

**BAHRAIN MOTORCYCLE RACING
600
CHAMPIONSHIP**

SPORTING & TECHNICAL REGULATIONS

2014/15

This book (hereinafter collectively referred to as the "Regulations") has been printed on 05.05.14. Successive editions can be printed for supplementing and/or amending. The new editions will be numbered (2nd edition, 3rd edition, etc.), dated and issued to all relevant Bodies.

ANY SUBSEQUENT CHANGES THAT TAKE PLACE AFTER THE PRINTED VERSIONS DURING THE 2014/15 SEASON WILL BE MADE ELECTRONICALLY, AND THE ON-LINE VERSIONS WOULD THEN BE THE PREVAILING VERSIONS. THIS BOOK PREVAILS ALL PREVIOUS RULE BOOKS EXCEPT THOSE REFERRED TO AS AN APPENDIX

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GENERAL UNDERTAKINGS AND CONDITIONS

All **Riders, Officials, Promoters/Organizers** and all the persons involved in any capacity whatsoever participating in the **Bahrain Motorcycle Racing Championship** (“**Championship**”) undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

1. BMF National Sporting Code
2. SPORTING REGULATIONS
3. TECHNICAL REGULATIONS
4. TECHNICAL COMPLIANCE

as supplemented and amended from time to time ("**Regulations**").

All the persons mentioned above may be penalized in accordance with the provisions of the **Regulations**.

It is the responsibility of the **Rider** to ensure that all persons concerned with his/her entry observe all the requirements of the **Regulations**. The responsibility of the **Rider**, during any part of the Event with respect to observance of the **Regulations**, is joint.

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the Paddock, Pits, Pit lane or Track, must wear an appropriate pass at all times during the Event as supplied.

1. SPORTING REGULATIONS

1.1. INTRODUCTION

- 1.1.1. A **Riders Championship** comprising a series of motorcycle races sanctioned by the **Bahrain Motor Federation ("BMF")** under the provisions of the Bahrain National Sporting Code ("**NSC**").

1.2. EVENTS

- 1.2.1. The Event shall be deemed to commence at the scheduled time for Technical and Sporting Checks and finish after all the races at the expiry of the deadline for the lodging of a protest and the time at which technical or sporting verifications have been concluded, whichever is the latest.
- 1.2.2. Events will be staged at the **Bahrain International Circuit ("BIC")**.
- 1.2.3. **Organizers** for the **Championship** will be the **Circuit Racing Club ("Organizer")**.
- 1.2.4. The **Organizer** is responsible for providing the facilities and personnel to ensure the smooth and efficient running of the event.
- 1.2.5. **BIC** shall arrange for the provision of an insurance for third party liability for each meeting to cover **BIC** liability and that of all Participants, **Riders**, Sponsors, and **Officials** in case of accidents to third parties during a meeting or during the practices.

1.3. THE PADDOCK

- 1.3.1. The Paddock, pits should be available to **Riders** at least one hour prior to the start of the event.

1.4. OFFICIALS

The following **Officials** are nominated to ensure smooth and efficient running of the Event:

Permanent Steward – TBC
Race Director – Eyad Almalood
Chief Scrutineer – TBC

1.5. THE CALENDAR

The calendar of races counting for the **Championship** is as follows:

Round 1: Friday, October 03, 2014	Round 5: Friday, February 06, 2015
Round 2: Friday, November 07, 2014	Round 6: Friday, March 06, 2015
Round 3: Friday, December 19, 2014	Round 7: Friday, April 24, 2015
Round 4: Friday, January 16, 2015	Round 8: Friday, May 01, 2015

1.6. CLASSES

- 1.6.1. The BMR **Championship** will have only one Class:
600cc 4 stroke Honda Hornet 600
- 1.6.2. Technical **Regulations** governing this class are provided under chapter 2 of the **Regulations**.

1.7. ELIGIBAL COMPETITORS

- 1.7.1. The **Rider** must be in possession of the adequate Motorcycle Circuit Competition License issued by the **BMF** or his/her ASN of residence.
- 1.7.2. Minimum age for the **Championship** is 18 years.
- 1.7.3. The limit for the minimum age starts on the date of the **Rider's** birthday.
- 1.7.4. The limit for the maximum age finishes at the end of the year in which the **Rider** reaches the age of 65.
- 1.7.5. An application into the **Championship** is to also be submitted to the **Championship Promoter** and undergo an evaluation of riding skills.

1.8. ENTRIES

- 1.8.1. **Riders** must compulsorily attend any briefings organized.
- 1.8.2. The **Riders** will be previously informed in writing about the place, date and time of the briefing.
- 1.8.3. Failure to attend the briefing in full will result in judicial sanction(s) as per the **BMF NSC**.
- 1.8.4. A waiver can be granted by the Race Director if sufficient notice or justification is provided.
- 1.8.5. A **Rider** shall be deemed to have taken part in the event when he enters the race track in at least, one practice session.
- 1.8.6. A **Rider** shall be deemed to have started a race when he participates in, at least, the first lap of the race.

1.9. STARTING NUMBERS

- 1.9.1. Each **Rider** accepted to the **Championship** is free to choose a number between 1 and 100 and will be valid for the whole **Championship** season. Number 1 will be reserved for the champion of the previous season and will remain unassigned

should he/she choose not to carry it.

1.10. SCHEDULE

1.10.1. The Event Schedule will be communicated on an event basis with the following sessions incorporated:

60'	SIGN-UP & TECHNICAL CHECKS
30'	DRIVERS' BRIEFING
20'	FREE PRACTICE
20'	QUALIFYING
11 LAPS	RACE 1
11 LAPS	RACE 2

1.10.2. The above schedule can only be varied as follows:

- a. Prior to the event by the **Organizer & BMF**;
- b. During the event by the Stewards.

1.11. TECHNICAL CONTROL

1.11.1. All motorcycles should be checked by the Scrutineer prior to first participation in practice on safety aspects, according to the published schedule. **At the Discretion of the Chief Scrutineer, machines may be checked earlier than the schedule if the machines are ready.**

Unless a waiver is granted by the Race Director, **Riders** who do not comply with the schedule for technical control will not be allowed to take part in the event.

1.11.2. The procedure for Technical Control is described in the **Technical Regulations**.

1.12. FREE PRACTICE

1.12.1. **During Free Practice:**

- a. The duration of Practice will commence from the illumination of the green light at the Pit Exit.
- b. The end of Practice will be indicated by the waving of a Chequered Flag, at which time the pit exit will be closed. A **Rider's** time will continue to be recorded until he passes the finish line after the allotted time has elapsed. After the Chequered Flag **Riders** may complete the lap prior to enter the pits.
- c. If Practice is interrupted due to an incident or any other reason, then a red flag will be displayed at the start line and at all **Marshals** posts. All **Riders** must return slowly to the pit lane. When practice is restarted, the time remaining will be that shown on the count-down device in the pit lane and on the monitors of the **Official** timekeepers at the moment the red flags were displayed.
- d. After Practice has started, the condition of the racing surface of the circuit should not be altered except on instruction from the Race Director and/or

Clerk of Course in response to a localized change in conditions.

- 1.12.2. **Motorcycles** During the event a **Rider** may only use one motorcycle, as presented for Technical Control for the duration of the event.
- 1.12.3. **Lap Time** All laps of the **Riders** will be timed. A new lap record for a circuit can only be established by a **Rider** during a race. Both for Practice and for Race, the lap time is the subtraction of the time between two consecutive crossings of the plane of the finish line indicated by the line painted on the track.
- 1.12.4. **Free Practice Results** The results will be based on the fastest time recorded by the **Riders** in Free Practice.

1.13. QUALIFYING

- 1.13.1. Qualifying will commence from the illumination of the green light at the Pit Exit.
- 1.13.2. The end of Qualifying will be indicated by the waving of a Chequered Flag, at which time the pit exit will be closed. A **Rider's** time will continue to be recorded until he passes the finish line after the allotted time has elapsed. After the Chequered Flag **Riders** may complete the lap prior to enter the pits.
- 1.13.3. If Qualifying is interrupted due to an incident or any other reason, then a red flag will be displayed at the start line and at all **Marshals** posts. All **Riders** must return slowly to the pit lane. When Qualifying is restarted, the time remaining will be that shown on the count-down device in the pit lane and on the monitors of the **Official** timekeepers at the moment the red flags were displayed.
- 1.13.4. After Qualifying has started, the condition of the racing surface of the circuit should not be altered except on instruction from the Race Director and/or Clerk of Course in response to a localized change in conditions.
- 1.13.5. To qualify for the Race, a **Rider** must set at least 3 timed laps.
- 1.13.6. Any **Rider** who fails to achieve a qualifying time will be permitted to take part in the race provided that he/she has set at least 3 timed laps during Free Practice. Such **Riders** will start the race from the back of the grid, according to their free practice times.
- 1.13.7. **Riders** may enter re-enter the pits for adjustments during the session and then rejoin the track again. Adjustments carried out must be in the presence of a scrutineer.

1.14. GRID POSITIONS

- 1.14.1. The pole position, allocated to the fastest **Rider**, will be determined by the homologation of the circuit.
- 1.14.2. Grid positions for Race 1 are determined by qualifying results.
- 1.14.3. Grid positions for Race 2 are determined by results of Race 1.
- 1.14.4. The Grid will be arranged in the "in echelon" 3-3-3 configuration.
Each line will be offset.
There will be a distance of 9 meters between each row.

1.15. RACES

- 1.15.1. Race distance and limit will be determined by the **Organizers** after publication of the calendar with the following set as a basis:
Race 1 = 11 Laps with a limit of 20 minutes
Race 2 = 11 Laps with a limit of 20 minutes

1.16. START PROCEDURE

1.16.1. Normal Start Procedure

- a. Approximately 5 Minutes before the Start of the race - Pit lane exit opens for formation lap. At the pit lane exit, green lights will be shown or green flags waved.
- b. **Riders** who do not go on to the grid may start the warm up lap from the pit lane under the instructions of the **Marshal** positioned at the pit lane exit.

Riders starting the warm up lap from the pit lane must start the race from the back of the grid.

- c. When **Riders** reach the grid after the sighting lap(s) they must take up their positions.

Officials will display panels, at the side of the track, indicating the row of the grid, to assist **Riders** in locating their grid position.

Working on the machine on the grid is forbidden and **may be penalized**.

- d. 1 Minute before the Start of the Warm Up Lap - Display of 1 Minute Board on the grid.

All **Riders** must be in position on the grid with engines running. Any **Rider** who is unable to start his motorcycle must remove it to the pit lane, under the control of the grid **Marshals**, where he may make further attempts to start it. Such **Riders** may start the warm up lap from the pit lane and will start the race from the back

of the grid.

- e. 30 Seconds before the Start of the Warm Up Lap - Display of 30 Seconds Board on the grid.
- f. No person (except essential **Officials**) is allowed to go on the grid at any time.
- g. 15 Seconds before the Start of the Warm Up Lap - Display of 15 Seconds Board on the grid.
- h. Green light will be shown or green flag will be waved to start the Warm Up Lap.

In the interest of safety, should a **Rider** stall his motorcycle, he may be assisted to restart. If, after a reasonable period, the engine does not start, then the **Rider** will be pushed off the track.

The **Riders** will make two laps, at unrestricted speed, followed by a safety car. The safety car may overtake slow **Riders**.

As soon as the **Riders** have passed the pit lane exit, the pit lane exit light will be turned green, and any **Rider** waiting in the pit lane will be permitted to join the warm up lap. Thirty seconds later, the light will turn red.

On returning to the grid the **Riders** must take up their positions with the front wheel of their motorcycle up to or behind the front line and between the side lines defining the grid position and keep their engines running. If two or more **Riders** must start from the back of the grid, they will take up position in the order in which they qualified for the race.

An **Official** will stand at the front of the grid holding a red flag motionless.

- i. Any **Rider** who arrives after the safety car has taken up its position at the back of the grid must stop **will take the last place on the grid and will start the race from there. In the case of more than one Rider arriving to the grid after the safety car, they will take the last places on the grid, in the order they arrive to the grid.**
- j. Any **Rider** who encounters a problem with his motorcycle on the warm up lap may return to the pit lane and make repairs.

Any **Rider** who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm. It is not permitted to attempt to delay the start by any other means.

As each row of the grid is completed, the **Officials** will lower the panels indicating that their row is complete. Panels will not be lowered when a **Rider** in that row has indicated that he has stalled his motorcycle or has other difficulties. When all panels have been lowered and the safety car has taken up its position, an, an **Official** at the rear of the grid will wave a green flag.

The Starter will then instruct the **Official** at the front of the grid, displaying the red flag, to walk to the side of the track.

- k. A red light will be displayed for between 2 and 5 seconds. It will go out to start the race.

A safety car will follow behind the motorcycles for the whole of the first lap. The safety car must overtake slow **Riders**.

Any **Rider** who anticipates the start or who is deliberately not placed in his starting box will be have 10 seconds added to his/her total race time.

Anticipation of the start is defined by the motorcycle moving forward when the red lights are on. The Stewards will decide if a penalty will be imposed and must arrange everyone to be informed of such penalty before the end of the fourth lap.

- l. If, after the start of the race, a **Rider** stalls his motorcycle, then he may be assisted by being pushed along the track until the engine starts.

If, after a reasonable period, the engine does not start, then the **Rider** will be pushed off the track.

- m. After the **Riders** have passed the exit of the pit lane, the exit will display a green light to start any **Riders** still in the pit lane.

- n. Should there be a problem that might prejudice safety at the start; the Starter will invoke the Start Delayed procedure as follows:

- A red flag is waved from the Starter's platform and the red light stays on.
- The "Start Delayed" board is displayed from the Starter's platform and a **Marshal** will wave a yellow flag at each row of the starting grid from the signaling platform.
- **Riders** must stay in their grid position with helmets on, engines may be switched off.
- The machine(s) which caused the Start Delayed procedure will be removed off the track.
- Only essential **Officials** are allowed on the grid, with the exception of camera

crew(s) authorized by the **Organizers**.

- The start procedure will be re-commenced at the 3 minutes board which the Starter will order to be displayed as soon as possible (normally as soon as all **Riders** on the grid are attended by their team).
- Display of 1 Minute Board on the grid.
- Display of 30 Second Board on the grid: All **Riders** must be in position on the grid with engines running. Any **Rider** who is unable to start his machine must remove it off the track.
- Green flag waved to start warm up lap. In the interest of safety, should a **Rider** stall his machine, he may be assisted to restart. If, after a reasonable period, the engine does not start, then the **Rider** will be pushed off the track.
- The race distance will be reduced by one lap.
Any person who, due to his behavior on the grid is responsible for a “start delayed” may be **further penalized**

1.16.2. **Quick Restart Procedure**

When a race is stopped for reason other than weather conditions, **Riders** must return to the pit lane, unless otherwise instructed by **Officials**. If there is to be a second part to the race, minor repairs may be carried out. The following procedure will take place:

- a. Upon arrival in the pit lane, **Riders** may make adjustments to their motorcycle, Refueling is not permitted. (Prior to the start of the race, teams should ensure that all necessary equipment is located in the pit lane service area in a safe position).
 - i. When all **Riders** have entered the pit lane the Race Director will announce the time remaining to the re-opening of the pit lane.
 - ii. The duration between the red flag and the actual opening of the pit exit will be 10 minutes or more.
 - iii. The time remaining to the opening of the pit exit will be displayed on timing screens.
- b. When the time period has elapsed, the pit lane exit will be opened for SIXTY SECONDS only. **Riders** will make one lap at unrestricted speed to the starting grid, followed by a Safety Car. Any **Rider** delaying the progress of the sighting lap will be overtaken by the Safety Car. Any **Rider** arriving behind the Safety Car must go into the pit lane. Such **Riders** will have to start the warm up lap from the pit lane and will start the race from the back of the grid.
- c. Any **Riders** remaining in the pit lane after it has been closed will have to start the warm up lap from the pit exit and start the race from the back of the grid.

- d. All **Riders** will arrive back on the starting grid, and stop, with engines running, no adjustments may be made. Any **Rider** encountering difficulties on the “out lap” from the pit exit may not go to the grid and must enter the pit lane.
 - e. As soon as the Safety Car arrives on the back of the grid, a 30 seconds board will be shown.
 - f. After 30 seconds have elapsed a green flag will be shown to start the warm up lap.
 - g. The warm up lap will be completed at unrestricted speed, followed by a Safety Car. When the last **Rider** has passed the pit exit it will be opened for a period of 30 seconds to release any **Rider** waiting. The pit lane exit will remain closed until after the start of the race. Any **Rider** delaying the progress of the warm up lap will be overtaken by the Safety Car.
 - h. Any **Rider** not able to leave the pit exit has a final option of starting the race from the pit exit.
 - i. Upon arrival back at the starting grid, the normal start procedure will be followed, with the start signal given in the normal manner.
 - j. **Riders** who started the warm up lap from the pit lane must start the race from the back of the grid as directed by **Officials**. Any **Rider** arriving after the Safety Car will also start from the back of the grid.
 - k. After the start signal has been given and the last **Rider** has passed the pit exit, the pit exit will be opened. Any **Riders** still in the pit lane may then start the race up until the point when the lead **Rider** has crossed the finish line to complete the first racing lap.
- 1.17. BEHAVIOUR DURING PRACTICE, QUALIFYING & RACE**
- 1.17.1. **Riders** must obey the flag signals, the light signals, and the boards which convey instructions. Any infringement to this rule will be penalized accordingly.
 - 1.17.2. **Riders** must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Any infringement of this rule will be penalized with one or more of the following penalties:
 - Reprimand

- Fine
- Drop of position(s)
- Time penalty
- Drop of any number of grid positions at the **Rider's** next race
- Disqualification
- Withdrawal of **Championship** points
- Suspension.

1.17.3. **Riders** should use only the track and the pit-lane. However, if a **Rider** accidentally leaves the track then he may rejoin it at the place indicated by the **Officials** or at a place which does not provide an advantage to him. Any infringement of this rule during the practices will be penalized by being dropped 2 grid positions, during qualifying will be penalized by the cancellation of the 2 best lap times and during the race, by a drop of 2 position decided by the Stewards.

Further penalties (such as fine - disqualification - withdrawal of **Championship** points) may also be imposed.

1.17.4. Any repairs or adjustments along the race track must be made by the **Rider** working alone with absolutely no outside assistance. The **Marshals** may assist the **Rider** to the extent of helping him to lift the motorcycle and holding it whilst any repairs or adjustments are made. The **Marshal** may then assist him to re-start the motorcycle. If the **Rider** intends to retire, then he must park his motorcycle in a safe area as indicated by the **Marshals**.

1.17.5. If the **Rider** encounters a problem with the motorcycle which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his motorcycle in a safe place as indicated by the **Marshals**.

1.17.6. **Riders** who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.

1.17.7. **Riders** who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.

1.17.8. **Riders** are not allowed to transport another person on their motorcycle or to be transported by another **Rider** on his motorcycle.

1.17.9. **Riders** must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an **Official**. Failure to abide by this rule will result in an immediate fine of BD100. A repeat of such an offence will result in a BD100 fine and

exclusion from race.

- 1.17.10. Cameras may be supplied for a number of motorcycles selected at random. The cameras are to be mounted securely on the motorcycle in areas that do not hinder **Riders'** view, movement or the movement of the machine.

Riders must give reasonable access and assistance to the **Officials** designated to facilitate the mounting of the cameras.

- 1.17.11. A speed limit of 60 km/h will be enforced in the pit lane at all times during the event. **Riders** must respect the speed limit from where the sign 60 km/h is placed up to where the sign 60 Km/h crossed out is placed.

Any **Rider** found to have exceeded the limit during the practice will be subject to a fine of BD20 + BD1 for every Km/h over the speed limit.

- 1.17.12. Stopping on the track during any of the sessions is forbidden.

- 1.17.13. During the practice and qualifying sessions, practice starts are permitted;

- a. when it is safe to do so, at the pit lane exit before joining the track and
- b. after passing the chequered flag at the end of practice and qualifying sessions, when it is safe to do so, off the racing line and only in the designated Practice Start Zone(s) and following the procedure, as communicated to **Riders** during briefing.
- c. Any **Rider** found to have infringed this rule will be subject to an instant fine of BD100. Further penalties may be applied at the discretion of the Stewards.

- 1.17.14. If the winning **Rider** wishes to parade a flag, he must ride to the side of the racing surface to collect the flag and then rejoin the circuit when it is safe to do so without taking an extra lap.

- 1.17.15. After the chequered flag, **Riders** riding on the track must wear a safety helmet until they stop on the pit lane / parc fermé.

- 1.17.16. It is not permitted to ride racing motorcycles within the circuit other than in the pit lane or on the track.

- 1.17.17. Any **Rider** whose motorcycle spill oil on the track causing interruption of practice, qualifying or race twice in the same event will be penalized with one of the following penalties: fine - disqualification - withdrawal of **Championship** points - suspension.

- 1.17.18. **Penalties for infringement of Engine durability articles:**
- a. Infringement before the race: the **Rider** will start the race from the pit lane 10 seconds after the green light is on at the pit lane exit.
 - b. Infringement during the race: disqualification.
- 1.17.19. Should a **Rider** have a Technical Protest lodged against him/her after Race 1 then he/she has three options;
- a. Immediate Examination (time allowing).
 - b. Suspected/removed parts impounded for later inspection.
 - c. Checking of all seals, use the machine 'as is' in Race 2 and for any infractions found then penalties will be applied to BOTH races.

1.18. PIT STOPS

Riders may enter the pits during the race.

Refueling is strictly prohibited. Any infringement of this rule will be penalized with a disqualification.

Rider may re-join the race provided the pit exit light is green.

1.19. FINISH OF RACE & RACE RESULTS

- 1.19.1. When the leading **Rider** has completed the designated number of laps for the race, he will be shown a chequered flag by an **Official**. The chequered flag will continue to be displayed to the subsequent **Riders**.

When the chequered flag is shown to the leading **Rider**, no other **Rider** will be permitted to enter the track from the pit lane.

As soon as the chequered flag is shown to the leading **Rider**, the red light will be switched on at the pit lane exit or a **Marshal** showing a red flag will stand in the pit lane exit.

If a **Rider(s)** closely precedes the leader during the final lap before the finish line, the **Official** will show to the **Rider(s)** and to the leader simultaneously the Chequered flag and the Blue flag. That means that the race is finished for the leader while the **Rider(s)** closely preceding the leader has (have) to complete the final lap and take the Chequered flag.

- 1.19.2. In case of a photo-finish between two, or more, **Riders**, the decision shall be

taken in favor of the competitor whose front wheel leading edge crosses the plane of the finish line first. In case of ties, the **Riders** concerned will be ranked in the order of the best lap time made during the race.

- 1.19.3. The results will be based on the order in which the **Riders** cross the line and the number of laps completed.
 - 1.19.4. To be counted as a finisher in the race and be included in the results a **Rider** must:
 - a. Complete 75% of the race distance rounded down to the nearest whole number.
 - b. Cross the finish line on the race track (not in the pit lane) within three minutes of the race winner. The **Rider** must be in contact with his motorcycle.
 - 1.19.5. The **Riders classified** in the first three positions in race 1 & 2 are to make their way, as quickly as possible, to the weighing scales. **Following race 2, the first three finishers of both races are go to the podium for the awards ceremony. Participation in the podium ceremony by these Riders is compulsory. Riders must be wearing their suits and zipped up and have their helmets too. They may be requested to wear sponsor hats for the podium prize giving.**
- 1.20. INTERRUPTION OF A RACE**
- 1.20.1. If the Race Director decides to interrupt a race, then red flags will be displayed at the finish line and at all **Marshals'** posts and he will switch on the red lights around the circuit. **Riders** must immediately slow down and return to the pit lane.

The results will be the results taken at the last point where the leader and all other **Riders** on the same lap as the leader had completed a full lap without the red flag being displayed.

Exception: if the race is interrupted after the chequered flag, the following procedure will apply:

- a. For all the **Riders** to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
- b. For all the **Riders** to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
- c. The complete classification will be established by combining both partial

classifications as per the lap/time procedure.

At the time the red flag is displayed, **Riders** who are not actively competing in the race will not be classified.

Within 5 minutes after the red flag has been displayed, **Riders** who have not entered the pit lane, pushing or riding on their motorcycle, will not be classified.

- 1.20.2. If the results calculated show that less than three laps have been completed by the leader of the race and by all other **Riders** on the same lap as the leader, then the race will be null and void and a completely new race will be run. If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count for the **Championship**.
 - 1.20.3. If three laps or more have been completed by the leader of the race and all other **Riders** on the same lap as the leader, but less than two-thirds of the original race distance, rounded down to the nearest whole number of laps, then the race will be re-started. If it is found impossible to re-start the race, then the results will count and half points will be awarded in the **Championship**.
 - 1.20.4. If the results calculated show that two-thirds (75%) of the current race distance rounded down to the nearest whole number of laps have been completed by the leader of the race and by all other **Riders** on the same lap as the leader, then the race will be deemed to have been completed and full **Championship** points will be awarded.
- 1.21. RESTARTING A RACE THAT HAS BEE INTERRUPTED**
- 1.21.1. If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the **Riders** have returned to the pits, the Clerk of the Course will announce a time **and the start procedure type (Normal Start or Quick Start)** for the new start procedure to begin which, conditions permitting, should not be later than 10 minutes after the initial display of the red flag.
 - 1.21.2. The start procedure will be identical to a normal start with sighting laps, warm up lap etc.
 - 1.21.3. Conditions for the re-started race will be as follows:
 - a. In the case of situation with less than 3 laps completed:
 - i. All **Riders** may re-start.
 - ii. Motorcycles may be repaired.
 - iii. Refueling is permitted.
 - b. The number of laps will be two-thirds (75%) of the original race distance

rounded down to the nearest whole number of laps.

- c. The grid positions will be as for the original race.
- d. In the case of situation described of 3 laps or more and less than two-thirds (75%) completed:
 - i. Only **Riders** who are classified as finishers in the first race may re-start.
 - ii. Motorcycles may be repaired.
 - iii. Refueling is permitted.
- e. The number of laps of the second race will be the number of laps required to complete two-thirds (75%) of the original race distance rounded down to the nearest whole number of laps with a minimum of 5 laps.
- f. The grid position will be based on the finishing order of the first race.
- g. The final race classification will be established according to the position and the number of laps of each **Rider** at the time he crossed the finish line at the end of the last part of the race.

1.22. PARC FERME

At the end of the race, or the final part of a race that has been interrupted, all the classified motorcycles must be removed to a check area pending inspection by the Scrutineers. Motorcycles will normally be released from the Parc Fermé 30 minutes after the finish of the race unless held longer at the discretion of the Chief Scrutineer.

1.23. CHAMPIONSHIP POINTS & CLASSIFICATION

- 1.23.1. **Riders** will compete for the **Championship** and Points will be gained in each race.

1.23.2. For each race, **Championship** points will be awarded on the following scale:

Position	Points
1 st	20
2 nd	18
3 rd	16
4 th	14
5 th	12
6 th	10
7 th	9
8 th	8
9 th	7
10 th	6
11 th	5
12 th	4
13 th	3
14 th	2
15 th	1

1.23.3. In the event of a tie in the number of points, the final positions will be decided on the basis of the number of best results in the races (number of first places, number of second places etc.).

1.24. INSTRUCTIONS AND COMMUNICATION TO COMPETITORS

1.24.1. Instructions may be given by the Race Director and/or Clerk of the Course to **Riders** by means of special circulars in accordance with the **Regulations**. Circulars must be posted on the **Official** notice board and given to each **Rider**. Posting on the **Official** notice board and giving it to the **Rider** will be deemed as proof of delivery and **Official** publication.

1.24.2. All classifications and results of practice and the race, as well as all decisions issued by the **Officials**, must be posted on the **Official** notice board. Posting on the **Official** notice board will be deemed as proof of delivery and **Official** publication.

1.24.3. Any communication from the Stewards, Race Director, or the Clerk of the Course to a **Rider** must be communicated in writing. Similarly, any communication from a **Rider** to the Stewards, Race Director, or the Clerk of the Course must also be made in writing.

1.25. PROTESTS & APPEALS

1.25.1. **Please refer to BMF NSC**

2. TECHNICAL SPECIFICATIONS & REGULATIONS

ANYTHING THAT IS NOT AUTHORISED & PRESCRIBED IN THIS RULE BOOK IS STRICTLY FORBIDDEN

- The machines used are allowed limited modifications.
- All motorcycles must meet the requirements of the **Regulations** and those that may be set by the Bahrain National Sporting Code (**NSC**).
- Bikes are road based machines 600cc (with allowances, see **Regulations**) non-injected (includes twins, see **Regulations**) that have been prepared for racing with a few upgrades allowed.
- Eligible machine for this series is the **Honda CB600 Hornet**

2.1. DISPLACEMENT CAPACITY

2.1.1. Rebores are permissible to maximum safe tolerances 4 cylinders.

2.1.2. Up to 650cc 4-stroke.

2.2. POWER MEASUREMENT

2.2.1. Power may be measured upon the request of the **Officials** at any time during the season at an authorized dyno test centre.

2.2.2. There will be an allowance of +15bhp and 10% Dyno Variance Factor.

2.2.3. Dyno test venue to be communicated at the start of the season.

2.3. NUMBER PLATE COLORS

2.3.1. All **Riders** - White background Blue numbers.

2.3.2. Rookies – Yellow background Black numbers.

2.3.3. Sizes and positioning to be communicated prior to the start of the season.

2.4. FUEL

2.4.1. All engines must be able to function on normal unleaded fuel (95 octane RON) available from the majority of normal filling stations open to the general public and pumped on the forecourt.

2.4.2. The maximum octane rating permissible is 98 RON.

2.4.3. The use of any octane boosting or other additives are strictly forbidden. Specifically excluded fuels are BP102, AVGAS, VP, 104 and any race fuel.

2.5. MACHINE SPECIFICATION

- Machines must essentially be older than 10 years from inception date.

- All items not mentioned in the following articles must remain as originally produced by the Manufacturer for that model.
- The date of the frame manufacture is used as a base date for the machine eligibility.

2.5.1. **Frame Body & Rear Sub-Frame**

- The main frame must remain as originally produced by the manufacturer.
- Vehicle identification number (VIN) must be displayed on the mainframe body (chassis number).
- Rear sub frame may be changed or altered.
- The paint scheme is not restricted.
- Engine mounting brackets or plates must remain as originally produced.
- Additional crash protectors may be added.

2.5.2. **Front Forks**

- The use of titanium in the construction of the front forks, the handlebars and the wheel spindles is forbidden.
- For wheel spindles, the use of light alloys is forbidden.
- OEM forks must be used that fit in original unmodified triple clamps (Yokes, Fork Bridges, Triple Trees).
- The upper and lower fork clamps must remain as originally produced by the manufacturer.
- The following standard original internal parts of the forks can be modified: shims, hydraulic piston, oil passages.
- Springs and Spacers are free
- Any quality and quantity of oil can be used in the front forks.
- The height and position of the front fork in relation to the fork crowns is free.
- Steering damper may be added or replaced with an after-market damper.

- The steering damper cannot act as a steering lock limiting device.

2.5.3. **Rear Fork (swing arm)**

- The rear swing arm may not be modified but may be braced.
- Standard rear forks must be used; (including rear fork pivot bolt).
- Rear wheel stand positioning (support) brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius) viewed from all sides. Fastening screws must be recessed.
- For safety reasons, it is compulsory to use a chain guard fitted in such a way to reduce the possibility that any part of the **Rider's** body should become trapped between the lower chain run and the rear wheel sprocket.

2.5.4. **Rear Suspension Unit**

- Rear suspension unit (shock absorber) may be modified or replaced.
- The rear ride height adjuster may be modified or replaced.
- The rear suspension linkage may be changed.
- Rear suspension unit spring may be changed.

2.5.5. **Wheels**

- Wheels are free but the original diameter and rim width must remain as originally produced.
- If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated machine.
- The speedometer drive may be removed and replaced with a spacer.
- No modifications of the wheel-axles or any fixing and mounting points for front and rear brake caliper are authorized.
- Spacers can be modified.

2.5.6. **Brakes**

- Front and rear brake discs may be changed.
- Carbon or ceramics not allowed.

- Front and rear brake calipers are free but must be an OEM fitment.
- The front master cylinder is free.
- Rear master cylinder is free.
- Front and rear hydraulic brake lines may be changed.
- The brake fluid reservoir may be replaced and/or repositioned.
- The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (lower triple clamp).
- Front and rear brake pads may be changed.

2.5.7. **Tires**

- BMR 600 must use treaded tires or full wets.
- The use of tire warmers is NOT allowed.
- Tires will be controlled by a single-make which will be communicate before the start of the season.

2.5.8. **Foot Rest / Foot Controls**

- Foot rest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points.
- The two original points of fixture (for the footrest, foot-controls and on the shift shaft) must remain as original.
- Footrests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
- The end of the footrest must have at least an 8 mm solid spherical radius.
- Non-folding metallic footrests must have an end (plug) which is permanently fixed, made of plastic, aluminum, Teflon® or an equivalent type material (minimum radius 8mm).

2.5.9. **Handle Bars / Hand Controls**

- Handle bars and handle bar controls may be replaced.
- Clip-ons are forbidden.

- Height of Handle bars from ground level must be within 10% of Homologated specification. Hand controls may be relocated.
- Clutch and brake levers may be exchanged.
- Electric starter switch and engine stop switch must be located on the handle bars, or in a location easily reached by the **Rider** or any **Official** in a seated position on the machine.

2.5.10. **Fairing / Bodywork**

- Fairing and bodywork may be replaced with exact cosmetic duplicates of the original parts, but must appear to be as originally produced by the manufacturer for the homologated motorcycle, with slight differences due to the racing use (different pieces mix, fixing points, fairing bottom, etc).
- The material may be changed.
- The use of carbon fiber or carbon composite materials are not allowed.
- Specific reinforcements in Kevlar® or carbon are allowed locally around holes and stressed areas.
- The colour scheme is free.
- The original combination instrument/fairing brackets may be replaced.
- All other fairing brackets may be altered or replaced.
- 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 4 liters).
- The lower edge of the openings in the fairing must be positioned at least 50 mm above the bottom of the fairing. Front mudguards may be replaced and may be spaced upward for increased tire clearance.

2.5.11. **Fuel Tank**

- Fuel tanks must remain as homologated.
- Fuel tanks with tank breather pipes must be fitted with non-return valves.

2.5.12. **Seat**

- Seat, seat base and associated bodywork may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated motorcycle.
- The appearance from front, rear and profile must conform to the homologated shape.
- The top portion of the rear bodywork around the seat may be modified to a solo seat.
- The seat/rear cowl replacement must allow for proper number display.
- The homologated seat locking system (with plates, pins, rubber pads etc.) maybe removed.

2.5.13. **Wiring Harness**

- The wiring harness is free.

2.5.14. **Battery**

- Free - See rule 2.5.32

2.5.15. **Air Box**

- The air box must remain as homologated, Air Ducts can be modified.
- The air filter element may be modified or replaced.
- The oil breather line must be connected and discharge into a separate tank.

2.5.16. **Fuel System**

- Fuel injection systems are not permissible in this class.
- The use of Short Manifolds is allowed.
- Carburetor jets, slide spring and needles may be replaced.
- The slide metering holes may be changed.
- Mechanical enriching devices must remain installed but may be deactivated.
- Bell mouths can be changed.
- The use of Smoothbore type carburetors is NOT allowed.

2.5.17. **Fuel Supply**

- Quick connectors or dry break quick connectors may be used.
- Fuel vent lines may be replaced.
- Fuel filters may be added.

2.5.18. **Cylinder Head**

- Material may be added or removed from the cylinder head. The valve, valve seats, guides, and springs are free.

2.5.19. **Camshaft**

- Modifications are allowed to that originally fitted.

2.5.20. **Cam Sprockets / Pulleys**

- Free

2.5.21. **Crankshaft**

- No modifications other than Dynamic Balancing or polishing are allowed.

2.5.22. **Oil Pump & Oil Lines**

- No pump modifications are allowed.
- Oil lines may be modified or replaced.
- Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.
- An oil cooler may be fitted.

2.5.23. **Connecting Rods**

- No modifications are allowed.

2.5.24. **Pistons**

- Pistons may be replaced with OEM standard pistons or aftermarket ones.
- Rebores are allowed within tolerances (see Article 2.1 herein).

2.5.25. **Piston Rings**

- Piston rings may be replaced.

2.5.26. **Piston Pins & Clips**

- Piston pins and clips may be replaced.

2.5.27. **Cylinders**

- Cylinders can be bored and re-plated subject to the capacity limit.

2.5.28. **Crankcase & Alternator Case**

- No modifications are allowed (including lightening).
- Repair by welding to areas damaged by a chain breakage will be allowed providing they are oil tight.
- The crankcase/gearbox casing, ignition, clutch and generator covers may be protected by additional means i.e. protective covers made of stainless steel or carbon Kevlar® composites.
- Engine case guards in the form of strengthened engine side covers may be installed. These covers must be constructed of the same material and be no lighter in weight than the standard material.

2.5.29. **Transmission / Gearbox**

- Front & rear sprockets to remain as Homologated.
- Chain pitch and size can be changed.
- Transmission/gearbox ratios are to remain as Homologated.

2.5.30. **Clutch**

- Clutch operation (hydraulic) must remain as OEM for the relevant model.
- Friction and drive discs may be changed.
- Clutch springs may be changed.
- The clutch basket (outer) may be replaced.
- The clutch centre (inner) may be changed.
- The clutch casing must remain as Homologated.
- The use of electro-mechanical or electro-hydraulic actuating systems are not allowed.
- The original clutch assembly may be modified or replaced with an aftermarket

back torque limiting unit (slipper type).

2.5.31. **Ignition / Engine Control System**

- Ignition/engine control system (ECU) may be modified or changed.
- The use of flash memory ('flash RAM') for mapping is allowed.
- An additional control unit to change the fuel mixture may be fitted.

2.5.32. **Flywheel, Generator, Alternator, Electric Starter**

- Modifications are allowed.
- The use of total loss systems is allowed.
- The electric starter must operate normally and always be able to start the engine during the event and until the time limit for a protest expires.
- The engine must start and turn on its own power when the electric starter has stopped its procedure.

2.5.33. **Exhaust System**

- Exhaust pipes and silencers may be changed or modified.
- For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.

2.5.34. **Fasteners**

- 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, if it is part of the structural integrity of the machine.

2.5.35. **Engine In General**

- For all other types of machine, the homologated engine design model cannot be changed.
- Homologated materials and castings for the crankcase, cylinder, cylinder head and gear-box housing must be used.

2.6. **ALTERATIONS**

- The following items may be altered or replaced from those fitted to the

regulated motorcycle:

2.6.1. **Items That MAY Be Altered**

- Any type of lubrication, brake or suspension fluid may be used.
- Any type of spark plug.
- Any inner tube (if fitted) or inflation valves may be used.
- Wheel balance weights may be discarded, changed or added to. If used Wheel balance weights must be suitably taped.
- Gaskets and gasket materials.
- Instrument and instrument bracket and associated cables.
- Painted external surface finishes and decals.

2.6.2. **Items That MAY Be Removed**

- Speedometer.
- Chain guard.
- Bolt on accessories on a rear sub frame.

2.6.3. **Items That MUST Be Removed**

- Turn signal indicators (when not incorporated in the fairing).
- The openings in the fairing must be covered by a suitable material.
- Rear-view mirrors.
- Horn.
- License plate bracket.
- Toolbox.
- Helmet hooks and luggage carrier hooks.
- Passenger foot rests.

- Passenger grab rails if bolted on to the chassis.
- Safety bars, centre and side stands must be removed (fixed brackets must remain).

2.6.4. **Items That MUST Be Altered**

- Motorcycles must be equipped with a functional ignition kill switch or button mounted on either side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.
- Throttle controls must be self-closing when not held by the hand.
- All motorcycles must have a closed breather system.
- The oil breather line must be connected and discharge into a catch tank.
- Where an oil breather pipe is fitted, the outlet must discharge into a catch tank located in an easily accessible position and which must be emptied before the start of a race.
- Oil cooler must not be mounted on or above the rear mudguard.

2.6.5. **Additional Equipment**

- Additional equipment not on the original motorcycle may not be added. i.e. data acquisition, computers, (other than for fuel mapping or lap timing transponders, recording equipment, etc.).
- An exception to this rule is cameras, which may be added according to the rule 1.18.10, whereby the written permission of the Race Director is required and the safety of its installation checked by the Technical **Officials**.

3. TECHNICAL COMPLIANCE

3.1. COMPLIANCE CONTROL

- 3.1.1. At the end of the race, the series **Organizers** can request that all classified motorcycles are placed in a parc-fermé for a period of at least 30 minutes.
- 3.1.2. Any motorcycle can be checked for compliance with these rules, and any other technical requirement, if requested by a representative of the series **Organizers** or the Chief Technical Officer.
- 3.1.3. The series **Organizers** may require a **Rider** or team to provide such parts or samples as they deem necessary without the need to resort to the **NSC** protest procedure.
- 3.1.4. The random weight check during practices will be held with minimum disturbance to the **Riders**.
- 3.1.5. Dyno Testing – when available the intention will be to either Dyno test the top 3 finishers in each class and a few at random or as chosen at the discretion of the meetings Chief Technical Officer, if tested after race 1 you will not be tested again after race 2.
- 3.1.6. Dyno testing is carried out at the bike owners risk and refusal to be tested will result in disqualification from the results for that meeting.

3.2. CONFLICTS WITH NSC

- 3.2.1. In the event that there is a conflict between these rules and the **NSC**, the **NSC** have priority.

3.3. PROTEST PROCEDURE

- 3.3.1. In case of a dispute concerning the interpretation of these rules, or the conformity of any parts, the decision of the series **Organizers** will be final.
- 3.3.2. In the event that a **RIDER** wishes to protest another entrant's bike, they must make that protest known to the race Director within 30 minutes of the end of a race.
- 3.3.3. All **RIDER** protests will be investigated under the process defined within the **NSC**.
- 3.3.4. **RIDER** Protests will only be investigated after the payment of a deposit (as defined in the **NSC** for that year) that will be returned if the protest is upheld.
- 3.3.5. If the protest is in relation to the eligibility of an engine and disassembly of the engine is required, the **Rider** submitting the protest will pay the appropriate fee as defined in the **NSC** for that year.