



2026
MSA SOCIAL STANDING
SUPPLEMENTARY REGULATIONS

RED STAR RACEWAY
CIRCUIT MOTORCYCLES

VERSION 2
20 MARCH 2026
WWW.MOTORSPORT.CO.ZA

REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Social 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>
Art 9.4	20.03.2026	20.03.2026	Regulation added
Art 17.5.6	20.03.2026	20.03.2026	Regulation removed
Art 19.1.5	20.03.2026	20.03.2026	Regulation removed
Art 20.1.4	20.03.2026	20.03.2026	Regulation removed
Art 21.2.4	20.03.2026	20.03.2026	Regulation removed
Art 25	20.03.2026	20.03.2026	Regulation removed

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GENERAL – ALL CLASSES

1. VALIDITY OF THESE REGULATIONS

These regulations will apply for the calendar year of 2026. The controllers of the Social series shall be the Redstar Raceway Club.

2. ELIGIBILITY OF COMPETITORS

Riders shall be eligible to compete in the relevant class as per the required minimum and maximum age specified under each Class - Eligibility of Riders.

The series is open to all riders who hold the minimum of a valid 2026 Social MSA competition licence for Motorcycle Circuit Racing.

One-event licences will be accepted if purchased **before** the event from MSA and not on the day of the event.

All competitors who want to partake in the Red Star Raceway social events must be a RSR club member. He/she must have taken out and paid the relevant club membership fee for 2026

3. ELIGIBILITY OF MOTORCYCLES

The Series is open to all motorcycles complying with the regulations and specifications as listed in the class regulations.

4. DECLARATION OF WINNERS

4.1 The Red Star Raceway Club Series Commission, at its sole discretion, shall declare the winners of the various social classes.

4.2 The aim of the Series is to declare a Red Star Raceway social winner in each of the following classes:

- Sub 400 / SSP 400
- Masters
- RSR Premier
- RSR Core 600/1000

- Motards
- RSR Beginners

Note: Riders in the above classes require the minimum of a 2026 MSA Social circuit motorcycle licence.

4.5 Competitors will have 30 minutes after each race completion to submit an incident report. Competitors must submit protests as per part IX of the MSA GCR Handbook.

5. POINTS SCORING

5.1 Points towards the Series will be scored per race/heat on the following basis:

Po	Point
1	25
2	20
3	16
4	13
5	11

Po	Point
6	10
7	9
8	8
9	7
10	6

Po	Point
11	5
12	4
13	3
14	2
15	1

5.2 Overall positions for the day will be determined based on cumulative points scored for the various heats. A tie in points will be resolved in favour of the competitor with the greater number of first positions, failing this, seconds, thirds, etc. If a tie remains, it will be resolved in favour of the competitor with the quickest total combined race time of all heats combined for the day.

6. RACE DISTANCE

6.1 Each class will run a minimum 20-minute total race time at each race meeting, to be run over one, two or three races/heats.

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

7. FUEL

7.1 Unless specifically permitted to the contrary in individual class rules, the only fuel permitted to be used is normal pump fuel available to the general public through retail filling stations as per GCR 240.

However, notwithstanding the above, CSRA, HMG and Botts are exempted and allowed to run avgas.

7.2 Competitors are not allowed to transport fuel, other than in the fuel tank of the competition motorcycle, unless a legal permit has been obtained from the relevant authorities.

7.3 Notwithstanding any of the above provisions, the Technical Consultant (TC) acting in conjunction with the Clerk of the Course (COC) shall have the right to impose the usage of control fuel. Where no control racing fuel is available, then normal pump fuel may be used as a control fuel, at the discretion of the TC. Any competitor refusing to use control fuel when so requested will be excluded from the results/precluded from further participation in the event concerned.

8. COMPETITION NUMBERS

- 8.1 Competition numbers for all classes will be those as issued by Red Star Raceway (RSR) only.
- 8.2 Numbers 1 to 10 in each class are reserved exclusively for the preceding year's 1st through 10th championship series finishers. Any of these numbers that are not taken up will not be re-allocated and will remain unused.
- 8.3 All other numbers shall be issued on a 'first come first served' basis following receipt of a written application by RSR.
- 8.4 Numbers must comply with the following:
 - 8.4.1 Race numbers must be BIG and clear so it can be read by the Timekeeper and Judge of fact.
 - 8.4.2 The minimum permitted sizes for all numbers are: Minimum height 120 mm; Minimum width 80 mm.
 - 8.4.3 The allocated number for the rider must appear in at least three (3) places on the motorcycle, these being visible from the front and both sides.
 - 8.4.4 The number on the front may be affixed only once, either in the center of the fairing or to the side on which the timing officials are situated for the event in question.
 - 8.4.5 The two side numbers must be located on the left and the right sides of the seat or at the bottom rear of the fairing, this is if the numbers cannot fit on the seat/tailpiece.
 - 8.4.6 The numbers must be placed clearly on a WHITE background.
 - 8.4.7 In the case of a dispute concerning the legibility of numbers, the decision of the Technical Consultant or in consultation with the COC will be final.
 - 8.4.8 Where applicable, it shall be compulsory for all competing motorcycles to carry Series sponsors' decals in the stipulated positions.

9. SCRUTINEERING

- 9.1 Motorcycles must be in a clean race-worthy condition, together with approved crash helmet and gloves, all of which must be in good condition.
- 9.3 No open-ended pipe in any way may be connected to the lubrication or cooling system, sump, catch tank or other oil or water reservoir. All such pipes must terminate in a plastic or metal container of adequate capacity firmly secured to the motorcycle and all such containers must be empty at the start of any race.
- 9.4 Gearbox and 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.
- 9.5 At any time during an event, noise levels may be checked.
- 9.6 No motorcycle may compete with ethylene glycol (anti-freeze) in the cooling system.
- 9.7 All motorcycles are required to have a front brake guard that will prevent the front brake from being applied should the rider collide with another motorcycle.
- 9.8 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)
- 9.10 Full-face helmets of approved type, with Double D ring fastener, in sound condition and fitting securely must be used.
 - If goggles and/or spectacles are worn, they shall be of 'non-splinter' material.
 - Only Leather one-piece racing suit are permitted to be used.
 - Boots affording adequate protection to feet and ankles must be used.
 - Leather gloves must be worn.
- 9.11 Any requested technical inspections must commence within 20 minutes of the request being made by the relevant official/s, unless said officials to the contrary have granted permission for these to take place at a later stage as provided for in the GCR's. Failure to comply in this regard, and/or any action that may interfere

with the conducting of a technical inspections or cause it to be delayed unnecessarily, may result in the exclusion of the rider concerned.

9.12. All engines must be adequately sealed by the Technical Consultant prior to the start of the first race meeting in which the individual rider takes part. In the case of a new motorcycle, where the crate is unopened, the motorcycle will be sealed at no cost to the rider in Johannesburg. In all other cases, the costs of sealing shall be borne by the respective team or rider.

9.13 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

9.14 In the event of a “wet race” or the start of rain during a race, the provisions of SSR44 (MSA regulations) shall apply.

a. 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 tires 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. A standard cycling rain light may be used**

10. CHANGE OF COMPONENTS

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

10.2 Where a competitor wishes to change motorcycles between heats, they may do so provided:

Application is made and approved by the Stewards in writing in terms of GCR’s 99, 238 and 259

10.5 The replacement motorcycle must display the same competition number as the original motorcycle.

11. QUALIFYING FOR GRID POSITIONS

11.1 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.

11.2 It is the competitor’s responsibility to know his/her grid position prior to forming up on the grid. Please refer to the What’s App group notice board.

11.3 All Results will be put on the What’s App group notice board. Please make sure you added in the morning at Riders Briefing.

11.4 The competitor has 1 minute to form up on the grid. If the competitor is not ready, he/she will start from the back of the grid.

11.5 Delaying of the start due to indecision relating to grid positions shall render the competitor/s concerned liable to be moved to the back of the grid or excluded from the race concerned, at the discretion of the Clerk of the Course.

11.6 The starting grid will be arranged in a 3-3-3 configuration "in echelon". Each line will be offset. There will be a distance of 9 metres between each row.

12. STARTING PROCEDURE

12.1 Riders will be lined up in the pitlane.

12.2 Riders have 1 minute to form up on the grid thereafter they will start from the back of the grid. Riders are to check their grid positions beforehand, so they know where to stop after exiting the pits.

12.3 Competitors are to note that once the pit lane has closed and they commence a warmup lap/s they are deemed to be under starter's orders. Once riders come under starter's orders, no one other than riders and officials are allowed on the starting grid.

12.4 Junior riders who need assistance on the starting grid will have to start at the back of the grid, subject to approval from the COC.

12.5 After completing the sighting and warm up laps as indicated, riders are to form up on the starting grid with engines running.

12.6 When the starter is satisfied that the starting grid is correctly formed he will display a thirty (30) second signal.

12.7 A competitor who jumps the start will be given a time penalty of thirty (30) seconds

12.8 There will be Judge of Facts at all events, to confirm jump starts

13. STOPPING OF RACES - RED FLAG PROCEDURE FOR CIRCUIT MOTORCYCLE RACING

After receiving the RED FLAG, motorcycle riders are to:

- 1) Raise their hand – ***Immediately raise a hand to signal awareness of the red flag***
- 2) Move off the racing line – ***Safely move away from the racing line to avoid interference***
- 3) ***Proceed slowly*** – All motorcycles shall proceed slowly to the parc ferme area and/or pit lane (at the discretion of the Clerk of the Course) with no ***overtaking*** permitted
- 4) Parc ferme conditions will apply
- 5) ***Await*** further instructions
- 6) Riders ***remain*** under parc ferme conditions until the Clerk of the Course gives permission for crews to enter the area
- 7) ***Stopping on the Circuit*** – No rider is ***permitted*** to stop on the circuit unless the circuit is blocked, and ***passing is impossible***

It is imperative that the procedure is reiterated to competitors at riders briefing.

Any motorcycle that enters the pits for repairs, either voluntarily or at the direction of the race officials, rather than proceeding to the parc ferme area, shall be required to take the race re-start from pit lane and, in addition, may have a time penalty added to its eventual race time, at the discretion of the Clerk of the Course. Any such penalties shall normally only be considered for imposition on competitors whose actions/driving conduct led to the race being stopped and/or those who gained an advantage by pitting rather than taking the normal re-start.

Race officials may conduct random checks before and/or after practice sessions and/or races to verify that helmet straps are correctly fastened, properly adjusted, and securely tightened to ensure rider safety.

14. PARC FERME

14.1 All competitors who complete 66% of the total race distance shall report to Parc-fermé immediately after the race.

14.2 One parent or Mechanic is allowed in Parc-fermé after the race. The COC will conduct a debriefing session with the riders

- 14.3 Access to the Parc-fermé is limited to the rider plus one (1) assistant. Failure to adhere to this requirement may result in the exclusion of the offending rider
- 14.4 Protests concerning technical eligibility of a motorcycle must be submitted as per MSA GCR Handbook part IX.

15. GENREAL REGULATIONS

- 15.1 There is no restriction on practice. Competitors may practice at any circuit at any time.
- 15.2 The riders must have their own Generators which they bring to the Racetrack as the Track power is not always available with load shedding
- 15.3 Fluid containers other than for drinks or clear water are prohibited in the pre-race paddock (where applicable) and/or on the grid unless the Clerk of the Course to the contrary has granted prior permission.
- 15.4 The regulations make provision for the use of a pre-race facility (paddock). The Clerk of the Course shall have the discretion to decide whether to make use of such a facility at a particular event and shall advise his intentions in this regard during Riders’ Briefing or via a Bulletin.
- 15.5 Any act by any member of any team that threatens the timeous starting of a race, or that causes a race start to be delayed, may result in the associated rider being penalized
- 15.6 Any interference by any member of any team with the timing personnel and/or their equipment, may lead to the associated rider being penalized.
- 15.7 Riders failing to attend riders’ briefing, without being excused by the Clerk of the Course, shall be required to start all the races at the event from the back of the grid

16. SSP 400 & SUB 400 CLASS

- 16.1 To declare a 2026 SSC Social Winner for SSP400 and SSP Sub400.
- 16.2 These riders will race in a combined class but will be scored separately
- 16.3 The above in ART 16.2 is done to allow riders to build their racing experience, skill, improve lap times and, depending on individual ability, to progress further to the bigger classes.
- 16.4 Each race round of the Season will consist of two separate heats.
- 16.5 All Classes will start Race 1 on the same grid as per the Official Qualifying session.
- 16.6 The grid positions for Race 2 shall be the same position as Race 1.
- 16.7 Riders will be classed according to their Lap times around Red Star Raceway using the following criteria:

SSP400	SSP Sub400
2:10 and below	2:11 and higher

- 16.8 Both Classes will have a 1st, 2nd & 3rd place winners. (Based on the number of entries)
- 16.9 Where qualifying times have not been recorded for whatever reason, grid positions for Race 1 and 2 will be from the back of the grid.

16.10 ELIGIBILITY OF RIDER

- 16.10.1 This class is open to riders from 01 January of the year in which they turn 13 years old.
- 16.10.2 Riders must be in possession of a valid 2026 MSA Social circuit motorcycle licence.
- 16.10.3 No competitors that have previously held or currently hold an FIM International or MSA National race licence will be allowed to compete or practice in this class.

16.11 ELIGIBILITY OF MOTORCYCLE

16.11.1 Only Motorcycles between 250,300cc, 400cc and 500cc (Twin Engine), four stroke will be eligible to compete in this class.

16.11.2 The following motorcycles will be eligible:

- Honda CBR500R
- Kawasaki ZX250
- Honda CBR 250
- Kawasaki Ninja 300 (EX300ADF)
- Kawasaki Ninja 400 (EX400G/H/J)
- KTM RC390
- Yamaha YZF-R3

16.11.3 There is no restriction on any performance modifications that may be done on the motorcycle, exhaust, air filter, suspension, tuning etc.

No Super Charging, Turbo Charging or NOS is permitted.

17. RSR CORE 600/1000

17.1. To allow riders to build their racing experience, skill, improve lap times and, depending on individual ability, to progress further to other classes.

17.3. To allow RSR riders an opportunity of competing on motorcycles 600cc and larger.

17.4. Any rider lower than a 2,04 minute lap time will be moved to the RSR Premier Class, with half their current points in this class at the next race on the same day.

17.5. ELIGIBILITY OF RIDER

17.5.1. Riders are permitted to compete from the year of their 16th birthday with the maximum age limit for this class is 75 years old.

17.5.3. Riders shall be eligible for trophies or medals for 1st, 2nd, and 3rd.

17.5.4. Riders must be in possession of a 2026 MSA Social licence valid for motorcycle circuit racing and issued by MSA.

17.5.5. Eligibility is determined by the rider's average lap times. Any rider who laps slower than the specified average lap times will be eligible to compete in this class.

~~17.5.6. Holders of a FIM International or National licence are not permitted to enter the class.~~

17.6. ELIGIBILITY OF MOTORCYCLE

17.6.1. Only 600cc and larger capacity motorcycles are permitted to take part.

17.6.2. No Super Moto/Super Motard machines will be eligible to compete.

17.6.3. The only restriction on tyres is that they are supplied through a homologated importer/distributor.

17.6.4. There is no restriction on any performance modifications that may be done on the motorcycle, exhaust, air filter, suspension, tuning etc. No Super Charging, Turbo Charging or NOS is allowed.

17.6.5. Silencers must be fitted to all motorcycles.

18. RSR BEGINNERS

18.1 To provide an entry level class for new riders who are normally Street going and now want to race.

- 18.2 The riders lap times must be slower than 2.200 minutes per lap. Riders that go faster than the stipulated lap time will be bumped up to RSR Core with half their points at their next Race on the same day.
- 18.3 Starting positions for heat 1 and heat 2 will be based on each rider's best and second-best lap time set during qualifying. The fastest lap time starting on the front of the grid.
Riders who do not set a time in qualifying will start from the back of the grid.
Any rider posting a lap time faster than a 2.10 minute in race 2 on the race day will be moved to RSR Core class for the next Race meeting

18.3. ELIGIBILITY OF RIDERS

- 18.3.1 Riders must be in possession of a valid 2026 MSA Social circuit motorcycle licence.
- 18.3.2 Riders will be eligible to compete from the year of their 16th birthday with the maximum age limit is 75 years old.
- 18.3.5 This class is only open to competitors who have never competed before. Riders that have previous racing experience will not qualify for this class, and they must enter the RSR Core 600/1000.

18.4 ELIGIBILITY OF MOTORCYCLES

- 18.4.1 Motorcycles with a capacity greater than 500cc four stroke.
- 18.4.2 Super Motards are not allowed to participate.
- 18.4.3 Turbo Charging, Super Charging or Nitrous Oxide boosting is not permitted.
- 18.4.4 There are no restrictions on the permitted modifications in this class providing that the motorcycle complies with any applicable MSA Circuit Racing SSR's.
- 18.4.5 Silencers must be fitted to all motorcycles.
- 18.4.6 Oil filler cap, sump plugs, and oil filter must be locked wired.
- 18.4.7 Front brake pads and callipers must be lock wired.
- 18.4.8 Mirrors must be removed
- 18.4.9 Side stands to be fastened or removed.
- 18.4.10 Headlights, taillights and indicators to be securely taped.
- 18.5.11 Road motorcycles are permitted and Race Motorcycles in race trim
- 18.5.12 Competition numbers will be allocated on a first come first serve basis as entries are received.
All numbers must be black on a white background in an Arial Bold font.

19. MASTERS CLASS

19.1. ELIGIBILITY OF RIDER

- 19.1.2 Riders shall be eligible for master's Class from the year of their 40th birthday the maximum age is 75.
- 19.1.4 Riders shall be in possession of a social licence valid for motorcycle circuit racing and issued by MSA.
- ~~19.1.5 Holders of a National licence are not permitted to enter the class.~~

19.2 ELIGIBILITY OF MOTORCYCLE

- 19.2.1. Motorcycles with a four-stroke engine and a capacity of 600cc or greater.
- 19.2.2. No Super Moto/Super Motard machines are eligible to compete.
- 19.2.3 There is no restriction on any performance modifications that may be done on the motorcycle, exhaust, air filter, suspension, tuning etc. No Super Charging, Turbo Charging or NOS is allowed.
- 19.2.4. The only restriction on tyres is that they are supplied through a homologated importer/distributor.
- 19.2.5. Silencers must be fitted to all motorcycles.

20. RSR PREMIER

To allow riders to build their racing experience, skill, improve lap times and, depending on individual ability, to progress further to other regional racing classes.

20.1. ELIGIBILITY OF RIDER

- 20.1.1 Competitors must be 16 years of age with the maximum age limit is 75 years old.
- 20.1.2 Riders must be in possession of a social licence valid for motorcycle circuit racing and issued by MSA.
- 20.1.3 Eligibility is determined by the rider's average lap times. Any rider who laps slower than the specified average lap times will be eligible to compete in this class.

~~20.1.4 Holders of a MSA National licence for circuit motorcycle racing are not permitted to enter this class~~

20.2 ELIGIBILITY OF MOTORCYCLE

- 20.2.1. Only motorcycles with an engine capacity of 600cc and larger superbike motorcycles are permitted to take part.
GROUP A: 1000CC motorcycles **GROUP B:** 600 cc Motorcycles
- 20.2.2. No Super Moto/Super Motard machines will be eligible to compete.
- 20.2.3. No Road Motorcycles are permitted only motorcycles in full race trim are permitted
- 20.2.4. The only restriction on tyres is that they are supplied through a homologated importer/distributor.
- 20.2.5. There is no restriction on any performance modifications that may be done on the motorcycle, exhaust, air filter, suspension, tuning etc. No Super Charging, Turbo Charging or NOS is allowed.
- 20.2.6. Silencers must be fitted to all motorcycles.

21. RED STAR SUPER MOTARDS

- 21.1 To allow riders to build their racing experience, skill, improve lap times and, depending on individual ability

21.2. ELIGIBILITY OF RIDER

- 21.2.1. Competitors must be 16 years of age with the maximum age limit is 75 years old.
- 21.2.2. Riders must be in possession of a social licence valid for motorcycle circuit racing and issued by MSA.
- 21.2.3. Eligibility is determined by the rider's average lap times. Any rider who laps slower than the specified average lap times will be eligible to compete in this class.

~~21.2.4 Holders of a MSA National licence for circuit motorcycle racing are not permitted to enter the class~~

21.3. ELIGIBILITY OF MOTORCYCLE

- 21.3.1. Only 600cc and larger capacity Motard motorcycles are permitted to take part.
- 21.3.2. The only restriction on tyres is that they are supplied through a homologated importer/distributor.
- 21.3.3. There is no restriction on any performance modifications that may be done on the motorcycle, exhaust, air filter, suspension, tuning etc. No Super charging, Turbo charging or NOS is allowed.
- 21.3.4. All motorcycles must be fitted with guards on their foot pegs and handlebars.
- 21.3.5. Silencers must be fitted to all motorcycles.
- 21.3.6 When a Series sponsor is finalized, all competitors are required to display one sponsor's sticker on either side of their motorcycle which is in a clearly visible position while the rider is seated on the motorcycle.

22. RED STAR SUPER MOTARDS MASTERS

22.1. ELIGIBILITY OF RIDER

- 22.2.1. Competitors will be eligible from the year of their 40th birthday with the maximum age limit is 75 years old.
- 22.2.2. Riders must be in possession of a 2026 MSA Social licence valid for motorcycle circuit racing

22.3. ELIGIBILITY OF MOTORCYCLE

- 23.1. Only Motorcycles between 150cc and 300cc will be eligible to compete in this class.
- 23.2. No Super Moto/Super Motard machines will be eligible to compete.
- 23.3. There is no restriction on any performance modifications that may be done on the motorcycle, exhaust, air filter, suspension, tuning etc. No super charging, turbo charging or NOS is allowed.
- 23.4. All Motards must be fitted with guards on their handlebars and foot pegs.

23. NSF 100 CLASS – REFER TO THE MSA SHORT CIRCUIT GP SSRs

- ~~23.1 Open to all competitors from the year of their 7th birthday to the year they turn 13 years old.~~
- ~~23.2 Riders must be in possession of a 2026 MSA Social licence valid for motorcycle circuit racing~~
- ~~23.3 The motorcycles remain with SAMRA from the start of the racing Series 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.~~
- ~~23.4 Damage to footrests, handlebars, levers etc. will be for the riders account and will be charged for at a set rate that will be available to everyone.~~
- ~~23.5 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 must be kept in a clean and presentable condition.~~
- ~~23.6 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.~~
- ~~23.7 The main fairing and belly pan are to remain totally clear for possible future sponsorship coverage. The riders name may be placed on the sides of the screen.~~
- ~~23.8 Motorcycles shall be supplied and delivered to each race on behalf of all the participants. Two spare motorcycles will be made available for breakdowns and accidents on the day~~
- ~~23.9 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.~~
- ~~23.10 Participants in the Series shall not race / test / practice on a Honda NSF100 motorcycle except those provided by SAMRA.~~
- ~~23.11 The motorcycles are under no circumstances whatsoever to be used for individual private practice. If a practice day is organized, it shall be open to all registered SAMRA competitors, plus any potential newcomers.~~
- ~~23.12 Participants in the Series shall, at random, draw a disk engraved with a number of a motorcycle out of a 'hat'. They will race that motorcycle at the race in question. This serves to ensure fair and equal machinery between all the participants. This ruling may be changed at SAMRA's discretion.~~
- ~~23.13 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 all outstanding payments have been made.~~
- ~~23.15 SAMRA will approve competition numbers, on application, to riders. Such numbers will be valid for the duration of the Series. Numbers shall be allocated on a first come first served basis and will start at "11". No triple digit numbers are permitted.~~
- ~~23.16 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.~~

~~23.17 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.~~

24. ADMINISTRATION

- 24.1 All administration for the social Series will be conducted on the Red Star Raceway and MSA's web site www.msaonline.co.za
- 24.2 The SRs for each event will be uploaded onto the web site and from there they will be emailed to all competitors or can be downloaded off the Red Star Raceway Website or MSA's website
- 24.3 All Proof of payments to be sent to accounts@redstarraceway.co.za and documentationuser@redstarraceway.co.za.
- 24.4 All competitors are required to register their allocated number on the web site for each class they are competing in after they have been allocated the number by Tracylynn.
- 24.5 All competitors are required to enter online – NO manual entries will be accepted.
- 24.6 All competitors are required to always keep their personal information on the web site up to date.
- 24.7. Contact Details
Red Star Raceway - Web: www.redstarraceway.co.za
Proof of Payments: Entries : www.redstarraceway.co.za or accounts@redstarraceway.co.za and documentationuser@redstarraceway.co.za.
Tracylynn Venter - tracylynn@redstarraceway.co.za
Charmaine Hartley - documentationuser@redstarraceway.co.za