



2021

National Challenge Standing Supplementary

Yamaha R3 Blu Cru Africa Cup Circuit Motorcycle  
Championship



Version 1

1 January 2021

Ref: 162384

## REVIEW AND AMENDMENTS

Motorsport South Africa (MSA) will periodically review these rules and will present the revised version to all members for agreement to publish the updated version.

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.

## AMENDMENT RECORD

| <i>Modified SSR / Art</i> | <i>Date Applicable</i> | <i>Date of Publication</i> | <i>Clarifications</i> |
|---------------------------|------------------------|----------------------------|-----------------------|
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## Competition rules and regulations

### 1. Definitions

Organizer: The respective race or ace track organization

An Independent Race Shop to be confirmed: Technical support for the bLU cRU AFRICA CUP

BMC Racing: Owners of the bLU cRU AFRICA CUP

Federation Internationale de Motocyclisme (World Governing Body Motorcycle Racing)

S.A. Motorcycle Racing Academy, the appointed operator of the bLU cRU AFRICA CUP

The AFRICA CUP

Yamaha R3 Motorcycle Suppliers

Responsible for Riders: Every rider will be personally responsible, to abide by the terms of the rules and regulations and of the individual rider briefs. Wherever there is a contravention of any of the regulations the rider will be personally disciplined.

MSA: Motorsport South Africa

### 2. General

SAMRA is the organizer of the bLU cRU R3 Africa Cup racing series.

This series is held annually at various circuits around Sub Saharan Africa, and is run under the auspices of MSA and The FIM.

The aim of the series is to introduce an affordable, sustainable, fair and competitive class of circuit motorcycle racing to the African continent.

### 3. General competition regulations

The series is implemented in line with the following documents/conditions/principles, which are deemed to be recognized and accepted by all applicants and riders upon registration:

- The motorsport rules and regulations as prescribed by the organizers.
- The present regulations, including any subsequent amendments.
- Any technical and organizational requirements set out by SAMRA.
- If there is a conflict between the FIM regulations and the bLU cRU AFRICA CUP regulations, the bLU cRU AFRICA CUP regulations take precedence.
- In case of doubt on technical matters, the decision of the Series Technical Consultant is final.
- All decisions that are made by the bLU cRU AFRICA CUP organization.
- The event supplementary regulations issued by the race organizer.

- The bLU cRU AFRICA CUP was initiated in the spirit of competition for riders. The spirit of the competition is to keep it affordable and competitive at a level for all riders.

The motorcycle remains with SAMRA for the duration of the series.

The initial "Race Prepping" of the Yamaha R3's will be done by an Independent 'Race Shop'. This package includes: race fairing kit, slip-on canister exhaust, clip-on handle bars, rear sets, braided hoses, tyres, oils, lubrication and fuel, etc.

Motorcycles shall be delivered to each event on behalf of all the participants. They will be removed from the circuit once they have been cleaned by the participants and presented for loading in an acceptable condition. The bike will be loaded, transported and then offloaded at the workshop where the **basic** prepping will be done for the next event. Should there be any repair or mechanical work to be carried out on the bike, this will be done by the Independent Race Shop and any costs incurred will be for the rider's account.

No individuals will be permitted to use the motorcycle privately, unless it is on a BMC Racing organized day. (This is to ensure that no competitor gets an unfair advantage over another competitor.)

All motorcycles will be maintained in standard trim. Modifying motorcycles for an increase in power is not only prohibitively expensive but is also academic. Should there be any extra parts required additionally to the standard package, for safety or any other legitimate reasons, these parts will be for the riders' account. These parts will be supplied at our cost price unless we are able to secure a sponsor for them.

A minimum weight limit may be introduced by **BMC RACING**, subject to International Standards and safety rules ( this is to equalize the 'performance' of each bike and rider so as to ensure equal opportunity to all rider/bike combinations and more competitive racing). Should this transpire, a formula will be applied whereby weight will be added to the lighter rider/bike combinations. This will be done with the utmost adherence to safety regulations and will be decided upon by **BMC RACING** alone.

If a participant withdraws from the Series for any reason whatsoever, he/she shall forfeit his/her rights accorded to those participating in the Series

A participant that has not paid the annual subscription fees will not be permitted to take any further part in the **SERIES** until such time as he/she has done so.

A participant in the **SERIES** must compete in all races in the **SERIES** unless covered by a medical certificate stating that he/she is unfit to compete or the express permission has been given by **BMC RACING**, after receipt of such request in writing. Unauthorized absence from an event nullifies any contract between the Rider/Responsible Person and **BMC RACING**.

There will be a minimum of 1 training camp (held over a period of either 1, 2 or 3 days) per year as well as track days held throughout the year. Other training days, i.e. MX/Flat Track/Short Circuit may be organized at **SAMRA's** discretion. There may also be Parades / Promotional days organized at **SAMRA's** discretion.

At the end of the season, the **YAMAHA R3** becomes the property of the participant to do with whatever he/she may decide. Should participants intend competing in the **SERIES** in the following year, the bike will be kept and stored by **SAMRA**. Once the bike has been removed from **SAMRA's** custody, it immediately becomes ineligible for competition in the **AFRICA CUP**.

No modifications will be permitted to motorcycles whatsoever. **Parent's / riders are strictly forbidden to do any work or make any adjustments whatsoever to the racing motorcycles besides what is expressly permitted**

Any crash damage caused by a rider will be repaired by the Independent Race Shop and the costs thereof will be for the riders account, to be paid before competing in the next event

Participants are expected to take part in extra events, if required by a principle sponsor. Any such requests are to be taken seriously as without the sponsors the Series would not be possible.

#### **4. Conditions of entry**

##### **4.1 Rider/Competitor**

- 4.1.1 Riders shall be eligible to compete in the AFRICA CUP class from the year that they turn 13 years old to the year that they turn 24 years old for males and from 13 to open age for females.
- 4.1.2 Should the participant have competed in an MSA recognized class for a period of 2 years, they may compete in the AFRICA CUP from the year that they turn 12 years old, subject to an official assessment and competency test.
- 4.1.3 Riders shall be possession of a recognized licence valid for motorcycle circuit racing as issued by FIM or any recognized body affiliated with FIM.
- 4.1.4 The AFRICA CUP organizers reserve the right to exclude riders from participation in the series in the case of violation of the published rules, i.e (Crashing continuously, dangerous riding or riding too slow) or any other inappropriate behavior during the season.
- 4.1.5 In order to participate in the AFRICA CUP, each rider must sign a contract with BMC Racing. The contract must be signed by the rider and one parent or legal guardian.

##### **4.2 Vehicles**

This is a one make series and only Yamaha R3 models as supplied are authorized to participate. In the spirit of the event no changes are allowed to any motorcycle except minor technical modifications in accordance with these regulations.

##### **4.3 Starter Field and Grid Positions**

The number of grid positions available for each event of the bLU cRU AFRICA CUP shall be determined according to the maximum number of starters (including any leeway granted by the COC or stewards) for each circuit.

Grid positions for Race 1 and Race 2 shall be determined by means of qualifying times. The fastest lap time will be the starting position for H1 and the second fastest lap time will be the starting position for H2. Should there be a 3<sup>rd</sup> heat, this grid will be determined by the riders finishing position in H2.

During an event, the series organizers may approach the Clerk of the Course with a request to preclude the further participation of any rider who is felt to constitute a danger to himself or other competitors.

##### **4.4 Registrations and nominations**

The persons named below will function as contacts for the bLU cRU AFRICA CUP series.

|                                |                                          |
|--------------------------------|------------------------------------------|
| Representative:                | Neil Harran                              |
| Appointed Organizer:           | SAMRA                                    |
| Technical Controller:          | An Independent Race Shop to be confirmed |
| Treasurer:                     | MSA                                      |
| bLU cRU AFRICA CUP COMMITTEE : | (Chairman)<br>(Co-Chair)                 |

#### 4.5 **Services rendered to bLU cRU AFRICA CUP**

Participants will have access to the following services subject to approval of the series organizers:

4.5.1 Yamaha R3 at a subsidized price package.

4.5.2 Subsidized price on spare parts purchased from Yamaha.

4.5.3 One set of subsidized tyres per rider per event, to be supplied per event, and to be taken for said event only.

4.5.4 One set of subsidized brake pads per every second event entered.

4.5.5 Option to purchase bLU cRU AFRICA CUP clothing.

4.5.6 Demarcated Pit areas at each event shall be provided by the bLU cRU AFRICA CUP organization. All AFRICA CUP participants will pit together in the same area on practice and race day.

4.5.7 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> place trophies to be awarded for each event.

4.5.8 TV coverage/life-streaming dependent on sponsorship.

To be eligible for the above services and discounts, participation is defined as starting in a *qualifying session*. In the event of non-participation, the bLU cRU AFRICA CUP organizers shall decide on eligibility for the abovementioned benefits. Membership benefits may be suspended in the event a rider/member does not partake in a bLU cRU AFRICA CUP race meeting for 3 (three) consecutive race meetings.

## 5 **Events**

### 5.1 **General**

The bLU cRU AFRICA CUP will be run on a National Challenge basis and shall generally include 6 - 8 events during a calendar year. Each race event shall consist of two heats and a practice/qualifier on the morning of the race day.

All races will generally be held on Saturdays, at various Sub-Saharan circuits on the African Continent.

Should a race or races be cancelled, the total scores for the series shall be calculated on the basis of races held.

Any cancelled races may be re-scheduled subject to at least six weeks advance notice being given to competitors.

### 5.2 **Conducting the competitions**

**The races will be conducted in accordance with these regulations, as well as the general competition rules and standing supplementary regulations laid down by FIM and or MSA In the event of a conflict, these regulations shall take precedence.**

Any deviations from the published regulations shall only be in force and effect when published by FIM AFRICA and or MSA in an official circular.

Generally, one qualifying session and two races of 8-15 laps shall be held per event. It is a condition of acceptance that after qualifying and each heat, motorcycles shall be held in a *parc fermé* for a period to be decided by the C.O.C. but not less than 15 minutes.

In the event of a "wet race" or the start of rain during a race, the provisions of the MSA regulations shall apply – see SSR 44.

A jump start will be penalized by a **30 (thirty) second** time penalty added to the total race time of the respective rider for the race in which the infringement occurred.

If a rider has an accident during qualifying or during a race (i.e. the motorcycle is on the ground) the rider concerned shall be permitted to take further part in the qualifying session or race in which the accident occurred, unless prohibited by the marshals from doing so. Subsequently the motorcycle must be re-scrutineered before participation in any further races. If a marshal/official should point out any major defect (e.g. leaking oil) the rider may not continue with either qualifying or the race. Failure to comply will result in offenders being excluded from the entire event.

After the qualifying session and each race, all motorcycles that took part in the race must be parked in the *parc fermé* indicated. Each rider is responsible for this. If this is not complied with, then the rider may be excluded.

### **Scoring the races and distribution of points:**

All riders taking part in a race will be eligible to receive points, subject to them finishing at least 2/3 of the race distance achieved by the winner.

Points will be scored per race on the following basis:

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

Subsequent positions shall be determined by the order in the points standings.

If two riders end the series on the same points total, their positions will be decided according to the provisions of the MSA regulations.

### **5.3 Prizes**

1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> prizes will be awarded per event calculated on total accumulated race time for all races.

The organizer has the right to limit number of trophies based on number of entries competing in the event on the day.

## **6. Administrative and technical monitoring**

### **6.1 Administrative monitoring (registration)**

At the beginning of every event and before practice each rider must present his competition license in accordance with clause 4.1.3 of these regulations (no exceptions).

When registering it shall also be necessary for each rider to sign the declaration of undertaking to provide a replacement in the case of loss, theft, destruction etc. of the timing transponder, as well as all other documentation as required for registration.

## 6.2 Technical monitoring (technical approval)

Prior to each event, a technical inspection is conducted by the official technical inspector/s to examine whether the competing motorcycles are in a condition which generally conforms to the regulations. The teams and riders are to abide by the instructions given by the technical inspector/s for the purpose of inspection and monitoring. The rider or the team representative is obliged and personally responsible for ensuring that the motorcycle fully complies with the technical regulations and appearance stipulated by the bLU cRU AFRICA CUP Organization.

The rider equipment of helmet, rider suit, back protector, gloves and boots is also examined to ensure that it is in a safe condition.

Where any deviations occur, the offending rider/motorcycle may be excluded from the competition and further penalties may be imposed. In case of gross and deliberate violation of the regulations, the participant may be excluded from all remaining races in the bLU cRU AFRICA CUP 2021. This would also entail the loss of any points accumulated in the series to that point.

The bLU cRU AFRICA CUP technical consultant and/or any FIM AFRICA Motorcycle TC reserve the right to perform spot checks on various motorcycles at any time during the event to check that their condition conforms to the regulations.

Proof of performance by means of test rig rides can be implemented for motorcycles used at any time during the season based on the checklist. The teams are exclusively responsible for the disassembly and reassembly of motorcycles as requested by the technical inspector or responsible persons of the organization, as well as any associated expenses.

## 7. Visual design and advertising rights

The bodywork of all motorcycles being used in the Series will be painted according to the requirements of the **SERIES** sponsor and is included in the package. Space allocation will be made available for private sponsors on the bodywork.

The bLU cRU AFRICA CUP organization is authorized to make use of indicated areas on all competing motorcycles for the purpose of the display of series sponsor advertising material. The display of such sponsor material is a condition of entry to the series and is a scrutineering requirement. Non-defined areas are available for use by personal sponsors. These may not be in direct competition with sponsors/partners of the bLU cRU AFRICA CUP and are to be presented to the marketing advisor for authorization before inclusion on the motorcycle.

Competition numbers to the riders shall be allocated by MSA, on application by riders. Such numbers will be valid for the duration of the series. Numbers shall be allocated as per MSA rules and will start at "11" for the first season. No triple-digit numbers are permitted.

By participating in the bLU cRU AFRICA CUP 2021, all teams and riders declare their consent to their utilization by bLU cRU AFRICA CUP or its partners participating in the series for publicity purposes without remuneration. This also applies to any clothing, pictorial or film material.

All copyright and picture rights (all formats) with regard to the riders, vehicles and racing events of the bLU cRU AFRICA CUP rest with the Organizers.

In the event of a sponsor being involved with the **SERIES**, no participant will be allowed to be interviewed in any manner whatsoever without the explicit permission of **BMC RACING**. This is to ensure that the correct protocols are followed regarding dress, etc to ensure the sponsor's interests are protected and promoted.

## 8. Provisions

For reasons of safety, or due to acts of God or official regulations, the bLU cRU AFRICA CUP Organizer reserves the right, in consultation with MSA and/or the Independent Race Shop Representative and/or FIM Africa, to perform changes to the conditions and rules of entry.

If it is necessary to cancel an event for extraordinary reasons, damage compensation claims will not be recognized.

### 8.1 Rider liability

Participants take part in the events at their own risk.

### 8.2 Waiver of liability

Upon presentation of their nomination, applicants and their riders declare their waiving of claims for damages of any kind which occur in the context of the event against:

- 8.2.1 The Organizers of the bLU cRU AFRICA CUP.
- 8.2.2 The federation sanctioning the event, their officials and assistants.
- 8.2.3 Authorities, racing services and all other persons associated with the organization of the events.
- 8.2.4 The road construction companies, should any damage occur as result of the track characteristics.
- 8.2.5 Assistants in performance and fulfilment of all persons and offices named above except in case of damage caused as a result of intent or gross negligence.
- 8.2.6 All other participants (teams and riders), their assistants, the owners or keepers of other vehicles.
- 8.2.7 The owners/promoters of venues at which the events are held.
- 8.2.8 FIM and FIM Africa

The exclusion from liability applies to claims for any legal reason, in particular both for damage compensation claims for contractual as well as non-contractual liability and for claims arising from non-permitted actions. The exclusion from liability does not apply in the case of intent of gross negligence.

## 9. Insurances

Every rider shall be required to hold personal accident insurance cover as required by Motorsport South Africa.

## 10. Rider briefings, winners' ceremonies, press conferences

**Participation in all official rider meetings/briefings is compulsory for all riders.** Alternatively, the person responsible for the team is authorized to represent the rider at these official meetings. The penalty for non-attendance will be 5 seconds added to the race time of the next heat participated in. Repeated violation can result in exclusion from the bLU cRU AFRICA CUP 2021.

## 11. Protests & Appeals

All protests and appeals are to be made in writing and in accordance with MSA's regulations.

Should a competitor lodge a protest against a fellow competitor to the extent that the fellow competitor's motorcycle would require disassembly and this motorcycle is found to conform to the bLU cRU AFRICA CUP regulations, then the cost of disassembly and reassembly, including all new spares required for this process will be borne by the protestor.

The extent of these costs will be determined by the bLU cRU AFRICA CUP technical consultant at their sole discretion.

Failure to comply with this requirement may result in exclusion from the following round or the remaining bLU cRU AFRICA CUP events.

## **12. Disciplinary action**

bLU cRU AFRICA CUP and/or a riders home FIM affiliated federation reserves the right to take disciplinary action against any competitor in respect of instances of unsportsmanlike behavior, in particular unsporting riding, behavior damaging the reputation of FIM, MSA the bLU cRU AFRICA CUP organization, or series sponsors etc. Any transgression as referred to in the Rules and Regulations will be dealt with according to the Disciplinary Code of Conduct.

## **13. Vehicle regulations**

At the technical inspection, which is held at the beginning of each event, every vehicle must be in a condition that conforms to the technical regulations of the bLU cRU AFRICA. The vehicle is monitored by the appointed technical inspector according to commonly accepted procedures.

The decision as to whether or not a vehicle conforms to the regulations rests with the series technical consultant.

**Vehicles involved in accidents during an event must be presented to the technical inspector immediately after the session in which the incident occurred.** A further technical inspection and scrutineering is required prior to the motorcycle's further use in practice or racing.

Obvious violations discovered by the bLU cRU AFRICA CUP technical consultant in the course of random checks after races will generally result in exclusion from the race results, or in cancellation of the times posted in official qualifying, as appropriate.

In particularly severe cases this will also result in the loss of all points accumulated in the cup scoring up to that point and the forfeiture of any prizes/trophies attained in respect of the affected events.

The bLU cRU AFRICA CUP Organization is authorized to examine participating motorcycle's thoroughly at any time and to require the removal of motorcycle and engine components by the team.

## **14. Calendar of events**

As published by bLU cRU AFRICA CUP

### **TECHNICAL REGULATIONS**

#### **1. General regulations - motorcycle**

The motorcycles admitted for entry in the bLU cRU AFRICA CUP 2021 must be of the type: Yamaha R3 models only as supplied by **BMC RACING**.

The vehicle used must possess an original Yamaha vehicle identification number (VIN) on the frame in the respective national format of the supplying country. This may not be subsequently altered.

If it becomes necessary during a race event to reconstruct a vehicle as a result of extensive accident damage and/or severe engine or gearbox damage or if it has to be replaced by a new vehicle, this may only be undertaken with the approval of the bLU cRU AFRICA CUP technical consultant. In such a case, a further technical inspection of the vehicle is required. No further exchange of vehicle will be permitted during an event. All permitted or required alterations to the vehicle are described in these regulations.

***The fundamental principle is as follows:***

***Beyond manufacturer tolerances, all alterations are prohibited. Minor changes will be prescribed for purposes of close racing and safety. The organizers reserve the right to make changes at any time.***

With the exception of the accessories listed in the following, only the original Yamaha parts may be used which are listed in the motorcycle's technical handbook.

All parts, with the exception of those comprising the racing kit (fairings) and certain specially defined parts ranges for the bLU cRU AFRICA CUP or additionally specified parts from the bLU cRU AFRICA CUP parts range must be of the same type as the motorcycle, and their condition in use must be within the tolerances stated in the workshop handbook and in the manufacturer's guidelines.

With the exception of the permitted changes, the motorcycle must conform to the general specifications for motorcycle circuit racing prescribed by FIM.

Acceptable additional racing kit includes:

1. *Aftermarket racing fairings.*
2. *Braided hoses for both front and rear braking systems.*
3. *Aftermarket rear sets may be fitted.*
4. *Crash protection kits (crash bobbins, mushrooms, etc.*
5. *Handlebar ends, handle bar grips and clutch levers/ brake levers can be fitted.*
6. *Slip on exhaust canisters.*
7. *Brake lever protector must be fitted.*
8. *After market petrol cap can be fitted*

**The engine identification number must be visible and legible.**

The elements of the engine must be in their original condition and within the manufacturer's tolerance range (see workshop handbook and manufacturer's guidelines). In particular, any change effected by removing or adding any material, such as the deburring, addition or removal of seals, balancing components, etc. is expressly prohibited unless especially provided for in the present regulations.

The engine ventilation system must remain in its original condition.

All screws for oil outlet screws, oil inlet screws, oil filters, tubes and front brake calipers must be secured with metal wire to prevent accidental opening. The use of engine oil additives is not permitted.

**Cylinders:** Only original parts of the respective model (the addition or treatment of material is prohibited). Dimensions and weights of the cylinder must correspond to the original parts (see workshop manual and manufacturer's guidelines). The addition or removal of material is prohibited.

**Ignition:** Only Standard CDI/ECU units, as supplied for the specific vehicle are to be used. No enhancement microchips or additional piggy-back systems for fueling, timing, ignition, etc. are allowed.

**Crankshaft / connecting rods:** Only original parts of the respective model, no modifications permitted. The deburring, addition or removal of material is prohibited. Treatment, polishing or balancing of parts is not permitted. Dimensions and weights of the components must correspond to the original parts (see workshop manual and manufacturer's guidelines).

**Bearings:** The number dimensions and weight must correspond to manufacturer's specification.

**Pistons, piston rings and retainers:** Dimensions and weights of the parts must correspond to the original parts (see workshop manual and manufacturer's guidelines). Only original parts of the respective model, no modifications permitted. The deburring, balancing and addition or removal of material is prohibited.

**Cylinder head:** Only original cylinder heads. The deburring, addition or removal of material is prohibited, including any modification of inlet rubbers. Dimensions and weights of the parts must correspond to the original parts (see workshop manual and manufacturer's guidelines). Only the standard thickness head gasket may be used.

**Valves, valve control, control timing:** The diagram must correspond to original diagram without modification. The valves, camshafts and the entire valve control with all parts must be in their original condition and may neither be altered, repositioned or polished. Dimensions and weights of the parts must correspond to the original specification (see workshop manual and manufacturer's guidelines).

**Injection and ignition:** All parts must be in original, unmodified condition of the relevant vehicle type; standard setting values are recommended.

**Air filter / Air box / Air channels:** All elements of the air intake area, pipes, air filter, air box, sealing components and casings must be in the original condition of the model described and remain within manufacturer tolerances, with the exception that noise reduction flaps in the inlet tract may be removed. Only original or DNA air filters may be used. Secondary air valve may be blocked off. After market air ducts and brackets may be used.

**Wiring harness, electrical connections:** The wiring harness of the relevant vehicle type must be retained in unmodified form. No additional switches, components or cables must be looped in or added. Shortening in the form of cutting is prohibited. The following alterations to electrical components are permitted/required:

- Removal of cable connections for rear light from last plug to rear light.
- Removal of cable connections for horn from last plug to horn.
- Removal of cable connections for direction indicators from last plug to direction indicators
- The deactivation of the electrical safety system for the side stand by means of bridge-over connector or similar is permitted. In the case of damage caused by a fall during an event, the cable set can be repaired under the supervision of the technical inspector or the bLU cRU AFRICA CUP Organization. This must be replaced by an original part by the next event. The use of homologated lap timers is permitted. The electrical supply of such lap timers may only be provided directly from the battery poles (in line fuse is compulsory) or by connecting to the supply provided for the headlight or any unused component power supply.

**Stator and flywheel:** The Stator, its wiring and regulation, must conform to the original condition of the specific model, and remain within manufacturer tolerances.

The stator must always supply the battery with the relevant current as defined by manufacturer requirements. Additional electrical controls are prohibited.

**Starter:** The electric starter and wiring must be in their original condition and within manufacturer tolerances.

The starter must always be able to start the engine.

**Fuel:** All motorcycles must use pump fuel available to the general public via normal filling stations. The use of products or (additives or oils) to increase the octane level or combustion properties is prohibited.

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 FIM guidelines in respect of fuel sampling.

Notwithstanding the above, the 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.

**Lubrication:** Engine lubrication and the appropriate oil and oil cooling system, are to be maintained in keeping with the original condition of the respective type, and must not be altered. The addition of additives to the engine oil is not permitted.

**Water coolant radiator:** The original radiator must be used in unmodified form. A permanent metal protection grid may

be mounted at the air inlet side of the radiator to prevent damage from debris. No anti-freeze additives may be mixed with the water used in the radiator. MoCool Radiator additive from Motul (art no: 102222) may be added. Radiator fan must be present.

**Gearbox:** The undercutting of gears is not permitted

**Clutch:** Only original parts of the respective model (the deburring, addition or removal of material is prohibited).

**Exhaust system:**

- (1) the original Yamaha exhaust end canister may be replaced with any homologated slip-on unit.
- (2) It is permitted to take the standard exhaust system and replace the internal components thereof with aftermarket parts (Gutting).
- (3) **Standard headers** are to be maintained up to the entrance of the catalytic converter thereafter there is no restriction. The LAMBDA sensor and the exhaust valve actuator may be removed.

## 2. Running gear / vehicle in general

The frame number and the model plate must be easily visible and legible.

**The following must be removed:**

- Rear view mirrors
- Passenger footrests
- Number plate holder
- Number plate
- Indicators
- Headlight
- Side stand

**Footrests:** Homologated aftermarket rear sets are allowed.

**Appearance of start numbers:** As per FIM specification

The prescribed positions are:

- On the cover behind the seat to the right and left or on the main fairing left/right.
- In the center of the middle section of the fairing below the front screen fairing (sufficient view must be ensured), left/right or both sides or on the screen.

The specifications for the number on the front screen fairing are as follow:

The font is Arial Bold ONLY and no overlapping of numbers or any embellishment of numbers is allowed. NO TRIPLE DIGIT NUMBERS ALLOWED

Dimensions for the digits:

Minimum height: 12 cm

Minimum thickness: 2.5 cm

Minimum width: 8 cm

Minimum distance between digits: 1.5 cm

The numbers on the side must be in bold.

**Fuel tank:** Only as original part of the respective model with all components and inner parts. Any modification to the fuel

tank opening is prohibited. The use of retention foam (explode safe) for the entire volume of the tank is recommended. The fuel tank ventilation outlet, along with radiator overflow pipes, must end in one or more firmly attached collection containers with a capacity of at least 125cm<sup>3</sup>. The containers must be mounted beneath the seat or trim.

**Fairing /bodywork:** All body parts remaining on the vehicle must be in line with the standard condition as regards material and form. Unless the bLU cRU AFRICA CUP organization has approved other corresponding parts.

**Handlebars:** Only original handlebars. The hand levers are free of restriction. All operating parts and handlebar controls such as kill switch etc. must be retained in their original condition and fully functional (unless specified under the acceptable racing kit).

The steering lock and freedom of movement must not be impaired. Driving safety must be ensured. Rental after market handle bars may be used.

**Front forks:** Replacement of main compression springs and oil is permitted. No modification to the pump or valve is permitted; NO ADDITIONAL SHIMS MAY BE FITTED OR REMOVED. Bump stops may be taken out, etc. All adjusters must function as original. The requirement is that the front forks are to be the original fork stanchion and outer shell. No aftermarket forks are to be used for replacement. The adding or removal of material (modification) to any part is not permitted. The forks may be pulled through by a maximum of 14mm above the top yoke. Forks must operate in exactly the same manner they were designed to operate in as standard. Left hand brake adjuster is allowed.

**Rear shock absorber:** Only the original rear shock which the motorcycle was issued with (with no internal modifications of any kind) or an approved rebuilt rear shock absorber may be used. All adjusters must function as original. Ride height adjustment by the addition and removal of external (shock mounting) spacers is permitted. However, the ride height spacers must not exceed 14mm in total.

**Wheel rims:** Expressly original parts as supplied with the motorcycle. No aftermarket or 'original lightweight' including carbon rims are permitted.

**Brakes:** The front brake system must remain standard. The rear brake must remain as per original. The type of brake fluid used can be freely selected. The brake pads must be original parts of the respective type.

**Tyres:** Only Dunlop Sportmax A-14 or an alternative as agreed on by the organizers are to be used. In the event of stock unavailability, an alternative will be announced after the bLU cRU AFRICA CUP have consulted with the tyre supplier.

The same set of tyres is to be used for qualifying, Race 1 and Race 2. Tyres are to be marked **before** qualifying by the series TC, and the onus is on the rider to make sure that his tyres are marked correctly. Any defective tyre may be replaced with a tyre of similar wear at the discretion of the series TC.

Tyres will be available through the designated bLU cRU AFRICA CUP supplier. Any other Sponsor Branding deemed necessary by the Organizing committee, will be required to be displayed by all riders in the designated areas, non-compliance will mean exclusion from the race results unless clearance is obtained from the series TC before the first race. Display of required sponsor stickers is a scrutineering requirement!

**Tyre Warmers:** Free of restriction.

**Central frame:** The central frame must remain in its original condition. In case of damage to the attachment points between the central frame and the rear frame, the professional repair of these points is permitted. However, any such repairs must be inspected and approved by the series TC and/or FIM TC.

The rear sub frame is to be used as an original part. Riding safety must always be ensured.

### 3. Extra equipment

Data transmissions from the rider or motorcycle to the team / pit box, radio communication is not permissible. The use

of video cameras for entertainment value only, is permitted subject to the camera being sealed at scrutineering and access to data only being allowed after the race weekend unless requested by officials. Any recorded footage allowed to be used for protest purposes will be at the sole discretion of the COC or FIM.

**4. Modifications**

**Any modifications which are not mentioned in the current rules and regulations are deemed illegal, and therefore eligible for disciplinary measures as stipulated in the Club's Code of Conduct.**

The series organizers or the appointed technical consultant, reserve the right to preclude from participation any motorcycle and/or rider that does not comply with the regulations, or which presents a danger to fellow riders for any reason whatsoever.

It should be noted that both the motorcycles used in the bLU cRU AFRICA CUP and the elements contained in the racing kit are not covered by the standard, contractual Yamaha guarantee/warranty. In the case of any irregularities with respect to the interpretation of the present technical specifications, it is expressly recommended that participants contact:

Neil Harran at [info@africa-cup.co.za](mailto:info@africa-cup.co.za)

**No verbal correspondence will be entered into whatsoever.**

I, \_\_\_\_\_, have read the above rules and understand the contents. I agree to be bound by these rules.

Signed at \_\_\_\_\_ on this \_\_\_\_\_ day of \_\_\_\_\_ 2020.

\_\_\_\_\_  
Rider - Name

\_\_\_\_\_  
Rider - Signature

\_\_\_\_\_  
Father/Guardian - Name

\_\_\_\_\_  
Father/Guardian – Signature

\_\_\_\_\_  
Witness

\_\_\_\_\_  
Witness