



2019 NATIONAL 125GP REGULATIONS AND SPECIFICATIONS (161717/144)

Refer: Section K 29 Individual Specifications of the Karting Handbook

1. Eligibility:

To compete in the GP 125, GP 125 Veterans and/or the Super Kart Class it is compulsory to be a member of the GP 125 Shifter Association which is affiliated to MOTORSPORT SOUTH AFRICA.

2. Ages:

2.1 The following age groups will be applicable:

- 2.1.1 Competitors will qualify to compete, subject to clause 1 above, in the GP 125 Class in the year of their 30th birthday;
- 2.1.2 Competitors will qualify to compete, subject to clause 1 above, in the GP 125 Veterans Class: in the year of their 45th birthday.
- 2.1.3 Competitors will qualify to compete, subject to clause 1 above, in the Superkart Class in the year of their 15th birthday up until the December in the year of their 30th birthday.

3. GP 125, GP 125 VETERANS AND SUPERKART CLASS GENERAL

- 3.1 The GP 125 Shifter Association is predominantly aimed at competitors over the age of 30, but the popularity of the class resulted in the addition of the Superkart Class.
- 3.2 Furthermore, it is only in this Superkart Class where the IAME X30 engine will be allowed. Please refer to section 5 below regarding allowable engines and weight rules.

4. CLASS 125 GRAND PRIX SPECIFICATIONS

4.1 These regulations are in addition to those stated under section J23 karting specifications general or others stated elsewhere in the karting articles affecting this class.

4.2 Minimum mass of kart complete in racing trim including driver, helmet and all protective clothing is as follows:

- 4.2.1 TM K 9 With a K9 B insert 190 Kg (Bridgestone YLR)
- 4.2.2 TM K 9 C 195 KG (Bridgestone YLR)
- 4.2.3 TM KZ 10 195 KG (Bridgestone YLR)
- 4.2.4 TM KZ 10/ES 195 KG (Bridgestone YLR)
- 4.2.5 TM KZ 10 C 200 KG (Bridgestone YLR)

4.3 Regions wishing to stipulate a minimum weight difference to those stated above may do so in their regional championship/club/event regulations.

5. SUPERKART SHIFTER CLASS SPECIFICATION

5.1 These regulations are in addition to those stated under section J23 karting specifications general or others stated elsewhere in the karting articles affecting this class.

5.1.1 Minimum mass of kart complete in racing trim including driver, helmet and all protective clothing is as follows:

- 5.1.1.1 IAME X30 TAG 195 Kgs (Bridgestone YLR)
- 5.1.1.2 TM KZ10 195kgs (Bridgestone YLR)
- 5.1.1.3 TM KZ10C 200 kgs (Bridgestone YLR)

5.2 The Superkart Class, including competitors using the IAME X30 TAG engines, will race together with the GP Class with the following criteria:

- 5.2.1 Will use the same Bridgestone YLR(dry) and YLP (wet) tyres as the GP 125 and GP 125 Veterans class;
- 5.2.2 Regional Status
- 5.2.3 **Only when there are 10 x Regular Super Kart (IAME) Competitors:**

- 5.2.3.1 Will the Super kart Class be separated from GP 125

5.2.3.2 Regional Status for 2019.

5.2.4 Choice of Homologated engines or Previously Homologated engines

5.2.4.1 IAME X30

5.2.4.2 TM KZ10

5.2.4.3 TM KZ10C

5.2.4.4 TM K 9

5.2.5 Current IAME X30 Rules and Regulations to be continued and utilised for 2018 save for the exception of weight rule as per section 5.1.1 above.

6. CHASSIS

6.1 As per article 34 F and the chassis must comply with the following regulations:

- 6.1.1 Rear protection, bodyworks, front panel and spoiler – CIK homologated only.
- 6.1.2 Rear and front homologated brakes of the same type acting on both front and rear wheels KZ type foot operated.
- 6.1.3 Two or three rear axle ball bearings to be operational at all times (no ceramic typeball bearings permitted)
- 6.1.4 Ceramic type disc rotators will no longer be allowed from 2015 as per CIK FIA ruling.
- 6.1.5 One chassis per driver.
- 6.1.6 Any chassis damaged during an ascertained accident will be reported to the technical consultant/chief scrutineer who will consult with the relevant officials in deciding if the chassis warrants replacement or not. Only they may authorise the replacement.
- 6.1.7 Any decision to allow the use of an alternative chassis will render the use of the original chassis void.
- 6.1.8 Chassis must also comply with:- Conventional chassis, under CIK current homologation.
- 6.1.9 Hollow magnetic steel rear axle, maximum diameter 50mm.
- 6.1.10 The regulations prescribed by CIK (group 2) are strictly applicable for any detail not mentioned in the paragraph concerning the CHASSIS (as per article 2 of the present regulations. Only chassis homologated for use in S.A. may be used.

7. ENGINES

7.1 Please note that the CIK homologation sheets and homologated parts catalogue being used for the engine rules are available on the MSA website.

- 7.1.1 Engines permitted are: TM Racing Models complete with carburettor and exhaust system as supplied by the manufacturer TM Racing.
- 7.1.2 Replacement parts must be affixed and oriented in the same way as supplied originally by the manufacturer.
- 7.1.3 Any modification or adjunction on these engines and its accessories, if not expressly authorized in these regulations, is forbidden. TM racing considers as modifications any action changing the initial aspect and dimensions of an original part. Any modification and/or installation having a consequence to alter a dimension and or control are strictly forbidden. Drivers are responsible for the conformity of their equipment.
- 7.1.4 **No modifications of these engines or any components including the exhaust and carburettor are permitted unless specifically noted.**
- 7.1.5 All motors will be sealed after qualifying and will remain sealed for the entire race day. The seal is to be secured between the cylinder head bolt and the reed cover manifold and to be made as tight as possible. Should there be a technical reason for breaking the seal, you will need to take your kart to parc ferme and in consultation with the scrutineer carry out the necessary repair. The motor will then be resealed. Failure to follow procedure will result in a DQ on race day.
- 7.1.6 Should a motor be replaced then the damaged motor is to remain in the care of the scrutineers until they say it may be handed back.
- 7.1.7 From January 2017 all new motors purchased must be the TM KZ 10 or KZ 10 C only, competitors using the KZ10 ES motor currently may continue using them.
- 7.1.8 A moratorium will be placed on the purchasing of any new homologated TM motors for the year 2019 i.e. no newer TM models other than the KZ10C will be allowed to compete within the GP 125, GP Veterans and Superkart Class. This has been done in an attempt to achieve conformity in equipment, as well as, to reduce costs.

7.2 TYPE HOMOLOGATION No:

- 7.2.1 K 9 No 339/M/09
- 7.2.2 K9 C No 39/M/15
- 7.2.3 KZ10 No 49/M/18 (SA Version)
- 7.2.4 KZ10/ES As KZ10 (TAG MOTOR)
- 7.2.5 KZ10 C No 32/M/24

7.3 ENGINES TECHNICAL SPESIFICATIONS

- 7.3.1 BARRELS:

- 7.3.1.1** Blue printing to CIK specification is permitted
- 7.3.1.2** When replacing the barrel of the KZ10 and the KZ10 ES only the following standard 125 cc barrels may be used (TM Part Number 01558 for the KZ 10) and (TM part no 01560 for the KZ 10 ES)
- 7.3.1.3** It is only permitted to blue print according to CIK homologation sheet of the appropriate motor. The KZ 10 ES does not have a homologation sheet so the KZ 10 will be used.
- 7.3.1.4** It is permitted to modify, take off high spots, polish, and sand blast the ports so long as the timing of each port and the number of ports remain within the homologation spec.
- 7.3.1.5** The length of the barrel from top to shoulder must be a minimum of 92.2mm and a maximum of 92.8mm.
- 7.3.1.6** Any part or dimension of any part not specified on the dimension sheets must be the same as the guideline standard part obtained from the MSA accredited dealer for TM Racing Engines.

7.3.2 Engine General (as per CIK regs)

- 7.3.2.1** **Cylinder cubic capacity (1.2.3.1)** – *V volume engendered in the engine cylinder(s) by the upward or downward movement of the piston(s). This volume is expressed in cubic centimetres and, for all calculations concerning engine capacity, the number “ pi ” will be taken inclusively as 3.1416. $V = 0.7854 \times d \times l \times n$ with: d = bore; l = stroke; n = number of cylinders.*
- 7.3.2.2** **Ducts or passages (1.2.3.2)** – *Ducts or passages are cylindrical or cylindrical-conical elements allowing the passage of gases whatever the length or position of these elements. Number of ducts or passages: the number of real ducts or passages is the greatest quantity of cylindrical or cylindrical-conical elements which transmit gases from the pump casing to the top of the piston, as well as those which transmit gases from the outside of the cylinder to the inlet ports, or from the exhaust ports to the outside of the cylinder.*
- 7.3.2.3** **Inlet or exhaust port (1.2.3.3)** – *A port is composed of the intersection of the periphery of the cylinder and the inlet or exhaust duct. This port is opened or shut by the passage of the piston.*

7.3.2.4 **Cylinders (2.16.3)** – For unsleeved engines, repairing cylinders is allowed by addition of material but not of parts. Cylinder head: it is allowed to replace the spark plug thread by a heli-coil.

7.3.2.5 **method for measuring the opening angles of the inlet and exhaust ports(2.25.3.2)** – In order to make the measurement more accurate, a 0.20 mm thick and 5 mm wide wedge (according to technical drawing No. 18) will be used to establish the start and finish of the measurement. This wedge will be gripped at the chord axis of each port, between the edge of the upper part of the piston ring or of the piston and its intersection with the edge of the inlet or exhaust port. The position by which the gripping of the wedge will permit the measurement of the largest possible angle will be considered as the beginning and the end of the measurement of the angle. This wedge may be set in position through the inside of the cylinder or through the duct of the exhaust port to be checked. It will not be mandatory on any account for the wedge to be placed in a horizontal or vertical position. The reading will be carried out using a graduated disc with a minimum diameter of 200 mm or a digital display measuring device operated by a coder.

7.3.2.6 **Controls (2.25.3)** – For the control, the following tolerances are allowed:
- Connecting rod centre line: +/- 0.2 mm - Piston stroke: - engine assembled: +/- 0.2 mm - crankshaft alone: +/- 0.1 mm

7.3.3 **KZ 10 (C)**

7.3.3.1 **Cylinder Head –**

7.3.3.1.1 The cylinder head has to be strictly original as per the homologation sheet.

7.3.3.1.2 Only the thread repairing is allowed, by means of a helicoil, with the same length as the original thread.

7.3.3.1.3 The combustion chamber insert must be (TM part No 02555.1) Volume of combustion chamber – minimum 11cc.

7.3.3.1.4 No heat treatments or surface treatments allowed. Only Nikasil Plating and honing back to standard cylinder size is allowed.

7.3.3.1.5 The standard head insert on the K9 engine may be substituted with that of the K9B engine.

7.3.3.1.6 The head may be polished to remove carbon.

7.3.4 **KZ 10 C**

7.3.4.1 *Only pistons allowed for the KZ 10 C are as follows:*

- 7.3.4.1.1** 10049.93 1 PISTONE 53,93 – 4° CPL (*) Piston 53,93 - Assy (*)
- 7.3.4.1.2** 10049.94 - PISTONE 53,94 – 4° CPL (*) Piston 53,94 - Assy (*)
- 7.3.4.1.3** 10049.95 - PISTONE 53,95 – 4° CPL (*) Piston 53,95 - Assy (*)
- 7.3.4.1.4** 10049.96 - PISTONE 53,96 – 4° CPL (*) Piston 53,96 - Assy (*)
- 7.3.4.1.5** 10049.97 - PISTONE 53,97 – 4° CPL (*) Piston 53,97 - Assy (*)
- 7.3.4.1.6** 10049.98 - PISTONE 53,98 – 4° CPL (*) Piston 53,98 - Assy (*)

7.3.4.2 *Pistons not allowed on the KZ10c motor*

- 7.3.4.2.1** 10045.93 - PISTONE 53,93 Light - 4° CPL (*) Piston 53,93 - Assy (*)
- 7.3.4.2.2** 10045.94 - PISTONE 53,94 Light - 4° CPL (*) Piston 53,94 - Assy (*)
- 7.3.4.2.3** 10045.95 - PISTONE 53,95 Light - 4° CPL (*) Piston 53,95 - Assy (*)
- 7.3.4.2.4** 10045.96 - PISTONE 53,96 Light - 4° CPL (*) Piston 53,96 - Assy (*)
- 7.3.4.2.5** 10045.97 - PISTONE 53,97 Light - 4° CPL (*) Piston 53,97 - Assy (*)
- 7.3.4.2.6** 10045.98 - PISTONE 53,98 Light - 4° CPL (*) Piston 53,98 - Assy (*)

7.3.5 **Checking the squish**

- 7.3.5.1** A minimum squish of 1mm is permitted.
- 7.3.5.2** Measurement will be done with a digital Vernier. The Vernier will be owned by the club and will be present on race days for any competitor to check there squish prior to the sealing of the motor.
- 7.3.5.3** The squish will be checked on both the left and the right side of the piston parallel to the gudgin pin.
- 7.3.5.4** The smaller of the two measurements will be the measurement used for legality.
- 7.3.5.5** A 1.5mm solder wire will be used. With the solder wire in place the motor will be turned through top dead centre once. The step on the solder will not be cut off.

7.3.5.6 The smallest point on the solder measured with the point of the Vernier will be the final measurement.

7.3.6 D. Crankcase, crankshaft, Con-Rod, Crankpin

7.3.6.1 Crankcase may be cleaned and polished and sand blasted. Strictly no material may be added. As per homologation sheet and only TM Racing parts to be used.

7.3.6.2 It will be permitted to use the (part No 18263 standard 22mm big end) in the KZ10 motor. (This is to allow for longevity of the crankshaft) The grinding of the crank to accommodate the 22mm gudgeon must be done by the TM Agent's appointed engineering works. Current company Wiid Engineering.

7.3.6.3 Crankshaft may only be statically balanced. DYNAMIC BALANCING (grinding or removal of material is prohibited)

7.3.7 E. Bearings

7.3.7.1 Strictly original and without any modification/s. As per homologation spec sheet and only TM Racing.

7.3.8 F. Piston, Ring, and Pin.

7.3.8.1 Strictly original and without any modification. As per homologation Spec Sheet and only TM Racing parts to be used.

7.3.8.2 Pistons allowed are (TM part No 10087.93) (TM part No 10087.94) (TM part No 10087.95) (TM part No 10087.96) (TM part No 10087.97) (TM part No 10087.98).

7.3.9 G. Reeds Valve Box (TM part No 20082)

7.3.9.1 Strictly original without any modification/s. As per homologation spec sheet to be used.

7.3.10 G.1 Reed Cover/Manifold (TM part No 30334)

7.3.10.1 Manifold can be modified eg polishing, grinding, sand blasting etc. A maximum of 31.5 mm throat diameter is permitted.

7.3.10.2 Original carburettor rubber intake manifold (TM part No 13059) must be used.

7.3.11 H. Reed Petals (TM part No's 20062.1- 20062.2-20062.3-20049)

7.3.11.1 As per homologation spec sheet and only TM Racing parts to be used. The Reed petals must be the (MAGMALYTE) carbon type as supplied by TM.

7.3.12 I. Carburettor

7.3.12.1 The Carburettor is open.

7.3.12.2 Only the Dell'Orto VSH30-CS carburettor supplied together with the engine K9B,K9C,KZ10 AND KZ10 ES in its original configuration (same brand, same model, and same reference) is admitted.

7.3.12.3 Only the original Dell'Orto type setting elements, supplied with the carburettor are allowed. (No drilling or Grinding allowed). Polishing is permitted as long as the profile and the size of the inlet passage is not altered. Profile will be monitored.

7.3.12.4 The K9 motor may use the Dell'Orto VSH30-CS type carburettor (Older type Dell'Orto PHBE 30 spares no longer available)

7.3.13 J. Fuel, Lubricant and Tank

7.3.13.1 All GP karts and Super Karts will only be permitted to use freely and commercially available pump fuel with a maximum of a 95 octane rating. No additive/s other than 2 stroke oil is allowed.

7.3.13.2 It is permitted to run an in line heat exchanger for fuel.

7.3.14 K. Clutch

7.3.14.1 All the clutch components must be original TM Racing without any modifications.

7.3.14.2 Clutch Basket (TM part No 25005)

7.3.14.3 Clutch Centre (TM part No 25095)

7.3.14.4 Pressure plate (TM Part No 30334)

7.3.15 L. Ignition

7.3.15.1 KZ 10 only the original PVL ignition system is allowed, without any modification:

7.3.15.1.1 Coil (TM part No 15156)

7.3.15.1.2 Ignition (TM part No 15155)

7.3.15.2 KZ 10 ES only the original PVL charging ignition system is allowed without any modification:

7.3.15.2.1 Coil (TM part No 15241)

7.3.15.2.2 Ignition (TM part no 15243)

7.3.15.2.3 CDI (TM part No 15242)

7.3.15.3 IT is permissible to remove the KZ10 ES ignition system and starter motor. It may be replaced only by the standard PVL Ignition system allowed for on the KZ10 (No starter motor)

7.3.16 **M. Sparkplug**

7.3.16.1 The sparkplug must be installed with it's gasket.

7.3.16.2 The sparkplug temperature probe is permitted and if it is min 1.2mm thick, after being fitted and/or used it can act as a spark plug gasket. The insulator must not exceed the sparkplug body and the length of the spark plug body itself must be a max 18.5mm

7.3.16.3 It is permissible to use the small type BRISK D10 IR RACING IRIDIUM/ or similar spark plug.

7.3.17 **N. Muffler and Header**

7.3.17.1 The original muffler as supplied with the engine (TM part no 27000.26) must be kept in compliance with the homologation form, therefore no modification in structure or in dimensions are allowed.

7.3.17.2 Drilling and welding operations on the exhaust pipe are only allowed to install a temperature probe. No spacers and gaskets between cylinder and exhaust manifold(TM part no 13062 or marked KZ10 on older motors) can be added or removed in order to adjust muffler length.

7.3.17.3 The exhaust pipe to be coupled to the silencer with the standard u bend 28/28 diameter.(TM part No 27027.2)

7.3.18 O. Exhaust Silencer

7.3.18.1 Strictly original and without any modification/s. As per homologation spec sheet only TM racing parts to be used. During the 2018 season it will be permitted to use the carbon Kevlar silencer (supplied by TM Racing, ALTO TYPE) with any engine configuration.

7.3.19 P. Cooling

7.3.19.1 The cooling system must be in its original configuration: only one radiator, only one simple water pump is allowed.

7.3.19.2 Radiator shields, either adhesive or mechanical, are allowed but should not be removed when the kart is in motion.

7.3.19.3 No glycol based antifreeze is allowed to be used.

7.3.19.4 In-line thermostats and in-line heat exchangers are permissible.

7.3.19.5 Water Flow U Tube from Barrel to Crank Casing can be Removed and Sealed due to Seat positioning for the taller or larger competitor.

7.3.20 Q. Starting

7.3.20.1 The KZ10 ES engine is provided with an on-board electric starter. The original on board starting system has to be installed with all its components and properly connected.

7.3.20.2 Should the starter not crank the engine (as ascertained by a technical consultant) the engine can be started by pushing the kart, according to the limit provided for elsewhere in these regulations.

7.3.21 R. Gearbox

7.3.21.1 All the gearbox and selector components must be strictly original. No further heat treatment or surface treatment is allowed.

7.3.21.2 The gear ratios must be strictly original and according to the list described in the homologation form.

8. S. Inspections

- 8.1 The nominated Technical consultant for the 125 GP Shifter class is Mr. Wayne Robertson.
- 8.2 The technical consultant will generally invite a representative appointed by the official TM Racing Importer for the purpose of consultation.
- 8.3 The homologation documents being the first point of reference and in the case of doubt comparisons with a new engine may be carried out.

9. T. Class within a class

9.1 GP 125cc Shifter – Veterans class 2019 – Rules & Regulations:

- 9.1.1 The GP 125cc Shifter class for 2019 will have the GP 125cc Shifter Veterans Class competing together in all rounds of the Northern Region Championship for 2019:
- 9.1.2 It will be called GP 125cc Shifter Veterans Class.
- 9.1.3 Class within a Class (Both GP 125cc Shifter classes compete together) Official MSA Recognition.
- 9.1.4 MSA – Northern Regional Championship Status – Veterans Class

9.2 Eligibility

- 9.2.1 In the year of the competitors 45th birthday (Not Optional) as per clause above.

9.3 GP 125 Veterans Rules & Regulations

- 9.3.1 Compete in All MSA affiliated NR Regions GP 125cc Shifter events during 2019.
- 9.3.2 Utilise the 2019 rules.
- 9.3.3 GP 125cc Shifter Veterans Class to adopt all rules introduced to the Class for the 2019 season.
- 9.3.4 Utilise the MSA 2019 NR regional points scoring structure.
- 9.3.5 Maintain the 3 x Drop Rule (3 x Worst Scoring Heats) as per Championship.
- 9.3.6 Class weight as per 2019 weight categories. (Dependent on TM motor)
- 9.3.7 GP 125cc Shifter Veterans to utilise Red Number plate (Background) with
- 9.3.8 White Numbers – Arial font.
- 9.3.9 All veterans will score in both categories and it will be possible to win both championships. Should a vet win the Championship then the Vet title will be ceded to the 2nd place finisher.

9.4 TM Motor/S Specifications

- 9.4.1 Utilise 2019 TM motor Specifications Introduced and agreed to by the GP 125cc Shifter Class for 2019. (Both classes utilise same equipment)
- 9.4.2 Tyres
 - 9.4.2.1 Dry - Bridgestone YLR
 - 9.4.2.2 Wet – Bridgestone YLP

10. V.Gearshift System

- 10.1 Hand operated gear shift lever. It is permissible to make the following modifications.-
 - 10.1.1 A cable operated paddle shift type system attached to the steering column using a push/pull cable can be used.
 - 10.1.2 Or it can be a pneumatically operated system, or it can be an electrically operated system.
 - 10.1.3 NOTE none of the above systems may be fitted with an electronic engine cut out system so as to assist gear changes without having to lift the throttle pedal when changing gear.

11. W. Rear Axles

- 11.1 It is permitted to have a rear axle insert so as to strengthen the keyway area where the axle sprocket is located.
- 11.2 The maximum rear axle width outside rim to outside rim is 1400 mm (not tyres).

12. X. Air box Modification

- 12.1 CIK air boxes must be fitted however, in the event of rain it is permissible to make the following modifications in order to protect the motors from damage that may be caused by water being ingested via the air box:
 - 12.1.1 A protective cover may be attached to a standard CIK approved air box.
 - 12.1.2 This device needs to be properly attached which may take the form of being attached using duct tape.

12.1.3 Attaching such device is not considered to be a performance enhancing modification but rather a protective device to prevent motor damage caused by water entering the air box and being sucked into the motor during racing.

12.2 Air boxes must contain a filter with no damage and must be intact.

13. Y. Tyres

13.1 As per Article 23.2b of the MSA white book only:

13.1.1 Bridgestone YLR dry tyre; and

13.1.2 Bridgestone YLP wet tyre will be permitted during the 2019 season.

13.1.3 As per homologation for 2018/9/20.

14. U. Modifications to the regulations.

In order to guarantee the progress of the 125 GP class, the GP 125 Shifter Association Committee in agreement with the competitors reserves the right to modify any clause of the technical regulations at any time. MSA need to be notified of such changes 7 (seven) working days prior to an event taking place for ratification.

15. Z. Special Rules (for 2019)

15.1 Tyre allocations and rules for 2019:

15.1.1 Each competitor will be allowed and must use a total of three sets of dry tyres for the six local regional races i.e. one set of dry tyres per two regional events will be allowed. This has been introduced in an effort to reduce costs.

15.1.2 The following rules will be applied:

15.1.2.1 One set of dry tyres must be used for two regional events.

15.1.2.2 The order in which these three sets of dry tyres are used is at the competitor's discretion i.e. a competitor may choose to use his/her three sets of dry tyres for the first three regional events.

15.1.2.3 Mixing and matching will be allowed.

15.1.2.4 If a tyre is damaged or deemed unsafe by the Clerk of the Course it can be exchanged for a used tyre of similar wear.

15.1.2.5 1 new set will be allocated for any away events in 2019.

15.1.2.6 Each barcoded tyre set will be scanned and allocated to each competitor's name and will be monitored to ensure that the set is used for two regional events.

15.1.3 Should a competitor not adhere to the above rules regarding tyre allocation and use thereof he or she shall be disqualified immediately.

16. Moratorium on newly Homologated TM Motors

16.1 For the foreseeable future a moratorium is placed on the purchasing of newly homologated TM Motors i.e. new motors to be purchased will only be the KZ 10C and the KZ10 motors.

16.2 This moratorium has also been introduced in an effort to reduce costs.

17. Not adhering to the GP125 constitution

In the event that any competitor intentionally not adheres to above rules and/or the constitution of the GP125 Shifter Association and/or competes in such a manner which is inconsistent with the above rules and/or the Constitution of the GP125 Shifter Association and/or the spirit of this class and thereby bringing the class into disrepute could face disciplinary actions and his or her membership can be immediately terminated upon the majority decision of the members of this class.