

# Technical Regulations Open Wegrace Cup 2018

Version 12-06-2018



## Personal responsibility

The participant is and always shall be chiefly responsible for keeping their motorbike in perfect condition and meeting the technical regulations OW Cup 2018.

The participant is and always shall be personally responsible for their own safety and preventing situations that may endanger the lives of other riders.

## Category formats

For the Open Wegrace Cup the following class formats are used.

## Class specifications

### ONK SuperCup 300

The next motorbikes are allowed in the ONK SuperCup 300

Honda CBR 500R SSP300 - 471 cc, 2 cylinder

Kawasaki Ninja 300 (EX300ADF) - 296 cc, 2 cylinder

Yamaha YZF-R3 - 321 cc, 2 cylinder

KTM RC 390 - 373 cc, 1 cylinder

The motorbikes in the ONK SuperCup 300 must comply with the Technical Regulations OW Cup 2018 plus the Supplementary Regulations ONK SuperCup 300 included in the Technical regulations OW Cup 2018.

### ONK SuperCup 600 - ONK ProCup 600 - ONK SportCup 600

up to 600 cc. - 4 stroke - maximum 4 cylinders - 6 gears max

600 - 675 cc. - 4 stroke - maximum 3 cylinders - 6 gears max

675 - 750 cc. - 4 stroke - minimum 2 cylinders - 6 gears max

### ONK SuperCup 1000 - ONK ProCup 1000 - ONK SportCup 1000

601 - 1000 cc. - 4 stroke - maximum 4 cylinders - 6 gears max

750 - 1300 cc. - 4 stroke - minimum 2 cylinders - 6 gears max

## Participant formats OW Cup

Formats of participants in the 600 and 1000 classes for OW Cup races is done on the basis of demonstrated dry lap times during an OW Cup race on the TT Circuit Assen.

<b>OW Cupklasse</b>	<b>Age limit</b>	<b>Laptime TT circuit Assen</b>
ONK SuperCup 300	From 13 jaar	
ONK SportCup 600	From 15 jaar	Slower than: 1.55.0 min.
ONK ProCup 600	From 15 jaar	Between: 1.54.9 min. - 1.49.0 min.
ONK SuperCup 600	From 15 jaar	Faster than: 1.48.9 min.
ONK SportCup 1000	From 17 jaar	Slower than: 1.54.0 min.
ONK ProCup 1000	From 17 jaar	Between: 1.53.9 min. - 1.48.0 min.
ONK SuperCup 1000	From 17 jaar	Faster than: 1.47.9 min.

## **Tires**

Choice of tires is up to the participants. This means that slick tires, profile tires and rain tires are all allowed. In the case of homologated racing tires these must minimally have a V-code (>240 km).

The following text must be visible on slick tires and rain tires:

**“NOT FOR HIGHWAY USE”**

Cut slicks are not permitted. The use of tirewarmers is permitted.

## **Choice of tires**

The OW Cupraces are held as **“wet races”**.

The rider and/or the team are personally responsible for their choice of tires during trainings and races. The trainings or races will not be stopped for changing weather conditions.

Extreme situations excluded.

## **Start numbers**

A start number with background must be applied to the front and both undersides of the motorcycle. Start numbers on both undersides may be placed either on the front or the back of the lower fairing.

The minimal measurements per number are:

Front: height = 14 cm. width = 8 cm.

Side: height = 12 cm. width = 8 cm.

## **Background colour and start number colour**

ONK SuperCup 300 - white background - black numbers

ONK SportCup 600 - white background - blue numbers

ONK ProCup 600 - white background - red numbers

ONK SuperCup 600 - white background - black numbers

ONK SportCup 1000 - white background - blue numbers

ONK ProCup 1000 - white background - red numbers

ONK SuperCup 1000 - white background - black numbers

## **Lower fairing**

The lower fairing must be equipped with at least one sealable pass with a minimal diameter of 25 millimetres. In case of dry weather this pass is secured with a plug. In case of rain this plug must be removed.

## **Securing**

The following parts must be secured with locking thread:

- oil fill and drain plugs
- oil filter and oil caps
- brake callipers and brake anchors
- if possible locking pins of the brake pads

## **Fuel tank**

To reduce the possibility of explosive or fire hazards the fuel tank must be equipped with explosion safe or some other explosion repellent product.

## **Crankcase vent(s)**

Crankcase vent(s) should not end up directly in the open air but should end up in the airbox.

### **Kill switch**

There must be at least one red operating switch mounted on either clip-ons to switch off the engine and electrical system.

### **Exhaust system and silencer(s)**

The total volume of produced dynamic noise must be comply with the provisions concerning the noise measurement per type of noise day of the circuit.

Exhaust systems and silencer (s) must comply with the static noise standard of 102.9 dB however, there is no reference to the dynamic noise standard. In cases involving the use of silencers, whether or not equipped with dB killers, decide the head of the technical commission in consultation with the race director.

The exhaust silencer may not stick out beyond the rear wheel.

### **Noise limits**

Motorbike must comply with the dynamic noise limit set and measured by the circuit at type 3 days. Dynamic noise standard is 101 dB.

Motorbike must comply with the static noise limit set and measured by the OW Cup at type 2 and type 3 days. Static noise standard is 102.9 dB.

With all OW Cup races, a static measurement is performed for all motorbikes in advance.

The rider must ensure that her or his motorbike does not exceed the applicable noise standard.

### **Static noise limit and tolerances**

Static noise standard is 102.9 dB.

At the follow-up a tolerance of + 2 dB is applied, 102.9 dB becomes 104.9 dB.

At a temperature lower than 10 degrees a tolerance of +1 dB is applied, 102.9 dB becomes 103.9 dB, at the follow-up 105,9 dB

In case of rain a tolerance of +1 dB is applied, 102.9 dB becomes 103.9 dB, at the follow-up 105,9 dB.

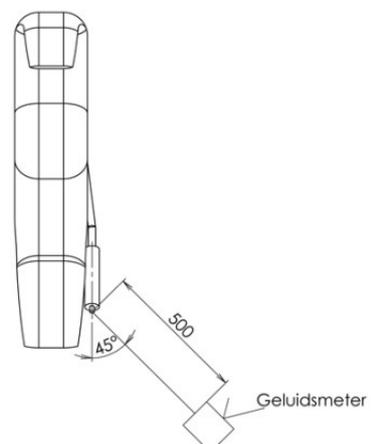
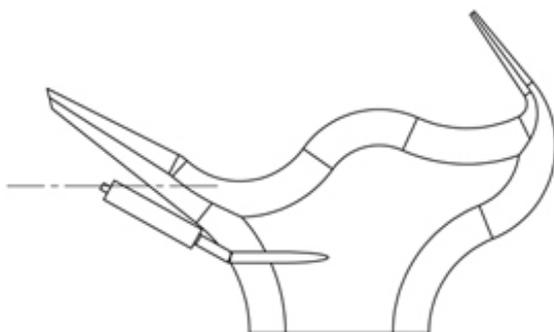
A motorbike, that does not meet the stated static noise standard prior to training / race, can be offered several times with different silencers for the static noise measurement before it can participate in the training / race. All this in consultation with the technical commission.

### **Performance static measurement**

The dB-meter is set at 50 cm. distance from the end of the silencer at an angle of 45° to the center line of the silencer at the same height. The dB-meter is placed at least 20 cm above the ground.

In the case of multiple silencers, a measurement will be performed separately for each silencer. Static measurement is performed with a dB meter.

Each participant must bring her / his motorbike to the revs which are described in the technical regulations OW Cup 2018.



## Revs at static noise measurement

<b>Revs 4 stroke motorbikes</b>				
number cc	1 cylinder	2 cylinder	3 cylinder	4 cylinder
250cc:	5500	8500		
400cc:	5000	6500	7000	8000
600cc:	5000	5500	6500	7000
750cc:	5000	5500	6000	7000
+750cc:	4500	5000	5000	5500

### Enforcement

A technical logbook with technical specifications of mounted silencer (s) and dB killer (s) and static and dynamic measured values is compiled for each approved motorbike.

If a first exceedance of more than 2 dB is measured during the follow-up after training, a warning will follow.

If a second exceedance of more than 2 dB is measured during the follow-up after training and race, a disqualification will follow.

If a first exceedance of more than 2 dB is measured during the follow-up after the race, a warning will follow. At the next race, this rider will have a follow-up after the race, if an exceedance of more than 2 dB is measured, a disqualification will follow.

The participant must realize that she / he can be flagged out of the qualification and race with the black flag when exceeding the permitted dynamic noise standard.

Disqualification of participation is without refund of the registration fee.

### Air filter

Participants are free to decide on their choice of air filter.

### Remove parts

The following components shall be removed from the motorbike: horn, turn signals, headlight(s), all glass lighting parts, centre stand and side stand.

### Cooling liquid

Only water may be used in the coolant system, no other type of cooling liquid may be used.

### Clip-ons

Open clip-on ends must be filled with wear resistant material. Clip-ons, front fender and front wheel may not touch the fairing for the entire suspension movement.

### Clutch- and brakelever

The clutch- and brakelever must end in a ball shape.

### Throttle

The throttle must be self-closing.

### Brakes

Motorcycles must at least be equipped with two properly functioning brakes, one on the front wheel and one of the rear wheel.

### Front brake lever protection

Motorbikes are to be provided with a brake lever protection for the front brake which must, in case of a contact with another motorcycle, occur the brake lever to be activated accidentally.

**Safety tail light**

Motors must be equipped with a working red safety tail light which must be activated during rain. The safety tail light must be mounted good visible for riders behind you. The race director decides before the race if the red safety tail light should be on.

**Camera**

A camera on the bike must properly installed and secured by a locking cable. The use of a body- or helmetcamera is not allowed.

**Protective covers**

The use of protective covers, which be placed for engine covers behind where is oil, is mandatory. Badly damaged engine covers and/or badly damaged protective covers are not allowed.

**Clothing**

Only one-piece leather overalls are permitted to be worn. Combi-suits held together by zippers are not permitted. Wearing a back protector, leather motorcycle boots and leather motorcycle gloves are mandatory.

**Helmets**

Helmets must be of the integral type and must have the following approvals, the European ECE.22.05, the Japanese JIS T8133 and the American SNELL M2010. The label (long number starting with 05) must be visible in the helmet. The helmet should sit tight fitting and must not show any damage to the scale (under the paint).

**Behaviour after crash**

After every crash the rider must report at the medical service. Only after the medical service has given the rider medical approval he or she may re-join the training or race. After the crash and before participating in the next training or race the motorcycle must be technically inspected again.

### **ONK SuperCup 300**

Additional and different requirements ONK SuperCup 300 class compared the General Regulations OW Cup 2018 and Technical Regulations OW Cup 2018. Based on the practical experience in this first year of the ONK SuperCup 300 adjustments during the 2018 season can be included in the technical regulations.

In contrast to the other OW Cup classes the ONK SuperCup 300 is more a standard class. This means that the motorbikes must remain technically original OEM (Original Equipment Manufacturer) unless otherwise stated in the Technical Regulations OW Cup 2018. The General Regulations OW Cup 2018 also applies for the ONK SuperCup 300 unless specifically otherwise stated at the Technical Regulations OW Cup 2018 supplement ONK SuperCup 300.

<b>Minimum weight and max. cylinder capacity ONK SuperCup 300</b>		
	min.weight	max.cilinder capacity
Honda CBR 500R SSP300	150 kg.	471 cc
Kawasaki Ninja 300 (EX300ADF)	140 kg.	296 cc
Yamaha YZF-R3	140 kg.	321 cc
KTM RC 390	136 kg.	373 cc

### **Revs for static noise measurement NK Supersport 300**

<b>Revs static noise ONK SuperCup 300</b>	
Honda CBR 500R SSP300	5000
Kawasaki Ninja 300 (EX300ADF)	6500
Yamaha YZF-R3	7500
KTM RC 390	5500

### **Engine and gearbox**

The engine and transmission must remain completely original (OEM).

### **Fuel and intake system**

The entire fuel and intake system must remain original (OEM).

Mandatory adjustment and allowed change, applies to the following parts:

- the fuel tank must be fitted with Explosafe or another explosion-proofing product
- the fuel cap can be replaced for a fuel cap without a key

### **Exhaust system**

The exhaust must remain original (OEM) from cylinder head up to the end of the silencer and may not be modified and / or adapted.

### **Suspension**

- the rear shock absorber may be replaced by an aftermarket product
- the inside of the front fork may be replaced by an aftermarket product
- the inner and outer fork legs, including the wheel and brake calipers, must remain original (OEM).

### **Electronics engine management and electrical parts**

The following parts must be original and may not be modified or adapted:

- ECU original (OEM), no other mapping may be loaded. The so-called "flashing" is therefore not allowed. Replacing of the ECU in connection with fall damage is permitted
- cable harness original (OEM), only the removal of the original light connections is allowed
- original sensors (crankshaft, air, camshaft, gearbox, fuel, throttle stand, speed, etc.) must remain original (OEM) and may not be replaced
- controls and buttons must remain original (OEM)

The following parts can be adapted, added and / or replaced:

- Power Commander or such a system just to fine-tune the injection
- quickshifter (upshift only)
- pit limiter
- ignition lock may be replaced by the red switch on the steering wheel if possible
- data logging including dashboard is allowed provided the original sensors are used.

The only allowed additions are a GPS antenna and suspension sensors.

All other adjustments are not allowed.

### **General controls**

The following parts must remain original and may not be modified or adapted:

- brake master cylinder front and rear.
- control switches and buttons
- handlebar holder / base for clutch cable and clutch lever
- throttle handle including cable control

The following parts may be adapted and / or replaced:

- footbrake / shift controls may be replaced for an aftermarket type to enable adjustment and / or reverse shifting
- clip-ons may be replaced by an aftermarket product
- rubber handles on the clip-ons
- brake and clutch levers

### **Frame parts**

The following parts must remain original and may not be modified or adapted:

- swingarm
- shaft and bearing of swingarm
- engine brackets
- wheels with wheel buses
- wheel axles and bearings
- chain tensioners
- upper crown plate, T-piece and steering bearings

The following parts may be modified / adapted:

- steering damper and steering damper bracket
- steering angle limiter

### **Brakes**

The following parts must remain original and may not be modified or adapted:

- brake clamps and brake cups
- brake master cylinder
- brake calliper bracket

The following parts may be modified / adapted:

- brake lines may be replaced by a aftermarket product
- brake pads may be replaced by a aftermarket product
- brake discs may be replaced by a aftermarket products provided the same diameter
- brake oil and brake oil reservoir may be replaced by a aftermarket product
- bracketts of front and rear brakes may be adjusted to keep them in place while changing wheels

The following parts need to be adjusted:

- if an engine is equipped with ABS it must be disabled and disconnected, the ABS unit may remain in place to prevent malfunctions

### **Fairing and bodywork**

The fairing may be replaced by an aftermarket copy with the same appearance as the OEM copy.

The fairing brackett may be replaced by an aftermarket copy.

The windshield can be replaced by a so-called clear racing windshield.

### **Tires**

In the ONK SuperCup 300 only profile tires (including race compound) and rain tires are allowed.

Cutting up tires is not allowed.