Comm.

2. VENUE

All Championship rounds will be held at Aldo Scribante Raceway.

3. AIM OF CHAMPIONSHIP

- 3.1 This is a Club status Championship.
- 3.2 To declare the overall AMSC Motorcycle Club Champion and the respective class winners.
- 3.3 AMSC Committee, in its sole discretion, is responsible for declaring the winner of each Championship or to withhold such declaration.

4. VALIDITY OF THE REGULATIONS

- 4.1 The regulations are applicable for the calendar year of **2026**.
- 4.2 All qualifying races will be held under these rules, the General Competition Rules (GCRs) and Standing Supplementary Regulations (SSRs) of Motorsport South Africa (MSA) and all Standing Regulations and Supplementary Regulations issued by the Algoa Motorsport Club (AMSC).
- 4.3 No rule is intended to exist in a vacuum; each rule should be read in the context of all rules. If there are two possible interpretations to a rule, and one interpretation conflict with another rule, or makes another rule meaningless, that interpretation will be rejected in favour of an interpretation that is not in conflict with any other rule or makes another rule meaningless.
- 4.4 If a specific rule or latitude is not found in these regulations, then reference to the MSA GCRs and Circuit Racing SSRs must be made. GCR 226 is applicable.
- 4.5 The controllers reserve the right to amend these rules at their discretion. Any recommendations to amend the rules by the motorcycle category will only become effective when approved by the AMSC SPORTSCOM Committee.
- 4.6 All and any notice or circulars in respect of this Championship will be notified to all competitors in an electronic format (e-mail or similar). Any notice or circular will be notified no less than seven (7) days prior to any race meeting. Also refer to GCR 67.

The onus is on the competitor to ensure that he has familiarized himself with such a notice.

5. ELIGIBILITY OF RIDERS

- 5.1 Competitor's age for 600cc and above: Refer to MSA Circuit Racing SSR 1.

Competitor's age for SSP 300 Class:

Competitors shall be eligible for the SSP 300 Class from 01 January of the year in which they turn thirteen (13) years old.

The 110% qualification rule – see MSA Circuit Racing SSR 27 - shall be strictly enforced for the '300cc Class' riders in the interest of safety where classes have been combined.

5.2 The Championship is open to:

- 5.2.1 Paid up members of good standing of the AMSC; and who are
- 5.2.2 All eligible riders must be in possession of a minimum of a current MSA Club circuit racing competition licence valid for motorcycle racing, as appropriate.

5.3 Visiting riders are welcome to race and are eligible for trophies on the day, but will not be eligible to score points in the Championship.

5.4 Riders that have no racing experience may be required to have completed at least three (3) AMSC track days / and/or three (3) practice sessions. No new competitor will be allowed to compete unless he/she satisfies the promoters and/or officials in terms of competency.

5.5 First time riders may be required to wear a brightly coloured bib over their leathers for their first two race meetings and associated practice sessions, at the discretion of the category Representative and /or the Clerk of the Course.

6. **INCIDENT REPORTS**

Every rider is to return their completed incident report form to the Clerk of the Course should he/she be involved in an incident (see MSA Circuit Racing SSR 61) within thirty (30) minutes after the race in which the incident occurred is completed.

7. **CLASSES**

7.1 **Race splitting**

7.1.1 **Should the number entries received for an event exceed the maximum track permitted number for a race, the classes will be split as follows should the program allow for it time wise for the day;**

- 7.1.1.1 Unlimited, 600cc; and Masters A riders will compete in their own race/races, and
- 7.1.1.2 PSP, Historics; Breakfast Run; Masters B and 300cc ~~riders will compete in their own separate race/races~~
- 7.1.2 ~~Notwithstanding point 7.a) & b) above, Should less than 6 entries be received for the relevant class combination all motorcycles will compete together in the same race.~~
- 7.1.3 Masters B and Breakfast Run riders will be considered for breakouts if they lap below the cut-off time of 1 min 09.000.

7.2 **UNLIMITED**

- 7.2.1 Motorcycle capacity is limited to 750cc (4 cylinder), 1000cc (4 cylinder), 1300cc (twin cylinder) Ducati V4 and Aprilia.
- 7.2.2 Tyres and rims are free.
- 7.2.3 Engines, Exhaust & Gearbox modifications are free
The bore and stroke must be as per manufactured up to maximum bore as per that allowed by manufacturer in the case of reboring
- 7.2.4 Suspension is free
- 7.2.5 Frames & swing arms are free
- 7.2.6 Front and Rear brakes are free
- 7.2.7 **Engine Management and Electrical is free of restriction.**
- 7.2.8 Fuel as per GCR 240
 - 7.2.8.1 Fuel Octane Booster may be used

7.3 **600cc**

- 7.3.1 The Championship is open to the following capacity motorcycles:
 - 7.3.1.1 600cc 4 cylinder

- 7.3.1.2 **750cc 4 cylinder (including Suzuki GSXR 750)**
- 7.3.1.3 **765cc 900cc 3 cylinder (including Triumph 765 Street Triple and Yamaha R9)**
- 7.3.1.4 **899cc twin cylinder (including Ducati 899 Panigale) / 680cc 3 cylinder / 750cc twin cylinder.**
- 7.3.2 Tyres and rims are free.
- 7.3.3 Engines, Exhaust & Gearbox modifications are free with exception of below
 - The bore and stroke must be as per manufactured up to maximum bore as per that allowed by manufacturer in the case of reboring.
- 7.3.4 Suspension is free
- 7.3.5 Frames & swing arms are free
- 7.3.6 Front and Rear brakes are free
- 7.3.7 Engine Management and Electrical is free of restriction**
- 7.3.8 Fuel as per GCR 240
 - 7.3.8.1 Fuel Octane Booster may be used.

7.4 SSP300

- 7.4.1 The following motorcycles are eligible to compete and must comply as per the FIM Homologation documents with exception of what is permitted below. Refer to GCR 226:
 - 7.4.1.1 Kawasaki Ninja 300 (EX300ADF)
 - 7.4.1.2 Yamaha YZF-R3
 - 7.4.1.3 KTM RC390
 - 7.4.1.4 Honda CBR 500
 - 7.4.1.5 Husqvarna 401
 - 7.4.1.6 Kawasaki Ninja 400

7.4.2 SUSPENSION

- 7.4.2.1 Front forks to be the original units, but the internals may be changed.
- 7.4.2.2 The rear shocks may be changed.

7.4.3 FRAME AND SWING-ARM

- 7.4.3.1 All motorcycles must display a vehicle identification number on the frame body (chassis number).
- 7.4.3.2 Engine mounting, suspension and swingarm mounting brackets or plates must remain as originally produced by the manufacturer.
- 7.4.3.3 Main frame must remain as originally produced by the manufacturer, swing-arm may not be changed, and the sub-frame (fixed and removable) may be altered or cut to fit race seats.
- 7.4.3.4 Protective 'shark fins' must be fitted to motorcycles where the drive chain runs beneath the swing-arm. Chains that run through the swing arm do not need 'shark fins'.

7.4.4 Wheel Rims

- 7.4.4.1 SSP 300: Standard / original rims only, no modifications allowed.

7.4.5 BRAKING SYSTEM

- 7.4.5.1 Braided hoses may be fitted.
- 7.4.5.2 Brake pads are free.
- 7.4.5.3 Front and rear brake callipers may not be changed and need to be the standard factory supplied units. Worn OEM discs may be replaced with aftermarket discs of the same dimensions. Master cylinders may be changed with aftermarket versions.

7.4.6 ENGINE AND GEARBOX

- 7.4.6.1 Gearbox may be undercut.

7.4.6.2 Quick shifters may be used.

7.4.6.3 SSP300: Engine horsepower is limited to a maximum of 45,00 HP. Modifications to engines are permitted to obtain the 45 HP.

7.4.7 ELECTRICAL SYSTEM

7.4.7.1 Charging system to be operational and working. No bridging or removing is allowed. Standard wiring looms only. Flashing of ECU open but restricted to 45HP.

7.4.8 FUELLING

7.4.8.1 Power Commander and Bazzaz are allowed. Jetting is free. Air boxes are to remain standard. No ram air or fresh system may be added.

7.4.9 Fuel as per GCR 240

7.4.9.1 Fuel Octane Booster may be used

7.4.10 COOLING SYSTEM

7.4.10.1 Radiators are free. The original chassis mounting brackets must be used, and the radiator placement must be the same as the stock radiator unit. No glycol-based additives may be used.

7.4.11 EXHAUST SYSTEM

7.4.11.1 Full aftermarket exhaust system may be used.

7.4.12 BODYWORK

7.4.12.1 Body work is free. It is recommended that the bodywork be used from the same manufacturer as the make of the bike.

7.4.13 HANDLEBARS AND HAND CONTROLS

7.4.13.1 Handlebars and hand controls may be relocated.

7.4.13.2 Throttle controls must be self-closing when not held by the hand.

7.4.13.3 Front brake lever protector must be fitted.

7.4.14 FOOTREST / FOOT CONTROLS

7.4.14.1 Aftermarket rear-sets may be fitted. Footrest/foot controls may be relocated but brackets must be mounted to the frame in the original mounting points.

7.4.14.2 Footrests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

7.4.14.3 The end of the footrest must have at least an 8 mm solid spherical radius.

7.4.15 Minimum Weights

Minimum weights: (Measured in Parc Ferme after completing a race)

7.4.15.1 SSP 300: Honda CBR500R - 147 kg

7.4.15.2 KTM RC 390 - 133 kg

7.4.15.3 Kawasaki 300 Ninja - 133 kg

7.4.15.4 Kawasaki 400 Ninja - 137 kg

7.4.15.5 Yamaha YZF-R3 - 137 kg

7.4.16 GENERAL: The following items MAY be altered or replaced:

7.4.16.1 Any type of lubrication, brake or suspension fluid may be used.

7.4.16.2 Gaskets and gasket materials.

7.4.16.3 Instruments, instrument bracket(s) and associated cables.

7.4.16.4 Painted external surface finishes and decals.

7.4.16.5 Material for brackets connecting non original parts (fairing, exhaust, instruments, etc) to the frame (or engine) cannot be made from titanium or fibre reinforced composites.

7.4.17 **TYRES**

7.4.17.1 Free

7.5 POWERSPORT

7.5.1 The following motorcycles are eligible to compete in the Powersport Class and subsections within the class are as follows and must comply to the FIM Homologation documents with exception of what is permitted below. Refer to GCR 226:

a) 650cc twin / 700 single

Kawasaki ER6 (2006-2008, 2009-2011, 2012-2015)

Kawasaki EX6 (2006-2008, 2009-2011, 2012-2015)

Kawasaki Versys (2006-2008, 2009-2011, 2012-2015)

Kawasaki Z650 Ninja (2017 onwards)

Suzuki SV 650 Gen 1 (1999-2002)

Suzuki SV 650 Gen 2 (2003-2006)

Suzuki SV 650 Gen 2 (2007-2014)

Suzuki SV 650 Gen 3 (2017 onwards)

Yamaha MT 07 (2015 onwards)

Hyosung GT 650

Hyosung GT 650S

Hyosung GT 650R

Honda NC 700 (2012 onwards)

Addition bikes at organisers discretion

b) 250cc two-stroke; 400cc four-stroke

7.5.2 Fuel: Fuel as per GCR 240

7.5.2.1 Fuel Octane Booster may be used

7.5.3 Tyres: Free

7.5.4 MACHINE SPECIFICATIONS

i. FRAME AND SWING-ARM:

- All motorcycles must display a vehicle identification number on the frame body (chassis number).
- Engine mounting, suspension and swingarm mounting brackets or plates must remain as originally produced by the manufacturer.
- Main frame must remain as originally produced by the manufacturer, swing-arm may not be changed, and the sub-frame (fixed and removable) may be altered or cut to fit race seats.
- Protective 'shark fins' must be fitted to motorcycles where the drive chain runs beneath the swing-arm. Chains that run through the swing arm do not need 'shark fins'.

ii. SUSPENSION

- STC 650CC Twin / 700cc single: Open

iii. RIMS

- STC 650CC Twin / 700cc single: Any rims may be used provided it comes from a bike eligible for the class. The maximum width for the rear rims is 5.5 inches. (Road based 5.5-inch rear rims are permitted.)

iv. BRAKING SYSTEM

- Braided hoses may be fitted
- Brake pads are free

v. ENGINE AND GEARBOX

- Gearbox may be undercut
- Quick shifters may be used
- Lightening of flywheel allowed to compensate for crank breakages, is allowed in STC 650CC TWIN / 700CC SINGLE only
- **STC 650:** Engine horsepower is limited to a maximum of 73,00 HP.

vi. ELECTRICAL SYSTEM

- Charging system to be operational and working. No bridging or removing is allowed. Standard wiring looms only.

vii. FUELING

- Power Commander and Bazzaz are allowed. Jetting is free. Air boxes are to remain standard.
- Fuel as per GCR 240
 - Fuel Octane Booster may be used

viii. COOLING SYSTEM

- Radiators are free. The original chassis mounting brackets must be used, and the radiator placement must be the same as the stock radiator unit. No glycol-based additives may be used.

ix. EXHAUST SYSTEM

- 6500CC TWIN / 700CC SINGLE: Open

x. BODYWORK

- Body work is free. It is recommended that the bodywork be used from the same manufacturer as the make of the bike.

xi. HANDLEBARS AND HAND CONTROLS

- Handlebars and hand controls may be relocated.
- Throttle controls must be self-closing when not held by the hand.
- Front brake lever protector must be fitted.

xii. FOOTREST / FOOT CONTROLS

- Aftermarket rear-sets may be fitted. Footrest/foot controls may be relocated but brackets must be mounted to the frame in the original mounting points.
- Footrests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
- The end of the footrest must have at least an 8 mm solid spherical radius.

xiii. GENERAL: The following items MAY be altered or replaced:

- Any type of lubrication, brake or suspension fluid may be used.
- Gaskets and gasket materials.
- Instruments, instrument bracket(s) and associated cables.
- Painted external surface finishes and decals.
- Material for brackets connecting non original parts (fairing, exhaust, instruments, etc) to the frame (or engine) cannot be made from titanium or fibre reinforced composites.

xiv. TYRES

- Free

7.6 HISTORIC MOTORCYCLES

7.6.1 Motorcycles falling under the following specifications shall be eligible for entry to this class:

Vintage: Up to 1983

Historic: 1984 – 1989

New Era: 1990 – 1998

7.6.2 Modifications must be period -specific; but if not, may be allowed with prior approval of the organizers and Technical Committee. The guideline for specifications follows:

i. **ENGINE:**

- Shall be of period
- Capacity unlimited
- Internal modifications are allowed, excluding nitrous; turbochargers and superchargers
- Gearboxes are open
- Carburettors and jetting are free
- Ignition timing is free
- Valve timing – slotting of timing gears is allowed.

ii. **BRAKING SYSTEM – Front and Back**

- Any callipers may be used
- Brake pads and friction material are free
- Any master cylinder may be used
- Disks are free
- Adaptor plates and spacers of sound, safe design, and manufacture can be used to mount alternate callipers on the original mounting joints.
- Aftermarket braided hoses may be used.

iii. **RIMS:** are open.

iv. **TYRES:** are open.

v. **FORKS:**

- Any forks may be used as initially supplied
- Internal fork components can be changed or modified
- Any triple clamps for the forks may be used and may be modified.

vi. **REAR SHOCK ABSORBERS:**

- Rear shock absorbers are free to be replaced with aftermarket items.
- The shock absorber mounting on the frame must remain standard. Mountings on the swing arm may be moved.
- The linkages may be modified to suit a replacement shock absorber.
- Twin shock machines are to remain in that configuration.
- Mono shock machines are to remain in that configuration.

vii. **FAIRINGS:**

- Bodywork may be replaced with aftermarket racing kits.

viii. **SWING ARM:**

- As initially supplied but can be replaced with an aftermarket unit.
- Can be lightened or strengthened, and superfluous brackets removed.
- Frame geometry may be altered.

ix. **ELECTRICAL:**

- Original starting equipment may be removed on safety grounds.
- The charging system may be disconnected, removed or gutted.
- The ignition system is open.

x. **FRAME:**

- Frame geometry may be braced and gusseted.

- Frame geometry may be altered.
- 7.6.3 Riders must declare non-period-specific modifications to the organizers for approval before entry
- 7.6.4 The spirit of Historics must be considered at all times.
- 7.6.5 All motorcycles must comply with minimum safety requirements for circuit racing.
- 7.6.6 Motorcycles must be capable of circulating at a minimum speed which will not endanger other competitors, at the discretion of the organizers and Clerk of the Course.
- 7.6.7 All motorcycles must use pump fuel, available to the general public via normal filling stations. Refer to GCR 240

7.6.7.1 Fuel Octane Booster may be used

7.7 MASTER CLASSES:

- 7.7.1 Master Class A will be for Masters Motorcycles lapping at a lap time of 1 min 08.999 sec or faster
- 7.7.2 Master Class B will be for Masters Motorcycles lapping at a lap time of 1 min 09.000 sec or slower
- 7.7.3 All motorcycle riders from the year of their 56th birthday may participate in the Club Championships in this category.
- 7.7.4 Masters Class will be considered a Sub-Championship, with all riders being entered in the class that is specific to their motorcycle, and in the Masters A or Masters B Class as well
- 7.7.5 Points scored in Masters A or B Classes do not count towards the overall Club Championship

7.8 BREAKFAST RUN CLASS: - NON CHAMPIONSHIP CLASS

- 7.8.1 All first-time riders may start out in the Breakfast Run Class at their first race day.
- 7.8.2 Should a rider wish to participate in the motorcycle racing events held at the Aldo Scribante Circuit; but his motorcycle does not fit into the existing categories, he will be eligible to participate in the Breakfast Run Class
- 7.8.3 All 600cc and Unlimited competitors who fall below the time split of 1:09.000 may ride in this class until they are up to speed to participate in the correct class.
- 7.8.4 The Breakfast Run Class is a Non-Championship class.

7.9 600 CC STD CLASS

- 7.9.1 The Championship is open to motorcycles not exceeding the following engine capacity:
 - 7.9.1.1 750cc 4 cylinder (including Suzuki GSXR 750)
 - 7.9.1.2 765cc 900cc 3 cylinder (including Triumph 765 Street Triple and Yamaha R9)
 - 7.9.1.3 899cc twin cylinder (including Ducati 899 Panigale).
 - 7.9.1.4 Maximum HP permitted for this class is 130HP. The designated dyno for measuring horsepower is MotoPrep Racing, Woodpecker Rd, Unit 6 Block F Woodpecker **Industrial** Park **Cotswold** Ext, Gqeberha, 6045.
- 7.9.2 All 2009 model motorcycles and newer, must comply with the Regulations and Specifications listed in item 6.9 below.
For 2008 year model motorcycles and older, the only engine modifications allowed are that the cylinder head may be ported / flowed and skimmed. The engine capacity shall not exceed the limits as stated in item 7.9.1 above. All other technical rules are as per item 6.9 below.
- 7.9.3 **Fuel:**
 - 7.9.3.1 All motorcycles must use pump fuel available to the general public via normal filling stations.
 - 7.9.3.2 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 GCR240

7.9.3.3 Notwithstanding the above, the Specialist Scrutineer (in conjunction with the Clerk of the Course) 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 being prevented from starting the race in question and / or being excluded from the race meeting. Refer GCR 240 (ix).

7.9.4 **Tyres are free**

7.9.5 **Machine Specifications**

7.9.5.1 All items not mentioned in the following paragraphs must remain as originally produced by the manufacturer for the standard machine. For the purpose of checking the FIM Homologation documents will be used. Should these not be available then the workshop manual for the said model will be used for clarification of components.

7.9.5.2 Frame Body and Rear Sub-frame

7.9.5.2.1 The frame must remain as originally produced by the manufacturer for the standard machine.

7.9.5.2.2 The sides of the frame-body may be covered by a protective part made of composite material. Such protectors must fit the form of the frame.

7.9.5.2.3 Nothing can be added to the frame body by welding or be removed by machining.

7.9.5.2.4 All motorcycles must display the manufacturer's vehicle identification number on the frame body (chassis number).

7.9.5.2.5 Engine mounting brackets or plates must remain as originally produced by the manufacturer for the standard machine.

7.9.5.2.6 The rear sub-frame may be changed or altered, but the type of material must remain as standard or be of a higher specific weight.

7.9.5.2.7 Bolt-on accessories to the rear sub-frame may be removed.

7.9.5.2.8 Additional seat brackets may be added but none may be removed.

7.9.5.2.9 The paint scheme is not restricted but polishing the frame body or sub-frame is not allowed.

7.9.5.2.10 Luggage hooks may be removed.

7.9.6 **Front Forks**

7.9.6.1 Forks (stanchions, stem, wheel spindle, etc.) must remain as originally produced by the manufacturer for the standard motorcycle.

7.9.6.2 Shims and springs are free of restriction.

7.9.6.3 No aftermarket or prototype electronically controlled suspension parts may be used unless fitted as standard to the production model, in which case they must remain as standard.

7.9.6.4 No cartridge systems are allowed. Bump stops may be removed.

7.9.7 Dust seals may be modified, changed or removed provided the fork remains totally oil sealed.

7.9.7.1 The original surface finish of the fork tubes (stanchions, fork pipes) must be as per the standard motorcycle.

7.9.7.2 Any quality and quantity of oil can be used in the front forks.

7.9.7.3 The height and position of the front fork in relation to the fork crowns are free,

7.9.8 Subject to inspection and approval by the Specialist Scrutineer on safety grounds.

7.9.8.1 The upper and lower fork clamps (triple clamp, fork bridges) must remain as

7.9.8.2 originally produced by the manufacturer for the standard machine.

7.9.8.3 A steering damper may be added, or the existing unit may be replaced with an aftermarket damper.

7.9.8.4 The steering damper cannot act as a steering-lock limiting device.

7.9.9 Rear Fork (Swing arm)

7.9.9.1 Every part of the rear fork must remain as originally produced by the manufacturer for the standard machine (including rear fork pivot bolt). Axle adjusters may be changed to allow for the use of paddock stands.

7.9.9.2 Rear wheel-stand brackets may be added to the rear fork by welding or by bolts.

7.9.9.3 Brackets must have rounded edges (with a large radius). Fastening screws must be recessed.

7.9.10 Rear Suspension Unit

7.9.10.1 The rear suspension unit (shock absorber) is free of restriction, but the original attachments to the frame and rear fork (swing arm) must be used and the rear suspension linkage must remain as originally produced by the manufacturer for the standard machine.

7.9.10.2 The rear suspension unit spring may be changed.

7.9.11 Wheels

7.9.11.1 Wheels must remain as originally produced by the manufacturer for the standard machine at the time of sale into the dealer / distributor network.

7.9.11.2 The speedometer drive may be removed and replaced with a spacer.

7.9.11.3 No modification of the wheel-axles or of any fixing and mounting points for the front and rear brake callipers are authorized.

7.9.11.4 Spacers can be modified. Modifications to keep spacers in place are permitted.

7.9.11.5 If the original design includes a cushion drive for the rear wheel, it must remain as originally produced for the standard machine.

7.9.12 Brakes

7.9.12.1 Brake discs can be an aftermarket type, but the disc diameter must remain as originally produced by the manufacturer for the standard machine.

7.9.12.2 Front discs can be floating, using original mountings. Aftermarket replacement and Original Equipment (OE) discs are allowed.

7.9.12.3 Front and rear brake callipers (mounts, carriers, hangers) must remain as originally produced by the manufacturer for the standard machine. The calliper may not be spaced from its original mounting point.

7.9.12.4 Front and rear master cylinders may be replaced with aftermarket units.

7.9.12.5 Front and rear hydraulic brake lines may be replaced with braided hoses. The split of the front brake lines for both front brake callipers must be made above the lower fork bridge.

7.9.12.6 Front and rear brake pads may be changed. Brake pad locking pins may be modified to a quick-change type. Brake pad locking pins must be lock-wired or otherwise additionally secured. Pins may be changed to the race-drilled type.

7.9.12.7 Additional air scoops or ducts are not allowed.

7.9.13 Footrests / Foot Controls

7.9.13.1 Footrests may be relocated but their brackets must be mounted to the frame at the original mounting points.

7.9.13.2 Foot control linkages may be modified only to allow the inversion of the gear selection pattern. The original mounting points must remain. The two original points of fixture (on foot controls and on the shift shaft) must be maintained.

- 7.9.13.3 Footrests may be rigidly mounted or of a folding type, which must incorporate a device to return them to the normal position.
- 7.9.13.4 The end of the footrest must have at least an 8mm solid spherical radius.
- 7.9.13.5 Non-folding steel footrests must have an end (plug) which is permanently fixed, made of plastic, Teflon or an equivalent type of material (minimum radius 8mm).

7.9.14 Handlebars and Hand Controls

- 7.9.14.1 Handlebars may be replaced.
- 7.9.14.2 Handlebars and hand controls may be relocated.
- 7.9.14.3 Clutch and brake levers may be exchanged for after-market items.
- 7.9.14.3.1 The use of a remote adjuster for the front brake is permitted but it must be capable of operation by the rider with both hands on the grips.
- 7.9.14.4 Electric starter switches and engine stop switches must be located on the right-hand side handlebar.
- 7.9.14.5 The pivot pin for the brake lever must be safety-wired or otherwise additionally secured, eg: using a nylock nut.
- 7.9.14.6 A front brake lever guard must be fitted. A clutch lever guard may be fitted at the discretion of the rider.

7.9.15 Fairing / Bodywork

- 7.9.15.1 Fairings, front mudguards and bodywork may be replaced. No carbon fibre or carbon Kevlar body kits are allowed.
- 7.9.15.2 Windscreens may be replaced.
- 7.9.15.3 The original combination of instrument / fairing brackets may be replaced.
- 7.9.15.4 The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.
- 7.9.15.5 The lower fairing must incorporate a maximum of two holes of 25mm. These holes must remain closed in dry conditions and must only be opened in wet race
- 7.9.15.6 conditions as declared by the Clerk of the Course.

7.9.16 Fuel Tank

- 7.9.16.1 Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum capacity of 250ml made of a suitable material.
- 7.9.16.2 Fuel caps may be changed. Fuel caps when closed must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time.

7.9.17 Wiring Harness

- 7.9.17.1 The wiring harness must be as originally produced by the manufacturer for the standard machine, subject to the provisions of clause 7.9.21.
- 7.9.17.2 Cutting of the wiring harness is not allowed but modifying of the harness, subject to approval by the Specialist Scrutineer, is allowed to facilitate the fitment of approved aftermarket electronic fuelling units.

7.9.18 Battery

- 7.9.18.1 Aftermarket batteries are allowed provided they are of the same dimensions and specifications as the original battery and fit correctly in the battery box as fitted to the original machine.

7.9.19 Radiator and Oil Coolers

- 7.9.19.1 The radiator may be modified. Additional separate radiator/s may also be added.
- 7.9.19.2 Only standard oil coolers are permitted. Additional oil coolers are not allowed.
- 7.9.19.3 The use of any coolant is permitted provided it is a non-Glycol type. All Glycol based products are prohibited.
- 7.9.19.4 The heat exchanger (oil / water) may be disconnected from the water-cooling system.
- 7.9.19.5 Radiator hoses may be replaced and / or modified and / or re-routed.

7.9.20 Air Box

- 7.9.20.1 The air box must remain as originally produced by the manufacturer on the standard machine, but the air box drains must be sealed.
- 7.9.20.2 The air filter element may be removed or replaced by any other filter.
- 7.9.20.3 All motorcycles must have a closed breather system. The oil breather line must be connected and discharge into the air box.
- 7.9.20.4 The emission control system (EPA) may be removed or modified.

7.9.21 Ignition / Engine Control Unit (ECU)

- 7.9.21.1 The engine control unit (ECU) must be:
- 7.9.21.2 The original unit as standard (software / programming may be changed), in which case the original wiring harness must be used, subject to clause 7.9.17.2; OR
- 7.9.21.3 In addition to option a) above, external ignition and / or injection module/s may be added to the standard production ECU.
- 7.9.21.4 The injectors must be standard units as per the standard motorcycle.
- 7.9.21.5 Fuel pumps and fuel pressure regulators must remain as standard. No modifications are permitted.
- 7.9.21.6 Lambda sensors, where fitted as standard, may be removed and the units bypassed.
- 7.9.21.7 Note: The Specialist Scrutineer, in consultation with the Clerk of the Course, shall have the overriding authority in respect of any dispute regarding the eligibility or legality of the ignition / electrical system.

7.9.22 Fuel Supply

- 7.9.22.1 'Quick' connectors or 'dry-break' connectors may be used.
- 7.9.22.2 Fuel vent lines may be replaced.
- 7.9.22.3 Fuel filters may be added.

7.9.23 Cylinder Head

- 7.9.23.1 No modifications are allowed.
- 7.9.23.2 No material may be added to, or removed from, the cylinder head.
- 7.9.23.3 The cylinder head gasket and base gasket may be changed.
- 7.9.23.4 The valves, valve seats, guides, springs and retainers must be as originally produced by the manufacturer for the standard machine. Any modifications or repairs to the valve seats shall only be permitted where allowed for and specifically detailed in the relevant workshop manual (not tuning manual). No modifications may be made to the valves, even where such modifications are provided for in the relevant workshop manual.
- 7.9.23.5 Valve spring shims are not allowed unless fitted as standard to the standard machine.

7.9.24 Camshaft

- 7.9.24.1 No modifications are allowed.

7.9.25 Cam Sprockets

- 7.9.25.1 Modifications are allowed to enable the 'degreeing' of camshafts.
- 7.9.25.2 Pressed cam sprockets may be replaced with an adjustable boss cam sprocket.

7.9.26 Crankshaft and Flywheels

- 7.9.26.1 No modifications are allowed (including polishing and lightening) to either crankshafts or flywheels.

7.9.27 Oil Pumps and Oil Lines

- 7.9.27.1 No pump modifications are allowed. The oil pump must be as fitted by the manufacturer.
- 7.9.27.2 Oil lines may be modified or replaced.
- 7.9.27.3 Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.
- 7.9.27.4

7.9.28 Connecting Rods

- 7.9.28.1 As standard - no modifications are allowed (including polishing and lightening).

7.9.29 Pistons, piston pin, circlips & Rings

- 7.9.29.1 As standard - no modifications are allowed (including polishing and lightening).

7.9.30 Cylinders

- 7.9.30.1 As standard - no modifications are allowed.

7.9.31 Crankcase, all other Engine Cases (i.e. ignition case, clutch case) and Gearbox Casing

- 7.9.31.1 No modifications are allowed.
- 7.9.31.2 Crankcase / gearbox casings, as well as ignition, clutch and generator covers may be protected by additional means i.e. protective covers made of carbon / Kevlar or similar composites. The fitment of such additional protection is highly recommended.
- 7.9.31.3 Engine case guards may be installed in the form of strengthened engine side covers.
- 7.9.31.4 These covers must be constructed of the same material and be no lighter in weight than the standard item.
- 7.9.31.5 The original crankcase covers may be modified subject to the position and dimensions of the covered parts remaining unchanged.

7.9.32 Transmission / Gearbox

- 7.9.32.1 Under cutting of gearboxes is allowed.
- 7.9.32.2 Additions to the gearbox or selector mechanisms are not permitted, with the exception that 'quick-shift / auto-blip' systems are permitted. Such systems must either be as fitted to the standard motorcycle or aftermarket systems.
- 7.9.32.3 Countershaft sprockets, rear wheel sprockets, chain pitch and size can be changed.

7.9.33 Clutch

- 7.9.33.1 No modifications are allowed.
- 7.9.33.2 Only friction and drive discs may be changed, but their quantity must remain as original.
- 7.9.33.3 Clutch springs may be changed.

7.9.34 Ignition / Engine Control System

- 7.9.34.1 Spark plugs may be replaced.
- 7.9.34.2 Speed limiting devices may be fitted for the purposes of controlling pit lane speed (recommended).

7.9.35 Generator / Electric Starter

- 7.9.35.1 No modifications are allowed.
- 7.9.35.2 The electric starter must operate normally and must always be able to start the engine during the event and until such time as the time limit for protests has expired.
- 7.9.35.3 The engine must start and turn on its own power when the electric starter has stopped its procedure.

7.9.36 Exhaust System

- 7.9.36.1 Exhaust pipes, silencers and hangers may be modified or changed. Material is free of restriction. The noise limit as per event SR's may not be exceeded.
- 7.9.36.2 Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.

7.9.37 Fasteners

- 7.9.37.1 Standard fasteners may be replaced with fasteners of any material and design, but titanium fasteners may not be used. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing.
- 7.9.37.2 Fasteners may be drilled only for safety wire, but intentional weight-saving modifications are not allowed.
- 7.9.37.3 Fairing / bodywork fasteners may be changed to a 'quick-disconnect' type.
- 7.9.37.4 Aluminium fasteners may only be used in non-structural locations.

7.9.38 The following items may be altered from those fitted to the standard motorcycle, or replaced:

- 7.9.38.1 Any type of lubrication, brake or suspension fluid may be used.
- 7.9.38.2 Any type of spark plugs (and plug caps) may be used.
- 7.9.38.3 Any tyre inner tube (if fitted) or inflation valves may be used.
- 7.9.38.4 Wheel balance weights may be discarded, changed or added to.
- 7.9.38.5 Gaskets and gasket materials.
- 7.9.38.6 Painted external surface finishes and decals.
- 7.9.38.7 Bearings may be changed but their type and construction must remain as standard.
- 7.9.38.8 The radiator overflow bottle may be replaced.
- 7.9.38.9 The fuel cap may be replaced by an aftermarket product capable of being opened without using the ignition key.

7.9.39 The following items MAY be removed:

- 7.9.39.1 Instruments, instrument brackets and associated cables.
- 7.9.39.2 Horn
- 7.9.39.3 Licence plate bracket
- 7.9.39.4 Toolbox
- 7.9.39.5 Tachometer
- 7.9.39.6 Speedometer
- 7.9.39.7 Radiator fan
- 7.9.39.8 Passenger footrests
- 7.9.39.9 Passenger grab rails
- 7.9.39.10 Chain guard as long as it is not incorporated in the rear fender.
- 7.9.39.11 Bolt-on accessories on the rear sub-frame.
- 7.9.39.12 Thermostat
- 7.9.39.13 Noise reduction flaps in the inlet tract.

7.9.40 The following requirements MUST be complied with:

- 7.9.40.1 All motorcycles must be equipped with functional ignition kill switch or a button mounted on the handlebars, within reach of the hands while on the handgrips and that is capable of stopping a running engine.
- 7.9.40.3 Throttle controls must be self-closing when not held by the hand.
- 7.9.40.4 Safety bars, centre and side stands must be removed (fixed brackets must remain).
- 7.9.40.5 All drain plugs must be wired. External oil filter(s) and screws, plugs and bolts that enter an oil cavity must be safety-wired, as must the oil filler cap.
- 7.9.40.6 Where breather or overflow pipes are fitted, they must discharge via existing outlets.
- 7.9.40.7 The original closed breather system must be retained. No direct atmospheric emission is permitted.
- 7.9.40.8 Where an oil breather pipe is fitted, the outlet must discharge into a catch tank located in an easily accessible position and must be emptied before the start of a practice session or race. The minimum size of any such catch tank shall be 250ml for gearbox breather pipes and 500ml for engine breather pipes.
- 7.9.40.9 Headlamps, rear lamps, mirrors and turn indicators must be removed, but the profile and frontal appearance, including the turn indicator shape where this is moulded into the fairing, must be retained. Any openings left by the removal of items must be covered by a suitable material.
- 7.9.40.10 Protective 'shark fins' must be fitted to motorcycles where the drive chain runs beneath the swing arm. Chains that run through the swing arm do not need "shark fins".
- 7.9.40.11 Front brake callipers and brake lever pivot pins must be safety-wired or otherwise additionally secured.

8. BREAKOUTS – MASTERS AND BREAKFAST RUN CLASSES

- 8.1 Master B and Breakfast Run Riders who records a lap time of more than 0.1 seconds faster than 1:09,00, on two separate occasions, in either official timed practice or in any race, will be promoted and placed in an appropriate class according to the lap time at the following event.
- 8.2 All breakouts in respect of the current year will be carried forward to the following year i.e. all competitors who broke out twice and moved up a class in 2025 will be carried forward to 2026. If you only "broke out" once in 2025 you will not carry this break out into 2026.
- 8.3 NOTE: Any break-outs within the last 30% of the Championship will be scored immediately in terms of SSR 8.6
- 8.4 A rider actually starting from a grid position attained from an incorrectly recorded fast time will accept that he/she did that time and it will count for a breakout time.
- 8.5 A rider can move up in the class structure but never down again in the same year, except in exceptional circumstances and with the special written permission of the Controllers.
- 8.6 Should a rider score points in a particular class and thereafter move up to the next class (E.g. from Masters B into Master A), he/she will carry forward any points obtained up to that point with the following proviso:
In order to qualify for class placings at the end of the Championship year, at least 30% of total points must be scored in that particular class. If a competitor breaks out of a class with less than 30% of races remaining, he will be scored in the position in the class in which he broke into, in his original class. (e.g. should he finish 2nd in the higher class, he will carry 2nd place points back to his original class that he broke out of for purposes of the Championship.) If a competitor is scored in his previous class due to the fact that he completed less than 30% of the events in the new class, then the class which he broke into will be scored as if he did move up to this class for the Championship.

9. RIDER CONDUCT

- 9.1 Refer MSA Circuit Racing SSRs 49 to 66 (where applicable).
- 9.2 Bumping and / or pushing of other motorcycles on the circuit is not allowed and any riders found doing this will be penalized by the Clerk of the Course in terms of GCR 157. The Clerk of the Course must consider infringements at previous events which resulted in penalties being imposed, when imposing penalties under this heading.
- 9.3 Any competitor who disadvantages another competitor by bumping said competitor's motorcycle, even unintentionally which results in the loss of place(s) during a race will, at the discretion of the Clerk of the Course, generally be penalized so as to finish behind the competitor that was disadvantaged. More severe penalties will be applied in the case of repeat offenders.
- 9.4 The motorcycle ahead of any other motorcycle in any 'train' of two or more motorcycles on the circuit may only change direction once in a straight line from the exit of one corner up to and including the entrance to the next corner unless involved in a genuine overtaking manoeuvre.
- 9.5 When attempting an overtaking manoeuvre coming into a turn, at the end of the braking area, the front wheel of the overtaking motorcycle must be past the foot pegs of the motorcycle ahead before the entry to the turn
- 9.6 If this is not the case then the overtaking motorcycle must back off and allow the motorcycle ahead to take the racing line through the corner.
- 9.7 If the front wheel of the overtaking motorcycle is past the foot pegs of the motorcycle ahead, the lead motorcycle must take a line so as to allow both motorcycles to successfully negotiate the corner and exit.
- 9.8 Note: This rule does not apply to 'sweeps', which are treated as normal 'straight line' racing.
- 9.9 At the discretion of the Clerk of the Course, all new riders to the Championship may be required to have ribbons (Candy Tape) attached to the rear of their motorcycles, a bright bib or an "X" on the rear of the motorcycle rider, for their first two (2) or three (3) race meetings.

9.10 **YELLOW / RED CARDS**

- a) The Clerk of the Course shall be empowered to make use of yellow / red cards in respect of rider conduct issues, as per the following:
- b) A rider receiving a yellow card will be given a 3-place grid penalty for each of the 3 races under yellow card conditions.
- c) No card (either yellow or red) shall be issued without the competitor being afforded a hearing by the Clerk of the Course.
- d) A yellow card shall have the effect of placing a competitor's riding conduct 'under observation' for the following three (3) races forming part of the Championship.
- e) A competitor racing 'under yellow' shall be required to prominently display a supplied yellow decal on the left- & right-hand side of his / her motorcycle at all times during the affected races, alternatively, yellow ribbons will be attached to the motorcycle under observation.
- f) If a competitor is found guilty of an offence while 'under yellow' he / she may, following a hearing, be issued with a red card.
- g) Should a competitor receive three yellow cards in one season, the Clerk of the Course reserves the right to issue the competitor with a red card.
- h) The effect of a red card is to bar a competitor from taking part in the next full race meeting forming part of the Championship.
- i) In the event of the Clerk of the Course deeming a first offence to be sufficiently serious so as to warrant the imposition of an immediate red card, he shall be empowered to take such action.
- j) 'Card decisions' need not necessarily be made at an event. Following an incident report or protest, the Clerk of the Course may await any additional footage (or other suitable evidence) which may be available after the event before making a decision.

The competitor will generally be informed on the day if further evidence is being awaited.

- k) Where a 'card decision' is made on the day of an event, the affected competitor shall have the right of protest to the Stewards of the Meeting (and the right of subsequent appeal).
- l) Where a 'card decision' is made between events, the decision shall only be subject to an appeal in terms of the provisions of GCR 215.
- m) Yellow/red cards issued in one racing season will generally not be carried over into the next racing season, this being at the discretion of the Clerk of the Course or the Stewards in the case of a protest. However, competitors guilty of an offence in the last race of the season may be penalized accordingly depending on the severity of the offence.

10. GENERAL

- 10.1 Should a rider use another motorcycle due to engine / mechanical failure, permission must first be obtained in writing from the Clerk of the Course who will act in conjunction with the Scrutineer / Technical Consultant (TC). His decision to grant / withhold such permission will be final.
- 10.2 Location of timing transponders - Shall be mounted as per MSA Circuit Racing SSR 83(ii). Failure to comply may result in exclusion from the race / race meeting concerned.
- 10.3 It is the sole responsibility of all competitors to ensure that their motorcycles comply with these regulations and all riders are therefore advised to obtain full safety and eligibility clearance from the relevant association technical consultant before entering their first event.

11. COMPETITION NUMBERS

- 11.1 All competition numbers must comply with MSA stipulations relating to size and colour. Numbers must be clearly displayed on the front and both sides of the motorcycle.
- 11.2 The relevant Class Representative, on behalf of the Controllers, shall allocate all competition numbers. All competitors are to carry relevant series sponsor decals.
- 11.3 The current champion will have the right to retain his previous competition number during his reign even though it may not be used.
- 11.4 Competition numbers shall be retained throughout the Championship year and are not to be changed.

12. CHAMPIONSHIP EVENTS

The events making up the Championship are listed in the 2026 MSA Calendar. When more than one (1) race is held on any one particular day, the overall positions for the day will be determined by the total time of all the day's races added together and will be used solely for the purpose of determining an overall winner for the day and shall have no effect on the points counting towards the AMSC Club Championship

13. POINTS SCORING (NOT FOR BREAKFAST RUN CLASS)

- 13.1 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

- 13.2 There must be an average of six (6) eligible starters for 60% of the nominated Championship events for the combined classes, for the race meeting itself to qualify for Championship status. To be classified as a starter, a competitor must participate in at least one of the official practice sessions listed in the supplementary regulations for the event, and/or participate in the race/event itself (Refer MSA Circuit Racing SSR 82 i).
- 13.3 In order to be classified as a finisher, a motorcycle must have completed not less than two thirds (66.6%) of the distance of the race under its own power. The two thirds shall be calculated by rounding off to the nearest lap.
- 13.4 Competing riders who are ineligible for the Championship, will be ignored in the results for the purpose of scoring the Championship but will qualify for awards (trophies) on the day of the event.
- 13.5 Awarding of trophies for the day will be done by calculating the competitor's total race time from each race added together.
- 13.6 Riders who are non-starters; non-finishers or disqualified shall receive zero points.

14. CHAMPIONSHIP FORMAT

- 14.1 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.
- 14.2 There shall be no "throw-away" races in the 2026 Championship.
- 14.3 Notwithstanding the above, ALL races held at Aldo Scribante raceway during 2026 for the said category will count towards the Championship.

15. QUALIFYING, STARTING & STARTING GRID

- 15.1 The qualifying session will determine the starting grid as per below:
 - a) Fastest Lap in Qualifying - Starting position for Race 1
 - b) Fastest Lap in Race One - Starting position for Race 2
 - c) Fastest Lap in Race 2 - Starting position for Race 3
- 15.2 For purposes of warm-ups and qualifying, classes may be amalgamated. A ten (10) minute session will be allocated to each combined class. During this time a competitor may take to the circuit at any time.
- 15.3 Eventualities: If a competitor does not post a lap time in Qualifying or race, he/she will start at the back of his/her class.

16. CHAMPIONSHIP STATUS

Should less than ten (10) qualifying races be held and scored during the season, the Championship may be declared null and void by the Controllers.

17. SEPARATION OF TIES

Any ties will be resolved in favour of the competitor having the greater number of first positions. If this fails, the greater number of seconds will count, then thirds, and so on. If the tie still remains, performance in all the Championship events will be taken into consideration and if this is still ineffective, then the Controllers will declare the winner on any basis they may deem fit.

18. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each qualifying event will be available on the AMSC Website and any objections concerning the scoring must be received by the Controllers in writing not later than seven (7) days following the publication of the scoring. The Controllers reserves the right to correct clerical errors at any time.