

REGULATIONS AND SPECIFICATIONS FOR THE 2016 WPMC CLASSIC SUPERBIKE CLUB CHAMPIONSHIP

CONTROLLERS

Will be the WPMC Motorcycle Sub-Section Committee.

AMENDMENTS

ANY Proposed/desired changes to these Championship Regulations **must** be submitted to the Controllers for consideration at their next Committee Meeting.

The Controllers reserve the right, without prior notification, 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.

1. **AIM OF THE CHAMPIONSHIP**

To declare a WPMC **CLASSIC SUPERBIKE** Champion

2. **VALIDITY OF THE REGULATIONS**

Applicable to the calendar year of **2016**.

3. **REGULATIONS**

These Regulations are to be read in conjunction with the General Competition Rules (GCR's) and Standing Supplementary Regulations (SSR's) and any APPLICABLE Circulars of Motorsport South Africa as well as the supplementary regulations issued by the promoters.

4. **ELIGIBILITY OF COMPETITORS**

4.1. Competitor's age: Refer to SSR 1.

4.2. The Championship will be open to riders resident within the Western Cape and who are members of WPMC.

4.3. Riders that have no racing experience and choose to compete in the Classic Superbike championship are required to have completed at least 3 WPMC affiliated riding schools. No new competitor will be allowed to compete unless he/she proves an acceptable standard of participation to an appropriate instructor or motorcycle sub-committee member.

5. **ELIGIBILITY OF MOTORCYCLES**

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. 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**)

5.2. 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 can 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 but maximum **105-db limit**.
- 6.1.7. Sprockets and gearing: any modification allowed.
- 6.1.8. Eligibility: **See clause 13.2**

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, turbochargers and superchargers.
- 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, can be lightened or strengthened and superfluous brackets 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. Aftermarket shocks
- 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', can be lightened/strengthened and superfluous brackets removed.

6.4. **NEW ERA:** Production motorcycles built between **1st January 1984** and **31st December 1985** are permitted to compete. Included are the following models: Kawasaki GPZ Ninja (**up to 1986**), Yamaha FZ750, Honda VFR750, and Suzuki GSX750R.

- 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. Maximum cubic capacity 900cc
 - 6.4.1.3. Ignition timing. (Timing advancer may be used)
 - 6.4.1.4. Valve timing (slotting of timing gears is allowed)
 - 6.4.1.5. 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 can 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 160mm 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 can 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 cannot 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.

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**

All WPMC Motorcycle races held at Killarney and listed as a qualifying race(s) in the SR's, will be deemed to be qualifying races, and provided that the original race distance is not less than 20 kilometers.

8. **CLASSIFICATION OF A STARTER**

To be classified as a starter a competitor must participate in the official timed practice or participate in the race itself.

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. **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).

12. **CHAMPIONSHIP CLASSES**

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

13. **POINTS SCORING**

13.1. Competing riders or bikes that are ineligible for the championship will be ignored in the results for the purpose of scoring the Championship and will not be eligible for trophies.

13.2. Points will be scored by finishers in each race as follows:

Position	Number of Starters per Class					
	6 (or more)	5	4	3	2	1
1 st	15	12	10	9	8	7
2 nd	12	10	9	8	7	
3 rd	10	9	8	7		
4 th	9	8	7			
5 th	8	7				
6 th	7					
7 th	6					
8 th	5					
9 th	4					
10 th	3					
11 th	2					
12 th	1					

14. **COMPETITION NUMBERS**

These shall be allocated by the WPMC Motorcycle Section.

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

The top 16 (sixteen) race scores for a competitor in the 2016 calendar year will count towards the Championship. If more qualifying races are run, the competitor may drop **the worst race results**, with the top 16 (sixteen) counting for the overall title.

16. **SEPARATION OF TIES:**

Refer to GCR 229

17. **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.

18. **DECLARATION OF CHAMPION**

The WPMC Motorcycle Sub Section Committee, at its sole discretion, is responsible for declaring the winner of the Championship or to withhold such declaration.

APPENDIX 1

- a. There will be an Exemption Committee of 3 members, all of whom shall have been active members in either of the two 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 two classes.
- b. Exemption Committee members shall be elected by a majority of Classic Motorcycle Section members.
- c. Should an Exemption Committee member be unavailable for a meeting, the member may nominate an alternate.
- d. The Exception Committee shall have a convener and each member shall have one vote.
- e. A quorum of the Exemption Committee shall be 3
- f. A 21-day notice of an Exemption Committee meeting will be given.
- g. 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.
- h. The decision of the Exemption Committee is final and no correspondence will be entered into.
- i. The Exemption 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.
- j. Exemption may be granted for a period of no longer than one season.
- k. Entrants participating under an exemption will need to re-apply if they wish to participate in the following season.
- l. Entrants participating under an exemption will not be eligible for trophies or points.
- m. Definitions:
 - i. 'Of a type' any motorcycle or part produced after a cutoff date that is essentially unchanged from that produced prior to the cutoff.
 - ii. 'Period' the period in history encompassed by a class.