



2025

National Challenge and Club Standing Supplementary
Regulations

Motorcycle Racing Series South Africa



Version 2

4 FEBRUARY 2025

REVIEW AND AMENDMENTS

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

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

AMENDMENT RECORD

<i>Modified SSR / Art</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
APPENDIX 1 – SUZUKI GSX-8R	04.02.2025	04.02.2025	REGULATIONS ADDED

Contents

1. GENERAL – ALL CLASSES	3
2. EVENTS	3
3. TYRES AND FUEL.....	3
4. ELIGIBILITY OF COMPETITORS.....	3
5. CLASSES	4
6. POINT SCORING.....	4
7. COMPETITION NUMBERS.....	5
8. TECHNICAL AND SCRUTINEERING	6
9. RACE FORMAT.....	7
10.GENERAL RULES	8
11.SUB 500 CLASS:	9
12.MASTERS CLASS	9
13.SUPER 600 SBK CLASS	10
14.SUPER 1000 SBK CLASS \ UNLIMITED 1000	10
15.BOTTS/V4 CLASS	10
16.OPEN SUPERBIKE CLASS.....	10
17.ADMINISTRATION	11
APPENDIX 1 – SUZUKI GSX-8R CUP REGULATIONS	12

These regulations are to be read in conjunction with the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA).

1. GENERAL – ALL CLASSES

- 1.1. The series shall be of National Challenge and Club. A National Challenge winner will be declared in each of the nominated National Challenge classes, provided a minimum of 6 competitors compete in each class.
- 1.2. Environmental mats are compulsory to be used at all events for all competitors. Refer to Appendix 11 of the MSA environmental code.
- 1.3. These regulations will apply for the calendar year of 2025.
- 1.4. The controllers will be the Motorcycle Racing Series SA NPC with the oversight guidance of SAES management. Each competitor shall participate in any competition voluntarily at their own risk, acknowledging the risks, dangers and perils attendant upon motor racing, its rules, and the technical specifications for the competition vehicle.
- 1.5. The SAES reserves the right to refuse any entry that feels does not fulfil the ethos and objectives of both the SAES and MRSSA management.
- 1.6. Protests and appeals refer to the MSA GCR handbook.
- 1.7. Scale of penalties will be as per the MSA GCR handbook

2. EVENTS

The 2025 Motorcycle Racing Series SA Calendar is available on MRSSA website page. www.motorcyclercingseriessa.org and the SAES official website at www.saeseries.com

The Calendar for the 2025 South African Endurance Series as issued by MSA is:

Circuit	Domicile	Date
1. Zwartkops Raceway	Pretoria West	22 nd February
2. Aldo Scribante	Port Elizabeth	05 th April
3. Killarney Raceway	Cape Town	07 th June
4. Kyalami	Midrand	26 th July
5. Zwartkops	Pretoria West	27 th September
6. Kyalami	Midrand	28 th November

3. TYRES AND FUEL

- 3.1 Any brand of road or race tyre may be used.
- 3.2 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. MR12 additives and any derivatives are prohibited in all classes.

4. ELIGIBILITY OF COMPETITORS

- 4.1 Competitors shall be eligible to compete in the relevant class as per the required minimum age specified under each Class.
- 4.2 The series is open to all Competitors who hold current valid MSA Regional and or Club Circuit motorcycle Licences for the classes they are competing in. The MSA medical insurance is mandatory for all licences

5. CLASSES

5.1 The objective of the championship will be for competitors to compete in either Senior or Junior time-based classes. Competitors will be assigned their classes from the first race of the championship based on their times by the COC and Promoter. Should a competitor be assigned to a National Challenge class and have a club licence, they will be contacted by MSA to upgrade their licence after the first round of the championship.

Open Superbikes

Unlimited 1000

Masters/Botts

Sub 500

1000 SBK

600 SBK

Suzuki GSX-8R Cup

Classics

HMG

5.2. All riders in the series will be classified as below:

Social Novice: Riders in their first year in Circuit racing and / or slower than 120% of the pole time of the Challenge classes.

National Challenge: Riders with more than one year racing experience and / or quicker than 120% of the pole position of the Challenge classes.

5.3 Only competitors who have entered via the SAES onGRID app system may participate in the series.

6. POINT SCORING

6.1 There shall be no fewer than an average of six (6) starters per class across the season for that class to qualify as an event. To be classified as a starter a competitor must participate in at least the official qualifying session, as per the SR's for the event, and/or participate in the race/event itself. Refer to GCR 230/266.

6.2 Any class that is unable to provide 6 starters per event for 3 events will be cancelled at the discretion of the organisers or **combined** with another class, subject to consent of that class.

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

Position	Points
1	25
2	20
3	16
4	13
5	11

Position	Points
6	10
7	9
8	8
9	7
10	6

Position	Points
11	5
12	4
13	3
14	2
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.

6.4 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).

6.5 Separation of Ties

6.5.1 A tie will be resolved in favour of the competitor having the greater number of heat wins.

6.5.2 If the tie is not so resolved then the greater number of second positions will count, failing this third positions and so on.

7. COMPETITION NUMBERS

7.1.0 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.

7.1.1 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.

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

7.1.3 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 50 metres.

7.1.4 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.

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

8. TECHNICAL AND SCRUTINEERING

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

8.1.1 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.

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

8.1.3 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.

8.1.4 Silencers must be fitted to all motorcycles.

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

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

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

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

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

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

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

8.1.12 Leather one-piece racing suit.

8.1.13 Boots affording adequate protection to feet and ankles.

8.1.14 Leather gloves.

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

8.1.16 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:

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

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

9. RACE FORMAT

9.1.0 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.

9.1.1 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).

9.1.2 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.

9.1.3 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 or grid position.

9.2 Starting Procedure

9.2.0 Refer to the MSA Circuit racing SSR's 38.

9.2.1 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.

9.3 Jump Starts

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

9.4 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.

9.5 Red Flag

In the event of a red flag, all riders shall proceed slowly to the start area with no passing being permitted. On reaching the start area, parc ferme conditions will apply.

If 75% 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 75% of the scheduled distance:

- The race shall be deemed to be in two distinct parts. 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 required to complete the scheduled race distance.
- The classification of the second part will determine the riders finishing position.
- 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. No spare motorcycle/s will be permitted.
- If a rider/s enters the pits instead of forming up on the grid the rider/s 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 full time or distance will be covered.

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.

10. GENERAL RULES

- 10.1 There is no restriction on practice. Competitors may practice at any circuit at any time.
- 10.2 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.
- 10.3 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.
- 10.4 Any interference by any member of any team with the timing personnel and/or their equipment, may lead to the associated rider being penalised.
- 10.5 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.
- 10.6 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.
- 10.7 The Track Day Rider Class will have no Official Practice, Qualifying or Races. It will only be a allocated time period/session where the rider can circulate. The time period/session will start when pitlane opens, and will

end with a chequered flag when the allocated time/session has lapsed. **NO LIGHTS ON – LIGHTS OFF. It is not a race.**

11. SUB 500 CLASS:

11.1 Eligibility of Rider

Competitors shall be eligible for the Sub 500 Class from 01 January of the year in which they turn 13 (thirteen) years old.

11.2 Eligibility of Motorcycle

11.2.0 Motorcycles with an engine capacity 500 or lower.

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

11.2.2 Turbo-charging, supercharging or nitrous oxide boosting are not permitted.

11.2.3 Engine capacity of motorcycles is unlimited.

11.2.4 There are no restrictions on the permitted modifications in this class

11.2.5 Silencers must be fitted to all motorcycles

12. MASTERS CLASS

12.1 Eligibility of Rider

Competitors shall be eligible for the Master's Class from 01 January of the year in which they turn 40 (forty) years old.

12.2 Eligibility of Motorcycle

12.2.0 Motorcycles with an engine capacity 600cc or greater.

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

12.2.2 Turbo-charging, supercharging or nitrous oxide boosting are not permitted.

12.2.3 Engine capacity of motorcycles is unlimited.

12.2.4 There are no restrictions on the permitted modifications in this class

12.2.5 Silencers must be fitted to all motorcycles

13. SUPER 600 SBK CLASS

13.1 Eligibility of Rider:

13.1.0 Open to riders deemed by MSA to have suitable previous racing experience from the year of their 15th birthday – Refer to MSA Circuit racing SSR1.

13.2 Eligibility of Motorcycle

13.2.0 Engine capacity of motorcycles is **minimum of 600cc / 4 cylinder or 750 2 / cylinders/ Suzuki GSX-8R**

13.2.1 There are no restrictions on the permitted modifications in this class.

14. SUPER 1000 SBK CLASS \ UNLIMITED 1000

14.1 Eligibility of Rider

14.1.0 Competitors must not be less than 18 years of age.

14.2 Eligibility of Motorcycle

14.2.0 Engine capacity of motorcycles is unlimited.

14.2.1 There are no restrictions on the permitted modifications in this class.

15. BOTTS/V4 CLASS

15.1 Eligibility of Rider

15.1.0 Competitors are eligible from the year of their 21th birthday.

15.2 Eligibility of Motorcycle

15.2.0 The BOTTS championship shall be open to all motorcycles with a V cylinder four-stroke engine.

15.2.1 Turbo-charging, supercharging or nitrous oxide boosting are not permitted.

15.2.2 Engine capacity of motorcycles is unlimited.

15.2.3 There are no restrictions on the permitted modifications in this class.

16. OPEN SUPERBIKE CLASS

16.1 Objective of Class

16.1.0 To provide an entry level race format for novice racers to compete with other Competitors of a similar skill level without being intimidated by faster Competitors.

16.1.1 To allow Competitors to build their racing experience, skill, improve lap times.

16.1.2 To provide a beginner race class with the aim to attract Competitors who have the confidence to progress from track days.

16.2 Eligibility of Rider

16.2.0 Competitors will be eligible from the year of their 16th birthday on a 600cc motorcycle, or 18th birthday on a 1000cc motorcycle.

16.2.1 Competitors who have previously held a regional or national licence will not be permitted to enter the class.

16.2.2 Eligibility is determined by the Break Out Time lap times below. Any rider who laps slower than the Break Out Time lap times will be eligible to compete in this class.

16.2.3 During the course of a race weekend, any rider who records a lap time faster than the Break Out 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 and will not be allowed to continue competing in future Open Superbike Class events.

16.3 Eligible Lap Times per Circuit

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

16.4 Eligibility of Motorcycle

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

16.4.1 Turbo-charging, supercharging or nitrous oxide boosting are not permitted.

16.4.2 Engine capacity of motorcycles is unlimited.

16.4.3 There are no restrictions on the permitted modifications in this class.

17. ADMINISTRATION

17.1 Administration of the series and organising of the events will be conducted by SAES.

17.2 Invoices will be generated and emailed to competitors and are required to be paid in full by the date stipulated on the onGRID System.

APPENDIX 1 – SUZUKI GSX-8R CUP REGULATIONS

SPORTING REGULATIONS

1. CONTROL

- 1.1 These regulations are drafted by the Suzuki GSX-8R Cup committee in consultation with the series sponsors and riders for final approval and publication by MSA. MSA shall have overriding authority in all aspects of the regulations. Every Rider will be personally responsible, to abide by the terms of these regulations. Suzuki Auto South Africa PTY (Ltd) are the official importers of Suzuki Motorcycles.
- 1.2 If there is a conflict between the MSA regulations and the Suzuki GSX-8R Cup regulations, the Suzuki GSX-8R Cup regulations take preference.
- 1.3 The Committee reserves the right to make any changes to these regulations. All changes will be published by MSA and noted on the amendment record.

2. ELIGIBILITY

- 2.1 The Championship is open to all holders of a valid national regional and club circuit motorcycle competition licences issued by Motorsport South Africa.
- 2.2 The Suzuki GSX-8R Cup Committee reserves the right to refuse an entry should they determine that the vehicle or the rider does not comply with the regulations.
- 2.3 The club championship is open to riders from 1 January of the year of their 16th birthday.

3. AIM OF THE CHAMPIONSHIP

- 3.1 The aim of the championship is to declare an Overall Suzuki GSX-8R Cup Club Champion.
- 3.2 An average of 6 starters are required to declare a Champion in each class.

4. CHAMPIONSHIP POINTS

- 4.1 All riders taking part in a race will be eligible to receive points, subject to them finishing at least 2/3 of the race distance achieved by the winner.
- 4.2 Points will be scored per race on the following basis:

Place	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th	11 th	12 th	13 th	14 th	15 th
Points	25	20	16	13	11	10	9	8	7	6	5	4	3	2	1

4.3

Separation of ties - The competitor with the greater number of first place points in all championship races will be declared the champion. If this does not resolve the tie then the greater number of seconds, failing this, thirds and so on will be used to resolve the tie. If a tie remains, then MSA will declare a winner on such basis as it deems fit.

- 4.4 Trophies will be awarded for 1st, 2nd, and 3rd place competitors. The organiser has the right to limit the number of trophies based on the number of entries.

5. RACE SPECIFICATIONS

- 5.1 The Suzuki GSX-8R Cup will form part of the SAES Endurance Series events and shall generally include events during a calendar year as per the calendar published by MSA.
- 5.2 A cancelled event may be rescheduled subject to at least six weeks' notice being given to competitors. If it is necessary to cancel an event for extraordinary reasons, damage compensation claims will not be recognised (see GCR 244).
- 5.3 The race will be conducted in accordance with these regulations, as well as the general competition rules and standings supplementary regulations laid down by MSA
- 5.4 The number of grid positions available for each event of the Suzuki GSX-8R Cup shall be determined according to the maximum number of starters for each circuit permitted by MSA.

- 5.5 There will be four qualifying sessions and two races of 8-15 laps per event. After each qualifying session and races all motorcycles shall be held in a *perc fermé* for a period to be decided by the C.O.C. but not less than 15 minutes. Each rider is responsible for this. If this is not complied with, then the rider will be excluded from that session and/or race/s (unless the rider has crashed or is stranded out on track waiting for recovery)
- 5.6 Grid positions for Race 1 and Race 2 shall be determined by the means of qualifying times.
- 5.7 In the event of a “wet race” or the start of rain during a race, the provisions of SSR44 (MSA regulations) shall apply.
- 5.8 If a rider has an accident during qualifying or during a race (i.e., the motorcycle is on the ground) the rider concerned shall be permitted to take further part in the qualifying session or race in which the accident occurred, unless prohibited by the marshals from doing so. Subsequently the motorcycle must be re-scrutineered before participation in any further races. If a marshal/official should point out any major defect (e.g., Leaking oil) the rider may not continue with either qualifying or the race. Failure to comply will result in offenders been excluded from the entire event.
- 5.9 Participation in all official rider meetings/briefings is compulsory for all riders. Alternatively, the person responsible for the team is authorised to represent the rider at these official meetings. The penalty for non-attendance will be 5 seconds added to the race time of the next heat participated in. Repeated violations can result in exclusion from the remainder of the 2025 season.

6. NUMBERS, SPONSORS, ADVERTISING AND OTHER MARKINGS

- 6.1 The Suzuki GSX-8R Cup Committee is authorised to make use of indicated areas on all competing motorcycles for the purpose of the display of the series sponsor advertising material. The display of such sponsor material is a condition of entry to the series and is a scrutineering requirement. Non-defined areas are available for use by personal sponsors. These may not be in direct competition with Suzuki or partners of the Suzuki GSX-8R Cup and are to be presented to the marketing advisor for authorisation.
- 6.2 By participating in the Suzuki GSX-8R Cup all teams and riders declare their consent to their utilisation by Suzuki Auto South Africa PTY (Ltd) or its partners participating in the series for the publicity purposes without remuneration. This also applies to any clothing, pictorial or film material.
- 6.3 All copyrights and picture rights (all formats) regarding the riders, vehicles, and racing events rest with Suzuki GSX-8R Cup and the Committee.
- 6.4 Competition numbers on the motorcycle shall comply with the provisions of SSR 4. Red on a white background.
- 6.5 Dimensions for the digits
Minimum height: 12 cm
Minimum Thickness: 2.5cm
Minimum Width: 8cm

7. PENALTIES, PROTESTS AND APPEALS

- 7.1 All protests and appeals are to be made in writing and in accordance with Part IX of the MSA General Competition Rules.
- 7.2 Should a competitor protest a fellow competitor regarding an engine technical matter, the first step will be to Dyno test both motorcycles, to compare the two motorcycles.
Should the protested motorcycle require disassembly, and it is found that the motorcycle conforms to the technical regulations, then the cost for disassembly, reassembly, all new spares including officials cost required for this process will be borne by the protester.
The extent of these costs will be determined by the GSX8R Cup technical committee and or with the MSA Technical consultant, at their sole discretion.
Failure to comply with this requirement may result in exclusion from the remaining calendar events.
- 7.3 Video/photo material may be used for all protests concerning racing incidents.
- 7.4 The Clerk of the Course may preclude the further participation of any rider who is felt to constitute a danger to himself or other competitors.

- 7.5 Notwithstanding the provisions of SSR38, a jump start will be penalised by a 30 (thirty) second time penalty added to the total race time of the respective rider for the race in which the infringement occurred.
- 7.6 The COC and GSX8R Cup Committee reserves the right to take disciplinary action against any competitor in respect of instance of unsportsmanlike behaviour, in particular unsporting riding, behaviour damaging the reputation of MSA, Suzuki Auto SA, The GSX8R Cup or the series sponsors etc. Any transgression as referred to in the rules and regulations will be dealt with according to the disciplinary code of conduct. Any person having their membership revoked in the past will never be able to join the GSX8R Cup series again.
- 7.7 The Stewards or the COC when specifically provided for in these Sporting Regulations, may inflict on any competitor one or more of the following sanctions:
- a. A written warning
 - b. A written reprimand
 - c. A fine (as prescribed in the GCR's for the relevant offences)
 - d. A Time penalty via:
 1. Adding of time scored in practices/qualifying and or race.
 2. 5 second penalty
 3. 10 seconds penalty
 4. Cancellation of practice/qualifying time(s).
 5. Compulsory race start from the back of the grid.
 6. Loss of positions in the results.
 - e. Loss of positions on the starting grid.
 - f. Lap penalties
 - g. Exclusion / preclusion.
 - h. Technical infringement – Upon recommendation from the TC exclusion from the race and/or deletion of qualifying times.

TECHNICAL REGULATIONS

NOTE: Whatever is not specifically allowed in these rules, is disallowed. The OEM / original / Standard (as per OEM Service and Parts manuals) apply.

8. GENERAL TECHNICAL REGULATIONS

- 8.1 Prior to the start of each event, the appointed technical consultant will carry out an inspection on each competing motorcycle to ensure they are following the regulations. The competitor/entrant is to abide by the instructions given by the technical consultant. The competitor or the entrant is responsible for ensuring that the motorcycle is compliant with the technical regulations.
- 8.2 The technical consultant will check the following protective gear:
- i. Full face helmets of approved type (i.e., with 'Double D' fastener), in sound condition and fitting securely. They must be properly fastened and worn by all riders during practice/qualifying and racing. If goggles and/or spectacles are worn with the above, they shall be of 'non-splinter' material.
 - ii. Protective clothing as detailed below, in good condition and free from tears, holes or other defects affecting its safety effectiveness, must be worn during practice and racing:
 1. Leather one-piece racing suit.
 2. Boots affording adequate protection to feet and ankles.
 3. Leather gloves.
- 8.3 Motorcycles found not in compliance with the regulations may be excluded from the competition and further penalties may be imposed in accordance with MSA GCR's and as per point 7 above. In the case of gross and deliberate violation of the regulations, the participant may be excluded from all remaining race events.
- 8.4 The technical consultant reserves the right to perform spot checks on various motorcycles at any time during the event. The Technical Consultant may impound a motorcycle in consultation with the Clerk of the Course or the Stewards. Competitors/entrants are exclusively responsible for the disassembly and reassembly of the

motorcycles as requested by the technical inspector, as well as any associated expenses, should the motorcycle be found to be non-compliant with the technical regulations. Any part/component found not to comply with the regulations, and which is incapable of being brought back into specification in a permitted manner, may be confiscated and retained by MSA to prevent its continued use in events. **Note: Should a rider need to make modifications to their motorcycle (either medical reasons or non availability of a part) said modifications need to be requested in writing (with supporting documentation) with the committee and voted on by the committee. If approved, an official letter will be drawn up and kept on file.**

- 8.5 Motorcycles involved in an accident during an event must be presented to the technical consultant immediately after the session in which the accident occurred. A further technical inspection is required prior to the motorcycle further participation in practice/qualifying or racing. If it becomes necessary during a racing event to reconstruct a vehicle because of extensive accident damage and/or severe engine or gearbox damage or if it must be replaced by a new vehicle, this may only be undertaken with the approval of the technical consultant. In such a case, a further technical inspection of the vehicle is required. No further exchange of vehicle will be permitted during an event. All permitted or required alterations to the vehicle are described in these regulations.
- 8.6 The TC will have a record of the following at every race event on file:
- a. Rider's details
 - b. Bike Entry Number
 - c. Bike VIN Number
 - d. Engine Number
 - e. ECU Seal Number
 - f. Engine seal number
 - g. Rear shock seal Number
 - h. A copy of the dyno run graph when the engine was sealed.
 - i. A copy of the rear shock dyno graph.

9. MOTORCYCLE ELIGIBILITY

- 9.1 The only eligible motorcycles allowed to compete will be the:
2024/2025 Suzuki GSX-8R.
- 9.2 The vehicle must possess an original Suzuki vehicle identification number (VIN) on the frame in the respective national format of the supplying country. This may not be subsequently altered. Only vehicles imported by Suzuki Auto South Africa PTY (Ltd) may be used. No grey or parallel imported motorcycles of this model will be permitted to participate in the championship series.
- 9.3 Beyond manufacturer tolerances, all alterations are prohibited. Minor changes will be allowed for purposes of close racing and safety.
- 9.4 All parts, except for those comprising of the approved additional racing kit and certain specifically defined additionally specified parts, must be of the same type and year model as the motorcycle and their condition in use must be within the tolerances stated in the OEM Service manual and in the manufacturer's guidelines.
- 9.5 With the exception of the additional racing kit, only Genuine Suzuki GSX-8R parts may be used.
Allowable additional racing kit includes:
- a. After market Racing fairings, mudguards and bodywork conforming in principle to the homologated shape as originally produced by the manufacturer.
 - b. Braided hoses for both front and rear braking systems bypassing the ABS unit are allowed. ABS unit must remain and be connected to maintain the Traction control function.
 - c. After market rear sets may be fitted.
 - d. Crash protection kits (crash bobbins, mushrooms, engine covers, etc.) may be fitted.
 - e. Handlebars ends, grips, clutch and brake levers may be changed with aftermarket ones.
 - f. Approved exhaust system must be fitted.
 - g. A brake lever guard and chain protector (shark fin) must be fitted.
 - h. Aftermarket batteries with the same specification as the OEM battery may be used.

- i. After market steering damper may be fitted.
- j. Final drive sprockets and chain may be changed

To enable some of these additional parts (Racing bodywork, Rear sets, Exhaust systems) to be made as cost effective as possible for competitors, they may be restricted to a single supplier/Brand.

10. ENGINES/ECU

- a. The engine identification number must be visible and legible.
- b. All engines, new or used, will be inspected and sealed by the technical consultant.
- c. No motorcycle will be eligible to race without a sealed engine.
- d. ECU's are to be flashed with the series approved map.

The following options can be selected by each individual member:

- Disable Evap / Purge Valve (may be removed entirely)
 - Disable Stock O2 Sensor (may be removed entirely)
 - Disable PAIR Valve / AIS (may be removed entirely)
 - ECU will be locked and sealed after the requested changes have been made.
 - The engine casing, cylinder and cylinder heads must be sealed.
- e. The elements of the engine must be in their original condition and within the manufacturer's tolerance range (see service manual and manufacturer's guidelines). Any change effected by removing or adding any material, such as deburring, addition or removal of seals, balancing components, etc. is expressly prohibited unless especially provided for in the present regulations.
 - f. The engine ventilation system must remain in its original condition.
 - g. All screws for oil outlet screws, oil inlet screws, oil filters, tubes and front brake callipers must be lock wired to prevent accidental opening.
 - h. Every motorcycle will be required to be tested on the designated dyno and sealed before being deemed eligible to participate in the series.
 - i. A maximum tolerance of 2.5% will be allowed at any point on the dyno curves for power and torque.
 - j. Any motorcycle failing to comply with these tolerances will be deemed illegal and will have to be proven legal. All cost relating to dyno testing or stripping are for the members' account. The motor (top and bottom and ECU are required to be sealed by the designated Control rig. (mark club seal) The official seal may only be removed by the TC or a committee member. Any seals that are removed by the rider without the authorisation of the committee or TC will result in a penalty of starting from the back of the grid from both races. In the event that an engine seal needs to be removed for the engine to be opened, written approval must be obtained from the committee and/or TC. The removed seal must be retained and given to the committee when the bike is taken to be dyno tested and resealed.

10.1 CYLINDERS

- a. Only original parts of the respective model (the addition or treatment of material is prohibited). Dimensions and weights of the cylinder must correspond to the original parts (see workshop manual and manufacturers guidelines). The addition or removal of material is prohibited.

10.2 IGNITION

- a. Only standard ECU units, as supplied for the specific vehicle are to be used. No enhancement microchips or additional piggy-back systems for fuelling, timing, ignition, etc. are allowed.
ECU to be flashed with an approved map and password protected by the approved TC.

10.3 CRANKSHAFT

- a. The deburring, addition or removal of material is prohibited. Treatment, polishing or

- b. Dimensions and weights of the components must correspond to the original parts (see service manual and manufacturers guidelines).

10.4 BEARINGS

- a. The number dimensions and weight must correspond to manufacturers specifications.

10.5 PISTONS, PISTON RINGS AND RETAINERS

- a. Dimensions and weights of the parts must correspond to the original parts (see service manual and manufacturers guidelines).
- b. Only original parts of the respective model, no modifications permitted. The deburring, balancing, addition, or removal of material is prohibited.

10.6 CYLINDER HEAD

- a. Only original cylinder heads. The deburring, addition or removal of material is prohibited, including any modification of inlet rubbers. Dimensions and weights of the parts must correspond to the original parts (see service manual and manufacturers guidelines).

10.7 VALVES, VALVE CONTROL, CONTROL TIMING

- a. The diagram must correspond to the original diagram without modification. The valves, camshafts and the entire valve control with all parts must be in their original condition and may neither be altered, repositioned, or polished. Dimensions and weights of the parts must correspond to the original specification (see service manual and manufacturers guidelines).

10.8 INJECTION AND IGNITION

- a. All parts must be in the original, unmodified condition of the relevant vehicle type; standard setting values are recommended.

10.9 AIR FILTER/ AIR BOX/ AIR CHANNELS

- a. All elements of the air intake area, pipes, air filter, air box, sealing components and casings must be in the original condition of the model described and remain within manufacturer tolerances.
- b. Air filters are free from restriction.

10.10 WIRING HARNESS, ELECTRICAL CONNECTIONS

- a. The wiring harness of the relevant vehicle type must be retained in unmodified form. No additional switches, components or cables must be looped in or added. Shortening in the form of cutting is prohibited. The following alterations to electrical components are permitted/required:
- b. Removal of cable connections for rear light from last plug to rear light.
- c. Removal of cable connections for horn from last plug to horn.
- d. Removal of cable connections for direction indicators from last plug to direction indicators.
- e. The deactivation of the electrical safety system for the side stand by means of bridge-over connector or similar is permitted. In the case of damage caused by a crash during an event, the cable set can be repaired under the supervision of the technical consultant. This must be replaced by an original part at the next event.
- f. The use of lap timers is permitted. The electrical supply of such lap timers may only be provided directly from the battery poles (in line fuse is compulsory) or by connecting the supply provided for the headlight or any unused component power supply.

10.10 STATOR AND FLYWHEEL

- a. The stator, its wiring and regulation must conform to the original condition of the specific model and remain within manufacturer tolerances.

- b. The stator must always supply the battery with the relevant current as defined by manufacturer requirements. Additional electrical controls are prohibited

10.11 STARTER

- a. The electrical starter and wiring must be in their original condition and within manufacturer tolerances. The starter must always be able to start the engine.

10.12 FUEL

- a. All motorcycles must use pump fuel available to the general public via normal filling stations. The use of products, additives, or oils to increase the octane level or combustion properties is prohibited.
- b. 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 GCR 240's "Guidelines in respect of fuel sampling".
- c. Notwithstanding the above, the technical consultant (in conjunction with the Clerk of the Course) may request the use of a controlled fuel no later than 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.

10.13 LUBRICATION

- a. Engine lubrication and the appropriate oil and oil cooling system are to be maintained in keeping with the original condition of the respective type and must not be altered. The addition of additives to the engine oil is not permitted.

10.14 WATER COOLANT RADIATOR

- a. The original radiator must be used in unmodified form. A permanent metal protection grid may be mounted at the air inlet side of the radiator to prevent damage from debris. No anti-freeze additives may be mixed with the water used in the radiator. Mo Cool radiator additive from Motul (part no: 102222) may be added. Radiator fan must be present.

10.15 GEARBOX

- a. Only original parts without any modifications.

10.16 CLUTCH:

- a. Only original parts without any modifications.

10.17 EXHAUST SYSTEM:

- a. Only the GSX-8R cup series approved system can be used.

10.18 RUNNING GEAR/VEHICLE IN GENERAL

- a. The frame number and the model plate must be easily visible and legible
- b. The following must be removed:
- c. Rear view mirrors
- d. Passenger footrests
- e. Number plate holder
- f. Number plate
- g. Indicators
- h. Headlight
- i. Side stand

10.19 FOOTREST

- a. Aftermarket rear sets may be fitted.

10.20 FUEL TANK

- a. Only the original part of the respective model with all components and inner parts is permitted.
- b. Any modification to the fuel tank is prohibited.
- c. The use of retention foam (explo safe) for the entire volume of the tank is recommended.
- d. The fuel tank ventilation outlet, along with radiator overflow pipes (with a non-return valve), must end in one or more firmly attached collection containers with a capacity of at least 200cc.

10.21 FAIRING/BODYWORK

- a. After market Racing fairings, mudguards and bodywork conforming in principal to the homologated shape as originally produced by the manufacturer are permitted.
- b. All body parts remaining on the vehicle must be in line with the standard condition regarding the material and form.
- c. Approval may be obtained from the GSX-8R Cup Committee for other corresponding parts.

10.22 HANDLEBARS

- a. Only the OEM handlebars are permitted.
- b. The hand levers are free from restriction.
- c. All operating parts and handlebar controls such as kill switch etc. must be retained in their original condition and fully functional (unless specified under the acceptable racing kit parts)
- d. Steering lock and freedom of movement must not be impaired. Driving safety must be ensured.

10.23 FRONT FORKS

- a. Replacement of main compression springs and oil is permitted. Spring spacers can be used to alter preload.
- b. No modification to the internal cartridge is permitted.
- c. The requirement is that the front forks are to be the original fork stanchion and outer shell.
- d. No aftermarket forks or internals are permitted. The adding or removal of material (modification) to any part is not permitted.
- e. **The above is pending and may be changed after suspension testing and evaluations have carried out.**(see below)

10.25 REAR SHOCK ABSORBER

- a. TBA, this is pending, on the results of the suspension testing to be conducted in Cape Town with MP Suspension and their conclusion and recommendation
- b. All rear shock absorbers must be scrutinized by the clubs appointed shock technician and sealed. Once the shock has been sealed it is not required to be resealed unless the competitor has his shock serviced or checked, in which case the shock must be resealed.

10.26 BRAKES

- a. Except for points below, the Front and Rear brake system must remain standard.
- b. The type of brake fluid used is free.
- c. Brake pads are free of restriction.
- d. Braided brake hoses are optional for the front and rear and the ABS unit can be bypassed but must remain on the motorcycle.

10.27 TYRES

- a. Only Bridgestone for now, not decided yet are to be used. In the event of stock unavailability, an alternative

will be announced after the committee have consulted with the tyre supplier.

- b. There is no restriction on the number of tyres that may be used for the Friday qualifying/practice sessions.
- c. The same set of tyres are to be used for Saturday qualifying, race 1 and race 2.
- d. Tyres must be marked before qualifying by the series TC, and the onus is on the rider to make sure that his tyres are marked correctly.
- e. Any defective tyre may be replaced with a tyre of similar wear at the discretion of the series TC.
- f. Tyre branding (decals) shall be compulsory for all competing bikes on the front mudguard, right and left, in a prominent position.
- g. Tyres will be available through the designated GSX-8R Cup supplier.
- h. Any other sponsor branding deemed necessary by the committee will be required to be displayed by all riders in the designated areas. Non-compliance will mean exclusion from the race results unless clearance is obtained from the series TC before the first race. Display of required sponsor stickers is a scrutineering requirement.
- i. Any make of wet weather tyres is allowed.

10.28 CENTRAL FRAME

- a. The central frame must remain in its original condition.
- b. In the case of damage to the attachment point between the central frame and the rear frame, the professional repair of these points is permitted. However, any such repairs must be inspected and approved by the series TC.
- c. The rear subframe must remain in its original condition.

11. EXTRA EQUIPMENT

- a. Data transmissions/radio communication from the rider to the team/pit box, is not allowed.
- b. The use of video cameras is permitted subject to the rider be willing to supply any footage for the purpose of media material towards the club sponsors, marketing, protests, etc.
- c. Timing Transponders: all timing transponders are to be fitted to the top of the front fork or inline there with subject to the approval of the TC. Transponders may not be mounted beyond or behind this point.