



MSA WC REGIONAL STC & SSP 300 MOTORCYCLE REGULATIONS

VERSION 1

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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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ANNEXURE A – REGULATIONS RELEVANT SPECIFIC TO GSX8R

All race meetings shall be held under the 2026 Motorsport South Africa (MSA) General Competition Rules (GCRs), Standing Supplementary Regulations (SSRs), these Regional Regulations, the event Supplementary Regulations (SRs) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

1. CONTROLLERS

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

2. AIM OF THE CHAMPIONSHIP

The aim of the championship will be to declare a Western Cape Regional Super Twins Cup 650 Champion and a Supersport 300 Champion for 2026. (Herein referred to as STC 650 and SSP 300 respectively).

3. VALIDITY OF REGULATIONS

3.1 Applicable to the calendar year of 2026.

~~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 / she has familiarized him/herself with such a notice.~~

~~3.6 It is required that each competitor reads and understands these rules, before participating in race events for 2026.~~

4. ELIGIBILITY OF COMPETITORS

4.1. AGE OF COMPETITOR

4.1.1 Competitor's age for STC 650 class:

Refer to MSA Circuit Racing SSR 1.

4.1.2 Competitor's age for SSP 300 class:

'SSP 300cc class' competitors will be allowed to compete on circuit with the STC **class 650** from 01 January of the year in which they turn 14 years old. Competitors 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 **125cc and / or 150cc** Short Circuit racing class. Reference is hereby made to MSA Circuit Racing SSR 1 (iii) a and b.

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

4.2 The Championship will be open to competitor's resident within the area controlled by the MSA Western Cape Regional Motorsport Committee. No competitor may take part in a Western Cape Regional Championship if he / she is competing in a similar Championship in another region or if a similar Championship is available to him / her in his / her region.

4.3 Only competitors holding a minimum of a current valid MSA Regional Circuit Motorcycle Racing competition licence are permitted to compete.
~~Holders of a valid MSA circuit motorcycle competition licence of relevant status.~~

4.4 Entries from members who are not in good standing with the club will be rejected.

4.5 Invited competitors 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.

4.6 Competitors who have no racing experience are required to have completed at least three (3) **Western Province Motor Club (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.**

4.7 First time competitors must wear a brightly coloured bib over their leathers for their first two (2) race meetings and associated practice sessions (or more, at the discretion of the Controllers).

4.8 The criteria to vote at the WPMC Motorcycle Section AGM is as follows:

- Must be a current paid up WPMC member of good standing,
- 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),
- No proxy votes are permitted.

4.9 The criteria to submit rule proposals for the following season is as follows:

- Proposals must come from active racers (participated in at least 50% of the races during the previous season, and 50% of the current season),
- Proposals must constitute an improvement for all competitors,
- Proposals must be for the class that the competitor currently races in,
- The competitor must be a current paid up WPMC member of good standing,
- Proposals must be emailed to the Chairperson of the Motorcycle Section,
- No proxy emails are permitted.

5. INCIDENT REPORTS

Every competitor who is involved in an incident is to return to the Clerk of the Course, their Incident Report Form, completed as soon as possible after having either retired from or completed the race. Refer GCR 61 ii)

6. **ELIGIBILITY OF MOTORCYCLES**

6.1 ~~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 (SPR's) issued by the WPMC / MSA.~~

6.1 **The Championships are open to the following** motorcycles ~~must be either:~~

STC 665: ~~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)

Suzuki GSX8R

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

6.2 Fuel: All motorcycles must use pump fuel, available to the general public via normal filling stations. Fuel additives are allowed.

Refer to GCR 240.

6.3 Tyres: Refer to clause 7.16 below.

6.4 **Series Sponsor decals as supplied, must be placed either above, below or next to the motorcycle's three (3) race numbers, so as to be clearly visible from the front and either side of the motorcycle.**

6.5 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.

6.6 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 6.1 above for motorcycle eligibility. Excluded from this clause is the frame and swingarm, which must be from the same model. See clause 7.1.3 below.

7. MOTORCYCLE SPECIFICATIONS

7.1 Frame and swingarm:

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

7.2 Suspension:

- 7.2.1 **STC 650:** Original front forks and rear shocks as originally produced for the model of the motorcycle 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. **GSX8R to run OEM suspension as per Annexure A below.**
- 7.2.2 **SSP 300:** Front forks to be the original units, but the internals may be changed. The rear shock may be changed.

7.3 Wheels:

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

7.4 Braking system:

- 7.4.1 Braided hoses may be fitted.
- 7.4.2 Brake pads are free.
- 7.4.3 **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. **GSX8R to run OEM brakes as per Annexure A below.**

7.5 Engine and Gearbox:

- 7.5.1 Gearbox may be undercut.
- 7.5.2 Quick shifters may be used.
- 7.5.3 Lightening of flywheel allowed to compensate for crank breakages, is allowed in **STC 650** only.
- 7.5.4 The bore and stroke are to remain standard for all motorcycles.

- 7.5.5 No slipper clutches allowed, unless it is fitted as standard equipment on the motorcycle from the factory.
- 7.5.6 **STC 650:** Engine horsepower is limited to a maximum of 73,00 HP.
- 7.5.7 **SSP 300:** Engine horsepower is limited to a maximum of 45,00 HP.
- 7.5.7 a **GSX8R engine to be sealed as per Annexure A below.**
- 7.5.8 **Cylinder Heads**
- 7.5.8.1 **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. **GSX8R to run OEM head spec as per Annexure A below.**
- 7.5.8.2 **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.
- 7.5.8.3 Cams to be OEM. No slotting of cam gears or replacing with aftermarket units are allowed.
- 7.5.8.4 Cam swaps are not allowed. (Exhaust cam to inlet and vice versa).

7.6 Dyno Regulations:

- 7.6.1 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 **Controllers (who have delegated this responsibility to the Specialist Scrutineer of the class) in consultation with the Clerk of the Course 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 **Controllers (who have delegated this responsibility to the WPMC Motorcycle Committee) 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 competitor / motorcycle combination requires a new dyno run. A dyno run is required after an engine rebuild.
- 7.6.2 Three (3) power runs will be done on the dyno, and the average of the three (3) 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 three (3) runs may not exceed a variance of 2.5%.
- 7.6.3 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.

7.7 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. **GSX8R flash as per 7.5.7a above.**

7.8 Fuelling:

Power Commander and Bazzaz are allowed. Piggyback 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. **Ignition timing to remain stock. No fueling units or ECU fuel flash allowed for GSX8R.**

7.9 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.

7.10 Exhaust Systems:

- 7.10.1 A sound limit of ~~108~~ **105**dB, when tested at 0,5m will be enforced. Refer to Silencing of Vehicles in the event SRs.
- 7.10.2 **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.) GSX8R exhaust as per Annexure A below.**
- SSP 300:** Full aftermarket exhaust systems may be used, but the dB limit strictly applies.

7.11 Bodywork:

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

7.12 Handlebars and Hand Controls:

- 7.12.1 Handlebars and hand controls may be relocated.
- 7.12.2 Throttle controls must be self-closing when not held by the hand.
- 7.12.3 Front brake lever protector must be fitted.

7.13 Footrest / Foot controls:

- 7.13.1 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.
- 7.13.2 Footrests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
- 7.13.3 The end of the footrest must have at least an 8mm solid spherical radius.
- 7.13.4 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.

7.14 General: The following items MAY be altered or replaced:

- 7.14.1 Any type of lubrication, brake or suspension fluid may be used.
- 7.14.2 Gaskets and gasket materials. **No kit head gaskets allowed for GSX8R.**
- 7.14.3 Instruments, instrument bracket(s) and associated cables.
- 7.14.4 Painted external surface finishes and decals.
- 7.14.5 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.

7.14.6 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.

7.15 Minimum weights: (Measured in Parc Ferme after completing a race)

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

STC 650:

7.15.1 All eligible motorcycles to be a minimum of 165kg (**GSX8R: 190kg**) after every official practice, qualifying and race, subject to compliance to the minimum combined weight.

7.15.2 Motorcycle and competitor weight combined to be a minimum of ~~255~~ **245kg (GSX8R – 265kg)** Refer 7.15.3.

7.15.3 Should a motorcycle and competitor be under the combined ~~255~~ **weight of 245kg and 265kg for the GSX8R competitors**, then the motorcycle needs to be a minimum of ~~180~~ **175kg and 190kg for the GSX8R**, to be compliant.
The weight rule will be discussed after the 2nd race meeting and may be subject to change.

7.16 Tyres:

STC 650: ~~The BATT UHP CS is~~ **The Pirelli Supercorsa** is the control tyre, and is the only tyre that may be used in dry conditions. The front tyre size is 120/70/17 ~~SC2 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 **SC1** and 180/60/17 **SC1**. ~~and are available in medium and soft compounds.~~ A new rear tyre may be used for each race meeting (qualifying and 2 (two) races). **Tyre details are listed on the tyre order form.**
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 Pirelli Supercorsa** is the control tyre and is the only tyre that may be used in dry conditions. ~~The sizes 110/70/17 SC1 in medium compound and 140/70/17 SC1 sizes in soft compound~~ are available. The Honda CBR 500 will be allowed to use 120/70/17 **SC2** and 160/60/17 **SC1** 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). **Tyre details are listed on the tyre order form.** The Specialist Scrutineer shall mark and keep records of all tyres.
Wet weather tyres are free for wet conditions.

7.17 Rain lights

All motorcycles must have a functioning flashing red rain light that must be activated when an event is declared a "wet" race or if wet tyres are fitted, or if visibility is poor. The red rear light must comply with the following:

- a) Safety lights must be of a robust quality and securely fitted in the approved position.
- b) Lighting direction must be parallel to the motorcycle centre line (motorcycle running direction), and clearly visible from the rear at least 15 degrees to both the left and right sides of the motorcycle centre line.
- c) Mounted on the seat / rear bodywork approximately on the motorcycle centre line, in a position approved by the TC / Scrutineer. In case of dispute over the mounting position or visibility, the decision of the TC / Scrutineer will be final.
- d) Power output / luminosity equivalent to approximately: 10 – 15W (incandescent) 0.6 – 1.8 W (LED).
- e) Mounted securely using bolts / brackets – No velcro, double sided tape or cable ties may be used.
- f) The safety light may be hard-wired into the motorcycles power supply but is not mandatory.
- g) Motorcycles not showing a functioning rain light will be black-flagged and will not be permitted to continue the practice or race.
- h) A standard cycling rain light may be used.

8. QUALIFYING

- 8.1 The fastest lap recorded by a competitor during the timed qualifying session will be used to compile the starting grid for race 1.
- 8.2 The 2nd fastest lap recorded by a competitor during the timed qualifying session will be used to compile the starting grid for race 2.
- 8.3 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.
- 8.4 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.
- 8.5 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 motorcycles ahead of the SSP 300 motorcycles. If this occurs at the first race of the season, then such competitors will be placed by selection by the **Controllers (who have delegated responsibility to the WPMC Motorcycle 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 **Controllers Committee**.

9. 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.

10. CHAMPIONSHIP EVENTS

All **Western Cape Motorcycle WPMC** races held ~~at Killarney~~ during 2026 **within the region controlled by the MSA WC Regional Committee** and listed as a qualifying race in the SRs, will be deemed to be qualifying races, provided that the original race distance is not less than twenty (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 2026 Motorsport Calendar and Races per Category as published by the WPMC gives details of all championship event race dates.~~

An Endurance race and an away race may be added to the Championship. All competitors will be given 6 - 8 weeks' notice hereof should these events be added to the 2026 calendar.

11. CLASSIFICATION OF A STARTER

Refer to GCR 230 & GCR 266.

12. CLASSIFICATION OF A FINISHER

12.1 Refer to GCR 274.

12.2 If a competitor is the cause of the red flag, as decided by the Clerk of the Course, such competitor will not be permitted to restart if the race is restarted, and will not be classified as a finisher.

13. MINIMUM NUMBER OF STARTERS

In order **for a class** to qualify for **Regional** Championship status **at each round**, there must be a minimum ~~number~~ of six (6) eligible starters ~~per class, for the race meeting in question.~~

14. POINT SCORING

14.1 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
1st	25	20	16	13	11	10
2nd	20	16	13	11	10	
3rd	16	13	11	10		
4th	13	11	10			
5th	11	10				
6th	10					
7th	9					
8th	8					
9th	7					
10th	6					
11th	5					
12th	4					
13th	3					
14th	2					

15 th etc.	1 etc.					
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14.2 Full points will be awarded to eligible competitors, irrespective of the number of starters for the event. These points, so allocated, will be included in the total points scored by the competitors in determining the final championship positions at the end of the year.

However, in order for the Championship to be declared, the Championship must still meet the minimum criteria in terms of number of events run with the minimum number of eligible starters per event.

14.3 Competitors who are ineligible for the championship will be ignored in the results for the purpose of scoring the Championship and as an eligible starter.

15. COMPETITION NUMBERS

Shall be allocated by the WPMC Motorcycle Section **on behalf of the Controllers**. Competition numbers must be displayed in accordance with MSA GCR's, SSR's and applicable Bulletins issued by MSA, **in all regards, except the colours which will be 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 MSA Circuit Racing SSR 4.

16. NUMBER OF CHAMPIONSHIP RACES TO COUNT

A minimum of twelve (12) qualifying races run in the 2026 calendar year will count towards the Championship. Where more than twelve (12) races are run, ALL races will count. **See item 14.2 above.** Should less than twelve (12) qualifying races be run in the 2026 Championship year, the Championship will be declared null and void by the Controllers.

17. SEPARATION OF TIES

Refer to GCR 229.

18. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each qualifying event will be available on the Motorsport SA website (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.

19. DECLARATION OF CHAMPION

The Western Cape Regional Motorsport Committee, in its sole discretion, is responsible for declaring the winner of each championship or to withhold such declaration.

20. SOCIAL MEDIA

Social media, including, but not restricted to, Facebook, Instagram, X (**previously known as Twitter**), WhatsApp etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and videos. As such, competitors should be aware that their conduct on social media regarding MSA, the Championship, the Club, its competitors and sponsors should reflect the impact social media has. If a competitor is considered to have brought the Championship and / or MSA into disrepute in the opinion of the Championship Controllers, they may be subject to a penalty or disqualification from the championship.

Additionally, competitors are reminded that MSA 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 motor-racing and the posting on social media of imagery 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 MOTORCYCLE, PROVIDED THAT IT COMES FROM A MOTORCYCLE ELIGIBLE FOR THE CLASS. FOR CLARIFICATION OF THIS RULE AND PARTS PERMISSIBLE PLEASE CONTACT THE [WPMC](#) MOTORCYCLE COMMITTEE ([WHO ACT ON BEHALF OF THE CONTROLLERS](#)) OR SPECIALIST SCRUTINEER. THEIR DECISION WILL BE FINAL.

ANNEXURE A - SUZUKI GSX-8R CUP REGULATIONS

TECHNICAL REGULATIONS

NOTE: Whatever is not specifically allowed in these rules, is disallowed. The OEM / original / Standard (as per OEM Service and Parts manuals) apply.

1. MOTORCYCLE ELIGIBILITY

- 1.1 The only eligible motorcycles allowed to compete will be the: 2024/2025 Suzuki GSX-8R.
- 1.2 The motorcycle must possess an original Suzuki motorcycle identification number (VIN) on the frame in the respective national format of the supplying country. This may not be subsequently altered. Only motorcycles imported by Suzuki Auto South Africa PTY (Ltd) may be used. No grey or parallel imported motorcycles of this model will be permitted to participate in the championship series.
- 1.3 Beyond manufacturer tolerances, all alterations are prohibited. Minor changes will be allowed for purposes of close racing and safety.
- 1.4 All parts, except for those comprising of the approved additional racing kit and certain specifically defined additionally specified parts, must be of the same type and year model as the motorcycle and their condition in use must be within the tolerances stated in the OEM Service manual and in the manufacturer's guidelines.
- 1.5 With the exception of the additional racing kit, only genuine Suzuki GSX-8R parts may be used.

Allowable additional racing kit includes:

- a. After market racing fairings, mudguards and bodywork conforming in principle to the homologated shape as originally produced by the manufacturer.
- b. Braided hoses for both front and rear braking systems bypassing the ABS unit are allowed. ABS unit must remain and be connected to maintain the traction control function.
- c. After market rear sets may be fitted.
- d. Crash protection kits (crash bobbins, mushroom, engine covers, etc.) may be fitted.
- e. Handlebars ends, grips, clutch and brake levers may be replaced with aftermarket ones.
- f. Approved exhaust system must be fitted.
- g. A brake lever guard and chain protector (shark fin) must be fitted.
- h. Aftermarket batteries with the same specification as the OEM battery may be used.
- i. Aftermarket steering damper may be fitted.
- j. Final driver sprockets and chain may be changed.

To enable some of these additional parts (racing bodywork, rear sets, exhaust systems) to be made as cost effective as possible for competitors, they may be restricted to a single supplier / brand.

2. ENGINES/ECU

- a. The engine identification number must be visible and legible.
- b. All engines, new or used, will be inspected and sealed by the Specialist Scrutineer.
- c. No motorcycle will be eligible to race without a sealed engine.

d. ECU's are to be flashed with the series approved map.

The following options can be selected by each individual competitor:

- Disable Evap / Purge Valve (may be removed entirely)
- Disable Stock O2 Sensor (may be removed entirely)
- Disable PAIR Valve / AIS (may be removed entirely)
- ECU will be locked and sealed after the requested changes have been made.
- The engine casing, cylinder and cylinder heads must be sealed.

e. The elements of the engine must be in their original condition and within the manufacturer's tolerance range (see service manual and manufacturer's guidelines). Any change effected by removing or adding any material, such as deburring, addition or removal of seals, balancing components, etc. is expressly prohibited unless specifically provided for in the present regulations.

f. The engine ventilation system must remain in its original condition.

g. All screws used for oil outlet pipes, oil inlet pipes, oil filters, tubes and front brake callipers must be lock wired to prevent accidental opening.

h. Every motorcycle will be required to be tested on the designated dyno and sealed before being deemed eligible to participate in the series.

i. A maximum tolerance of 2.5% will be allowed at any point on the dyno curves for power and torque.

j. Any motorcycle failing to comply with these tolerances will be deemed illegal and will have to be proven legal. All costs relating to dyno testing or stripping are for the members' account. The motor (top and bottom and ECU are required to be sealed by the designated Control rig. (mark club seal) The official seal may only be removed by the Specialist Scrutineer. Any seals that are removed by the competitor without the authorisation of the Specialist Scrutineer will result in a penalty of starting from the back of the grid for the remaining races of the day. In the event that an engine seal needs to be removed for the engine to be opened, written approval must be obtained from the Specialist Scrutineer. The removed seal must be retained and given to the Specialist Scrutineer when the motorcycle is taken to be dyno tested and resealed.

3. CYLINDERS

Only original parts of the respective model (the addition or treatment of material is prohibited) are acceptable. Dimensions and weights of the cylinder must correspond to the original parts (see workshop manual and manufacturers guidelines). The addition or removal of material is prohibited.

4. IGNITION

Only standard ECU units, as supplied for the specific motorcycle are to be used. No enhancement microchips or additional piggy-back systems for fueling, timing, ignition, etc. are allowed.

ECU to be flashed with an approved map and password protected by the approved Specialist Scrutineer.

- 5. CRANKSHAFT**
 - a. The deburring, addition or removal of material is prohibited. Treatment, polishing or
 - b. dimensions and weights of the components must correspond to the original parts (see service manual and manufacturers guidelines).
- 6. BEARINGS**

The number, dimensions and weight must correspond to manufacturers' specifications.
- 7. PISTONS, PISTON RINGS AND RETAINERS**
 - a. Dimensions and weights of the parts must correspond to the original parts (see service manual and manufacturers guidelines).
 - b. Only original parts of the respective model are permitted. No modifications are permitted. The deburring, balancing, addition, or removal of material is prohibited.
- 8. CYLINDER HEAD**

Only original cylinder heads are permitted. The deburring, addition or removal of material is prohibited, including any modification of inlet rubbers. Dimensions and weights of the parts must correspond to the original parts (see service manual and manufacturers guidelines).
- 9. VALVES, VALVE CONTROL, CONTROL TIMING**

The diagram must correspond to the original diagram without modification. The valves, camshafts and the entire valve control with all parts must be in their original condition and may not be altered, repositioned, or polished. Dimensions and weights of the parts must correspond to the original specification (see service manual and manufacturers guidelines).
- 10. INJECTION AND IGNITION**

All parts must be in the original, unmodified condition of the relevant motorcycle type. Standard setting values are recommended.
- 11. AIR FILTER / AIR BOX / AIR CHANNELS**
 - a. All elements of the air intake area, pipes, air filter, air box, sealing components and casings must be in the original condition of the model described and remain within manufacturer tolerances.
 - b. Air filters are free from restriction.
- 12. WIRING HARNESS, ELECTRICAL CONNECTIONS**
 - a. The wiring harness of the relevant motorcycle type must be retained in unmodified form. No additional switches, components or cables must be looped in or added. Shortening in the form of cutting is prohibited. The following alterations to electrical components are permitted/required:
 - b. Removal of cable connections for rear light from last plug to rear light.
 - c. Removal of cable connections for horn from last plug to horn.
 - d. Removal of cable connections for direction indicators from last plug to direction indicators.
 - e. The deactivation of the electrical safety system for the side stand by means of bridge-over connector or similar is permitted. In the case of damage caused by a crash during an event, the cable set can be repaired under the supervision of the Specialist Scrutineer. This must be replaced by an original part at the next event.

- f. The use of lap timers is permitted. The electrical supply of such lap timers may only be provided directly from the battery poles (in line fuse is compulsory) or by connecting the supply provided for the headlight or any unused component power supply.

13. STATOR

- a. The stator, its wiring and regulation must conform to the original condition of the specific model and remain within manufacturer tolerances.
- b. The stator must always supply the battery with the relevant current as defined by manufacturer requirements. Additional electrical controls are prohibited.

14. STARTER

The electrical starter and wiring must be in their original condition and within manufacturer tolerances. The starter must always be able to start the engine.

15. LUBRICATION

Engine lubrication and the appropriate oil and oil cooling system are to be maintained in keeping with the original condition of the respective type and must not be altered. The addition of additives to the engine oil is not permitted.

16. WATER COOLANT RADIATOR

The original radiator must be used in unmodified form. A permanent metal protection grid may be mounted at the air inlet side of the radiator to prevent damage from debris. No anti-freeze additives may be mixed with the water used in the radiator. Mo Cool radiator additive from Motul (part no: 102222) may be added. Radiator fan must be present.

17. GEARBOX

Only original parts without any modifications.

18. CLUTCH:

Only original parts without any modifications.

19. EXHAUST SYSTEM:

Only the GSX-8R Cup series approved system can be used.

20. RUNNING GEAR / MOTORCYCLE IN GENERAL

- a. The frame number and the model plate must be easily visible and legible
- b. The following must be removed:
 - c. Rear view mirrors
 - d. Passenger footrests
 - e. Number plate holder
 - f. Number plate
 - g. Indicators
 - h. Headlight
 - i. Side stand

21. FOOTREST

Aftermarket rear sets may be fitted.

22. FUEL TANK

- a. Only the original part of the respective model with all components and inner parts is permitted.
- b. Any modification to the fuel tank is prohibited.
- c. The use of retention foam / explosion resistant foam is recommended.
- d. The fuel tank ventilation outlet, along with radiator overflow pipes (with a non-return valve), must end in one or more firmly attached collection containers with a capacity of at least 200cc.

23. FAIRING / BODYWORK

- a. After market Racing fairings, mudguards and bodywork conforming in principle to the homologated shape as originally produced by the manufacturer are permitted.
- b. All body parts remaining on the motorcycle must be in line with the standard condition regarding the material and form.

24. HANDLEBARS

- a. Only the OEM handlebars are permitted.
- b. The hand levers are free from restriction.
- c. All operating parts and handlebar controls such as kill switch etc. must be retained in their original condition and fully functional (unless specified under the acceptable racing kit parts)
- d. Steering lock and freedom of movement must not be impaired. Driving safety must be ensured.

25. FRONT FORKS

- a. Replacement of main compression springs and oil is permitted. Spring spacers can be used to alter preload.
- b. No modification to the internal cartridge is permitted.
- c. The requirement is that the front forks are to be the original fork stanchion and outer shell.
- d. No aftermarket forks or internals are permitted. The adding or removal of material (modification) to any part is not permitted.
- e. **The above is pending and may be changed after suspension testing and evaluations have been carried out. (see below)**

26. REAR SHOCK ABSORBER

- a. TBA, this is pending, on the results of the suspension testing to be conducted in Cape Town with MP Suspension and their conclusion and recommendation
- b. All rear shock absorbers must be scrutinized by MP Suspension and sealed. Once the shock has been sealed it is not required to be resealed unless the competitor has his shock serviced or checked, in which case the shock must be resealed.

27. BRAKES

- a. Except for points below, the front and rear brake system must remain standard.
- b. The type of brake fluid used is free.
- c. Brake pads are free of restriction.
- d. Braided brake hoses are optional for the front and rear and the ABS unit can be bypassed but must remain on the motorcycle.

28. CENTRAL FRAME

- a. The central frame must remain in its original condition.
- b. In the case of damage to the attachment point between the central frame and the rear frame, the professional repair of these points is permitted. However, any such repairs must be inspected and approved by the series Specialist Scrutineer.
- c. The rear subframe must remain in its original condition.

29. EXTRA EQUIPMENT

- a. Data transmissions / radio communication from the competitor to the team / pit box, is not allowed.
- c. The use of video cameras is permitted subject to the competitor being willing to supply any footage for the purpose of media material towards the club sponsors, marketing, protests, etc.
- e. Timing Transponders: all timing transponders are to be fitted to the top of the front fork or inline thereof subject to the approval of the Specialist Scrutineer. Transponders may not be mounted beyond or behind this point.