



MOTORSPORT SOUTH AFRICA NPC

Reg. No 1995/005605/08

www.motorsport.co.za

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MSA NATIONAL CIRCUIT MOTORCYCLE CIRCULAR 2 OF 2018

The following wording is replaced in the 2018 National Circuit Motorcycle Regulations and are made with immediate effect.

A. SuperGP

12.2.1 Homologation

- a) Motorcycles to be raced in the championship must be homologated by either the FIM or by MSA, and which comply with these regulations, shall be permitted to take part in the series, subject to compliance with the additional criteria outlined below:
- b) The motorcycle must be homologated by the FIM for Stocksport / Superstock / Supersport racing. The prevailing retail price (VAT inclusive) of the motorcycle to the general public through official dealer outlets shall not exceed R 350 000. The price cap may be adjusted in the event of significant exchange rate fluctuations.
- c) Where a particular brand and model of motorcycle (that complies with these regulations) is not homologated by the FIM, the official South African importers may make application to the MSA Motorcycle Racing Commission for a local homologation to allow the motorcycle to be raced in the series. In such cases, the following shall apply:
 1. The importer concerned shall pay to MSA a homologation fee of R55 000 (excl. VAT), which shall incorporate a fee towards the technical administration of the series.
 2. At least 3 examples of the motorcycle concerned must have been imported into SA (proof must be submitted in this regard).
 3. The official importer must submit one new motorcycle, chosen by the Technical Consultant, together with a completed homologation document supplied by MSA for inspection.
 4. The homologation, or otherwise, of the relevant motorcycle shall be at the sole discretion of the MSA Motorcycle Racing Commission.
 5. Should such an application for homologation be refused, 10% of the homologation fee paid shall be retained by MSA and the balance of the fee shall be returned to the applicant.
- d) Any motorcycle homologated under these rules (parts a and b above) shall be allowed to compete without time limitation subject to continued compliance with the appropriate technical regulations.

MOTORSPORT SOUTH AFRICA IS THE ONLY RECOGNISED MOTORSPORT FEDERATION IN SOUTH AFRICA



sport & recreation
Department
Sport and Recreation South Africa
REPUBLIC OF SOUTH AFRICA

Directors: Adv. G. T. Avvakoumides (Chairman), A. Scholtz (Chief Executive Officer), A. Taylor (Financial), D. Easom, J. Fourie
G. Hall, A. Harri, E. Murray, M. Rowe, R. Schilling, Ms M. Spurr, S. Van der Merwe

B. Super600**13.2.1 Homologation**

- a) Motorcycles to be raced in the championship must be homologated by either the FIM or by MSA, and which comply with these regulations, shall be permitted to take part in the series, subject to compliance with the additional criteria outlined below:
- b) The motorcycle must be homologated by the FIM for Stocksport / Superstock / Supersport racing. The prevailing retail price (VAT inclusive) of the motorcycle to the general public through official dealer outlets shall not exceed R 200 000. The price cap may be adjusted in the event of significant exchange rate fluctuations.
- c) Where a particular brand and model of motorcycle (that complies with these regulations) is not homologated by the FIM, the official South African importers may make application to the MSA Motorcycle Racing Commission for a local homologation to allow the motorcycle to be raced in the series. In such cases, the following shall apply:
 - 1. The importer concerned shall pay to MSA a homologation fee of R55 000 (excl. VAT), which shall incorporate a fee towards the technical administration of the series.
 - 2. At least 3 examples of the motorcycle concerned must have been imported into SA (proof must be submitted in this regard).
 - 3. The official importer must submit one new motorcycle, chosen by the Technical Consultant, together with a completed homologation document supplied by MSA for inspection.
 - 4. The homologation, or otherwise, of the relevant motorcycle shall be at the sole discretion of the MSA Motorcycle Racing Commission.
 - 5. Should such an application for homologation be refused, 10% of the homologation fee paid shall be retained by MSA and the balance of the fee shall be returned to the applicant
- d) Any motorcycle homologated under these rules (parts a and b above) shall be allowed to compete without time limitation subject to continued compliance with the appropriate technical regulations.

C. Super300**14.3 Homologation**

- a) Motorcycles to be raced in the championship must be homologated by either the FIM or by MSA, and which comply with these regulations, shall be permitted to take part in the series, subject to compliance with the additional criteria outlined below:
- b) The Motorcycle must be homologated by the FIM for Stocksport / Superstock / Supersport racing. The prevailing retail price (VAT inclusive) of the motorcycle to the general public through official dealer outlets shall not exceed R 75 000. The price cap may be adjusted in the event of significant exchange rate fluctuations.
- c) Where a particular brand and model of motorcycle (that complies with these regulations) is not homologated by the FIM, the official South African importers may make application to the MSA Motorcycle Racing Commission for a local homologation to allow the motorcycle to be raced in the series. In such cases, the following shall apply:

1. The importer concerned shall pay to MSA a homologation fee of R55 000 (excl. VAT), which shall incorporate a fee towards the technical administration of the series.
 2. At least 3 examples of the motorcycle concerned must have been imported into SA (proof must be submitted in this regard).
 3. The official importer must submit one new motorcycle, chosen by the Technical Consultant, together with a completed homologation document supplied by MSA for inspection.
 4. The homologation, or otherwise, of the relevant motorcycle shall be at the sole discretion of the MSA Motorcycle Racing Commission.
 5. Should such an application for homologation be refused, 10% of the homologation fee paid shall be retained by MSA and the balance of the fee shall be returned to the applicant
- d) Any motorcycle homologated under these rules (parts a and b above) shall be allowed to compete without time limitation subject to continued compliance with the appropriate technical regulations.

D. SuperMasters

15.2 Homologation

- a) Motorcycles to be raced in the championship must be homologated by either the FIM or by MSA, and which comply with these regulations, shall be permitted to take part in the series, subject to compliance with the additional criteria outlined below:
- b) The Motorcycle must be homologated by the FIM for Stocksport / Superstock / Supersport racing. The prevailing retail price (VAT inclusive) of the motorcycle to the general public through official dealer outlets shall not exceed R 350 000. The price cap may be adjusted in the event of significant exchange rate fluctuations.
- c) Where a particular brand and model of motorcycle (that complies with these regulations) is not homologated by the FIM, the official South African importers may make application to the MSA Motorcycle Racing Commission for a local homologation to allow the motorcycle to be raced in the series. In such cases, the following shall apply:
1. The importer concerned shall pay to MSA a homologation fee of R55 000 (excl. VAT), which shall incorporate a fee towards the technical administration of the series.
 2. At least 3 examples of the motorcycle concerned must have been imported into SA (proof must be submitted in this regard).
 3. The official importer must submit one new motorcycle, chosen by the Technical Consultant, together with a completed homologation document supplied by MSA for inspection.
 4. The homologation, or otherwise, of the relevant motorcycle shall be at the sole discretion of the MSA Motorcycle Racing Commission.
 5. Should such an application for homologation be refused, 10% of the homologation fee paid shall be retained by MSA and the balance of the fee shall be returned to the applicant
- d) Any motorcycle homologated under these rules (parts a and b above) shall be allowed to compete without time limitation subject to continued compliance with the appropriate technical regulations.

E. Super300 – KTM RC390

The following previously allowed modifications are permitted:

- 1) 2015 KTMRC390 – 320mm brake disc conversion.
- 2) KTM RC390 – Upper fork clamp (triple clamp) may be replaced by the ACC Billet replacement fork clamp. Clip on type handlebars may then be used.

F. Super300 MSA Approved Parts

The following suspension parts are permitted:

- 1) MP Custom Valve MP30PRC Fork Cartridge to fit the KTM RC390
- 2) MPCustom Valve C2P 46 PRXLH Shock

G. SuperGP, Super600 and SuperMasters

The following items are permitted:

- 1) After market, fuel caps may be used to replace a key operated OEM unit. The aftermarket cap must be a direct replacement for the OEM unit and require no modification to the fuel tank.
- 2) Regarding the relocation of hand controls Art. 12.15 aftermarket switches will be permitted in the place of the OEM switch gear.
- 3) Aftermarket rear sub frames may be changed or altered, but the type of material must remain as homologated, or material of a higher specific weight.

H. The following clarification regarding tyres are set out below

- 12.13 (a) Tyres (SuperGP Class)
- 13.13 (a) Tyres (Super600 Class)
- 14.46 (a) Tyres (Super300 Class)

Pirelli will supply the following tyres:

Super300 Class Dry Tyres:

110/70ZR17	Diablo Supercorsa SC1
120/70ZR17	Diablo Supercorsa SC1
150/60ZR17	Diablo Supercorsa SC1
160/60ZR17	Diablo Supercorsa SC1

Super300 Class Wet Tyres:

110/70R17	Rosso II
120/70ZR17	Rosso II
140/70R17	Rosso II
150/60R17	Rosso II
160/60ZR17	Rosso II

Super600 Class Dry Tyres:

120/70ZR17	Diablo Supercorsa SC2
180/60ZR17	Diablo Supercorsa SC2

Super600 Class Wet Tyres:

120/70R17	Diablo Rain SCR1
180/55R17	Diablo Rain SCR2
190/60R17	Diablo Rain SCR1

SuperMasters Dry Tyres:

120/70ZR17	Diablo Supercorsa SC2
190/55ZR17	Diablo Supercorsa SC2
200/55ZR17	Diablo Supercorsa SC1

SuperMasters Wet Tyres:

120/70R17	Diablo Rain SCR1
190/60R17	Diablo Rain SCR1

SuperGP Dry Tyres:

120/70ZR17	Diablo Supercorsa SC2
190/55ZR17	Diablo Supercorsa SC2
200/55ZR17	Diablo Supercorsa SC1

SuperGP Wet Tyres:

120/70R17 Diablo Rain SCR1
190/60R17 Diablo Rain SCR1

The tyre allocation, marking and issue process remains the same as 2017, see the regulations:

- 12.13 Tyres (SuperGP Class)
- 13.13 Tyres (Super600 Class)
- 14.46 Tyres (Super300 Class)



WAYNE RIDDELL
SPORTING SERVICES MANAGER

13th February 2018
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PADDY VENSKE
COMMISSION PRESIDENT