



2026
MSA NATIONAL STANDING
SUPPLEMENTARY AND TECHNICAL
REGULATIONS

MRSSA CIRCUIT MOTORCYCLE
NATIONAL CHAMPIONSHIP,
NATIONAL CHALLENGE AND CLUB
CHAMPIONSHIP

VERSION 4

31 MARCH 2026

WWW.MOTORSPORT.CO.ZA

REVIEW AND AMENDMENTS

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

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment.

AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
Art 13	31.03.2026	31.03.2026	Regulation change
Art 2	06.03.2026	06.03.2026	Calendar Change
Art 12	05.03.2026	05.03.2026	Regulation added

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1. GENERAL

These regulations apply for the 2026 calendar year and are to be read in conjunction with the MSA General Competition Rules (GCRs), Circuit Racing Standing Supplementary Regulations (SSRs), and any Event Supplementary Regulations. MRSSA is recognised as a National Motorcycle Racing Championship, with additional National Challenge and Club classes forming part of the same events. Participation is voluntary and at competitors' own risk. All competitors, teams, and entrants acknowledge the inherent risks of motorcycle racing. MRSSA and SAES reserve the right to refuse or withdraw an entry that does not align with the ethos, objectives, safety standards, or sporting integrity of the Championship Refer GCR 99 and 100. Environmental mats are compulsory for all competitors at all events, in accordance with the MSA Environmental Code.

2. EVENTS

The 2026 Motorcycle Racing Series SA Calendar is available on MRSSA website page.

www.motorcyclercingseriesa.org and the SAES official website at www.saeseries.com

The Calendar for the 2026 South African Endurance Series as issued by MSA is subject to change.

Circuit	Domicile	Date
1. Zwartkops Raceway	Pretoria West	21 February
2. Aldo Scribante	Port Elizabeth	11 April
3. Kyalami Killarney Raceway	Midrand Cape Town	9 May 31 Jul – 1 Aug
4. Killarney Raceway East London	Cape Town East London	01 August 3 October
5. East London	East London	04 October
6. Kyalami	Midrand	14 November

CLASSES

3.1 NATIONAL SUPERBIKE (NSB) – NATIONAL CHAMPIONSHIP

3.2 AIM OF THE CHAMPIONSHIP

The aim of the Championship is to declare an overall SA National Superbike Champion. A minimum of six (6) starters is required at each round to declare a Champion.

3.3 RIDER ELIGIBILITY

Competitors are eligible from the age of 18 years old. All competitors must hold a valid MSA National Circuit Motorcycle Licence. Riders with prior National or International experience will be permitted to compete.

3.4 MOTORCYCLE ELIGIBILITY

Four-stroke motorcycles with Engine capacity:

- Up to 1000cc (4-cylinder)
- Up to 1103cc (V4)
- Up to 1300cc (2-cylinder)

3.5 TECHNICAL REGULATIONS

- Engine tuning: Open
- ECU: Free
- Exhaust: Free (subject to circuit noise limits)
- Fuel: Unleaded pump fuel only
- Tyres: Any commercially available race or road-race tyre
- Electronics (TC, launch, quick-shifter): Free
- Minimum weight: As per OEM specification (no ballast requirement)

4. SUPERSPORT (SS) – NATIONAL CHALLENGE

4.1 AIM OF THE CHALLENGE

The aim of the Challenge is to declare an overall National Challenge Supersport Winner. A minimum of six (6) starters is required at each round to declare a Winner.

4.2 RIDER ELIGIBILITY

Competitors are eligible from the age of 16 years old. All competitors must hold a valid MSA Regional Circuit Motorcycle Licence.

4.3 MOTORCYCLE ELIGIBILITY

Four-stroke motorcycles limited to:

- **636cc – 4 cylinder**
- **675cc – 3 cylinder**
- **890cc – 2 cylinder**

Approved middleweight sport motorcycles

- **Examples (non-exhaustive):**
- Yamaha R6
- Kawasaki ZX-6R
- Honda CBR600RR
- Ducati Panigale V2
- Suzuki GSX600

4.4 TECHNICAL REGULATIONS

- Engine internals: Standard (OEM)
- ECU: Stock or reflashed OEM ECU
- Exhaust: Free
- Fuel: Pump fuel only
- Tyres: Open
- Electronics: OEM rider aids only
- Chassis & suspension: Free

5. PRODUCTION CUP (PC) – CLUB CHAMPIONSHIP

5.1 AIM OF THE CHAMPIONSHIP

The aim of the Championship is to declare an overall MRSSA Production Cup Club Champion. A minimum of six (6) starters is required at each round to declare a Club Champion.

5.2 RIDER ELIGIBILITY

Competitors are eligible from the age of 16 years old. All competitors must hold a valid MSA Club Circuit Motorcycle Licence. Riders who have competed in previous National Superbike and Supersport Championships will not be allowed to enter this class.

5.3 MOTORCYCLE ELIGIBILITY

Single-model or restricted-model production motorcycles, including but not limited to:

- **Suzuki GSX-8R**
- **Yamaha R7**
- **Kawasaki Ninja 650**
- **Honda CBR650R**
- Engine capacity:
- **600cc – 800cc**
- Twin or inline-four as approved per model

5.4 TECHNICAL REGULATIONS (CONTROLLED)

- Engine: **Sealed / OEM internals**
- ECU: Series-approved map only
- Exhaust: Series-approved system
- Fuel: Pump fuel only
- Tyres: Controlled or nominated supplier
- Suspension: Limited or controlled specification
- Electronics: OEM only

6. SUB 500 – CLUB CHAMPIONSHIP

6.1 AIM OF THE CHAMPIONSHIP

The aim of the Championship is to declare an overall MRSSA Sub 500 Club Champion. A minimum of six (6) starters is required at each round to declare a Club Champion.

6.2 ELIGIBILITY OF RIDER:

Competitors shall be eligible for the Sub 500 Class from 01 January of the year in which they turn 13 years old. All competitors must hold a valid MSA Club Circuit Motorcycle Licence.

6.3 ELIGIBILITY OF MOTORCYCLE:

- Motorcycles with an engine capacity 500 or lower.
- There is no restriction on any performance modifications that may be done on the motorcycle, exhaust, air filter, suspension, tuning etc.
- Turbo-charging, supercharging or nitrous oxide boosting are not permitted.

- There are no restrictions on the permitted modifications in this class
- Silencers must be fitted to all motorcycles

7. BREAKOUT TIMES – ALL CLASSES

These classes operate under time-based or eligibility-based criteria. Only competitors who have entered via the SAES online portal may participate in the series. Eligibility is determined by the Breakout Time lap times below. Any rider who laps slower than the Breakout Time lap times will be eligible to compete in this class. During the course of a race weekend, any rider who records a lap time faster than the Breakout Time in two heats on the day, will be deemed to have reached the level of riding competence to compete in a faster Class, with effect from the next race meeting.

Eligible Lap Times per Circuit

Circuit	Break Out Time
Kyalami	02:05
Aldo Scribante	01:12
Phakisa	02:00
Red Star	02:12
Zwartkops	01:09

8. POINT SCORING

To be classified as a starter a competitor must participate in at least the official qualifying session, as per the SRs for the event, and/or participate in the race/event itself. Refer to GCR 230/266.

Points Scoring – Points will be scored per race/heat on the following basis:-

Position	Points	Position	Points	Position	Points
1	25	6	10	11	5
2	20	7	9	12	4
3	16	8	8	13	3
4	13	9	7	14	2
5	11	10	6	15	1

Overall positions for the day will be determined on the basis of cumulative points scored for the various heats. A tie in points will be resolved in favour of the competitor who had the better race result in heat 2. If there is a tie at the end of the season, the rider with the greater number of first positions, failing this, seconds, thirds, etc. will be declared the winner.

9. RACE DISTANCE

Each race meeting will consist of one or two separate races (dependent on class). Notwithstanding the above, if for reasons of force majeure it is not possible for all the races originally scheduled to take place at a meeting, refer to the provisions of GCR 273. To determine the actual distance parameters for a race, refer to SSR 82 iv).

10. SEPARATION OF TIES

A tie will be resolved in favour of the competitor having the greater number of heat wins. If the tie is not so resolved then the greater number of second positions will count, failing this third positions and so on.

11. COMPETITION NUMBERS

Competition numbers for all classes will be those as issued by Motorcycle Racing Series SA only. All number requests to be sent to the controllers and confirmed on the SAES online platform.

Numbers 1 to 10 in each class are reserved exclusively for the preceding year's 1st through 10th series finishers. Any of these numbers that are not taken up will not be re-allocated and will remain unused.

All other numbers shall be issued on a 'first come first served' basis following receipt of a written application.

Race numbers must appear on the front of all motorcycles, as well as both sides. The front number must be clearly legible from a distance of fifty (50) metres.

There is no restriction on the font, or design of race numbers, provided they comply with the legibility requirements as the onus rests on the rider/team to ensure that race numbers can be easily read by race officials.

No triple digit numbers shall be allowed except for 'guest' Competitors.

12. TECHNICAL AND SCRUTINEERING

A scrutineer will be appointed for each event, possibly for each class.

Motorcycles must be presented for scrutiny in a clean race-worthy condition, together with approved crash helmet, suit, boots and gloves, all in good condition.

No open-ended pipe in any way connected with the lubrication or cooling system, sump, catch tank or other oil or water reservoir, is permitted. All such pipes must terminate in a plastic or metal container of adequate capacity firmly secured to the motorcycle and acceptable to the scrutineers at pre-race scrutiny. All such containers must be empty at the start of any race.

Front brake callipers, gearbox, engine drain plugs and oil filter retaining bolts must be wire-locked. Canister-type oil filter bodies must be clamped. In the event of the oil filter and drain plugs not being easily visible to the scrutineer, the lower fairing must be removed for inspection purposes.

Silencers must be fitted to all motorcycles.

At any time during any event, silencers may be checked.

No motorcycle may compete with ethylene glycol (anti-freeze) in the cooling system.

Brake and Clutch lever guards may be fitted at the discretion of the rider.

Noise levels of each motorcycle must comply with MSA noise level regulations.

Protective clothing as detailed below, in good condition and free from tears, holes or other defects must be brought along to scrutineering:

Full face protective helmets must be Snell, DOT, JIS or ECE Approved, with Double D ring fasteners, in sound condition and fitting securely.

If goggles and/or spectacles are worn, they shall be of 'non-splinter' material.

Leather one-piece racing suit.

Boots affording adequate protection to feet and ankles.

Leather gloves.

A competitor may change any part/s on his/her motorcycle between heats.

If a motorcycle is damaged to the extent that it is not possible for it to be repaired in the time available, application must be made in writing to the Clerk of the Course and the appointed National Technical Consultant (TC), together with proof in support of this application, to use the nominated spare motorcycle, which must be identified by a letter 'T' next to the front race number, and subject to the following conditions:

The spare motorcycle must have passed pre-event scrutineering and be in a ready-to-race condition, with a sealed engine.

Use of the spare motorcycle (as a whole machine) shall require that the rider concerned will start the race/s concerned from pit lane.

Under no circumstances may a spare motorcycle be used during practice or official qualifying for set-up purposes. Offenders shall be precluded from taking any further part in the event in question.

Any removal of parts from the spare motorcycle will render it non-eligible to be used as a spare motorcycle during the event in question.

The wheels and tyres of the damaged motorcycle must be transferred to the spare motorcycle prior to its use as a spare motorcycle as per b) above.

NOTE: Any damages to the venue (pits, circuit or surfaces) will be borne by the competitor.

In the event of a wet race: every motorcycle must have a functioning flashing red rain light that must be activated when an event is declared a "wet" race or if wet tyres are fitted.

The Rider must ensure that the light is switched on whenever a rain tyre is fitted on the motorcycle and/or when any practice or race is declared "wet" by the COC. Red Rear Light must comply with the following:

- 1. Safety lights must be of a robust quality and securely fitted in the approved position.**
- 2. Lighting direction must be parallel to the machine centre line (motorcycle running direction), and clearly visible from the rear at least 15 degrees to both the left and right sides of the machine centre line.**
- 3. Mounted on the seat/rear bodywork approximately on the machine centre line, in a position approved by the TC / Scrutineer. In case of dispute over the mounting position or visibility, the**

decision of the TC/Scrutineer will be final.

4. **Power output/luminosity equivalent to approximately: 10 – 15W (incandescent) 0.6 – 1.8 W (LED).**
5. **Mount your light securely using bolts/brackets – No velcro, double sided tape or cable ties may be used.**
6. **The Safety light may be hard-wired into the machines power supply but is not mandatory.**
7. **Machines not showing a functioning rain light will be black-flagged and will not be permitted to continue practice or race**
8. **A standard cycling rain light may be used**

13. RACE FORMAT

Grid positions for all races in all classes shall be determined according to each competitor's quickest time set during the official qualifying session. Competitors who do not set a time during the official qualifying session will start from the back of the grid.

It is the competitor's responsibility to know his/her grid position prior to forming up on the grid. Delaying of the start owing to indecision relating to grid positions shall render the competitor/s concerned liable to be moved to the back of the grid at the discretion of the Clerk of the Course (CoC).

Where qualifying times have not been recorded for whatever reason, grid positions for Race 1 will be as per Championship points standings to date, and thereafter by race number.

If a motorcycle is damaged to the extent that it is not possible for it to be repaired in the time available, or becomes unserviceable, a competitor must give notice to the CoC that he intends changing motorcycles. The spare motorcycle must comply with all class requirements. Use of a spare motorcycle shall not affect the competitors qualifying.

Superbike and Supersport classes will compete together in Race 1 and Race 2 on race days, with each class scored separately.

Production Cup and Sub 500 classes will compete together in Race 1 and Race 2 on race days, with each class scored separately.

Under no circumstances will all of the above classes be combined into a single race, even if the minimum number of entries for a race weekend is not achieved. Refer [MSA Circuit Racing SSR 27](#) ~~The Clerk of the Course will must strictly enforce the 110% qualifying rule. Any competitor lapping slower than 110% of the pole time will not be permitted to start the race/s envisaged in the MSA GCRs and MSA Circuit Racing SSRs.~~

14. STARTING PROCEDURE

Refer to the MSA Circuit Racing SSR 38. The pit exit shall be closed when the 1-minute starting signal is given. The pit exit may only be re-opened when the starting signal has been given, and the field has passed the pit exit.

15. JUMP STARTS

A competitor who jumps the start will be given a time penalty of ten (10) seconds.

16. FINISHING PROCEDURE

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

17. RED FLAG

In the event of a red flag, all riders shall proceed slowly to the parc ferme area or pit lane (at the discretion of the Clerk of the Course) with no passing being permitted. On reaching the area, parc ferme conditions will apply. Refer to MSA Circuit Racing SSR 41. If 60% of the scheduled distance has been completed, the event will be concluded and there will be no restart. Classification will be as if the race had been completed in its entirety and the rider/s that is/are deemed to have caused the red flag will be allocated as a DNF (Did Not Finish) in the results. If more than two laps have been completed but less than 60% of the scheduled distance:

The race shall be deemed to be in two distinct parts and is subject to sufficient time still remaining in the allocated time slot. The classification of the first part, prior to the red flag, shall solely be used to determine the starting order of the second part.

The distance of the second part will be that portion required to complete the scheduled time remaining or 60% in order to determine a race result.

The classification of the second part will determine the riders finishing position and will be deemed as final.

Unless the Stewards of the Meeting rule otherwise, all motorcycles will be in a parc fermé between the two parts of the race.

Only those riders still competing at the end of the first part of the event and who arrive at the start area under their power and using an authorised route, will be allowed to compete in the second part. No spare motorcycles will be permitted.

The rider/s that is/are deemed to have caused the red flag can rejoin the second part of the race but will start from the back of the grid and score points. No spare motorcycle/s will be permitted.

If a rider/s enters any area other than that as indicated by the clerk of the course he/she will not be allowed to join the second part of the race and will be allocated as a DNF (Did Not Finish) in the results.

If less than two laps of the race have been completed by the leader, the original start shall be null, and void and the race shall be restarted and all starters in the original start may compete again. Competitors may substitute other vehicles of the same make and model subject to the approval of the Scrutineers. No reserve entries will be admitted. The race will be considered a new race, and the time remaining will determine the number of laps remaining to complete the race or achieve the minimum of the 60% required to achieve a race result.

In instances where a race is stopped, and then re-started, no replenishment of any liquid in the vehicles shall be permitted in the intervening period. The onus rests on competitors to ensure that their vehicles are carrying enough fuel to cater for any such situation and excessive fuel usage during a race stoppage and re-start situation shall not be considered as a valid mitigating factor should a vehicle be found to be underweight at the end of a re-started race.

18. GENERAL RULES

There is no restriction on practice. Competitors may practice at any circuit at any time.

Fluid containers other than for drinks or clear water are prohibited in the pre-race paddock (where applicable) and/or on the grid unless prior permission to the contrary has been granted by the Clerk of the Course.

Any act by any member of any team including the Competitor, that threatens the timeous starting of a race, or that causes a race start to be delayed, may result in the associated Competitor being penalised.

Any interference by any member of any team with the timing personnel and/or their equipment, may lead to the associated rider being penalised.

Competitors failing to attend Competitors' briefing, without being excused by the relevant Clerk of the Course, shall be required to start all races at the event from the back of the grid. Only Competitors can attend Competitors briefing.

The same motorcycle may be used in more than one class, providing the motorcycle meets the technical regulations and specifications of the class. This is subject to the approval of the Clerk of the Course and the Technical Consultant.

19. ADMINISTRATION

Administration of the series and organising of the events will be conducted by SAES. Invoices will be generated and emailed to competitors and are required to be paid in full by the date stipulated on the SSR's.