REGULATIONS AND SPECIFICATION FOR THE 2019 WESTERN CAPE 600cc MOTORCYCLE RIDERS REGIONAL CHAMPIONSHIP
(161704/144)

1. CONTROLLERS

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

2. AMENDMENTS

ANY Proposed / desired changes to these Championship Regulations **must** be submitted to the Controllers for consideration at their next Regional Committee Meeting. The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations. Such changes to these Regulations **shall** be issued at least SEVEN (7) days prior to the next event being held.

3. AIM OF THE CHAMPIONSHIP

To declare a Western Cape 600cc Motorcycle Regional Champion.

4. VALIDITY OF THE REGULATIONS

Applicable to the calendar year of 2019.

5. REGULATIONS

All qualifying events shall be held under the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) of MSA, these Regional Regulations and the event Supplementary Regulations (SR's) issued by the promoters and any applicable Circulars of MSA.

6. ELIGIBILITY OF COMPETITORS:

6.1 Competitor's age: Refer to SSR 1.

6.2 The Championship will be open to riders resident within the area controlled by the MSA Western Cape Regional 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.

6.3 The Championship is open to eligible riders on eligible motorcycles in the Regional 600cc Class.

6.4 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 WPMC Motorcycle Section committee in terms of competency. The clockwise lap time required to enter the class is 1:19,999 or quicker.

7. INCIDENT REPORTS

7.1 Every rider 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.

7.2 Competitors who fail to hand in an Incident Report Form render themselves liable for a R 50.00 fine.

8. ELIGIBILITY OF MOTORCYCLES

8.1 The Championship is open to the following capacity motorcycles:
600cc 4 cylinder / 680cc 3 cylinder / 750cc twin cylinder.

8.2 All 2007 model motorcycles and newer, must comply with the Regulations and Specifications listed in item 8.9 below.
For 2006 year model motorcycles and older, engine modifications are allowed, provided that the engine capacity does not exceed the limits as stated in item 8.1 above.

8.3 Fuel:

a) All motorcycles must use pump fuel available to the general public via normal filling stations.

b) Should the Technical Consultant suspect any fuel used to be non-compliant, the onus shall rest on the competitor concerned to prove to the contrary. Failure to do so satisfactorily shall render the competitor concerned liable to be penalised by the Clerk of the Course.

c) 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".

d) Notwithstanding the above, the MSA Technical Consultant (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).

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

8.5 Tyre choice is free , subject to the following:

a) The onus is on the rider to ensure that his / her tyres are correctly marked. Tyres must be marked before 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 rider to have his / her tyres marked. Tyre markings will 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 Technical Consultant for permission to change the damaged tyre/s. The changed tyre/s must be of the same make, type and compound as, 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 Technical Consultant. This change will move the rider to the back of his class for the following race's grid.

ii) If a used tyre cannot be found and the rider decides to use a new tyre then he / she will incur a 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 rider, 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 SSR 2 B).

8.6 Engines must be normally aspirated.

8.7 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.

8.8 If a motorcycle is found to be in contravention of these technical regulations refer to GCR 176 (b).

8.9 **Machine Specifications**

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

8.9.1 **Frame Body and Rear Sub-frame**

a) The frame must remain as originally produced by the manufacturer for the standard machine.

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 machine.
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 may be removed.

8.9.2 **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 oilsealed.
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 is free, subject to inspection and approval by the TC 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 machine.
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.

8.9.3 **Rear Fork (Swing arm)**

a) Every part of the rear fork must remain as originally produced by the manufacturer for the standard machine (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.

8.9.4 **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 machine.

b) The rear suspension unit spring may be changed.

8.9.5 **Wheels**

a) Wheels must remain as originally produced by the manufacturer for the standard machine 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 machine.

8.9.6 **Brakes**

a) Brake discs can be an aftermarket type but the disc diameter must remain as originally produced by the manufacturer for the standard machine.

b) Front discs can be floating, using original mountings. Aftermarket replacement and OE discs are allowed.

c) Front and rear brake calipers (mounts, carriers, hangers) must remain as originally produced by the manufacturer for the standard machine. The caliper may not be spaced from its original mounting point.

d) Front and rear master cylinders must remain as originally produced by the manufacturer for the standard machine.

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.

8.9.7 **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. Their 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 8 mm 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 8 mm).

8.9.8 **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 rider 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 retaining pin for the brake lever must be safety-wired or otherwise additionally secured.
g) A front brake lever guard must be fitted. A clutch lever guard may be fitted at the discretion of the rider.

8.9.9 **Fairing / Bodywork**

a) Fairings, front mudguards and bodywork may be replaced. No carbon fibre or carbon kevlar bodykits allowed.
b) Windscreens may be replaced.
c) The original combination of instrument/fairing brackets may be replaced. All other fairing brackets may not be altered or 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 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.

8.9.10 **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 tanks must be completely filled, either with fuel cell foam or an alternative material approved by the Technical Consultant.

8.9.11 **Wiring Harness**

a) The wiring harness must be as originally produced by the manufacturer for the standard machine,subject to the provisions of clause 8.9.15.

b) Cutting of the wiring harness is not allowed but modifying of the harness, subject to written approval by the Technical Consultant, is allowed to facilitate the fitment of approved aftermarket electronic units.

8.9.12 **Battery**

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

8.9.13 **Radiator and oil coolers**

a) The radiator may be modified. Additional separate radiator/s may also be added. Any such modifications/additions shall be subject to written approval being obtained from the Technical Consultant.

b) Only standard oil coolers, as standard, 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) Subject to approval by the Technical Consultant, radiator hoses may be replaced and/or modified and/or re-routed.

8.9.14 **Air Box**

a) The air box must remain as originally produced by the manufacturer on the standard machine, 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 subject to written approval from the Technical Consultant.

8.9.15 **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 8.9.11.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) Bell mouths must be as originally produced by the manufacturer for the

standard machine.

e) Fuel pumps and fuel pressure regulators must remain as standard. No modifications are permitted.

f) Lambda sensors, where fitted as standard, may be removed and the units bypassed, subject to approval by the Technical Consultant.

Note: The Technical Consultant shall have the overriding authority in respect of any dispute regarding the eligibility or legality of the ignition/electrical system.

8.9.16 **Fuel Supply**

a) Fuel lines may be replaced but the fuel petcock must remain as originally produced by the manufacturer.

b) 'Quick' connectors or 'dry-break' connectors may be used.

c) Fuel vent lines may be replaced.

d) Fuel filters may be added.

8.9.17 **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 machine. 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 machine.

8.9.18 **Camshaft**

No modifications are allowed.

8.9.19 **Cam Sprockets**

Modifications are allowed to enable the 'degreeing' of camshafts.

8.9.20 **Crankshaft**

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

8.9.21 **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.

8.9.22 **Connecting Rods**
As standard - no modifications are allowed (including polishing and lightening).

8.9.23 **Pistons**
As standard - no modifications are allowed (including polishing and lightening).

8.9.24 **Piston Rings**
As standard - no modifications are allowed.

8.9.25 **Piston Pins and Clips**
As standard - no modifications are allowed.

8.9.26 **Cylinders**
As standard - no modifications are allowed.

8.9.27 **Crankcase and all other Engine Cases (i.e. ignition case, clutch case)**

a) 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.

8.9.28 **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' 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.

8.9.29 **Clutch**

a) No modifications are allowed.

b) Only friction and drive discs may be changed, but their number must remain as original.
c) Clutch springs may be changed.

8.9.30 **Ignition / Engine Control System**
a) See clause 8.9.15 a)
b) Spark plugs may be replaced.
c) Speed limiting devices may be fitted for the purposes of controlling pit lane speed (recommended).

8.9.31 **Generator/Electric Starter**
a) No modifications are allowed.
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.

8.9.32 **Exhaust System**
a) Exhaust pipes, silencers and hangers may be modified or changed. Material is free of restriction.
b) Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.

8.9.33 **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.

8.9.34 **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.

8.9.35 **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, subject to prior approval from the Technical Consultant.

8.9.36 **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.
Safety bars, centre and side stands must be removed (fixed brackets must remain).
c) All drain plugs must be 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.
d) Where breather or overflow pipes are fitted they must discharge via existing outlets.
e) The original closed breather system must be retained. No direct atmospheric emission is permitted.
f) 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.
g) 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.

h) 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".

i) Front brake calipers and brake lever retaining pins must be safety-wired or otherwise additionally secured.

j) Protective race helmets MUST be Snell, Dot, JIS or ECE Approved and must have a double D-ring fastener.

9. **CHAMPIONSHIP EVENTS**

All Western Cape Motorcycle races held during 2019 within the region controlled by the MSA WC 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 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 WC Regional Championship.

10. **CLASSIFICATION OF A STARTER**

Refer to GCR 230 & 266.

11. **CLASSIFICATION OF A FINISHER**

Refer to GCR 274 (ii).

12. **MINIMUM NUMBER OF STARTERS**

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

13. **FIRST-TIME RIDERS**

First time riders will wear a brightly coloured bib over their leathers for their first two race meetings and practice sessions (or more, at the discretion of the controllers).

14. **POINTS SCORING**

Points will be scored by the top 15 finishers as follows:

Position	Number of Starters					
	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					
15th	1					

Competing riders who are ineligible for the championship will be ignored in the results for the purpose of scoring the Championship.

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.

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

All qualifying races run in the 2019 calendar year will count towards the Championship.
Should less than fourteen (14) qualifying races be run in the 2019 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 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.

APPROVED BY: Western Cape Regional Committee on the 08th October 2018.