



MSA WPMC CLASSIC SUPERBIKE CLUB 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

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

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All race meetings shall be held under the 2026 Motorsport South Africa (MSA) General Competition Rules (GCRs), Standing Supplementary Regulations (SSRs), these Club Regulations, the event Supplementary Regulations (SRs) 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 (WPMC) Classic Superbike Champion for 2026.
- 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 (GCRs) and Standing Supplementary Regulations (SSRs) 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 GCRs or SSRs, 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 seven (7) days prior to any race meeting. The onus is on the competitor to ensure that he / she has familiarized himself / herself with such a notice.

4. ELIGIBILITY OF COMPETITORS

- 4.1 Competitor's age: Refer to MSA Circuit Racing SSR 1
- 4.2 The Championship is open to:
 - 4.2.1 Paid up members of good standing of the WPMC; and who are
 - 4.2.2 Holders of a valid MSA circuit motorcycle competition licence of relevant status.
- 4.3 Competitors are only eligible to score points from the time that they become members of good standing of the WPMC and the sub section.
- 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 and will not be counted as a starter.

- 4.5 Riders who have no racing experience are required to have completed at least three (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 The criteria to vote at the WPMC Motorcycle Section AGM is as follows:
 - a) Must be a current paid up WPMC member of good standing,
 - b) Must be an active racer in the Motorcycle Section (participated in at least 50% of the races during the previous season, and 50% of the current season),
 - c) No proxy votes are permitted.
- 4.8 The criteria to submit rule proposals for the following season is as follows:
 - a) Proposals must come from active racers (participated in at least 50% of the races during the previous season, and 50% of the current season),
 - b) Proposals must constitute an improvement for all riders,
 - c) Proposals must be for the class that the rider currently races in,
 - d) The rider must be a current paid up WPMC member of good standing,
 - e) Proposals must be emailed to the Chairperson of the Motorcycle Section,
 - f) No proxy emails are permitted.

5. **ELIGIBILITY OF MOTORCYCLES**

- 5.1 The objective of the class is to preserve and represent the past of motorcycle racing in the Western Cape. To achieve this, the following applies:
 - 5.1.1 Three age-specific categories of motorcycles and period modifications are allowed to compete and will be used to calculate points. (**Categories and modifications are detailed in paragraph 6 below**)
 - 5.1.2 Provision is made for a Technical Committee who shall decide on matters pertaining to eligibility of motorcycles. The decisions made by this committee are final. (See Appendix 1).
- 5.2 **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.**
- 5.3 **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 Rider must ensure that the light is switched on whenever rain tyres are fitted on the motorcycle and/or when any practice or race is declared "wet" by the Clerk of the Course. 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 machine centre line (motorcycle running direction), and clearly visible from the rear at least 15 degrees to both the left and right sides of the machine centre line.**
- c) **Mounted on the seat/rear bodywork approximately on the machine centre line, in a position approved by the Technical Consultant (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: ten (10) to fifteen (15) Watt (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 machines power supply but is not mandatory.**
- g) **Machines 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.**

6. TECHNICAL REGULATIONS AND SPECIFICATIONS (w.r.t the Motorcycles)

6.1 **GENERAL RULES**

Note: What is not specifically permitted, is not allowed. (See GCR 226)

- 6.1.1 Air cleaners and air boxes may be modified or replaced with aftermarket units.
- 6.1.2 Oil catch tanks must be fitted if the airbox is removed.
- 6.1.3 Steel braided brake hoses may be fitted.
- 6.1.4 Any type or make of brake pad may be fitted.
- 6.1.5 Tyres must be readily available to the public. Racing slicks are not allowed. The use of tyre warmers is allowed.
- 6.1.6 Exhausts: Any modification is allowed, but it may not exceed the noise limit as per the event SRs.
- 6.1.7 Sprockets and gearing: any modification is allowed.
- 6.1.8 Brake and clutch lever guards may be fitted at the discretion of the rider.

6.2 **CLASSIC BIKE** is any road or racing machine, 2 or 4 stroke, manufactured up until **31st December 1975**. Genuine works racing machines and replicas are permitted to compete, provided no non-period modifications have been made.

- 6.2.1 **Engine:** Period. Capacity unlimited. Any period modifications allowed, but excluded are nitrous, turbochargers and super-chargers.
- 6.2.2 **Braking system (front and back):** Period, in other words any braking system manufactured up until 31st December 1975.
- 6.2.3 **Rims:** Period, in other words any motorcycle rim manufactured up until 31st December 1975.
- 6.2.4 **Tyres:** Over the counter treaded tyres as readily available from local dealers.
- 6.2.5 **Suspension:** Twin-shock rear, period front shocks with internal modification allowed. The exception is where the original motorcycle was produced with a single rear shock; the original layout must be retained.
- 6.2.6 **Fairings:** Period shape if applicable. Any material is permitted.
- 6.2.7 **Frame / Swing arm:** Period, steel tube, may be lightened or strengthened and superfluous brackets may be removed.

6.3 **VINTAGE SUPERBIKE** is any road or racing machine, 2 or 4-stroke, built from **1st January 1976** up to **31st December 1983**. Genuine works racing machines and replicas are permitted to compete, provided no non-period modifications have been made.

- 6.3.1 **Engine and Gearbox:** Casings must be of period external appearance and 'of a type'. Capacity limited to 1200cc unless larger in standard form. Naturally aspirated only. Internals are unrestricted. Pure racing model two strokes (i.e. TZ 250 / 350) are to retain their original cubic capacity (Max 350cc). Road models 500cc.
- 6.3.2 **Carburettors:** No fuel injection systems allowed unless fitted as standard. Carburettors are not restricted.
- 6.3.3 **Braking system:** Single front disc (floating or fixed) with a maximum 1 x 4 piston brake calliper or twin discs (floating or fixed) with 2 x 2 piston brake callipers. Rear braking system has no restriction. The standard master cylinder may be replaced by a unit with a remote reservoir.
- 6.3.4 **Rims:** Any diameter or material.
- 6.3.5 **Tyres:** Limited to a width of 120mm front, and 160mm rear. No slicks allowed.
- 6.3.6 **Suspension:** Forks are to be RWU configuration. Stanchion maximum diameters 42mm, internals are unrestricted. Twin shock rear. The exception is where the original motorcycle was produced with a single rear shock, the original layout must be retained.
- 6.3.7 **Fairings and bodywork:** Bodywork may be replaced with aftermarket racing kits but must have the same silhouette as the original motorcycle.

6.3.8 **Frame:** Period and 'of a type', may be lightened / strengthened and superfluous brackets may be removed.

6.4 **NEW ERA:** Production motorcycles built between **1st January 1984** and **31st December 1999** are permitted to compete.

6.4.1 **ENGINE:** Engines must remain standard with only the following modifications allowed:

- a) Maximum (one) 1mm oversize pistons.
- b) Ignition timing (Timing advancer may be used).
- c) Valve timing (Slotting of timing gears is allowed).
- d) Only jetting and tuning of carburettors is allowed. (Carburettors must be original equipment).
- e) For fuel injection models, a fuelling module is permitted.

6.4.2 **FRAME AND BODY WORK:**

- a) Frame must be standard.
- b) Bodywork may be replaced with aftermarket racing kits but must have the same silhouette as the original. Single seats may be used if the original manufacturer offered this as an alternative to the double seat.
- c) Swing arm must be standard.
- d) Custom footrests, brackets and levers may be used but must bolt directly onto the original frame brackets.

6.4.3 **SUSPENSION:**

- a) The original front forks must be used however internal fork components may be changed or modified.
- b) Only original front fork braces are allowed.
- c) Any rear shock absorber may be used. The shock absorber mounting on the frame must remain standard. The linkage may be modified to suit the shock absorber.

6.4.4 **WHEELS AND TYRES:**

Tyres are limited to a width of 120mm front, and 180mm rear.

6.4.5 **BRAKES:**

- a) Any four-piston callipers from a production motorcycle may be used and adaptor plates and spacers may be used to mount them on the original mounting points.
- b) Brake disc can be changed but may not exceed 310mm in diameter.
- c) The standard master cylinder may be replaced with a unit with a remote reservoir.

6.4.6 **ELECTRICAL:**

- a) Original starting equipment may not be removed.
- b) The charging system may be disconnected but not removed or gutted.
- c) Ignition system must be standard – aftermarket coils may be used. De-restrictor boxes may be used, and de-restricting may be done.

6.5 It is the rider's responsibility to notify the technical committee of any modifications made to his / her motorcycle (or spare motorcycles) which involve changes to the frame, swing arm and suspension, wheels and brakes, and engine, and to ensure that the changes are listed in the scrutineering book. A technical committee member must sign the book in acknowledgement whenever changes have been carried out.

7. CHAMPIONSHIP EVENTS

- 7.1 All WPMC races held at Killarney during 2026 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 20km. 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.

8. CLASSIFICATION OF A STARTER

Refer to GCR 230 & GCR 266.

9. CLASSIFICATION OF A FINISHER

9.1 Refer to GCR 274.

9.2 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.

10. MINIMUM NUMBER OF STARTERS

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

11. CHAMPIONSHIP CLASSES

The three (3) categories of motorcycles will combine into a single class which will henceforth be known as, the **Classic Superbike** class.

12. POINT SCORING

12.1 Competing riders or bikes that are ineligible for the Championship will be ignored in the results for the purpose of scoring the Championship.

12.2 Points will be scored by all eligible finishers in each race as follows:

Position	Number of Starters					
	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					

10th	6					
11th	5					
12th	4					
13th	3					
14th	2					
15th (etc)	1 (etc)					

13. COMPETITION NUMBERS

Shall be allocated by the WPMC Motorcycle Section on behalf of the Controllers. Competition numbers must be displayed in accordance with MSA GCRs, SSRs and applicable Bulletins issued by MSA, in all regards, except the colours of the numbers and background. Classic Superbikes to use white numbers on a black background. Refer to MSA Circuit Racing SSR 4.

14. 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, then ALL will count. 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.

15. SEPARATION OF TIES

Refer to GCR 229

16. 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.

17. QUALIFYING

- 17.1 The fastest lap recorded by a competitor during the timed Qualifying session will be used to compile the starting grid for race 1.
- 17.2 The 2nd fastest lap recorded by a competitor during the timed Qualifying session will be used to compile the starting grid for race 2.
- 17.3 If a competitor is unable to participate in the timed Qualifying session, such competitor will be required to start from the back of the Clubman / Classic Superbike grid for both races.
- 17.4 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, with the Classic Superbike riders behind the Clubman riders. For race 2, the grid will be compiled using the fastest lap time set in race 1, without differentiating Classic Superbikes from Clubman bikes.
- 17.5 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 Clubman bikes ahead of the Classic Superbikes. If this occurs at the first race of the season, then such competitors will be placed by selection by the Committee. If it is three (3) or less competitors affected by this, such three (3) competitors will start from the back of the grid for both races on decision by the Committee.

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.

19. APPENDIX 1

- 19.1 There will be a Technical Committee of three (3) members, all of whom shall have been active members in any of the three (3) classes, who are elected by a meeting of active (having participated in at least two (2) races during the previous twelve (12) months) licensed participants in the three (3) classes.
- 19.2 Technical Committee members shall be elected by a majority of Classic Superbike members.
- 19.3 Should a Technical Committee member be unavailable for a meeting, the member may nominate an alternate.
- 19.4 The Technical Committee shall have a convener, and each member shall have one (1) vote.
- 19.5 A quorum of the Technical Committee shall be three (3).
- 19.6 A twenty-one (21) day notice of a Technical Committee meeting will be given.
- 19.7 Applications for an exception shall be submitted at least twenty-one (21) days before the first race for which the exception is sought, and the ruling shall be made known not later than close of scrutineering on the day before the race in question.
- 19.8 The decision of the Technical Committee is final, and no correspondence will be entered into.
- 19.9 The Technical Committee shall have rights to waive any of the eligibility rules for any participant, thereby creating an exemption, subject to the limitation set out hereunder.
- 19.10 Exemption may be granted for a period of no longer than one season.
- 19.11 Entrants participating under an exemption will need to re-apply if they wish to participate in the following season.
- 19.12 Entrants participating under an exemption will not be eligible for trophies or points and will not be counted as a starter.
- 19.13 Definitions:
 - 19.13.1 'Of a type' - any motorcycle or part produced after a cut-off date that is essentially unchanged from that produced prior to the cut-off date.
 - 19.13.2 'Period' - the period in history encompassed by a class.