



# **MSA WC REGIONAL 600cc MOTORCYCLE REGULATIONS**

**VERSION 1**

**1 JANUARY 2026**

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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**

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

**INDEX:**

1. CONTROLLERS
2. AIM OF THE CHAMPIONSHIP
3. VALIDITY OF THE REGULATIONS
4. ELIGIBILITY OF COMPETITORS
5. INCIDENT REPORTS
6. ELIGIBILITY OF MOTORCYCLES
7. QUALIFYING
8. CHAMPIONSHIP EVENTS
9. CLASSIFICATION OF A STARTER
10. CLASSIFICATION OF A FINISHER
11. MINIMUM NUMBER OF STARTERS
12. FIRST-TIME COMPETITORS
13. **CLASSES**
14. POINT SCORING
15. COMPETITION NUMBERS
16. NUMBER OF CHAMPIONSHIP RACES TO COUNT
17. SEPARATION OF TIES
18. ANNOUNCEMENT OF POINTS AWARDED
19. DECLARATION OF CHAMPION
20. SOCIAL MEDIA

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**

Will be Motorsport South Africa (hereinafter referred to as MSA) Western Cape Regional Motorsport Committee.

**2. AIM OF THE CHAMPIONSHIP**

To declare a Western Cape Regional 600cc Circuit Motorcycle Champion.

**3. VALIDITY OF THE REGULATIONS**

Applicable to the calendar year of 2026.

**4. ELIGIBILITY OF COMPETITORS:**

- 4.1 Competitor's age: Refer to MSA Circuit Racing SSR 1.
- 4.2 The Championship will be open to competitors 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 current valid MSA Regional or National Circuit Motorcycle Racing competition licence are permitted to compete.
- 4.4 The Championship is open to eligible competitors on eligible motorcycles in the Regional 600cc Class.
- 4.5 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 Section committee in terms of competency. The clockwise lap time required to enter the class is 1:19,999 or quicker.
- 4.6 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.
- 4.7 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 competitors,
  - c) Proposals must be for the class that the competitor currently races in,
  - d) The competitor 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. INCIDENT REPORTS

Every competitor 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.

## 6. ELIGIBILITY OF MOTORCYCLES

6.1 The Championship is open to motorcycles not exceeding the following engine capacity:  
750cc 4 cylinder (including Suzuki GSXR 750) ;  
900cc 3 cylinder (including Triumph 765 Street Triple and Yamaha R9) ; and  
899cc twin cylinder (including Ducati 899 Panigale).  
Maximum HP permitted for this class is 130HP. The designated dyno for measuring horsepower is the Cane Industries dyno.

6.2 All 2009 model motorcycles and newer, must comply with the Regulations and Specifications listed in item 6.9 below.  
For 2008 year model motorcycles and older, the only engine modifications allowed are that the cylinder head may be ported / flowed and skimmed. The engine capacity shall not exceed the limits as stated in item 6.1 above. All other technical rules are as per item 6.9 below.

6.3 Fuel:

- All motorcycles must use pump fuel available to the general public via normal filling stations.
- Should the Specialist Scrutineer suspect any fuel used to be non-compliant, the onus shall rest on the competitor concerned to prove the contrary. Failure to do so satisfactorily shall render the competitor concerned liable to be penalised by the Clerk of the Course.
- Separate samples of the fuel used by any competitor may be requested before and / or after a race. These samples must be taken in accordance with the provisions of GCR240's "Guidelines in respect of fuel sampling".
- Notwithstanding the above, the Specialist Scrutineer (in conjunction with the Clerk of the Course) may request the use of a controlled fuel no later than 30 minutes prior to the start of a race. Failure to use the controlled fuel when requested shall result in the competitor concerned being prevented from starting the race in question and / or being excluded from the race meeting. Refer GCR 240 (ix).

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 Tyre choice is free , subject to the following:

- The onus is on the competitor to ensure that his / her tyres are marked correctly.  
~~Tyres must be marked before qualifying.~~ **Tyres will be marked in Parc Ferme directly after qualifying.**

- b) Competitors must race all races on the day on the tyres they complete qualifying on, if the circuit is dry for qualifying and both races. If the circuit is wet for qualifying, then wet weather tyres may be used. If the circuit remains wet for the races, the same wet weather tyres must be used for the races. If the circuit dries for the races, the marked dry weather tyres may be used for the races.
- c) Notwithstanding the above, if weather conditions change and wet weather tyres are required after qualifying or between races, these tyres are to be marked before being used. Again the onus is on the competitor to have his / her tyres marked. Tyre markings may be checked in parc-ferme after each race.
- d)
  - i) If a competitor deems his / her tyre/s to be damaged and therefore unsafe to be used, then he / she may make application to the Specialist Scrutineer for permission to change the damaged tyre/s. The changed tyre/s must be of the same make, type and compound, and be of similar wear to, the damaged tyre/s. Selection of the tyre/s to be used is at the sole discretion of the Specialist Scrutineer. This change will move the competitor to the back of his / her class for the following race's grid.
  - ii) If a used tyre cannot be found and the competitor decides to use a new tyre then he / she will incur a thirty (30) second penalty (applied to the race result) but will start as per normal grid.
- e) Infringement of ANY tyre rule shall result in the offending competitor, as a minimum, being excluded from the results of the race concerned and sent to the back of the grid for the ensuing race. The Clerk of the Course has the right to take any further action and impose additional penalties if deemed necessary.
- f) The use of tyre warmers is allowed (refer Circuit Racing SSR 2 B).

- 6.6 Engines must be normally aspirated.
- 6.7 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.
- 6.8 If a motorcycle is found to be in contravention of these technical regulations refer to GCR 176.

#### 6.9 **Motorcycle Specifications**

All items not mentioned in the following paragraphs must remain as originally produced by the manufacturer for the standard motorcycle.

##### 6.9.1 **Frame Body and Rear Sub-frame**

- a) The frame must remain as originally produced by the manufacturer for the standard motorcycle.
- b) The sides of the frame-body may be covered by a protective part made of composite material. Such protectors must fit the form of the frame.
- c) Nothing can be added to the frame body by welding, or be removed by machining.
- d) All motorcycles must display the manufacturer's vehicle identification number on the frame body (chassis number).
- e) Engine mounting brackets or plates must remain as originally produced by the manufacturer for the standard motorcycle.
- f) The rear sub-frame may be changed or altered, but the type of material must remain as standard or be of a higher specific weight.

- g) Bolt-on accessories to the rear sub-frame may be removed.
- h) Additional seat brackets may be added but none may be removed.
- i) The paint scheme is not restricted but polishing the frame body or sub-frame is not allowed.
- j) Luggage hooks must be removed.

#### 6.9.2 **Front Forks**

- a) Forks (stanchions, stem, wheel spindle, etc.) must remain as originally produced by the manufacturer for the standard motorcycle.
- b) Shims and springs are free of restriction.
- c) No aftermarket or prototype electronically-controlled suspension parts may be used unless fitted as standard to the production model, in which case they must remain as standard.
- d) No cartridge systems are allowed. Bump stops may be removed.
- e) Dust seals may be modified, changed or removed provided the fork remains totally oil sealed.
- f) The original surface finish of the fork tubes (stanchions, fork pipes) must be as per the standard motorcycle.
- g) Any quality and quantity of oil can be used in the front forks.
- h) The height and position of the front fork in relation to the fork crowns are free, subject to inspection and approval by the Specialist Scrutineer on safety grounds.
- i) The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer for the standard motorcycle.
- j) A steering damper may be added or the existing unit may be replaced with an aftermarket damper.
- k) The steering damper cannot act as a steering-lock limiting device.

#### 6.9.3 **Rear Fork (Swing arm)**

- a) Every part of the rear fork must remain as originally produced by the manufacturer for the standard motorcycle (including rear fork pivot bolt). Axle adjusters may be changed to allow for the use of paddock stands.
- b) Rear wheel-stand brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed.

#### 6.9.4 **Rear Suspension Unit**

- a) The rear suspension unit (shock absorber) is free of restriction, but the original attachments to the frame and rear fork (swing arm) must be used and the rear suspension linkage must remain as originally produced by the manufacturer for the standard motorcycle.
- b) The rear suspension unit spring may be changed.

#### 6.9.5 **Wheels**

- a) Wheels must remain as originally produced by the manufacturer for the standard motorcycle at the time of sale into the dealer / distributor network.
- b) The speedometer drive may be removed and replaced with a spacer.
- c) No modification of the wheel-axles or of any fixing and mounting points for the front and rear brake calipers are authorized.

- d) Spacers can be modified. Modifications to keep spacers in place are permitted.
- e) If the original design includes a cushion drive for the rear wheel, it must remain as originally produced for the standard motorcycle.

#### 6.9.6 **Brakes**

- a) Brake discs can be an aftermarket type but the disc diameter must remain as originally produced by the manufacturer for the standard motorcycle.
- b) Front discs can be floating, using original mountings. Aftermarket replacement and Original Equipment (OE) discs are allowed.
- c) Front and rear brake calipers (mounts, carriers, hangers) must remain as originally produced by the manufacturer for the standard motorcycle. The caliper may not be spaced from its original mounting point.
- d) Front and rear master cylinders may be replaced with aftermarket units.
- e) Front and rear hydraulic brake lines may be replaced with braided hoses. The split of the front brake lines for both front brake calipers must be made above the lower fork bridge.
- f) Front and rear brake pads may be changed. Brake pad locking pins may be modified to a quick-change type. Brake pad locking pins must be lock-wired or otherwise additionally secured. Pins may be changed to the race-drilled type.
- g) Additional air scoops or ducts are not allowed.

#### 6.9.7 **Footrests / Foot Controls**

- a) Footrests may be relocated but their brackets must be mounted to the frame at the original mounting points.
- b) Foot control linkages may be modified only to allow the inversion of the gear selection pattern. The original mounting points must remain. The two original points of fixture (on foot controls and on the shift shaft) must be maintained.
- c) Footrests may be rigidly mounted or of a folding type, which must incorporate a device to return them to the normal position.
- d) The end of the footrest must have at least an 8mm solid spherical radius.
- e) Non-folding steel footrests must have an end (plug) which is permanently fixed, made of plastic, Teflon or an equivalent type material (minimum radius 8mm).

#### 6.9.8 **Handlebars and Hand Controls**

- a) Handlebars may be replaced.
- b) Handlebars and hand controls may be relocated.
- c) Clutch and brake levers may be exchanged for after-market items.
- d) The use of a remote adjuster for the front brake is permitted but it must be capable of operation by the competitor with both hands on the grips.
- e) Electric starter switches and engine stop switches must be located on the right-hand side handlebar.
- f) The pivot pin for the brake lever must be safety-wired or otherwise additionally secured, eg: using a nylock nut.
- g) A front brake lever guard must be fitted. A clutch lever guard may be fitted at the discretion of the competitor.

#### 6.9.9 **Fairing / Bodywork**

- a) Fairings, front mudguards and bodywork may be replaced. No carbon fibre or carbon kevlar bodykits are allowed.
- b) Windscreens may be replaced.
- c) The original combination of instrument / fairing brackets may be replaced.
- d) The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum five (5) litres). The lower edge of openings in the fairing must be positioned at least 50mm above the bottom of the fairing.
- e) The lower fairing must incorporate a maximum of two holes of 25mm. These holes must remain closed in dry conditions and must only be opened in wet race conditions as declared by the Clerk of the Course.

#### 6.9.10 **Fuel Tank**

- a) Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum capacity of 250ml made of a suitable material.
- b) Fuel caps may be changed. Fuel caps when closed must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time.

#### 6.9.11 **Wiring Harness**

- a) The wiring harness must be as originally produced by the manufacturer for the standard motorcycle, subject to the provisions of clause 6.9.15.
- b) Cutting of the wiring harness is not allowed but modifying of the harness, subject to approval by the Specialist Scrutineer, is allowed to facilitate the fitment of approved aftermarket electronic fueling units.

#### 6.9.12 **Battery**

Aftermarket batteries are allowed provided they are of the same dimensions and specifications as the original battery and fit correctly in the battery box as fitted to the original motorcycle.

#### 6.9.13 **Radiator and Oil Coolers**

- a) The radiator may be modified. Additional separate radiator/s may also be added.
- b) Only standard oil coolers are permitted. Additional oil coolers are not allowed.
- c) The use of any coolant is permitted provided it is a non-Glycol type. All Glycol based products are prohibited.
- d) The heat exchanger (oil / water) may be disconnected from the water-cooling system.
- e) Radiator hoses may be replaced and / or modified and / or re-routed.

#### 6.9.14 **Air Box**

- a) The air box must remain as originally produced by the manufacturer on the standard motorcycle, but the air box drains must be sealed.
- b) The air filter element may be removed or replaced by any other filter.
- c) All motorcycles must have a closed breather system. The oil breather line must be connected and discharge into the air box.

- d) The emission control system (EPA) may be removed or modified.

**6.9.15 Ignition / Engine Control Unit (ECU)**

The engine control unit (ECU) must be:

- a) The original unit as standard (software / programming may be changed), in which case the original wiring harness must be used, subject to clause 6.9.11.b; OR
- b) In addition to option a) above, external ignition and / or injection module/s may be added to the standard production ECU.
- c) The injectors must be standard units as per the standard motorcycle.
- d) Fuel pumps and fuel pressure regulators must remain as standard. No modifications are permitted.
- e) Lambda sensors, where fitted as standard, may be removed and the units bypassed.

Note: The Specialist Scrutineer, in consultation with the Clerk of the Course, shall have the overriding authority in respect of any dispute regarding the eligibility or legality of the ignition / electrical system.

**6.9.16 Fuel Supply**

- a) 'Quick' connectors or 'dry-break' connectors may be used.
- b) Fuel vent lines may be replaced.
- c) Fuel filters may be added.

**6.9.17 Cylinder Head**

- a) No modifications are allowed.
- b) No material may be added to, or removed from, the cylinder head.
- c) The cylinder head gasket and base gasket may be changed.
- d) The valves, valve seats, guides, springs and retainers must be as originally produced by the manufacturer for the standard motorcycle. Any modifications or repairs to the valve seats shall only be permitted where allowed for and specifically detailed in the relevant workshop manual (not tuning manual). No modifications may be made to the valves, even where such modifications are provided for in the relevant workshop manual.
- e) Valve spring shims are not allowed unless fitted as standard to the standard motorcycle.

**6.9.18 Camshaft**

No modifications are allowed.

**6.9.19 Cam Sprockets**

- a) Modifications are allowed to enable the 'degreeing' of camshafts.
- b) Pressed cam sprockets may be replaced with an adjustable boss cam sprocket.

**6.9.20 Crankshaft and Flywheels**

No modifications are allowed (including polishing and lightening) to either crankshafts or flywheels.

#### **6.9.21 Oil Pumps and Oil Lines**

- a) No pump modifications are allowed. The oil pump must be as fitted by the manufacturer.
- b) Oil lines may be modified or replaced.
- c) Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.

#### **6.9.22 Connecting Rods**

Connecting Rods must remain standard as supplied - no modifications are allowed (including polishing and lightening).

#### **6.9.23 Pistons**

Pistons must remain standard as supplied - no modifications are allowed (including polishing and lightening).

#### **6.9.24 Piston Rings**

Piston Rings must remain standard as supplied - no modifications are allowed.

#### **6.9.25 Piston Pins and Clips**

Piston Pins and Clips to must remain standard as supplied - no modifications are allowed.

#### **6.9.26 Cylinders**

Cylinders must remain standard as supplied - no modifications are allowed.

#### **6.9.27 Crankcase, all other Engine Cases (i.e. ignition case, clutch case) and Gearbox Casing**

- a) Must remain standard as supplied. No modifications are allowed.
- b) Crankcase / gearbox casings, as well as ignition, clutch and generator covers may be protected by additional means i.e. protective covers made of carbon / Kevlar or similar composites. The fitment of such additional protection is highly recommended.
- c) Engine case guards may be installed in the form of strengthened engine side covers.
- d) These covers must be constructed of the same material and be no lighter in weight than the standard item.
- e) The original crankcase covers may be modified subject to the position and dimensions of the covered parts remaining unchanged.

#### **6.9.28 Transmission / Gearbox**

- a) Under cutting of gearboxes is allowed.
- b) Additions to the gearbox or selector mechanisms are not permitted, with the exception that 'quick-shift / auto-blip' systems are permitted. Such systems must either be as fitted to the standard motorcycle or aftermarket systems.
- c) Countershaft sprockets, rear wheel sprockets, chain pitch and size can be changed.

**6.9.29 Clutch**

- a) No modifications are allowed, must remain standard as supplied with the exception of below.
- b) Only friction and drive discs may be changed, but their quantity must remain as original.
- c) Clutch springs may be changed.

**6.9.30 Ignition / Engine Control System**

- a) See clause 6.9.15 a)
- b) Spark plugs may be replaced.
- c) Speed limiting devices may be fitted for the purposes of controlling pit lane speed (recommended).

**6.9.31 Generator / Electric Starter**

- a) No modifications are allowed, must remain standard as supplied.
- b) The electric starter must operate normally and must always be able to start the engine during the event and until such time as the time limit for protests has expired.
- c) The engine must start and turn on its own power when the electric starter has stopped its procedure.

**6.9.32 Exhaust System**

- a) Exhaust pipes, silencers and hangers may be modified or changed. Material is free of restriction. The noise limit as per event SR's may not be exceeded.
- b) Wrapping of exhaust systems is not allowed except in the area of the competitor's foot or an area in contact with the fairing for protection from heat.

**6.9.33 Fasteners**

- a) Standard fasteners may be replaced with fasteners of any material and design, but titanium fasteners may not be used. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing.
- b) Fasteners may be drilled only for safety wire but intentional weight-saving modifications are not allowed.
- c) Fairing / bodywork fasteners may be changed to a 'quick-disconnect' type.
- d) Aluminium fasteners may only be used in non-structural locations.

**6.9.34 The following items may be altered from those fitted to the standard motorcycle, or replaced:**

- a) Any type of lubrication, brake or suspension fluid may be used.
- b) Any type of spark plugs (and plug caps) may be used.
- c) Any tyre inner tube (if fitted) or inflation valves may be used.
- d) Wheel balance weights may be discarded, changed or added to.
- e) Gaskets and gasket materials.
- f) Painted external surface finishes and decals.
- g) Bearings may be changed but their type and construction must remain as standard.
- h) The radiator overflow bottle may be replaced.

- i) The fuel cap may be replaced by an aftermarket product capable of being opened without using the ignition key.

**6.9.35 The following items MAY be removed:**

- a) Instruments, instrument brackets and associated cables.
- b) Horn
- c) License plate bracket
- d) Toolbox
- e) Tachometer
- f) Speedometer
- g) Radiator fan
- h) Passenger foot rests
- i) Passenger grab rails
- j) Chain guard as long as it is not incorporated in the rear fender.
- k) Bolt-on accessories on the rear sub-frame.
- l) Thermostat
- m) Noise reduction flaps in the inlet tract.

**6.9.36 The following requirements MUST be complied with:**

- a) All motorcycles must be equipped with functional ignition kill switch or a button mounted on the handlebars, within reach of the hands while on the hand-grips and that is capable of stopping a running engine.
- b) Throttle controls must be self-closing when not held by the hand.
- c) Safety bars, centre and side stands must be removed (fixed brackets must remain).
- d) All drain plugs must be lock wired. External oil filter(s) and screws, plugs and bolts that enter an oil cavity must be safety-wired, as must the oil filler cap.
- e) Where breather or overflow pipes are fitted they must discharge via existing outlets.
- f) The original closed breather system must be retained. No direct atmospheric emission is permitted.
- g) Where an oil breather pipe is fitted, the outlet must discharge into a catch tank located in an easily accessible position and must be emptied before the start of a practice session or race. The minimum size of any such catch tank shall be 250ml for gearbox breather pipes and 500ml for engine breather pipes.
- h) Headlamps, rear lamps, mirrors and turn indicators must be removed, but the profile and frontal appearance, including the turn indicator shape where this is moulded into the fairing, must be retained. Any openings left by the removal of items must be covered by a suitable material.
- i) 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".
- j) Front brake calipers and brake lever pivot pins must be safety-wired or otherwise additionally secured.
- k) Protective race helmets MUST be Snell, Dot, JIS or ECE Approved and must have a double D-ring fastener. Refer to GCR 239

#### **6.9.37 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 red rain light may be used.

## **7. QUALIFYING**

- 7.1 The fastest lap recorded by a competitor during the timed qualifying session will be used to compile the starting grid for race 1.
- 7.2 The 2<sup>nd</sup> fastest lap recorded by a competitor during the timed qualifying session will be used to compile the starting grid for race 2.
- 7.3 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.
- 7.4 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 600cc motorcycles will be placed behind the Superbikes, in the sequence of the Championship points. For race 2, the grid will be compiled using the fastest lap time set in race 1, without differentiating the Superbikes from the 600cc motorcycles.
- 7.5 When more than three (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 Superbikes ahead of the 600cc motorcycles. If this occurs at the first race of the season, then such competitors will be placed by selection. If it is three (3) or less competitors affected by this, such competitors will start from the back of the grid for both races, in the sequence of "first come, first served".

**8. CHAMPIONSHIP EVENTS**

All Western Cape Motorcycle races held during 2026 within the region controlled by the MSA Western Cape Regional Committee, and listed as a qualifying race(s) in the SR's, will be deemed to be qualifying races, provided that the original race distance is not less than twenty (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 MSA Western Cape Regional Championship.

**9. CLASSIFICATION OF A STARTER**

Refer to GCR 230 & 266.

**10. CLASSIFICATION OF A FINISHER**

10.1 Refer to GCR 274 (ii).

10.2 **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.**

**11. MINIMUM NUMBER OF STARTERS**

In order for a class to qualify for Regional Championship status at each round, there must be a minimum of six (6) eligible starters.

**12. FIRST-TIME COMPETITORS**

First time competitors will wear a brightly coloured bib over their leathers for their first two (2) race meetings and practice sessions (or more, at the discretion of the WPMC Motorcycle Committee on behalf of the Controllers).

**13. CLASSES**

13.1 **The Championship will consist of two (2) classes:**

**600: 1 minute 15,999 seconds and quicker**

**600 Challenge (600 CHAL): 1:16,000 to 1:19,999**

13.2 **Any 600 Challenge competitor who breaks out of his / her class twice in the season (i.e. any 2 laps in the 600 time bracket) in qualifying or in any of the races, will be promoted to the 600 class, effective as of the following race meeting. If only 1 lap in the 600 time bracket is posted, it will be recorded on the points table as one breakout.**

13.3 **Any competitor who has broken out from 600 Challenge class to 600 class, will be allocated a class position for the year, in the class in which the highest percentage of points were scored, calculated using the competitor's total points scored for the year. The competitor's total points scored will be used when allocating the class position. If the number of points is equal in both classes, the competitor will be given a position in the class in which highest number of 1<sup>st</sup> positions were recorded. If this is still equal, then the number of 2<sup>nd</sup> positions will be used (then 3<sup>rd</sup> etc.) to determine the class.**

**13.4 Competitors may only move up in class.**

**13.5 Any competitor who is new to the class, and who posts a qualifying time in the 600 class time bracket, will be allocated to the 600 class, effective as of race 1 of that event.**

**14. POINT SCORING**

**14.1 The Championship will be scored as one (1) class.** Points will be scored by all finishers in each race as follows:

1 <sup>st</sup>	-	25	2 <sup>nd</sup>	-	20
3 <sup>rd</sup>	-	16	4 <sup>th</sup>	-	13
5 <sup>th</sup>	-	11	6 <sup>th</sup>	-	10
7 <sup>th</sup>	-	9	8 <sup>th</sup>	-	8
9 <sup>th</sup>	-	7	10 <sup>th</sup>	-	6
11 <sup>th</sup>	-	5	12 <sup>th</sup>	-	4
13 <sup>th</sup>	-	3	14 <sup>th</sup>	-	2
From 15 <sup>th</sup> place onward		-		1	

**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 of the numbers and background. 600cc motorcycles to use white numbers on a red background. Refer to 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](http://www.motorsport.co.za)) and any objections concerning the scoring must be received by MSA in writing not later than seven (7) days following the publication of scoring. MSA reserves the right to correct clerical errors at any time.

**19. DECLARATION OF CHAMPION**

The MSA Western Cape Regional Committee, at it's sole discretion, is responsible for declaring the winner of the Championship or to withhold such declaration.

**The WPMC Motorcycle Section reserves the right to declare a winner in the 600 Challenge class at club level.**

**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: Whatever is not specifically allowed in these rules, is disallowed. See GCR 226.**