



2025

## WC Regional Standing Supplementary Regulations

### STC 650 & SSP 300 Motorcycle Championship



Version 1

28 January 2025

Ref: WC 117 - 25

## REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Championship Regulations must be submitted to the Controllers for approval. The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations with the approval of Motorsport South Africa (MSA).

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. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA.

## AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

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All race meetings shall be held under the 2025 Motorsport South Africa (MSA) General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), these Club Regulations, the event Supplementary Regulations (SR's) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

**1. AIM OF THE CHAMPIONSHIP**

- 1.1 This is a Regional status championship.
- 1.2 The aim of the championship will be to declare a Western Cape Regional Super Twins Cup 650 Champion and Supersport 300 Champion for 2025. (Herein referred to as STC 650 and SSP 300 respectively).
- 1.3 The Western Cape Regional Motorsport Committee, in its sole discretion, is responsible for declaring the winner of each championship or to withhold such declaration.

**2. CONTROLLERS**

The Controllers of the Championship will be the Motorsport South Africa (herein referred to as MSA) Western Cape Regional Motorsport Committee .

**3. REGULATIONS**

- 3.1 All qualifying races will be held under these rules, the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA) and all of the Standing Regulations and the Supplementary Regulations issued by the WPMC.
- 3.2 No rule is intended to exist in a vacuum; each rule should be read in the context of all rules. If there are two possible interpretations to a rule, and one interpretation conflicts with another rule, or makes another rule meaningless, that interpretation will be rejected in favour of an interpretation that is not in conflict with any other rule or makes another rule meaningless.
- 3.3 If a specific rule or latitude is not found in these regulations, whether stated it is or is not allowed, that will mean it is not allowed. The MSA GCR's or SSR's, as applicable, will then apply.
- 3.4 The Controllers reserve the right to amend these rules at their discretion. Any recommendations to amend the rules by the sub section committee will only become effective when approved by the MSA Western Cape Regional Motorsport Committee.
- 3.5 All and any notice or circulars in respect of this championship will be notified to all competitors in an electronic format (e-mail or similar). Any notice or circular will be notified no less than 7 (seven) days prior to any race meeting. The onus is on the Competitor to ensure that he has familiarized himself with such a notice.
- 3.6 It is required that each competitor reads and understands these rules, before participating in race events for 2025.

**4. ELIGIBILITY OF COMPETITORS**

- 4.1. **Competitor's age for STC 650 class:**  
Refer to MSA Circuit Racing SSR 1

**Competitor's age for SSP 300 class:**

'300cc class' riders will be allowed to compete on circuit WITH STC 650 from 01 January of the year in which they turn 14 years old. Riders under the age of 16 years shall be required to undertake and pass a written competency examination and provide proof of suitable previous racing experience (generally a minimum of one calendar year) in the 150cc Short Circuit racing class. Reference is hereby made to MSA Circuit Racing SSR 1 (iii) a and b.

The 110% qualification rule – see SSR 27 - shall be strictly enforced for the '300cc class' riders in the interest of safety where classes have been combined.

- 4.2 The Championship is open to:  
Holders of a valid MSA circuit motorcycle competition licence of relevant status.
- 4.3 Entries from members who are not in good standing with the club will be rejected.
- 4.4 Invited riders are welcome to race and are eligible for trophies on the day but will not be eligible to score points in the championship, nor be recognised as a starter.
- 4.5 Riders who have no racing experience are required to have completed at least 3 (three) WPMC affiliated riding schools. No new competitor will be allowed to compete unless he / she satisfies the requirements of the WPMC Motorcycle Sub Section Committee, in terms of competency.
- 4.6 First time riders must wear a brightly coloured bib over their leathers for their first 2 (two) race meetings and associated practice sessions (or more, at the discretion of the Controllers).
- 4.7 The criteria to vote at the WPMC Motorcycle Section AGM is as follows:
  - a) Must be a current paid up WPMC member of good standing,
  - b) Must be an active racer in the Motorcycle Section (participated in at least 50% of the races during the previous season, and 50% of the current season),
  - c) No proxy votes are permitted.
- 4.8 The criteria to submit rule proposals for the following season is as follows:
  - a) Proposals must come from active racers (participated in at least 50% of the races during the previous season, and 50% of the current season),
  - b) Proposals must constitute an improvement for all riders,
  - c) Proposals must be for the class that the rider currently races in,
  - d) The rider must be a current paid up WPMC member of good standing,
  - e) Proposals must be emailed to the Chairperson of the Motorcycle Section,
  - f) No proxy emails are permitted.

**5. ELIGIBILITY OF MOTORCYCLES**

- 5.1 Motorcycles competing in the championship shall comply with these rules, the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA) and all of the Standing Regulations and the Supplementary Regulations (SR's) issued by the WPMC / MSA.
- 5.2 Motorcycles must be either:

**STC 650: Twin cylinder, four stroke 650cc road-based production motorcycles.**

Kawasaki ER6 (2006-2008, 2009-2011,2012-2015)  
Kawasaki EX6 (2006-2008, 2009-2011,2012-2015)  
Kawasaki Versys (2006-2008, 2009-2011,2012-2015)  
Kawasaki Z650 Ninja (2017 onwards)

Suzuki SV 650 Gen 1 (1999-2002)  
Suzuki SV 650 Gen 2 (2003-2006)

Suzuki SV 650 Gen 2 (2007-2014)  
Suzuki SV 650 Gen 3 (2017 onwards)  
Suzuki DL 650 (All Models)

Yamaha MT 07 (2015 onwards)  
Yamaha R7 (2023 onwards)

Hyosung GT 650  
Hyosung GT 650S  
Hyosung GT 650R

Honda NC 700 (2012 onwards)  
Ducati Monster 696 (2008 – 2014)

**SSP 300:** Kawasaki Ninja 300 (EX300ADF)  
Yamaha YZF-R3  
KTM RC390  
Honda CBR 500  
Husqvarna 401  
Kawasaki Ninja 400

- 5.3 Fuel: All motorcycles must use pump fuel, available to the general public via normal filling stations. Fuel additives are allowed.  
Refer to GCR 240.
- 5.4 Tyres: Refer to clause 6.16 below.
- 5.5 **Series Sponsor decals as supplied, must be placed either above, below or next to the motorcycle's three race numbers, so as to be clearly visible from the front and either side of the motorcycle.**
- 5.6 The motorcycle that was scrutineered and used for qualifying has to be used for the races. The use of a spare motorcycle is not permitted, except as a source of spare parts.
- 5.7 Any part may be used on the motorcycle, provided that it comes from a motorcycle that is eligible for the relevant class. Please see clause 5.2 above for motorcycle eligibility. Excluded from this clause is the frame and swingarm, which must be from the same model. See 6.1.3 below.

## 6. **MACHINE SPECIFICATIONS**

### 6.1 **Frame and swing-arm:**

- 6.1.1 All motorcycles must display a vehicle identification number on the frame body (chassis number).
- 6.1.2 Engine mounting, suspension and swingarm mounting brackets or plates must remain as originally produced by the manufacturer.
- 6.1.3 Main frame must remain as originally produced by the manufacturer, swing-arm may not be changed. The sub-frame (fixed and removable) may be altered or cut to fit race seats.
- 6.1.4 Protective 'shark fins' must be fitted to motorcycles where the drive chain runs beneath the swing arm. Chains that run through the swing arm do not need 'shark fins'.

## 6.2 Suspension:

- 6.2.1 **STC 650:** Original front forks and rear shocks as originally produced for the model of the bike to be used. Fork springs may be changed. Emulators are permitted. No cartridge systems are permitted. Exterior appearance of the forks and shocks may not be altered.
- 6.2.2 **SSP 300:** Front forks to be the original units, but the internals may be changed. The rear shock may be changed.

## 6.3 Wheels:

- 6.3.1 **STC 650:** Any wheels may be used provided it comes from a bike eligible for the class. The maximum width for the rear wheel is 5.5 inches. (Road based 5.5-inch rear wheels are permitted.)
- 6.3.2 **SSP 300:** Standard / original wheels only, no modifications allowed.

## 6.4 Braking system:

- 6.4.1 Braided hoses may be fitted.
- 6.4.2 Brake pads are free.
- 6.4.3 Front and rear brakes (callipers, and master cylinders) may not be changed and need to be the standard factory supplied units. Worn OEM discs may be replaced with aftermarket discs of the same dimensions. Wave discs are permitted.

## 6.5 Engine and Gearbox:

- 6.5.1 Gearbox may be undercut.
- 6.5.2 Quick shifters may be used.
- 6.5.3 Lightening of flywheel allowed to compensate for crank breakages, is allowed in STC 650 only.
- 6.5.4 The bore and stroke are to remain standard for all motorcycles.
- 6.5.5 No slipper clutches allowed, unless it is fitted as standard equipment on the motorcycle from the factory.
- 6.5.6 **STC 650:** Engine horsepower is limited to a maximum of 73,00 HP.
- 6.5.7 **SSP 300:** Engine horsepower is limited to a maximum of 45,00 HP.
- 6.5.8 **Cylinder Heads**
  - 6.5.8.1 **STC 650:** All cylinder heads are to be standard and may not be ported or flowed. Any cylinder head that has been modified is required to be fitted with a restrictor plate, available for purchase from the Specialist Scrutineer.
  - 6.5.8.2 **SSP 300:** The cylinder head for the 400 Ninja must remain as standard, and an inlet restrictor plate must be fitted for this motorcycle, available for purchase from the Specialist Scrutineer.
  - 6.5.8.3 Cams to be OEM. No slotting of cam gears or replacing with aftermarket units are allowed.
  - 6.5.8.4 Cam swops are not allowed. (Exhaust cam to inlet and vice versa).

## 6.6 Dyno Regulations:

- 6.6.1 The designated dyno for measuring horsepower is the Cane Industries dyno. Compulsory tests **SHALL** be done throughout the year on motorcycles chosen at random by the organisers. Any competitor who refuses to supply his / her motorcycle for testing will be excluded from the relevant race meeting. Any competitor who wishes to protest another competitor's motorcycle must follow the correct procedures for the protest. Each motorcycle needs to be approved by the Committee before being allowed to participate in the championship. A mandatory dyno run is required for each competitor before the start of the season. Any new rider / bike combination requires a new dyno run. A dyno run is required after an engine rebuild.
- 6.6.2 Three (3) power runs will be done on the dyno, and the average of the 3 (three) readings will be the final HP output. The penalty for exceeding the HP limit will be exclusion from the race meeting. The maximum variance between the highest and lowest of the 3 (three) runs may not exceed a variance of 2.5%.
- 6.6.3 A Specialist Scrutineer and / or a committee member needs to be present during testing. The competitor also needs to be present during the dyno testing. Refer to GCR 252.

## 6.7 Electrical System:

Charging system to be operational and working. Standard wiring looms only. Flashing of ECU's is only permissible for faults codes removal. RPM may not be altered.

## 6.8 Fuelling:

Power Commander and Bazzaz are allowed. Piggy back fueling systems are allowed. Woolich is permissible for fueling and fault code eliminating only. Jetting is free. Air boxes are to remain standard. No ram air or fresh air systems may be added.

## 6.9 Cooling System:

Radiators are free. The original chassis mounting brackets must be used, and the radiator placement must be the same as the stock radiator unit. No glycol-based additives may be used.

## 6.10 Exhaust Systems:

- 6.10.1 A sound limit of 108dB, when tested at 0,5m will be enforced. Refer to Silencing of Vehicles in the event SR's.
- 6.10.2 **STC 650:** Original stock headers with an aftermarket link pipe and cannister may be used, but the dB limit strictly applies. (2022 onwards Yamaha MT07 and 2023 onwards R7 may use an aftermarket header pipe, as the stock header includes a catalytic converter.)  
**SSP 300:** Full aftermarket exhaust systems may be used, but the dB limit strictly applies.

## 6.11 Bodywork:

Body work is free, but, but it is recommended that bodywork be used from the same manufacturer as the make of the bike. No carbon fibre is allowed.



## **6.12 Handlebars and Hand Controls:**

- 6.12.1 Handlebars and hand controls may be relocated.
- 6.12.2 Throttle controls must be self-closing when not held by the hand.
- 6.12.3 Front brake lever protector must be fitted.

## **6.13 Foot rest / Foot controls:**

- 6.13.1 Aftermarket rear-sets may be fitted. Footrest / foot controls may be relocated but brackets must be mounted to the frame in the original mounting points.
- 6.13.2 Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
- 6.13.3 The end of the footrest must have at least an 8mm solid spherical radius.
- 6.13.4 Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or an equivalent type material (minimum radius 8mm). The plug surface must be designed to reach the widest possible area.

## **6.14 General: The following items MAY be altered or replaced:**

- 6.14.1 Any type of lubrication, brake or suspension fluid may be used.
- 6.14.2 Gaskets and gasket materials.
- 6.14.3 Instruments, instrument bracket(s) and associated cables.
- 6.14.4 Painted external surface finishes and decals.
- 6.14.5 Material for brackets connecting non original parts (fairing, exhaust, instruments, etc) to the frame (or engine) cannot be made from titanium or fibre reinforced composites.
- 6.14.6 Protective covers for the frame, chain and footrests may be made from other materials like fibre composite material if these parts do not replace original parts mounted on the homologated model.

## **6.15 Minimum weights: (Measured in Parc Ferme after completing a race)**

<b>SSP 300:</b>	Honda CBR500R	-	150kg
	KTM RC 390	-	133 kg
	Kawasaki 300 Ninja	-	133 kg
	Kawasaki 400 Ninja	-	145kg
	Yamaha YZF-R3	-	133kg

### **STC 650:**

- 6.15.1 All eligible bikes to be a minimum of 165kg after every official practice, qualifying and race, subject to compliance to the minimum combined weight.
- 6.15.2 Bike and rider weight combined to be a minimum of 255kg. Refer 6.15.3.
- 6.15.3 Should a bike and rider be under the combined 255kg minimum weight, then the motorcycle needs to be a minimum of 180kg to be compliant.

## **6.16 Tyres:**

- STC 650:** The BATT UHP CS is the control tyre and is the only tyre that may be used in dry conditions. The front tyre size is 120/70/17 and is only available in a medium compound and must be used for 2 (two) consecutive race meetings (2 (two) Qualifying sessions and 4 (four) races). The rear tyre sizes are 160/60/17 and 180/60/17 and are available in medium and soft compounds. A new rear tyre may be used for each race meeting (Qualifying and 2 (two) races).

The Specialist Scrutineer shall mark and keep records of all tyres.  
Wet weather tyres are free for wet conditions.

**SSP 300:** The BATT UHP Cut Slick is the control tyre and is the only tyre that may be used in dry conditions. The sizes 110/70/17 in medium compound and 140/70/17 in soft compound are available. The Honda CBR 500 will be allowed to use 120/70/17 and 160/60/17 due to it having wider rims as standard.  
One set of marked tyres is to be used for 2 (two) consecutive race meetings (2 (two) Qualifying sessions and 4 (four) races). The Specialist Scrutineer shall mark and keep records of all tyres.  
Wet weather tyres are free for wet conditions.

**7. CHAMPIONSHIP EVENTS**

- 7.1 All WPMC races held at Killarney during 2025 and listed as a qualifying race in the SR's, will be deemed to be qualifying races, provided that the original race distance is not less than 20 kilometres. When more than one race is held on any particular day, the times will be added together purely for the purpose of determining an overall winner for the day and shall have no effect on the points counting towards the Championship.
- 7.2 The 2025 Motorsport Calendar and Races per Category as published by the WPMC gives details of all championship event race dates.
- 7.3 An Endurance race and an away race may be added to the Championship. All riders will be given 6 - 8 weeks' notice hereof should these events be added to the calendar.

**8. CLASSIFICATION OF A STARTER**

Refer to GCR 230 & GCR 266.

**9. CLASSIFICATION OF A FINISHER**

Refer to GCR 274

**10. MINIMUM NUMBER OF STARTERS**

In order to qualify for Championship status, there must be a minimum number of 6 eligible starters per class, for the race meeting in question.

**11. POINT SCORING**

Points will be scored per class, by all finishers in each race as follows:

Position	Number of Starters per Class					
	6 (or more)	5	4	3	2	1
1 <sup>st</sup>	25	20	16	13	11	10
2 <sup>nd</sup>	20	16	13	11	10	
3 <sup>rd</sup>	16	13	11	10		
4 <sup>th</sup>	13	11	10			
5 <sup>th</sup>	11	10				

<b>6<sup>th</sup></b>	10					
<b>7<sup>th</sup></b>	9					
<b>8<sup>th</sup></b>	8					
<b>9<sup>th</sup></b>	7					
<b>10<sup>th</sup></b>	6					
<b>11<sup>th</sup></b>	5					
<b>12<sup>th</sup></b>	4					
<b>13<sup>th</sup></b>	3					
<b>14<sup>th</sup></b>	2					
<b>15<sup>th</sup> etc.</b>	1 etc.					

**12. COMPETITION NUMBERS**

Shall be allocated by the WPMC Motorcycle Section. Only black numbers on a yellow background for STC 650, and black numbers on a white background for SSP 300 will be permitted. Number sizes and positions to be in accordance with SSR 4. Competition Numbers must be displayed in accordance with MSA GCR's, SSR's and applicable Bulletins issued by MSA.

**13. NUMBER OF CHAMPIONSHIP RACES TO COUNT**

A minimum of twelve (12) qualifying races run in the 2025 calendar year will count towards the Championship. Where more than twelve (12) races are run, ALL races will count. Should less than twelve (12) qualifying races be run in the 2025 Championship year, the Championship will be declared null and void by the Controllers.

**14. SEPARATION OF TIES**

Refer to GCR 229

**15. ANNOUNCEMENT OF POINTS AWARDED**

Scoring for each qualifying event will be available on the Motorsport SA website ([www.motorsport.co.za](http://www.motorsport.co.za)) and any objections concerning the scoring must be received by MSA in writing not later than 7 (seven) days following the publication of the scoring. MSA reserves the right to correct clerical errors at any time.

**16. QUALIFYING**

- 16.1 The fastest lap recorded by a competitor during the timed qualifying session will be used to compile the starting grid for race 1.
- 16.2 The 2nd fastest lap recorded by a competitor during the timed qualifying session will be used to compile the starting grid for race 2.
- 16.3 If a competitor is unable to participate in the timed qualifying session, such competitor will be required to start from the back of the grid for both races.

- 16.4 If it is not possible for the timed qualifying session to take place, a grid for race 1 will be compiled using the latest championship points standings. The grid will be compiled in the sequence of the championship points, without differentiating per class. For race 2, the grid will be compiled using the fastest lap time set in race 1.
- 16.5 When more than 3 (three) competitors do not participate in the timed Qualifying session, these competitors will be placed at the back of the grid for both races, in the sequence of championship points, with the STC 650 bikes ahead of the SSP 300 bikes. If this occurs at the first race of the season, then such competitors will be placed by selection by the Committee in consultation with the Clerk of the Course. If it is 3 (three) or less competitors affected by this, such 3 (three) competitors will start from the back of the grid for both races on decision by the Committee.

**17. STARTING GRID**

The starting grid will not be split per class, meaning that the grid will be compiled in the fastest lap sequence, as per the qualifying lap times.

**18. SOCIAL MEDIA**

Social media, including, but not restricted to, Facebook, Instagram, Twitter, WhatsApp etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and video. As such, competitors should be aware that their conduct on social media regarding Killarney International Raceway, WPMC, its members, officials and sponsors should reflect the impact that social media has. If a competitor is considered to have brought Killarney International Raceway and/or WPMC into disrepute in the opinion of the Controllers, they may be subject to a penalty or exclusion / disqualification. Additionally, competitors are reminded that Motorsport SA monitor social media and any remarks that are deemed to bring the sport into disrepute can lead to penalties. For clarity, it is accepted that crashes are an inevitable feature of racing and the posting on social media of images / video containing a crash does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

**NOTE: WHAT IS NOT SPECIFICALLY ALLOWED IN THESE RULES, IS DISALLOWED. SEE GCR 226 IN THE INTEREST OF KEEPING THE CLASS AFFORDABLE, ANY PART MAY BE USED ON YOUR BIKE, PROVIDED THAT IT COMES FROM A BIKE ELIGIBLE FOR THE CLASS. FOR CLARIFICATION OF THIS RULE AND PARTS PERMISSIBLE PLEASE CONTACT THE MOTORCYCLE COMMITTEE OR SPECIALIST SCRUTINEER. THEIR DECISION WILL BE FINAL.**