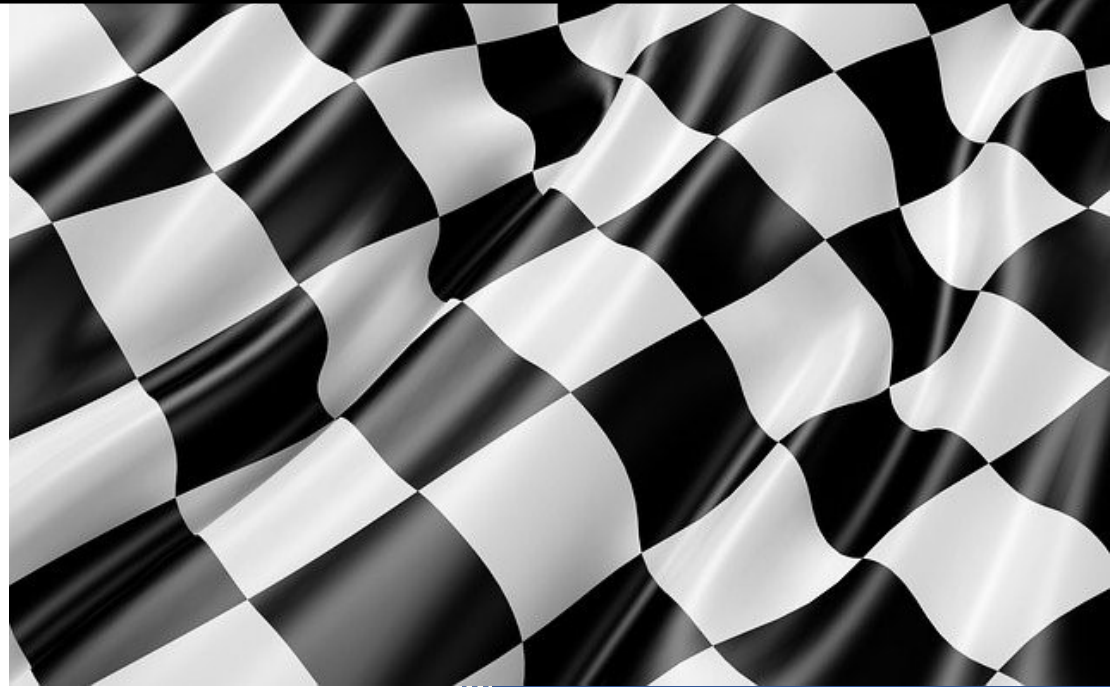




2024

Club Standing Supplementary Regulations

WPMC STC 650 & SSP 300 Motorcycle Championship



Version 2

17 July 2024

Ref: 163208/144

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>
6.16	Immediate effect	17.07.2024	Wording deleted and added

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All race meetings shall be held under the 2024 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 Club status championship.
- 1.2 The aim of the championship will be to declare a Western Province Motor Club Super Twins Cup 650 Champion and Supersport 300 Champion for 2024. (Herein referred to as STC 650 and SSP 300 respectively).
- 1.3 The Western Province Motor Club Sporting 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 Sporting Committee of the Western Province Motor Club (herein referred to as SportCom), who have delegated the management, control and day to day running to the Motorcycle Section 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 WPMC SportCom.
- 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.

4. ELIGIBILITY OF COMPETITORS

- 4.1. **Competitor's age for STC 650 class:**
Refer to 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 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.
- 4.5 Riders that have no racing experience are required to have completed at least 3 WPMC affiliated riding schools. No new competitor will be allowed to compete unless he/she satisfies the requirements of the committee, in terms of competency.
- 4.6 First time riders must wear a brightly coloured bib over their leathers for their first two race meetings and associated practice sessions (or more, at the discretion of the controllers).
- 4.7 Only driving members who have competed within the section at a minimum two race meetings within the period of the previous AGM and that year's AGM. If applicable, are also paid members of that section and or are members of the standing committee are allowed to vote at the section's yearly AGM.

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.

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)

Hyosung GT 650

Hyosung GT 650S

Hyosung GT 650R

Honda NC 700 (2012 onwards)

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.

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 and 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 No slipper clutches allowed, unless it is fitted as standard equipment on the motorcycle from the factory.
- 6.5.5. **STC 650:** Engine horsepower is limited to a maximum of 73,00 HP.
- 6.5.6 **SSP 300:** Engine horsepower is limited to a maximum of 45,00 HP.

- 6.5.7 **Cylinder Heads**
- 6.5.7.1 STC 650: As of 2025 all cylinder heads to be standard, no porting, polishing and skimming will be allowed.
- 6.5.7.2 Cams to be OEM, no slotting of cam gears or replacing with aftermarket units are allowed.
- 6.5.7.3 Cam swaps 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 NDT Racing 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 Championship. 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.
- 6.6.2 Three (3) power runs will be done on the dyno, and the average of the 3 readings will be the final HP output. The penalty for exceeding the HP limit will be exclusion. The Maximum variance between the highest and lowest of the 3 runs may not exceed a variance of 2.5%.
- 6.6.3 A Technical Consultant (TC) 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 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, 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. Foot rest/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 foot rest must have at least an 8 mm 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)

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:

- 6.1.5.1 All eligible bikes to be a minimum of 165kg after every official practice, qualifying and race, subject to compliance to the minimum combined weight.
- 6.1.5.2 Bike and rider weight combined to be a minimum of 255kg. Refer 6.1.5.3.
- 6.1.5.3 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 consecutive race meetings (2 Qualifying sessions and 4 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 races).

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

SSP 300: The BATT HP Series 2 is the control tyre and is the only tyre that may be used in dry conditions. The sizes are 110/70/17 and 140/70/17 and are available in Medium compound. 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 consecutive race meetings (2 Qualifying sessions and 4 races). The TC 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 2024 and listed as a qualifying race in the SR's, will be deemed to be qualifying races, and provided that the original race distance is not less than 20 kilometers. 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 2024 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 finishers in each race as follows:

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

6 th	10					
7 th	9					
8 th	8					
9 th	7					
10 th	6					
11 th	5					
12 th	4					
13 th	3					
14 th	2					
15 th etc.	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

All qualifying races run in the 2024 calendar year will count towards the Championship. A minimum of 6 race meetings (12 races) shall be run for the champion to be declared. Should less than 6 race meetings (12 races) be held, then the championship shall be declared null and void.

14. SEPARATION OF TIES

Refer to GCR 229

15. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each qualifying event will be available at the WPMC office on the second Monday following the event, and any objections concerning the scoring must be received by that office, in writing, not later than the Friday following the Monday on which the scoring became available.

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.
- 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 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 committee. If it is 3 or less competitors affected by this, such 3 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.

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 CLASS TC. THEIR DECISION WILL BE FINAL.