



2025

National Challenge and Club Standing Supplementary
Regulations

Motorcycle Racing Series South Africa



Version 1

01 January 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>

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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.
- 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

100 SBK

600 SBK

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.