

REGULATIONS AND SPECIFICATIONS FOR THE 2019 WPMC CLASSIC SUPERBIKE

CLUB CHAMPIONSHIP

(161776/144)

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 Classic Superbike Champion for 2019.
- 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: Refer to 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 became 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.
- 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).

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).

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

6.1. **GENERAL RULES:**

Note: What is not specifically permitted is not allowed.

- 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 may not exceed the noise limit as per the event SR's.
 - 6.1.7. Sprockets and gearing: any modification allowed.
 - 6.1.8. Eligibility: **See clause 13.1**
 - 6.1.9. 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 **31 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, turbo-chargers and super-chargers.
 - 6.2.2. **Braking system (front and back):** Period, in other words any braking system manufactured up until 31 December 1975
 - 6.2.3. **Rims:** Period, in other words any motorcycle rim manufactured up until 31 December 1975.
 - 6.2.4. **Tyres:** Over the counter tread 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.

6.2.7. **Frame/swingarm:** 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 **1976** up to **31 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. **Carburetors:** No fuel injection systems allowed unless fitted as standard. Carburetors are not restricted.

6.3.3. **Braking system:** Single front disc (floating or fixed) with a maximum 1 x 4 piston brake caliper **or** twin discs (floating or fixed) with 2 x 2 piston brake calipers. 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 1989** are permitted to compete.

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

6.4.1.1. Maximum 1mm oversize pistons.

6.4.1.2. Ignition timing. (Timing advancer may be used)

6.4.1.3. Valve timing (slotting of timing gears is allowed)

6.4.1.4. Only jetting and tuning of carburetors is allowed.(Carburetors must be original equipment)

6.4.2. **FRAME AND BODY WORK:**

6.4.2.1. Frame must be standard.

6.4.2.2. 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.

6.4.2.3. Swing arm must be standard.

6.4.2.4. Custom footrests, brackets and levers may be used but must bolt directly onto the original frame brackets.

6.4.3. **SUSPENSION:**

6.4.3.1. The original front forks must be used however internal fork components may be changed or modified.

6.4.3.2. Only original front fork braces are allowed.

6.4.3.3. 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:

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

6.4.5. BRAKES:

6.4.5.1. Any four-piston calipers from a production motorcycle may be used and adaptor plates and spacers may be used to mount them on the original mounting points.

6.4.5.2. Brake disc can be changed but may not exceed 310 mm in diameter.

6.4.5.3. The standard master cylinder may be replaced with a unit with a remote reservoir.

6.4.6. ELECTRICAL:

6.4.6.1. Original starting equipment may not be removed.

6.4.6.2. The charging system may be disconnected but not removed or gutted.

6.4.6.3. 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 2019 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 2019 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

Refer to GCR 274

10. MINIMUM NUMBER OF STARTERS

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

11. CHAMPIONSHIP CLASSES

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

12. **POINTS 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 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					
10 th	6					
11 th	5					
12 th	4					
13 th	3					
14 th	2					
15 th	1					

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 GCR's, SSR's and applicable Bulletins issued by MSA, in ALL regards. Refer to SSR 4.

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

All qualifying races run in the 2019 calendar year will count towards the Championship. Should less than twelve (12) qualifying races be run in the 2019 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. **APPENDIX 1**

- 17.1. There will be a Technical Committee of 3 members, all of whom shall have been active members in either of the three classes, who are elected by a meeting of active (having participated in at least two races during the previous twelve months) licensed participants in the three classes.
- 17.2. Technical Committee members shall be elected by a majority of Classic Superbike members.
- 17.3. Should a Technical Committee member be unavailable for a meeting, the member may nominate an alternate.
- 17.4. The Technical Committee shall have a convener and each member shall have one vote.
- 17.5. A quorum of the Technical Committee shall be 3.
- 17.6. A 21-day notice of a Technical Committee meeting will be given.
- 17.7. Applications for an exception shall be submitted at least 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.
- 17.8. The decision of the Technical Committee is final and no correspondence will be entered into.
- 17.9. 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.
- 17.10. Exemption may be granted for a period of no longer than one season.
- 17.11. Entrants participating under an exemption will need to re-apply if they wish to participate in the following season.
- 17.12. Entrants participating under an exemption will not be eligible for trophies or points.
- 17.13. Definitions:
 - 17.13.1. 'Of a type' - any motorcycle or part produced after a cutoff date that is essentially unchanged from that produced prior to the cutoff.
 - 17.13.2. 'Period' - the period in history encompassed by a class.