

Regulations

SPORTING REGULATIONS FOR THE CLASSIC SUPERBIKE RACING ASSOCIATION

1. REGULATIONS

All qualifying races will be held under the General Competition Rules and Standing Supplementary Regulations of World of Motorsport South Africa (WOMSA) these regulations, the Supplementary Regulations and Final Instructions issued by the Promoters, and the applicable Recognition Form “A”.

2. AIM AND OBJECTIVES OF THE CHAMPIONSHIP

The intention is to establish a racing championship for period qualifying classic racing bikes.

1. To declare a Classic Superbike Racing Champion in each class catered for.
2. There will be three classes, i.e.
 - Formula 1- bikes up to 1989
 - Formula 2 – bikes up to 1983 and
 - Formula 3 – bikes up to 1975These will be scored separately to determine a Class Champion in accordance with SSR 82 i). A minimum of 5 riders are required per class to declare a class and score points. If there are not sufficient entries in a class the organisers reserve the right to include the riders in the next class.
3. The SATT in February will be part of the SA rider’s championship.
4. Overseas riders will only score points in the SATT with a TT champ declared after the last TT race in February.
5. The CSRA champion will be declared after the last CSRA event.

3. CONTROLLERS OF THE SERIES

1. WOMSA shall have overriding authority in all aspects of the series.
2. The SA Classic Superbike Racing Association shall be responsible for the normal administration of the series, subject to the aforementioned.

4. ELIGIBILITY OF BIKES

1. All bikes must comply with the technical regulations and any amendments thereto.
2. No modifications or deviations from the above are permitted. Refer GCR 226 – “what is not specifically permitted is disallowed”.
3. See Technical Specifications.

5. ELIGIBILITY OF RIDERS

1. No riders will be eligible to compete unless they are fully paid up members of the SA Classic Superbike Racing Association.
2. A Regional or club competition license from WOMSA is required to compete in the series.
3. Any rider wishing to make a “one-off” appearance in any of the race events must apply to SA Classic Superbike Racing Association in writing for permission to race. Such permission may be withheld if, in the opinion of SA Classic Superbike Racing Association, granting it is not in the interests of the series or Motorsport in general. Once off appearances at the last event of the year will be limited to guest riders from overseas unless such competitor is a novice or new competitor preparing for the following season. No points will be scored for the Championship in this instance.

4. Any rider or entrant found guilty of having brought the series into disrepute may have their membership of the association suspended or even terminated by SA Classic Superbike Racing Association, subject to the competitor's normal rights of appeal to WOMSA.
5. The series will therefore include all riders 35 years old, and older, during the racing season.
6. **SCORING OF THE SERIES**
 1. The class winner in the series will be the competitor with the greatest number of points scored as at the completion of the last race in the series.
 2. Refer to 2b regarding minimum starters per class.
 3. Winners will be declared for each class after each race is completed.
 4. Trophies will be awarded to 1st, 2nd and 3rd in each class and will be presented at the official prize giving function after the last race at a prize giving function after the last race of the series.
 5. Should any class not have sufficient entries, the riders entered in that class will score points in the next highest class.
 6. At the SATT event the "South African Tourist Trophy" award will be for the rider with the most points in the four heats excluding any class splits. (on the road finish).
 7. Points will be scored in each of the above classes and depending on the number of entries per race as follows:
 - First place 15 points
 - Second place 12 points
 - Third place 10 points
 - Fourth place 8 points
 - Fifth place 6 points
 - Sixth place 5 points
 - Seventh place 4 points
 - Eighth place 3 points
 - Ninth place 2 points
 - Tenth place 1 point
7. **SERIES DATES**

The Series will commence in February with the SATT events in East London
The balance of events will be advised as soon as the calendar is available.

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. **CHAMPIONSHIP FORMAT**

The Controllers (SA Classic Superbike Racing Association) reserve the right to run a format consisting of one, or two at any given event if necessary due to circumstances beyond reasonable control.

1. One race format:
 - Shall be a 'long distance' race (1 hour/20 laps for example).
 - Double points will be scored.
2. Two race format:
 - Shall generally be a minimum race distance as determined by the organisers.

Unequal length races may also be run, in which case Race 2 will be longer than Race 1 or as determined by the organisers.

10. ONE BIKE PER MEETING

1. Each competitor may only qualify and race one identified bike at each race meeting.
2. Should a bike be damaged beyond immediate repair during Qualifying or Race 1 the Committee may give permission for a substitute bike to be used.
3. Should a bike be damaged during qualifying and a qualifying time has been set, the rider may start where he qualified in race 1.
4. Should a rider not complete the first race for whatever reason, he will start where he qualified in Race 2.

11. SERIES SPONSORS, SUB SPONSORS ADVERTISING

1. All competitors must ensure that the relevant advertising decals are affixed to the bike in the nominated positions. Clear specifications concerning the positioning of these decals will be issued to each registered competitor not later than two weeks prior to the first race of the season.
2. Any bike not displaying all the specified decals in the correct positions may be precluded from participation or excluded by the Clerk of the Course, acting on the recommendation of the scrutineering representative of the committee.
3. Competitors whose personal sponsor/s would be in conflict with the series sponsors and/or sub-sponsors must first obtain the written permission of the committee to affix any such conflicting decals to their bikes.
4. All riders are to carry the required Series Sponsor stickers on their race bikes for both practice and race day.

12. PRACTICE/TESTING

Practice for the series is without restriction.

13. TIMING TRANSPONDERS

1. No competitor may take part in any practice session, qualifying session, warm-up or race without the official timing transponder mounted in the correct position in his/her bike.
2. In instances where MSA has approved the use of an alternative timing system, transponders may not be required.

14. RIDERS BRIEFING

All riders are required to attend the riders briefing that is held at each event.

Failure to attend without requesting permission in advance, will result in the offending competitor/s being penalised 5 grid positions for Race 1.

15. GRID POSITIONS AND RACE PROCEDURE

1. There shall be one qualifying session at any scheduled race meeting. This duration of the qualifying session shall be at the discretion of the organisers and shall determine the starting grids for the first and second races (where a two race format is run).
2. Where a two race format is run, any competitor not posting a lap time during qualifying will be placed at the back of the grid for Race 1 and, for Race 2.
3. Any competitor excluded from qualifying by the Clerk of the Course will be required to start both races from the back of the grid.
4. An out lap followed by one flying lap, then lining up on the starting grid will be the normal procedure, but will be determined by the Clerk of the Course. Starting method will be determined by the organisers (flag or lights).
5. Finish will be as per checkered flag.

In order to qualify to race in an event riders must be within 120% of the time posted by the fastest qualifier (This may in exceptional cases be over ridden by the committee on application from the rider in question).

16. RIDER CONDUCT

1. Bumping and/or pushing of other bikes on the circuit is not allowed and any riders found doing this will be penalised by the Clerk of the Course in terms of GCR 157. The Clerk of the Course must consider infringements at previous events which resulted in penalties being imposed, when imposing penalties under this heading.
2. Any competitor who disadvantages another competitor, even unintentionally which results in the loss of place(s) during a race will, at the discretion of the Clerk of the Course, generally be penalised so as to finish behind the competitor that was disadvantaged. More severe penalties will be applied in the case of repeat offenders.

3. THE PROCESS FOR REVIEWING INCIDENTS AND APPLYING PENALTIES

1. Incident reports must be in the hands of the clerk of the course within 30 minutes of the finish of the race concerned (rather than within one hour as per SSR 61). However, the clerk of the course may request further incident reports outside of this time limit.
2. The clerk of the course reserves the right to refuse to accept incident reports for an incident or incidents. In this instance, the competitor will be so informed and has the right of protest as per GCR 197.
3. SA Classic Superbike Racing Association reserves the right to set up a “Driving Standards committee” who would be tasked to investigate any incidents. Any penalties arising from this will, however, be issued by the clerk of the course.
4. No legal representation is permitted in any disciplinary hearing or inquest.

17. NUMBERS

1. Numbers will be allocated by the SA Classic Superbike Racing Association and these may not be changed without permission. Numbers 1 – 10 will be reserved for the top 10 from the previous championship.
2. No competitor may take part in any of the official practice sessions of any race meeting without his or her competition number correctly affixed to his or her bike.
3. Number formats for each of the classes will be as follows:

Formula 1: Black numbers on a white background.

Formula 2: Blue numbers on a white background.

Formula 3: Red numbers on a white background.

These numbers must be large enough to be recognised by track cameras using number recognition timing facilities.

18. TECHNICAL CONSULTANT

1. The appointed Technical Consultant or Consultants will attend all SA Classic Superbike Racing Association events to ensure continuity of all technical aspects.
2. The Technical Consultant (or his nominated deputy) has the right at all times, in consultation with the Clerk of the Course, to refuse to allow any bike considered not to be race worthy to participate in any practice session and/or qualifying session and/or race.
3. For the purposes of scrutineering and bike inspection, the T.C. will only operate in the main SA Classic Superbike Racing Association pit area. Any competitor not pitting in this area must make his/her bike available to the T.C. for inspection at least forty-five minutes before the advertised start time of any official qualifying session or race.

19. TECHNICAL INSPECTIONS

1. The scrutineering representative of the committee, in conjunction with the committee, will carry out all post-qualifying and post-race Technical inspections.
2. The Technical Consultant, in conjunction with the Clerk of the Course, may designate an area of the pits as an additional 'Parc Ferme' for the technical inspections to be carried out. He will be in control of policing this area as per GCR 252 (i), (ii) & (vii).

20. TECHNICAL PROTESTS

Where a protest based on the technical regulations and specifications is lodged, the protestor must be prepared to submit his bike to the scrutineering representative of the committee for similar technical checks to those outlined in his/her protest to be carried out on his/her own bike.

21. AMENDMENTS AND ALTERATIONS TO THE REGULATIONS

The committee reserve the right to amend, alter or introduce additional regulations if deemed necessary during the course of the championship. Any such amendment, alteration or additional regulation will only come into force once published in an official CSRA bulletin. Once cleared by WOMSA all members will be notified by mail to speed up clarification.

22. TECHNICAL REGULATIONS

A scrutineering representative of the committee may be requested to determine the eligibility of each machine before an event. Riders wishing to compete in this series can contact the above committee before the series to clarify and make sure the proposed bike is eligible.

1. Eligibility of Motorcycles.

The objective of the class is to preserve and represent the past of superbike racing.

To achieve this, the following applies:

1. Bikes must be of period origin, within the designated classes and/or faithful replicas of the original.
2. The engine and frame must be of the period in which the bike was manufactured, eg. 1981 Suzuki engine type in 1981 Suzuki frame. Engines derived from the original may be used except the cooling method must remain the same i.e. if the original was air-cooled it must remain so.
3. Specialist Chassis like Harris, Spondon etc. as well as factory frames eg. Suzuki XR 69 may be used on agreement from the committee.
4. The bike must have the same fuel delivery system as the original. Carbs and fuel injection must remain as originally supplied.
5. The general appearance of the engine must remain the same.
6. Chain and sprockets are free.
7. Exhaust systems are open.

For each class eligibility will be as follows:

Formula 1: All models freely marketed in SA until December 1989.

Formula 2: All models freely marketed in SA until December 1983.

Formula 3: All models freely marketed in SA until December 1975.

2. GENERAL TECHNICAL RULES (ALL CLASSES)

NOTE: the term “initially OEM supplied” will be read as any component from any motorcycle commercially marketed and freely available in South Africa.

3. ENGINES

1. Of Period and exactly as initially OEM supplied.
2. Capacity unlimited.
3. Any internal modifications are allowed.
4. Excluded are nitrous, turbochargers and superchargers.
5. Gearboxes are open as long as OEM supplied for that make of engine.
6. Carburetors and jetting are free.
7. Ignition timing is free.
8. Valve timing (degreeing of the cams are allowed).
9. Cams may be changed for aftermarket items.

4. BRAKING SYSTEM – FRONT AND BACK

1. Any calipers may be used.
2. Brake pads and friction material are free.
3. Any master cylinder may be used.
4. Disks are free.
5. Adaptor plates and spacers of sound, safe design and manufacture can be used to mount alternate calipers on the original mounting points.
6. Aftermarket braided brake hoses may be used.

5. RIMS

1. Open.

6. TYRES

1. No slicks.
2. Tyre sizes are free.

7. FORKS

1. Upside down forks are not permitted.
2. Any forks may be used as initially OEM supplied.
3. Internal fork components can be changed or modified.
4. Any triple clamps for the forks may be used and may be modified.

8. REAR SHOCK ABSORBERS

1. Rear shock absorber units are free to be replaced with aftermarket items.
2. The shock absorber mountings on the frame and the swing arm may be moved.
3. The linkages may be modified to suit a replacement shock absorber.
4. OEM twin shock machines are to remain in that configuration.
5. OEM mono shock machines are to remain in that configuration.

9. FAIRINGS

1. Bodywork may be replaced with aftermarket racing kits but must have the same silhouette as the original.
2. Material of manufacture is free.

10. SWING ARM

1. As initially OEM supplied. Can be replaced with an after market unit.
2. Can be lightened or strengthened and superfluous brackets removed.
3. Frame geometry may be altered.

11. ELECTRICAL

1. Original starting equipment may be removed on proven safety grounds.
2. The charging system may be disconnected and removed or gutted.
3. Ignition system is open – aftermarket coils, pickups & CDI's may be used. OEM CDI boxes may be modified.

12. FRAME

1. Frame may be braced and gusseted.
2. Frame geometry may be altered.

13. FUEL AND OIL

1. Only pump fuel in open supply in a near location to the circuit may be used.
2. The scrutineering representative of the committee may at any time during a race meeting, in consultation with the committee, drain all the fuel from a competitor's bike and replace it with controlled fuel.
3. At coastal events the use of octane boosters is permitted.

It is the rider's responsibility to notify the technical committee of any modifications made to his/her motorcycle which involve changes to the frame, swing arm and suspension, wheels and brakes, and engine, and to ensure that the changes are within the regulations.