



REGULATIONS AND SPECIFICATIONS FOR THE 2018 NORTHERN REGIONS CIRCUIT MOTORCYCLE REGIONAL CHAMPIONSHIPS

MSA NORTHERN REGIONS MOTORSPORT CIRCULAR 03/2018 (161385/144)

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).

These regulations must be read and understood by all competitors.

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NB! Should it be required to change any rules during the 2018 season, this will be done at the sole discretion of the MSA Motorcycle Commission.

The MSA Motorcycle Commission has the final decision on all technical matters.

1. General – All Classes

1.1 Validity of These Regulations

These regulations will apply for the calendar year of 2018. The 2018 Motorsport Calendar is available on the MSA website.

1.2 Controllers of the Championship

The controller of the championship shall be the MSA Northern Regions Motorsport Committee. MSA may delegate the normal administration of the series to an approved body, at its sole discretion.

1.3 Eligibility of Competitors

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

1.3.2 The championships are open to all riders who hold current valid MSA competition licenses for Motorcycle Circuit Racing appropriate to the status of the class being entered.

1.3.3 One event licences will not be acceptable for any class, unless specifically permitted to the contrary.

1.4 Eligibility of Motorcycles

The championship is open to all motorcycles complying with the regulations and specifications as listed below.

1.5 Declaration of Champions

1.5.1 The MSA Northern Regions Motorsport Committee, at its sole discretion, shall declare the winners of the various championship classes.

1.5.2 Aim of the Championship: To declare a Northern Regions Motorsport Regional Champion in each of the following classes:

REGIONAL CHAMPIONSHIP

250 Cup

Super600 Regional

SuperGP Regional

SuperMasters Regional

BOTTS

Super Veterans

Note: Riders in the above classes require a minimum of a Regional license.

CLUB CHAMPIONSHIP

Formula Xtreme

Breakfast Run

Note: Riders in the above classes require a Club license.

- 1.5.3 Should fewer than 50%, plus one, of the scheduled events making up the championship be run and scored, no champion will be declared in the relevant classes. Refer to GCR 234 (ii).
- 1.5.4 There shall be no less than an average of six (6) starters per class across the season for that class to qualify as a championship class. To be classified as a starter a competitor must participate in at least one official practice session, as per the SR's for the event, and/or participate in the race/event itself. Refer to GCR 230/266.
- 1.5.5 Any class that is unable to provide 6 starters per event for 3 events may be cancelled at the discretion of the MSA Motorcycle Commission,

1.6 Points Scoring

Points towards the championships 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 with the greater number of first positions, failing this seconds, thirds, etc. If a tie still remains, it will be resolved in favour of the competitor with the quickest total combined race time of all heats on the day.

- 1.6.1 Competitors who finished in positions 1 (one) to 6 (six) in the 2017 South African National Motorcycle Circuit Racing Championship are not eligible to score points toward the 2018 Northern Regions Championship.

1.7 Race Distance

- 1.7.1 Refer to Rule 8 of the 2018 South African Motorcycle Circuit Racing National Regulations and Specifications.

1.8 Fuel

- 1.8.1 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 - Refer to GCR 240 (MSA Handbook – General Competition Rules) & SSR 67 (MSA Handbook – Circuit Racing).
- 1.8.2 Notwithstanding any of the above provisions, the Technical Consultant (acting in conjunction with the Clerk of the Course) 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 Technical Consultant. Any competitor refusing to use control fuel when so requested will be excluded from the results/precluded from further participation in the event concerned.

1.9 Separation of Ties in Championship

- 1.9.1 A tie at the end of the season will be resolved in favour of the competitor having the greater number of heat wins.
- 1.9.2 If the tie is not so resolved then the greater number of second positions will count, failing this third positions and so on.
- 1.9.3 If a winner can still not be declared in this manner the MSA Northern Regions Motorsport Committee shall declare the winner on such basis as it deems appropriate.

1.10 Competition Numbers

- 1.10.1 Competition numbers for all classes will be those as issued by Motorsport S.A (Head Office) only. All number requests to be sent to Allison Atkinson via email to allison@motorsport.co.za
- 1.10.2 Numbers 1 to 10 in each class are reserved exclusively for the preceding year's 1st through 10th championship finishers. Any of these numbers that are not taken up will not be re-allocated and will remain unused.
- 1.10.3 All other numbers shall be issued on a 'first come first served' basis following receipt of a written application by MSA.
- 1.10.4 Numbers must comply with 12.4 of the 2018 South African Motorcycle Circuit Racing Regulations and Specifications.
- 1.10.5 In the case of a dispute concerning the legibility of numbers, the decision of the Technical Consultant will be final.
- 1.10.6 Where applicable, it shall be compulsory for all competing motorcycles to carry series sponsors' decals in the stipulated positions (refer GCR's 246 and 247).

1.11 Scrutineering

- 1.11.1 Motorcycles must be presented for scrutiny in a clean race-worthy condition, together with approved crash helmet and gloves, all in good condition.
- 1.11.2 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.
- 1.11.3 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.
- 1.11.4 At any time during an event, silencers may be checked.
- 1.11.5 No motorcycle may compete with ethylene glycol (anti-freeze) in the cooling system.
- 1.11.6 Brake and Clutch lever guards may be fitted at the discretion of the rider. Refer to National Rule 12.15 in its entirety.
- 1.11.8 Noise levels of each motorcycle must comply with MSA noise level regulations
- 1.11.9 Protective clothing as detailed below, in good condition and free from tears, holes or other defects must be brought with to scrutineering:
 - 1.11.9.1 Full face protective helmets must be Snell, DOT, JIS or ECE Approved, with Double D ring fastener, in sound condition and fitting securely.
 - 1.11.9.2 If goggles and/or spectacles are worn, they shall be of 'non-splinter' material.
 - 1.11.9.3 Leather one-piece racing suit.
 - 1.11.9.4 Boots affording adequate protection to feet and ankles.
 - 1.11.9.5 Leather gloves.

1.12 Change of Components / Motorcycle

- 1.12.1 A competitor may change any part/s on his/her motorcycle between heats.
- 1.12.2 Use of spare motorcycle: Refer to Rule 10 of the 2018 South African Motorcycle Circuit Racing Regulations and Specifications.

1.13 Qualifying for Grid Positions

- 1.13.1 Refer to Rule 6 a) to e) of the 2018 South African Motorcycle Circuit Racing Regulations and Specifications.

1.14 Starting Procedure

Refer to the MSA Circuit racing SSR's 38

1.15 Jump Starts

A competitor who jumps the start will be given a time penalty of 30 seconds. Refer SSR 38J

1.16 Finishing Procedure

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

1.16.2 Access to the Parc fermé is limited to the rider plus TWO (2) assistants. Failure to adhere to this requirement may result in the exclusion of the offending rider.

1.16.3 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.

1.17 General

To be read in conjunction with Rule 11 of the 2018 South African Motorcycle Circuit Racing National Regulations and Specifications

1.17.1 There is no restriction on practice. Competitors may practice at any circuit at any time. Riders who also take part in the National championship are however still required to abide by the practice rules for the National Championships.

1.17.2 The GCR's and SSR's applicable to motorcycle racing must be read and understood in conjunction with these regulations and specifications.

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

1.17.4 Any requested technical inspections must commence within 20 minutes of the request being made by the relevant official/s, unless permission to the contrary has been granted by said officials. Failure to comply in this regard, and/or any action that may interfere with the conducting of a technical inspection or cause it to be delayed unnecessarily, may result in the exclusion of the rider concerned.

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

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

1.17.7 Riders failing to attend riders' 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 Riders can attend riders briefing.

1.17.8 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.

2. 250 CUP (REGIONAL CHAMPIONSHIP)**2.1 Objective of Class**

2.1.1 To declare a 2018 250 Cup Regional Champion.

2.2 Eligibility of Rider

2.2.1 Open to riders from 01 January of the year in which they turn 14 years old.

2.2.2 Alternatively, riders that have been competing in the NSF 100 class and/or the 150 Cup for 2 consecutive years will be eligible to compete from the year in which they turn 13 years of age.

- 2.2.3 Riders shall be in possession of a Regional competition license valid for motorcycle circuit racing and issued by MSA.

2.3 Eligibility of Motorcycle

- 2.3.1 To be admitted in the 250 Cup the motorcycle must have been supplied by an official Importer recognised by MSA and homologated as such. It must be in conformity with these 250 Junior Cup specifications and must comply in every respect with all the safety requirements for Circuit Motorcycle Racing as specified in the MSA regulations. The NR TC, will decide which motorcycles are eligible.
- 2.3.2 The class is open to all four stroke, single or twin cylinder motorcycles with an engine capacity of no less than 175cc and no greater than 250cc.
- 2.3.4 If a motorcycle is found not to conform to the technical regulations after a race, the rider will be excluded. Further penalties (such as a fine, a suspension and/or a withdrawal of the Series points) can be recommended by the Technical Consultant and imposed by the Clerk of the Course or a Court of Enquiry.
- 2.3.5 In cases where the infringement is considered by the Technical Consultant to be of a minor nature not connected with performance or safety, the exclusion penalty may be varied.
- 2.3.6 The National Technical Consultant and Northern Regions Technical Consultant are the only persons responsible for all decisions regarding the technical legality of a 250 Junior Cup motorcycle. The legality may also be established by comparison with similar OEM parts. Parts found to differ will be confiscated by the Technical Consultant with no recourse by the competitor.
- 2.3.7 Aftermarket Replacement Parts – All approved aftermarket replacement parts must be available to all competitors. These would have to be approved by the National Technical Consultant and Northern Regions Technical Consultant.

2.4 Machine Specifications

- 2.4.1 All items not mentioned in the following articles, must remain as originally produced by the machine manufacturer and by the aftermarket product manufacturer, where applicable. The appearance from both, front and rear as well as the profile of the STANDARD motorcycle, must be a copy of the originally produced homologated motorcycle.

2.5 Amendments to the Technical Regulations

- 2.5.1 For safety reasons or otherwise, amendments to the technical regulations may only be made by the National Technical Consultant and Northern Regions Technical Consultant.
- 2.5.2 Displacement Capacities: The displacement capacity must remain as originally produced by the machine manufacturer. Modifying the bore and stroke is not allowed. The capacity will be 250cc maximum.
- 2.5.3 The recognised bore and stroke as per the said motorcycle workshop manuals are:
- 2.5.4 Honda CBR250 - bore 76mm stroke 55mm
- 2.5.5 Kawasaki Ninja 250R – bore 62mm stroke 41.2mm

2.6 Fuel

- 2.6.1 Only normal unleaded pump fuel available for sale to the general public is permitted to be used.

2.7 Tyres

- 2.7.1 Tyres are restricted to the following brands and sizes:
- 2.7.2 Bridgestone / Pirelli for the front size 110/17
- 2.7.3 Bridgestone / Pirelli for the rear size 140/17
- 2.7.4 Sava treaded for front & rear sizes 110/17 & 140/17

- 2.7.5 The use of tyre warmers is permitted.
- 2.7.6 The use of Rain Tyres (Not for Highway use) is not permitted

2.8 Carburation Instruments / Fuel Injection System

- 2.8.1 No added fuelling devices or adjustments are allowed (Power Commanders, Bazzaz, etc).

2.9 Cylinder Head

- 2.9.1 The cylinder head gasket must be an official part, produced for the motorcycle, and cannot be modified in any way.
- 2.9.2 The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, spring base and retainers must be as originally produced by the manufacturer. Polishing of these parts and any material treatment is not allowed. Additional valve spring shims are not allowed.
- 2.9.3 NO REMOVAL of ANY metal from the cylinder head is permitted.

2.10 Crankcase and all Other Engine Cases

- 2.10.1 A second protection cover made of metallic or composite material (type carbon or Kevlar) aluminum or steel plates can be installed to protect the casings in event of a crash.

2.11 Transmission/ Gearbox

- 2.11.1 The front and rear sprocket may be changed but must be of the same pitch as the homologated motorcycle.
- 2.11.2 The gear shift mechanism may be replaced to allow changes in shift pattern.
- 2.11.3 No "quick shifters" are permitted.
- 2.11.4 If a gear position sensor is fitted, it must work as per the homologated motorcycle.

2.12 Clutch/Clutch Plates

- 2.12.1 Clutch plates and clutch friction discs can be changed but must be of OEM specification as per the homologated motorcycle.

2.13 Radiator, Cooling System and Oil Coolers

- 2.13.1 If meshes are installed, they must be properly secured.

2.14 Air Box

- 2.14.1 The air box must remain as originally produced by the manufacturer of the machine. Air box drains may be sealed.
- 2.14.2 The air filter element may be replaced with an aftermarket filter.
- 2.14.3 All motorcycles must have a closed breather system.
- 2.14.4 All the oil breather lines must be connected and discharge into the air box.

2.15 Exhaust System

- 2.15.1 Exhaust systems are free of restriction.
- 2.15.2 The exhaust must conform to the MSA noise limits.
- 2.15.3 Exhaust valve and servos may be removed and the plugs blanked off. The harness (for the servo) must remain in place and be separated only where a plug is.

2.16 Ignition / Engine Control System (ECU)

- 2.16.1 Electronic Central Unit (ECU) must remain as was supplied with the motorcycle when it was homologated. Relocation of the (ECU) is not allowed. In order to ensure competition fairness, at any given time during the event and at his discretion, the Northern Regions Technical Consultant, can request the rider to replace the (ECU) with an “off the shelf” unit, which is kept by the MSA National Technical Consultant and or Northern Regions Technical Consultant, or to swop it with another motorcycle of the same make
- 2.16.2 If any problem should occur during the event to the ECU, such as “loss of memory” or “damages” due to impacts, this should immediately be reported to the Northern Regions Technical Consultant, together with suggestions as to the appropriate countermeasures to resolve the problem. Updated mapping might be available during the season. Such updates can only be installed in consultation with the Northern Regions Technical Consultant and with the MSA National Technical Consultant approval.
- 2.16.3 No modifications are allowed to either the ignition pick up or its mounting points.

2.17 Additional Equipment

- 2.17.1 The use of lap timers is permitted but these have to be approved by the Northern Regions Technical Consultant.
- 2.17.2 No other additional electronic hardware equipment may be used.

2.18 Wiring Harness

- 2.18.1 Cutting of the wiring harness is not allowed, except to remove headlamps, side stand, turn signals, etc. as in 2.31 “Items That Must Be Removed”.

2.19 Frame Body and Rear Sub-Frame

- 2.19.1 All motorcycles must display the manufacturers’ vehicle identification number on the frame body (chassis number).
- 2.19.2 No adding or cutting is allowed.
- 2.19.3 Non welded additional seat brackets may be added.
- 2.19.4 Non-stressed protruding brackets may be removed only if they are a safety issue on the machine for its rider or others.

2.20 Front Forks

- 2.20.1 Forks structure (spindle, stanchions, bridges, stem, etc.) must remain as originally produced by the manufacturer.
- 2.20.2 The standard original internal parts of the forks can be modified or replaced with aftermarket valving. These valves will have to be approved for use by the Northern Regions Working Group and the Northern Regions Working Group Technical Consultant.
- 2.20.3 Any quantity of oil can be used in the front forks.
- 2.20.4 Changing the protrusion (height and position of the front fork in relation to the fork crowns) is allowed.
- 2.20.5 The upper and lower fork clamps (triple clamp, fork bridges and stem) must remain as originally produced by the manufacturer.
- 2.20.6 No aftermarket steering damping devices are allowed.

2.21 Rear Fork (Swinging Arm)

- 2.21.1 Rear wheel stand positioning brackets may be added to the rear fork. Brackets must have rounded edges (with a large radius viewed from all sides). Fastening screws must be recessed. Also refer to National Rule 12.9.

2.22 Rear Suspension Unit

- 2.22.1 Any aftermarket rear suspension unit and spring may be used.
- 2.22.2 The original attachments to the frame and rear fork (swinging arm) must be used and the rear suspension linkage must remain as originally produced by the manufacturer.
- 2.22.3 Adjustments to the preload of the spring, compression and rebound damping are permitted within the manufacturers recommended range for the unit.
- 2.22.4 No modifications to the rear suspension (linkages) are permitted.

2.23 Wheels

- 2.23.1 Wheel balance weights may be discarded, changed or added to.

2.24 Brakes

- 2.24.1 Standard front hydraulic brake lines may be replaced with braided brake lines.
- 2.24.2 The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (lower triple clamp).
- 2.24.3 Standard front and rear brake pads may be replaced with any aftermarket brake pads.
- 2.24.4 Standard hand levers may be replaced with any aftermarket hand levers.
- 2.24.5 Also Refer to National Rule 12.12

2.25 Foot Rests/Foot Controls

- 2.25.1 Any aftermarket foot control units (rear sets) are permitted.
- 2.25.2 Foot controls units must be mounted to the frame at the original mounting points.
- 2.25.3 Footrests must have an end (plug) which is permanently fixed, made of plastic, Teflon or aluminium (minimum radius 8mm). The plug surface must be designed to reach the widest possible area in order to decrease the risk of injuries to the rider in the case of an accident.

2.26 Handlebars and Hand Controls

- 2.26.1 Aftermarket handle bars are permitted at the sole discretion of the MSA National Technical Consultant or the Northern Regions Technical Consultant.
- 2.26.2 Handlebars and hand controls may be relocated.
- 2.26.3 Neutralising switches is allowed only by unplugging.
- 2.26.4 Relocation of the switches is allowed.

2.27 Fuel Tank

- 2.27.1 Fuel tank filler cap may be changed to an aftermarket type.
- 2.27.2 Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.

2.28 Seat

- 2.28.1 The homologated seat locking system (with plates, pins, rubber pads, etc.) can be removed

2.29 Fairing/Body Work

- 2.29.1 Any aftermarket fairing may be used as long as it is a copy of the original supplied on the homologated motorcycle. Any deviations from this must be approved by the MSA National Technical Consultant and Northern Regions Technical Consultant. Overall size and dimensions must be the same as the original part.
- 2.29.2 The windscreen is unrestricted.
- 2.29.3 Only the instrument and fairing brackets as supplied on the homologated motorcycle may be used. No other instrument or fairing bracket is allowed. No modifications are permitted.

2.29.4 The Following Items May Be Altered or Replaced from Those Fitted to The Homologated Motorcycle.

- 2.29.4.1 Gaskets and gasket materials (with the exception of cylinder and cylinder head gaskets).
- 2.29.4.2 Material for brackets connecting non original parts (fairings, exhaust, instruments, etc.) to the frame (or engine) cannot be made from titanium or fibre reinforced composites.
- 2.29.4.3 Painted external surface finishes and decals.

2.30 Items which may be removed

- 2.30.1 Chain guard, as long as it is not incorporated in the rear mudguard.
- 2.30.2 Bolt on accessories on rear sub-frame.
- 2.30.3 Side stand mounting bracket/plate may be removed

2.31 Items that must be removed

- 2.31.1 Headlamps, rear lamp and turn signal indicators. Openings must be properly sealed with suitable materials.
- 2.31.2 Rear-view mirrors.
- 2.31.3 Horn.
- 2.31.3 Toolkit.
- 2.31.4 Helmets hooks and luggage carrier hooks.
- 2.31.5 License plate bracket.
- 2.31.6 Passenger foot rests.
- 2.31.7 Passenger grab rails.
- 2.31.8 Safety bars, centre and side stands must be removed (fixed brackets must remain).

2.31 General Safety Instruction

- 2.31.1. Motorcycles must be equipped with a functioning ignition kill switch or button mounted on a side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.
- 2.31.2 All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired.
- 2.31.3 Where breather or overflow pipes are fitted they must discharge via existing outlets.
- 2.31.4 The original closed system must be retained. No direct atmospheric emission is permitted, as all motorcycles must have a closed breather system.
- 2.31.5 The oil breather line must be connected and discharge into the air box.

3. SUPER 600 REGIONALS (REGIONAL CHAMPIONSHIP)**3.1 Objective of Class**

- 3.1.1 To declare a 2018 Regional Super600 Champion.

3.2 Eligibility of Rider

- 3.2.1 All riders shall be in possession of a National or Regional competition license valid for motorcycle circuit racing and issued by MSA.
- 3.2.2 Riders must generally not be less than 16 years of age. However, MSA reserves the right, at its sole discretion, to issue licenses to competitors who turn 15 years old during the year in question and who are able to prove participation to an acceptable standard in one or more suitable junior categories of motorcycle circuit racing for a period of not less than two years.
- 3.2.3 In such cases, riders who will turn 15 before 01st July 2018 shall be entitled to enter the class from 01st January 2018 and those who will turn 15 after 30th June 2018 may enter the class from 01st July 2018.
- 3.2.4 A rider may upgrade to a National license once he has competed in at least four Regional events and obtained approval from the Motorcycle Commission.
- 3.2.5 Non-Qualifiers – If a rider falls outside of the 107% qualification ruling, he will have to apply, in writing, to the Clerk of the Course within 30 minutes of the qualifying session having ended, stating his reasons as to why he should be allowed to compete. The final decision will rest with the Clerk of the Course, as to whether the rider is allowed to compete or not.

3.3 Eligibility of Motorcycle

- 3.3.1 Refer to the technical regulations and specifications for the 2018 South African Motorcycle Circuit Racing National Championship.

3.3.2 Tyres

- 3.3.2.1 Any brand of road tyre may be used.

4. SUPERGP REGIONALS (REGIONAL CHAMPIONSHIP)

4.1.1 Objective of Class

- 4.1.2 To declare a 2018 Regional SuperGP Champion.

4.2 Eligibility of Rider

- 4.2.1 Refer to the regulations and specifications for the 2018 South African Motorcycle Circuit Racing National Championship
- 4.2.2 All riders shall be in possession of a National or Regional competition license valid for motorcycle circuit racing and issued by MSA.
- 4.2.3 Open to riders deemed by MSA to have suitable previous racing experience from 01 January of the year in which they turn 18 years' old
- 4.2.4 A rider may upgrade to a National license once he has competed in at least four Regional events and obtained approval from the Motorcycle Commission.
- 4.2.5 Non-Qualifiers - If a rider falls outside of the 107% qualification ruling, he will have to apply, in writing, to the Clerk of the Course within 30 minutes of the qualifying session having ended, stating his reasons as to why he should be allowed to compete. The final decision will rest with the Clerk of the Course, as to whether the rider is allowed to compete or not.

4.3 Eligibility of Motorcycle

- 4.3.1 Refer to the technical regulations and specifications for the 2018 South African Motorcycle Circuit Racing National Championship.

4.4 Tyres

4.4.1 Any brand of road tyre may be used.

5 SUPERMASTERS REGIONAL CLASS (REGIONAL CHAMPIONSHIP)

5.1 Objective of Class

5.1.1 To declare a 2018 Regional SuperMasters Champion.

5.2 Eligibility of Rider

5.2.1 Riders shall be eligible for the SuperMasters Class from 01 January of the year in which they turn 30 (thirty) years old.

5.2.2 Riders shall be in possession of a Regional license valid for motorcycle circuit racing and issued by MSA.

5.3 Eligibility of Motorcycle

5.3.1 Refer to the technical regulations and specifications for the 2018 South African Motorcycle Circuit Racing National Championship

5.3.2 Motorcycles with an engine capacity 600cc or greater.

5.3.3 No Super Moto/Super Motard machines are eligible to compete.

5.3.4 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.

5.3.5 Any brand of Road tyre may be used

5.3.5 Silencers must be fitted to all motorcycles.

6. BOTTs (INTER PROVINCIAL AND REGIONAL CHAMPIONSHIP)

6.1 Objective of Class

6.1.1 To declare a 2018 InterProvincial and Regional BOTTs Champion.

6.2 Eligibility of Rider

6.2.1 Riders are eligible from the year of their 18th birthday.

6.2.2 Riders shall be in possession of a Regional license valid for motorcycle circuit racing and issued by MSA.

6.3 Eligibility of Motorcycle

6.3.1 The BOTTs championship shall be open to all motorcycles with a twin-cylinder four-stroke engine.

6.3.2 Turbo-charging, supercharging or nitrous oxide boosting is not permitted.

6.3.3 Engine capacity of motorcycles is unlimited.

6.3.4 There are no restrictions on the permitted modifications in this class providing that the motorcycle complies with any applicable MSA GCR's and SSR's.

6.3.5 Any road or race tyre may be permitted.

6.3.6 Silencers must be fitted to all motorcycles

6.3.7 Unleaded 98 Octane Racing Fuel will be permitted subject to the applicable provisions of Clause 1.8 above.

7. FORMULA XTREME (CLUB CHAMPIONSHIP)

7.1 Objective of Class

7.1.1 To provide a race format for riders who are too quick for the Breakfast Run Class but not yet up to pace with the SuperGP, Super600, SuperMasters, SuperVeterans and BOTTs classes, to compete with other riders of a similar skill level.

7.1.2 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.

- 7.1.3 To provide riders an intermediate class that will be a conduit from the Breakfast Run Class too regional 600cc and 1000cc classes.

7.2 Eligibility of Rider

- 7.2.1 Riders are eligible from the year of their 16th birthday.
- 7.2.2 Riders must be in possession of a Club or regional license valid for motorcycle circuit racing and issued by MSA.
- 7.2.3 Riders who currently participate or have participated the previous year in a national championship class will not be permitted to enter the class.
- 7.2.4 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.
- 7.2.5 Any riders who have not previously competed in Formula Xtreme and have already recorded average lap times faster than the benchmark at any of the circuits will not qualify to take part in the class.
- 7.2.6 Any rider who started racing in 2017 and competed in less than 3 events or less will be allowed to compete in the Formula Xtreme class for 2018.

7.3 Eligible Lap Times per Circuit

Circuit	Average Lap Time
Kyalami	02:10:000
Dezzi	01:20:000
Phakisa	01:47.000
Red Star (ACW)	02:04.000
Red Star (CW)	02:03.500
Zwartkops	01:07.000

7.4 Eligibility of Motorcycle

- 7.4.1 Only 600cc and larger capacity superbike motorcycles are permitted to take part.
- 7.4.2 No Super Moto/Super Motard machines will be eligible to compete.
- 7.4.3 Any road tyre may be used.
- 7.4.4 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.
- 7.4.5 Silencers must be fitted to all motorcycles.

8. BREAKFAST RUN CLASS (CLUB CHAMPIONSHIP)

Objective of Class

- 8.1.1 To provide an entry level race format for novice racers to compete with other riders of a similar skill level without being intimidated by faster riders.
- 8.1.2 To allow riders to build their racing experience, skill, improve lap times and, depending on individual ability, to progress further to the Formula Xtreme class.
- 8.1.3 To provide a beginner race class with the aim to attract riders who have the confidence to progress from track days.

8.2 Eligibility of Rider

- 8.2.1 Riders will be eligible from the year of their 16th birthday
- 8.2.2 Riders must be in possession of a Club license valid for motorcycle circuit racing and issued by MSA.

- 8.2.3 Riders who have previously or currently hold a regional or national licence will not be permitted to enter the class.
- 8.2.4 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.
- 8.2.5 Any riders who have previously competed in the Breakfast Run Class and have already recorded average lap times faster than the Break out Time at any of the circuits will not qualify to take part in the class.
- 8.2.6 Any rider who started racing in 2017 and competed in 3 events or less will be allowed to compete in the Breakfast Run Class for 2018 subject to the break out times.
- 8.2.7 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 the Formula Xtreme Class, with effect from the next race meeting and will not be allowed to continue competing in future Breakfast Run Class events.

8.3 Eligible Lap Times per Circuit

Circuit	Break Out Time
Kyalami	02:15:000
Dezzi	01:24:000
Phakisa	01:51.000
Red Star (ACW)	02:08.500
Red Star (CW)	02:07.500
Zwartkops	01:09.000

8.4 Eligibility of Motorcycle

- 8.4.1 Only 600cc and larger capacity superbike motorcycles are permitted to take part.
- 8.4.2 No Super Moto/Super Motard machines will be eligible to compete.
- 8.4.3 Any road racing tyre may be used.
- 8.4.4 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.
- 8.4.5 Silencers must be fitted to all motorcycles

9. Sponsors

- 9.1 Official sponsors for the series is still to be determined.
- 9.2 When an official sponsor is finalised all competitors are required to display one sponsors sticker on either side of their motorcycle which is in a clearly visible position while the rider is seated on the motorcycle.

11. Series Officials

- 11.1 As communicated in the Supplementary Regulations for each event

10. Administration

- 10.1 Administration of the series and organising of the events will be conducted by GAS Sports.
- 10.2 The SR's for each event will be emailed to all competitors along with the entry form.

- 10.3 All competitors are required to register their entry by completing the entry form in full and emailing back to the organisers.
- 10.4 Invoices will be generated and emailed to competitors and are required to be paid in full by the date stipulated in the SR's

11. **Contact Details**

Motorsport South Africa

Contact: Allison Atkinson
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Northern Regions Organisers

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