

BAHRAIN MOTORCYCLE RACING

600 SUPERSPORT CHAMPIONSHIP

600 SUPERSTOCK CHAMPIONSHIP

600 HORNET CHAMPIONSHIP



SPORTING & TECHNICAL REGULATIONS

2018/19

This book (hereinafter collectively referred to as the "Regulations") has been printed on **18.08.18** and named **201819BMR600ChampionshipRegs180818**. Successive editions can be printed for supplementing and/or amending. The new editions will be named the same with an amendment to the numbering at the end of the name referring to the date (201819BMR600ChampionshipRegsXXXXXX), dated and issued to all relevant Bodies.

ANY SUBSEQUENT CHANGES THAT TAKE PLACE AFTER THE PRINTED VERSIONS DURING THE 2017/18 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.

All entry fees by the **Riders** are to be paid directly to the **BMR 600 Promoter** prior or on the day of the event. Failure to do so may result in refusal of entry to the round in question.

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 **Bahrain Motorcycle Club (BMC)** ("**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 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

Permanent Race Director (RD) - TBC

Chief Scrutineer – TBC

1.5. THE CALENDAR

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

| | | | |
|----------|------------------|----------|------------------|
| Round 1: | 12 October 2018 | Round 4: | 11 January 2019 |
| Round 2: | 02 November 2018 | Round 5: | 01 February 2019 |
| Round 3: | 07 December 2018 | Round 6: | 08 March 2019 |
| | | Round 7: | 26 April 2019 |

1.6. CLASSES

- 1.6.1. The BMR 600 **Championship** will have three (3) Classes:
Supersport - Engine sizes as specified 2.2 (Technical Regulations)
SuperStock - Engine sizes as specified 3.1.1, 3.1.2, 3.1.3 (Technical Regulations)
Hornet – Engine size 600cc
- 1.6.2. Technical **Regulations** governing this class are provided under chapter 2 of the **Regulations**.

1.7. ELIGIBLE COMPETITORS

- 1.7.1. The **Rider** must be in possession of the adequate Motorcycle Circuit Competition License issued by the **BMF**, **FIM** or a license issued by his/her ASN of residence.
- 1.7.2. Minimum age for the **Championship** is 16 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 be submitted to the **Championship Promoter** for an approval of entry.
- 1.7.6. The Rider must register and complete at least two (2) rounds of the championship to be considered eligible for championship points and trophies. Single round entries (Guest Riders) to the **Championship** are not allowed at any time.

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 **RD** 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 |
| 20' | DRIVERS' BRIEFING |
| 30' | 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 **RD**, **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**.
- 1.11.3. All motorcycles to remain at the circuit throughout the duration of the event. Motorcycles that leave the circuit prior to the end of the event and scrutineering **will be disqualified** from the round.
- 1.11.4. **Refueling** is strictly prohibited in the pits and pit lanes except I the designated area.

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 waving of a Checkered Flag, at which time the pit exit will be closed, will indicate the end of Practice. A **Rider's** time will continue to be recorded until he passes the finish line after the allotted time has elapsed. After the Checkered 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 **RD** 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. Use of another motorcycle is cause for an immediate disqualification of round.

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 waving of a Checkered Flag, at which time the pit exit will be closed, will indicate the end of Qualifying. A **Rider's** time will continue to be recorded until he passes the finish line after the allotted time has elapsed. After the Checkered 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 **RD** 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 and must not exceed the 120% off the fastest lap set on the day.

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 and within the limits of article 1.13.5. 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. Five (5) Minutes before the Start of the race - Pit lane exit opens for three (3) minutes for the formation/sighting 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**.

All **Riders** must be in position on the grid with engines running. Any **Rider** who is unable to start his motorcycle must remove it off the track, under the control of the grid **Marshals**, where he may make further attempts to start it. Such **Riders** may start the warm up lap once other bikes have all passed by him and will start the race from the back of the grid.

- d. 30 Seconds before the Start of the Warm Up Lap - Display of 30 Seconds Board on the grid.
- e. No person (except essential **Officials**) is allowed to go on the grid at any time.
- f. 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 **one** lap, 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. 10 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.

- g. Any **Rider** who arrives after the safety car has taken up its position at the back of the grid must **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.

- h. 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.

- i. 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.

- j. 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.

- k. 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.

- l. 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 1 minute 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 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 and refueling is permitted. The following procedure will take place:

- a. Upon arrival in the pit lane, **Riders** may make adjustments to their motorcycle, refueling is 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 **RD** 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 20 seconds board will be shown.
- f. After 20 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 20 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.
- l. Any **Rider** taking up the wrong grid position will be penalise by adding 10 seconds to his total race time.

1.17. BEHAVIOR 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 have their race ware on at all times while on the track. Failure to abide by this rule will be penalized with one or more of the following penalties:
Fine – disqualification – withdrawal of Championship points – suspension.
- 1.17.3. **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.
- 1.17.4. **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 of his qualifying grid, during qualifying will be penalized by the cancellation of the 2 best lap times and during the race, by adding 10 seconds to rider's total race time decided by the Stewards.
- Further penalties (such as fine - disqualification - withdrawal of **Championship** points) may also be imposed.
- 1.17.5. 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**.
- 1.17.6. 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 (track openings marked in Orange color) or as indicated by the **Marshals**.

- 1.17.7. **Riders** who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.
- 1.17.8. **Riders** who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
- 1.17.9. **Riders** are not allowed to transport another person on their motorcycle or to be transported by another **Rider** on his motorcycle.
- 1.17.10. **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 BD50. A repeat of such an offense will result in a BD50 fine and exclusion from race.
- 1.17.11. 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.

- 1.17.12. 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:

Practice - will be subject to a fine of BD20 + BD1 for every Km/h over the speed limit.

Qualifying – subject to a fine of BD20 + omission of the best two laps

Race – subject to a fine of BD20 + 20 second time penalty added to total race time

- 1.17.13. Stopping on the track during any of the sessions is forbidden.
- 1.17.14. During the practice and qualifying sessions, practice starts are permitted as follows;
 - a. After passing the Checkered 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.
 - b. 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.

- 1.17.15. If the winning **Rider** wishes to parade a flag, he must ride to the Pit exit at the end of the straight off the racing surface to collect the flag and then rejoin the circuit when it is safe to do so without taking an extra lap.
- 1.17.16. After the Checkered flag, **Riders** riding on the track must wear a safety helmet until they stop on the pit lane / Parc Fermé.
- 1.17.17. It is not permitted to ride racing motorcycles within the circuit other than in the pit lane or on the track.
- 1.17.18. Any **Rider** whose motorcycle spill oil on the track causing interruption of practice, qualifying or race twice in the same event may be penalized at the discretion of the Stewards with one of the following penalties: fine - disqualification - withdrawal of **Championship** points - suspension.
- 1.17.19. **Penalties for infringement of Engine durability articles:**
 - a. Infringement during Free Practice or Qualifying: the **Rider** will start the race from the pit lane.
 - b. Infringement during the race: disqualification.
- 1.17.20. 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 is open and the Blue Light shown or Blue Flag is waved.

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 Checkered flag by an **Official**. The Checkered flag will continue to be displayed to the subsequent **Riders**.

When the Checkered 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 Checkered 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 Checkered 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 Checkered 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. In a 11 lap race that would be 8 laps.
 - 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 scrutineering bay. **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. Failure to comply with any of these requirements is an automatic fine of BD100 and 10 points deducted.**

1.20. INTERRUPTION OF A RACE

- 1.20.1. If the **RD** 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 Checkered flag, the following procedure will apply:

- a. For all the **Riders** to whom the Checkered 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 Checkered 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 BEEN 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.
 - iv. The number of laps will be two-thirds (75%) of the original race distance rounded down to the nearest whole number of laps.
 - v. The grid positions will be as for the original race.
 - b. 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.
 - iv. 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.
 - v. The grid position will be based on the finishing order of the first part of the race.
 - vi. 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, the Scrutineers must remove all the classified motorcycles to a check area pending inspection. Motorcycles will normally be released from the Parc Fermé 20 minutes after the finish of the race unless held longer at the discretion of the Chief Scrutineer.

1.23. CHAMPIONSHIP POINTS, CLASSIFICATION & PRIZES

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 | 25 |
| 2 nd | 20 |
| 3 rd | 18 |
| 4 th | 16 |
| 5 th | 14 |
| 6 th | 12 |
| 7 th | 10 |
| 8 th | 9 |
| 9 th | 8 |
| 10 th | 7 |
| 11 th | 6 |
| 12 th | 5 |
| 13 th | 4 |
| 14 th | 3 |
| 15 th | 2 |
| 16 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. FLAGS & LIGHTS

1.24.1. National Flag or Start Lights

Signal for the Start of the Race. A Red light will be displayed for up to 5 seconds. The Red Light will then be extinguished to start the race. Alternatively, the National Flag may be lowered to start the race.

1.24.2. Green Flag

The track is clear. This flag will be shown waved by the starter to signal the start of the warm up lap. This flag must be shown at each flag marshal post for the first lap of each practice session and of the warm up, for the sighting lap(s) and for the warm up lap. This flag must be shown at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags.

1.24.3. Yellow and Red Striped Flag

Oil, water or other substance is affecting adhesion on this section of the track. This flag must be shown at the flag marshal post.

1.24.4. **White Flag with Diagonal Red Cross**

Drops of rain on this section of the track.

This flag must be shown at the flag marshal post.

1.24.5. **Blue Flag**

This flag indicates that a faster rider is about to overtake.

Shown waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken.

During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him.

During the race, the rider concerned is about to be lapped. He must allow the following rider(s) to pass him at the earliest opportunity.

1.24.6. **Checkered Black and White Flag**

Two of these flags will be waved at the finish line on track level and on the finish tower to indicate the finish of Free Practice, Qualifying or Race session. Taking the flag more than once could at the discretion of the Stewards lead to a fine of BD50.

1.24.7. **Checkered Black and White Flag plus Blue Flag**

The Checkered black/white flag will be waved together with the blue flag presented motionless at the finish line on track level when a rider(s) precedes closely the leader during the final lap before the finish line.

1.24.8. **Yellow Flag and or Yellow Lights**

During the final inspection lap (by the Stewards and other Officials) this flag must be waved at the exact place where the flag marshal will be positioned during the practices, warm ups and races.

Shown waved at each row of the starting grid, this flag indicates that the start of the race is delayed.

When shown at the flag marshal post this flag indicates danger ahead, riders must slow down. No overtaking is permitted

Overtaking is forbidden up until the point where the green flag is shown.

Any Infringement of this rule during a Free Practice session will result in a fine of BD20. Repeat offence during Free Practice will result in BD20 fine and start of Race from the back of the grid.

Any Infringement of this rule during a Free Practice session will result in a fine of BD20. Repeat offence during Free Practice will result in BD20 fine and start of Race from the back of the grid.

In case of infringement of this rule during the race, a time penalty will be imposed. In both cases, further penalties (such as fine – suspension) may also be imposed.

1.24.9. **Red Flag and Red Lights**

When the race or practice is being interrupted. On instructions from the **RD** Red

Lights and/or waved Red Flags will be displayed around the circuit. Riders must stop racing/practice and proceed as instructed by the Marshals

Any infringement of this rule will be penalized with one of the following penalties:

Fine – disqualification – withdrawal of Championship points – suspension.

The red flag will be shown motionless on the starting grid at the end of the sighting lap(s) and at the end of the warm up lap.

The red flag may also be used to close the track.

On the Start Grid a Red Signal Lights(s) will be displayed for up to 5 seconds. When the Red Light(s) are extinguished the race will start.

1.24.10. **Black Flag**

This flag is used to convey instructions to one rider only and is displayed motionless together with the rider's number.

The rider must stop at the pits at the end of the current lap and cannot restart.

Any infringement of this rule will be penalized with one or more of the following penalties:

Fine – disqualification – withdrawal of Championship points – suspension.

1.24.11. **Black Flag with orange disk (Technical Flag)**

This flag is used to convey instructions to one rider only and is displayed motionless together with the rider's number.

This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track.

Any infringement of this rule will be penalized with one or more of the following penalties:

Fine – disqualification – withdrawal of Championship points – suspension.

1.25. **INSTRUCTIONS AND COMMUNICATION TO COMPETITORS**

1.25.1. Instructions may be given by the **RD** 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.

1.25.2. 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.

1.25.3. Any communication from the Stewards, **RD**, or to a **Rider** must be communicated in writing. Similarly, any communication from a **Rider** to the Stewards, **RD**, must also be made in writing.

1.26. **PROTESTS & APPEALS**

1.26.1. **Please refer to BMF NSC**

2. SUPERSPORT TECHNICAL SPECIFICATIONS (Completely new section from FIM Regs)

The following rules are intended to give freedom to modify or replace some parts in the interest of safety, research and development and improved competition between various motorcycle concepts.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN

If a change to a part or system is not specifically allowed in any of the following articles, then it is forbidden.

Supersport motorcycles require an FIM homologation (see Appendix FIM Homologation procedure for Superstock, Supersport and Superbike motorcycles). All machines must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Regulations, unless they are already equipped as such on the homologated model.

Once a motorcycle has obtained the homologation, it may be used for racing in the corresponding class for a maximum period of 8 years (see Homologation art 14.4), or until such time that the homologated motorcycle is disqualified by new rules or changes in the technical specifications of the corresponding class.

The appearance from the front, rear and the profile of Supersport motorcycles must (except when otherwise stated) conform in principle to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

2.1. Motorcycle specifications

All parts and systems not specifically mentioned in the following articles must remain as originally produced by the manufacturer for the homologated motorcycle.

2.2 Engine configurations and displacement capacities

The following engine configurations comprise the Supersport class.

| | | |
|------------------------|----------|-------------|
| Over 400cc up to 600cc | 4 stroke | 4 cylinders |
| Over 500cc up to 675cc | 4 stroke | 3 cylinders |
| Over 600cc up to 750cc | 4 stroke | 2 cylinders |

The displacement capacity bore and stroke must remain at the homologated size. Modifying the bore and stroke to reach class limits is not allowed.

2.3 Minimum weight

The minimum weight will be:

| | | |
|-------|-------------|--------|
| 600cc | 4 cylinders | 161 kg |
| 675cc | 3 cylinders | 161 kg |
| 750cc | 2 cylinders | 161 kg |

At any time during the event, the weight of the whole motorcycle (including the tank and its contents) must not be less than the minimum weight.

There is no tolerance on the minimum weight of the motorcycle.

During the final technical inspection at the end of the race, the selected motorcycles will be weighed in the condition they finished the race, and the established weight limit must be met in this condition. Nothing may be added to the motorcycle. This includes all fluids.

During the practice and qualifying sessions, riders may be asked to submit their motorcycle to a weight control. In all cases the rider must comply with this request.

The use of ballast is allowed to stay over the minimum weight limit and may be required due to the handicap system. The use of ballast and weight handicap must be declared to the SBK Technical Director at the preliminary checks.

2.4 Numbers and number plates

The background colours and figures (numbers) for Supersport are a white background with blue numbers:

| | | | | |
|--|---------|-----------------------|-----|----|
| The sizes for all the front numbers are: | Minimum | height: | 140 | mm |
| | Minimum | width: | 80 | mm |
| | Minimum | stroke: | 25 | mm |
| | Minimum | space between numbers | 10 | mm |
| The sizes for all the side numbers are: | Minimum | height: | 120 | mm |
| | Minimum | width: | 70 | mm |
| | Minimum | stroke: | 20 | mm |
| | Minimum | space between numbers | 10 | mm |

The allocated number (& plate) for the rider must be affixed on the motorcycle as follows:

- a. Once on the front, either in the centre of the fairing or slightly off to one side. The number must be centered on the white background with no advertising within 25 mm in all directions.
- b. Once on each side on the lower rear portion of the lower fairing. The number must be centred on the white background. Any change to this position must be pre-approved a minimum of 2 weeks before the first race by the SBK Technical Director.
- c. The numbers must use the fonts as detailed after Art. 2. Any numbers not using these fonts must have the design of the numbers and the layout pre-approved by the SBK Technical Director a minimum of 2 weeks before the first race. All digits must be of standard form.
- d. Any outlines must be of a contrasting colour and the maximum width of the outline is 3 mm. The background colour must be clearly visible around all edges of the number (including outline). Reflective or mirror type numbers are not permitted.
- e. Numbers cannot overlap.

In case of a dispute concerning the legibility of numbers, the decision of the FIM SBK Technical Director will be final.

2.5 Fuel

See article 2.8 for full Fuel regulations.

2.6 Tyres

- a) Tyres must be a fully moulded type carrying all size and sidewall marking of the tyres for commercial sale to the public. The depth of the tyre treads must be at least 1.5 mm over the entire tyre pattern width at a pre-race control. The tyres must have a positive and negative tread of 96% positive and minimum 4% negative (land and sea ratio). The maximum distance from the external edge of the tyre to 50% of the tread elements is 35 mm.
- b) One (1) size for the front and two (2) sizes for the rear are allowed. Each tyre, front and rear, must be available with the same size and tread pattern for all riders. The manufacturers may only submit one front and rear pattern for approval. The previously approved tyre pattern will remain valid until one year after the introduction of a new approved tyre pattern.
- c) At the discretion of the rider, intermediate or wet weather tyre may be used. Wet-weather tyres

must be a fully moulded tyre. The use of hand cut tyres is not allowed. Wet-weather tyres must be marked “Not for Highway Use” or “NHS”.

- d) The maximum number of tyres, of any type, available to each rider during the event will be 4 (2 front tyres – 2 rear tyres)
- e) A maximum of 4tyres per rider can be mounted per rider at any time.
- f) The maximum number of tyres for each round shall be two sets (two front & two rear)
- i) Every tyre used during the event must be marked with an adhesive sticker with a number allocated by the Scrutineer The sticker may be a different colour front and rear.
- j) The use of motorcycles without the tyre marker will be immediately reported to the Race Direction whom will take appropriate action.
- k) Any modification or treatment (cutting, grooving) is forbidden.

2.7 Engine

The allocated number of engines is 6 for this Championship.

For Sealing and Usage Details.

The following engine specifications and components may not be altered from the homologated motorcycle except as noted:

2.8.1 Fuel injection system

- a) The original homologated fuel injection system must be used without any modification.
- b) The fuel injectors must be stock and unaltered from the original specification and manufacture.
- c) Air funnels (including their fixing points) may be altered or replaced.
- d) Butterflies cannot be changed or modified.
- e) Variable intake tract devices cannot be added if they are not present on the homologated motorcycle and they must remain identical and operate in the same way as the homologated system (excepting the air funnels). Variable intake tract devices may be replaced with fixed air funnels.
- f) Vacuum slides may be fixed in the open position.
- g) Secondary throttle valves and shafts may be removed or fixed in the open position and the electronics may be disconnected or removed

- h) Air and air/fuel mixture must go to the combustion chamber exclusively through the throttle body butterflies.
- i) Electronically controlled throttle valves, known as “ride-by-wire”, may be only used if the homologated model is equipped with the same system. Software may be modified but all the safety systems and procedures designed by the original manufacturer must be maintained.

2.8.2 Cylinder Head

Cylinder head must be the originally fitted and homologated part. The following modifications are allowed:

- a. Porting and polishing of the cylinder head normally associated with individual tuning such as gas flowing of the cylinder head, including the combustion chamber is allowed. Welding is not allowed. No machining or modification is allowed in the cam box/valve mechanism area.
- b. The throttle body intake insulators may be modified.
- c. Modifications of the inlet and exhaust ports by taking off or adding material (welding is forbidden) epoxy may be used to shape the ports.
- d. Surface grinding of the cylinder head surface on the head gasket side.
- e. Original homologated valves guides may be cut or modified, but only on the intake or exhaust port side.
- f. Polishing of the combustion chamber.
- g. Original valve seats must be used, but modifications are allowed to the shape.
- h. Compression ratio is free, but the combustion chamber may be modified only by taking material off.
- i. It is forbidden to add any material to the cylinder head unless as described above.
- j. Rocker arms (if any) must remain as homologated.
- k. The valves must remain as homologated.
- l. Valve springs may be changed but the number must remain as homologated.
- m. Valve spring retainers may be replaced or modified, but their weight must be the same as, or higher than, the original ones.

- n. The shim buckets / tappets must remain as homologated.
- o) The exhaust air bleed system must be blocked and the external fittings on the cam cover (s) may be replaced by plates.**

2.8.3 Camshaft

- a) The method of drive must remain as homologated.
- b) The duration is free but the maximum lift must remain as homologated.
- c) At the technical checks: for direct cam drive systems, the cam lobe lift is measured; for non-direct cam drive systems (i.e. with rocker arms), the valve lift is measured.

2.8.4 Cam sprockets or cam gears

- a) Cam sprockets or cam gears may be modified or replaced to allow the degreeing of camshafts.
- b) The cam-chain/cam-belt tensioning device(s) can be changed or modified.

2.8.5 Cylinders

- a) Cylinders must be the originally fitted and homologated parts with only the following modification allowed.
- b) Cylinder head gasket surface may be machined to allow the adjustment of compression ratio or resurfacing to repair a warped cylinder surface deck.
- c) The surface finish of the cylinder bore must remain as homologated.

2.8.6 Pistons

- a) Pistons must be the originally fitted and homologated parts with no modification allowed.
- b) Polishing and lightening is not allowed.

2.8.7 Piston rings

- a) Piston rings must be the originally fitted and homologated parts with no modification allowed.
- b) All piston rings must be fitted.

2.8.8 Piston pins and clips

Piston pins and clips must be the originally fitted and homologated parts with no modification allowed.

2.8.9 Connecting rods

- a) Connecting rod assembly must be the originally fitted and homologated parts with no modification allowed.

2.8.10 Crankshaft

- a) Crankshaft must be the originally fitted and homologated parts with no modification allowed.
- b) Polishing and lightening is not allowed.
- c) Modifications of the flywheels are not allowed.

2.8.11 Crankcase / Gearbox housing

- a) Crankcases must be the originally fitted and homologated parts with no modification allowed.
- b) It is not allowed to add a pump used to create a vacuum in the crankcase. If a vacuum pump is installed on the homologated motorcycle then it may be used only as homologated.
- c) **One thread may be altered or created to allow for oil pressure/ temperature measurement. The sensor must be positioned so it cannot sustain impact in the case of a crash.**

2.8.12 Lateral covers and protection

- a) Lateral (side) covers may be altered, modified or replaced. If altered or modified, the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one.
- b) Titanium bolts may be used to fasten lateral covers
- c) All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from metal, such as aluminium alloy, stainless steel or steel or titanium, composite covers are not permitted.
- d) The secondary cover must cover a minimum of 1/3 of the original cover. It must have no sharp edges to damage the track surface.

- e) Plates or crash bars from aluminium or steel also are permitted in addition to these covers. All these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
- f) FIM approved covers will be permitted without regard of the material or dimensions.
- g) These covers must be fixed properly and securely with a minimum of three (3) with case cover screws that also mount the original covers/ engine cases to the crankcases.
- h) Oil containing engine covers cannot be secured with aluminium bolts.
- i) The SBK Technical Director has the right to refuse any cover not satisfying this safety purpose.

2.8.12 Transmission / Gearbox

- a) Only one (1) set of gear ratios will be allowed for the whole season. The ratios can be freely chosen.
- b) The ratios chosen by the team for the season (individually and separately for each and every entry) must be declared before the start of the first event (includes wildcard and one-event entries).
- c) The gear design and material is free.
- d) It will not be allowed to change the gearboxes at the track - a broken Gearbox will equal a broken engine.
- e) The number of gears must remain as homologated.
- f) Primary gears must remain as homologated.
- g) Quick-shift systems are allowed.
- h) The layout of the transmission shafts must be the same as on the homologated motorcycle and only the material and the ratios can be changed.
- i) The shift drum must remain as homologated but may be polished or surface treated.
- j) The selector forks may be changed. However the forks must engage with the same gears and function in the same way as on the homologated motorcycle.
- k) Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.
- l) Chain guard as long as it is not incorporated in the rear fender may be removed.

2.8.13 Clutch

- a) Clutch system (wet or dry type) and the method of operation (by cable or hydraulic) must remain as homologated.
- b) Friction and drive discs may be changed.
- c) Clutch springs may be changed.
- d) The clutch basket (outer) must be the originally fitted and homologated part but may be reinforced.
- e) The original clutch inner assembly may be modified or replaced by an aftermarket clutch, also including back torque limiting capabilities (slipper type).
- f) No power source (i.e. hydraulic or electric) can be used for gear selection, if not installed in the homologated model for road use. Human power is excluded from the ban.

2.8.14 Oil pumps, water pumps and oil lines

- a) Modifications are allowed but oil pump housing, mounting points and oil feed points must remain as original.
- b) Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of braided reinforced construction with swaged or threaded connectors.

2.8.15 Cooling System

- a) The only liquid engine coolants permitted will be water.
- b) The water pump must remain as homologated.
- c) The radiator may be changed with an aftermarket radiator or an additional radiator added that fits in the standard location and does not require any modifications to the main frame or to the fairings' outer appearance.
- d) Modifications to the homologated oil-cooler are allowed only they do not require any modifications to the main frame or to the fairings' outer appearance. A heat exchanger (oil/water) may be replaced with an oil-cooler.
- e) The cooling system hoses and catch tanks may be changed.
- f) Radiator fan and wiring may be changed, modified or removed.

- g) Additional oil coolers are not allowed.
- h) The oil cooler must not be mounted on or above the rear mudguard.

2.8.16 Air box

- a) The air box must be the originally fitted and homologated part with no modification allowed.
- b) The air filter element may be removed or replaced.
- c) The air box drains must be sealed.
- d) All motorcycles must have a closed breather system. All oil breather lines must be connected, may pass through an oil catch tank and must exclusively discharge in the air box.
- e) Ram air tubes or ducts running from the fairing to the air box may be modified, replaced or removed. If tubes/ducts are utilized, they must be attached to the original, unmodified air box inlets.
- f) No heat protection may be attached to the airbox.

2.8.17 Fuel supply

- a) Fuel pump and fuel pressure regulator must be the originally fitted and homologated parts with no modification allowed.
- b) The fuel pressure must be as homologated.
- c) Fuel lines from the fuel tank up to the injectors (fuel hoses, delivery pipe assembly, joints, clamps, fuel canister) may be replaced and must be located in such a way that they are protected from crash damage.
- d) Quick connectors or dry break connectors may be used.
- e) Fuel vent lines may be replaced.
- f) Fuel filters may be added.

2.8.18 Exhaust system

- a) Exhaust pipes, silencers and exhaust mounts may be altered or replaced from those fitted on the homologated motorcycle. Catalytic converters must be removed.
- b) The number of final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) as on the homologated model.
- c) For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.
- d) Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.

2.9.1 Electrics and electronics

- a) The ECU must be from the FIM approved Superstock 600* (Supersport Version) Kit** ECU list. (It may have a different part number with ONLY different RPM and base ign/fuel maps to match Supersport regulations. It must be the same physical ECU, use the same calibration software, be directly exchangeable and operate in the same manner. The component prices must remain the same. The price limit cannot be summed with any other components.

*For Stock 600 the combined retail price of the full system including software, tuning tool, adjustments/connection cable any activations, upgrades wiring harnesses and extra (or replaced) sensors required for strategies must be less than €2500 (tax excluded from at least one supplier in Europe and one in the USA).

**The Kit ECU must be generally available around the world through the Manufacturers existing retail or race dealers/distributors and can only be submitted for approval by the motorcycle manufacturer or its official subsidiary. It may be for race use only, its purchase cannot be restricted.

***In the event of an ECU having an integrated data-logger the price limit will remain €2500, no consideration will be given for quickshifter or other integrated components.

- b) The software and the firmware must be supplied and approved by the machines manufacturer. The SBK Technical Director must be supplied with the software/firmware and it must be added to the approved parts list before it may be used.
- c) The manufacturer must provide the FIM with the tools/software to perform software checks.
- d) Throughout the season the manufacturer may update the software and the

updates must be made available simultaneously to all users of the system with no charge, updating by a team is not compulsory.

- e) Optional equipment sold by the motorcycle Manufacturer for the homologated model is considered not homologated with the bike and must follow the requirements for approved electronics/data loggers.
- f) The following strategies are NOT allowed:
 - a) Traction control (including anti-spin / rate of change of rpm)
 - b) Launch Control
 - c) Anti Wheelie
 - d) Closed loop Engine Brake Control
 - e) Corner by Corner / Distance based adjustments
 - f) Rider adjusted trims
 - g) Downshift Blip (exception for MV Agusta F3)**

Note: The allowed strategies list will be revised each season and amended when either the majority of machines competing as permanent entries in the World Supersport Championship are supplied as original equipment with those strategies or when the majority decision of the MSMA members with machines actively competing in the World Supersport Championship agree their use.

- g) A (map) mode switch is allowed, it may change or trim the main fuel table and/or ignition table. An Engine brake mode switch is allowed, it may switch between engine brake settings. These may only switch to one optional setting.
- h) External quickshift modules may be fitted, interrupting ignition, injectors or providing a signal to the ECU. It must be from the list of approved quickshifters cannot exceed €750 (tax excluded). It may not perform any other function than “quickshifting (**upshift**)”.
- i) External fuel control modules (with lambda sensor) may be added, it must be from the list of approved modules. It may not perform any other function including but not limited to adjusting ignition timing.
- j) No other external modules may be fitted.
- k) Central unit (ECU) may be relocated.
- l) During an event the SBK Technical Director has the right to ask a team to substitute their ECU or external module with the sample received from the Manufacturer. The change has to be done before Sunday warm up.
- m) To be approved, samples of the ECU kits, kit harnesses and external modules with their tuning tools must be sent by the Manufacturers to the SBK Technical Director

at least 3 weeks before the beginning of the Championship, with technical data and selling price.

- n) The allowed OEM ECU sensors/channels are (these may be logged):
- a. Throttle position (multiple allowed)
 - b. Map sensor, Map Sync (pressure sensor on the intake port used to synchronize the engine during the start)
 - c. Airbox Pressure
 - d. Engine pick-ups (Cam, crank)
 - e. Twist grip position
 - f. Rear Speed Only (No front speed sensor permitted)
 - g. Gearbox output shaft speed
 - h. Gear position
 - i. Air pressure
 - j. Water temperature
 - k. Air temperature
 - l. Tip-Over Switch (No lean angle)
 - m. Gear shift load cell / switch (**Non-OEM parts must be approved**)
 - n. Lambda (sensor controller may be added) (Single Only, OEM part may be changed)
- o) The allowed Logging only sensors:
- a) Transponder / Lap time signal
 - b) Fork position
 - c) Shock position
 - d) Front brake pressure
 - e) Rear brake pressure
 - f) Fuel pressure (not temperature)
 - g) Oil pressure
 - h) Oil temperature
 - i) GPS Unit (Lap timing and track position)
 - j) Rear tyre temperature (Infra-Red) (External) (Maximum 3)
- p) The data logger must be from the FIM Approved Data Logger list.
The characteristics of approved data logging systems must be the following:
- a) Maximum retail price of the unit (hardware + software, excluding sensors and wiring harness) cannot exceed €3.000 Euro (VAT excluded) if it is a standalone (not part of the ECU) unit. The 'unit' may consist of multiple parts, input module, recording module etc.
 - b) The Data Logger unit must be available for sale to the public and on the list of FIM approved data loggers.
 - c) CAN (or other data protocol, k-line, lin) communication from the ECU to an approved data logger is allowed without any limitation in CAN

- channel logger number.
- d) The data logger may not be used for any strategy/control.
- e) Additional sensors (connected to the data logger) must be from the allowed sensor list.
- f) An analogue to CAN module may be used for data logging signal acquisition.

- q) Telemetry is not allowed.

- r) No inertial measurement units (IMU) may be used.

- s) No remote or wireless connection to the bike for any data exchange or setting is allowed whilst the engine is running or the bike is moving.

- t) The dashboard is free, however it may only replace the functions of the standard dashboard (including switch logic and display) and may not perform any other logic function on the bike unless included in the Superstock Kit. If essential for the operation of the electronics it must be included in the Superstock Kit. It may also contain the datalogger. There must remain a working Tachometer display.**

- u) Electric cables, harness, connectors, battery and switches are free.

- v) Spark plugs, plug caps, coils and wires may be replaced.

2.9.2 Generator, alternator, electric starter

- a. The generator (ACG) must be the originally fitted and homologated part with no modification allowed.
- b. The stator must be fitted in its original position and without offsetting.
- c. The electric starter must operate normally and always be able to start the engine during the event.
- d. During parc fermé the starter must crank the engine at a suitable speed for starting for a minimum of 2 seconds without the use a boost battery. No boost battery may be connected to the machine after the end of the session

2.10 Main frame and pre-assembled spare frame

During the entire duration of the event, each rider can only use one (1) complete motorcycle, as presented for Technical Control, with the frame clearly identified with a seal. In case the frame needs to be replaced, the rider or the team must make a request to the SBK Technical Director to use the spare frame.

The pre-assembled spare frame must be presented to the SBK Technical Director to receive the permission to rebuild the motorcycle. The pre-assembly of the frame shall be strictly limited to:

- Main frame
- Bearings (steering pipe, swing-arm, etc)
- Swing-arm
- Rear suspension linkage and shock absorber
- Upper and lower triple clamps
- Wiring harness

The spare frame will not be allowed in the pit box before the rider or the team has received authorisation from the SBK Technical Director.

The rebuilt motorcycle must be inspected before its use by the technical stewards for safety checks and a new seal will be placed on the motorcycle frame.

No complete spare machine may be at the track. If found penalties will be applied. For the remainder of the event the machine will be impounded and no part of that machine may be used for spare parts.

EXPLANATION OF THE PROCEDURES

Only one (1) complete motorcycle may be presented for the preliminary technical checks and it will be the only motorcycle allowed on the track and in the pit box during the practices, qualifying, warm up and race.

The frame of this motorcycle will be officially sealed by the SBK Technical Director or by his appointed staff. The seal will bear a serial number, which will be recorded. Any attempt made to remove the seal will damage it irreparably.

At any time during the event the technical stewards, under the direction of the SBK Technical Director, may check the seal and verify that it conforms to the motorcycle and rider it was assigned to. For cross reference, every frame must have a unique number punched on it, preferably on the steering-head.

If the motorcycle is damaged in a crash or in any other incident, it is allowed to use the pre-assembled spare frame to rebuild the motorcycle.

The spare frame may be pre-assembled with the following items: main frame assembly, swing-arm, rear suspension linkage, shock-absorber, steering head bearings, upper and lower triple clamps and wiring harness.

When a team decides that a crashed or damaged motorcycle requires a change of frame, it must inform the SBK Technical Director. Only once authorized may the pre-assembled spare frame be brought into the pit box.

Parts may be transferred from the damaged motorcycle for the assembly of the replacement motorcycle.

Once the assembly of the replacement motorcycle is completed, the machine must undergo technical and safety checks and it will be officially sealed. The seal on the damaged motorcycle will be destroyed by the technical staff and the chassis of this motorcycle must not be used for the remainder of the event. The new serial number will be recorded by the SBK Technical Director.

The replacement motorcycle may be used on the track only after the end of the practice and qualifying sessions or race in which the damage occurred. The damaged motorcycle must be removed from the pit box as soon as possible and put in storage outside the pit box.

After the pre-assembled spare part frame has been used, should it become necessary to replace the frame again because of a further crash or damage, the assembly work must be done using a bare frame with no components attached. The FIM SBK before work can start.

Any actions contrary to these procedures will result in a penalty as described in the Sporting Regulations.

2.10.1 Frame body and sub-frames

- a) The frame must be the originally fitted and homologated part with no modification allowed.
- b) Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).
- c) The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame.
- d) **Crash protectors may be fitted to the frame, using existing points, or pressed into the ends of the wheel axles. Without exception, the wheel axles cannot be modified.**
- e) Nothing else may be added or removed from the frame body.
- f) All motorcycles must display a vehicle identification number punched on the frame body.

- g) Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.
- h) Front sub frame / fairing mount may be changed or altered.
- i) Rear sub frame may be changed or altered, but the type of material must remain as homologated, or material of a higher specific weight.
- j) Additional seat brackets may be added, non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly. Bolt-on accessories to the rear sub-frame may be removed.
- k) The paint scheme is not restricted but polishing the frame body or sub-frame is not allowed.

2.10.2 Suspension - General

- a) Participants in the Supersport class must only use the approved and listed suspension units for that season. The price limits are:
 - i. Fork: For the fork kit, including all parts such as but not limited to cartridge, springs (1 set), adjusters, fork caps, blanking inserts, seals, bushes but excepting oil and fitting the price limit is €2200 excluding tax.
 - ii. Shock Absorber/RCU: For the complete shock absorber / RCU including but not limited to spring (1 of), pre-load adjuster and length/ride height adjuster the price limit is €2000 excluding tax.
- b) The approved products from the suspension manufacturers must be available to all participants at least one month before the first round of the World Superbike season, and remain available all season. The products must be available within 6 weeks of a confirmed order.
- c) Setting parts and tuning parts must be provided by the suspension manufacturers to all customers/ teams/ participants using the manufacturer's products. These parts can be used by all participants during the season. These parts shall be available for immediate delivery to all teams/customers.
- d) Teams may not modify any part of the forks or shock absorber; all setting parts must be supplied by the Suspension manufacturer and available to all teams/riders.
- e) The suspension manufacturers are allowed to offer service contracts when the team is using the approved and listed suspension products. The suspension manufacturers

cannot demand a service contract for a customer or participant in order to obtain a suspension product.

- i) No aftermarket or prototype electronically-controlled suspensions may be used. Electronically-controlled suspension may only be used if already present on the production model of the homologated motorcycle.
 - ii) The electronically-controlled valves must remain as homologated. The shims, spacers and fork/shock springs not connected with these valves can be changed.
 - iii) The ECU for the electronic suspension must remain as homologated and cannot receive any motorcycle track position or sector information; the suspension cannot be adjusted relative to track position.
 - iv) The electronic interface between the rider and the suspension must remain as on the homologated motorcycle. It is allowed to remove or disable this rider interface.
 - v) The original suspension system must work safely in the event of an electronic failure.
 - vi) Electro-magnetic fluid systems which change the viscosity of the suspension fluid(s) during operation are not permitted.
- f) Electronic controlled steering damper cannot be used if not installed in the homologated model for road use. However, it must be completely standard (any mechanical or electronic part must remain as homologated).

2.10.3 Front forks

- a. Forks must be the originally fitted and homologated parts with the following modifications allowed:
- b. Original internal parts of the homologated forks may be modified or changed.
- c. Approved after market damper kits or valves may be installed (2.5.10.2.a).
- d. Fork springs may be modified or replaced.
- e. Fork caps may be modified or replaced to allow external adjustment.
- f. Dust seals may be modified, changed or removed if the fork is totally oil-sealed.
- g. The original surface finish of the fork tubes (stanchions, fork pipes) may be

changed. Additional surface treatments are allowed.

- h. The front fender mounts integrated in the fork lower may be modified or replaced.
- i. The axle bore in the fork lower cannot be modified. The front axle nut/sleeve may be added or modified and/or made captive.
- j. The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated motorcycle.
- k. A steering damper may be added or replaced with an aftermarket damper.
- l. The steering damper cannot act as a steering lock limiting device.

2.10.4 Rear fork (swing-arm)

- a. The rear fork must be the originally fitted and homologated part with no modification allowed.
- b. Rear fork pivot bolt must be the originally fitted and homologated part with no modification allowed.
- c. Rear axle chain adjuster may be modified or changed. The wheel axle nut may be replaced and/or made captive.
- d. Rear axle chain adjuster slot may be enlarged to allow the brake calliper mounting to become captive.
- e. **A solid protective cover (shark fin) shall be fixed to the swing-arm, and must always cover the opening between the lower chain run, swingarm and the rear wheel sprocket, irrespective of the position of the rear wheel.**
- f. Rear wheel stand brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed. An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing-arm.
- g. Wheel support rails/guides may be added to permit quick wheel changes.
- h. The sides of the swing-arm may be protected by a thin vinyl cover only, no composite or structural covers are allowed.

2.10.5 Rear suspension unit

- a) Rear suspension unit (shock absorber) may be changed with an approved unit (see 2.5.10.2.b). The original attachment points to the frame and rear fork (or linkage) must be as homologated.
- b) All the rear suspension linkage parts must be the originally fitted and homologated parts with no modification allowed.
- c) Removable top shock mounts must remain as homologated. A nut may be made captive on the top shock mount and shim spacers may be fitted behind it.

2.10.6 Wheels

- a) Wheels must be the originally fitted and homologated parts with no modification allowed.
- b) The wheels may be overpainted but the original finish cannot be removed.**
- c) A non-slip coating/treatment may be applied to the bead area of the rim.
- d) If the original design included a cushion drive for the rear wheel, it must be the originally fitted and homologated parts with no modification allowed.
- e) Wheel axles may be modified or replaced but must be of the same material as the originally homologated part. The shank section of the axle must remain the same diameter as the originally homologated axle but the threaded area may be reduced in diameter.
- f) Wheel spacers can be modified or replaced.
- g) Bearing spacers are free.
- h) The speedometer drive may be removed and replaced with a spacer.
- i) Wheel balance weights may be discarded, changed or added to.

2.10.7 Brakes

- a) Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original calliper and mounting. However, the outside diameter, offset, wheel mounting and the ventilation system must remain the same as on the homologated motorcycle. Internally ventilated discs are not allowed if not present on the homologated motorcycle.

- b) Only Steel (max. carbon content 2.1 wt%) is allowed for replacement brake discs.
- c) Front brake callipers as well as all the mounting points and mounting hardware (mount, carrier, hanger) must be the originally fitted and homologated parts with no modification allowed. (see Art. 2.5.10.3).
- d) Rear brake callipers must be the originally fitted and homologated parts with no modification allowed. The mounting points must remain as homologated but the mounting hardware (mount, carrier, hanger) may have the axle bore sleeved to capture the brake calliper assembly to the swingarm to permit quick wheel changes.
- e) In order to reduce the transfer of heat to the hydraulic fluid it is permitted to add metallic-shims to the callipers, between the pads and the callipers, and/or to replace light alloy pistons with steel pistons made by the same manufacturer of the calliper.
- f) The front brake master cylinder must be the originally fitted and homologated parts with no modification allowed, excluding the hand lever.
- g) The rear brake master cylinder must be the originally fitted and homologated parts with no modification allowed.
- h) Front and rear hydraulic brake lines may be changed. The brake fluid reservoir may be replaced and/or repositioned. Quick connectors may be used. The split of the front brake lines for both front brake callipers must be made above the lower edge of the fork bridge (lower triple clamp).
- i) Front and rear brake pads may be changed. Brake pad locking pins maybe modified for quick change type.
- j) Additional air ducts are not allowed.
- k) The ABS System must be removed.
- l) The end of the foot rest must have at least an 8 mm solid spherical radius. (see diagram A & C).
- m) Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or an equivalent type material (minimum radius 8 mm). The plug surface must be designed to reach the widest possible area. The SBK Technical Director has the right to refuse any plug not satisfying this safety purpose.

2.10.8 Fuel tank

- a) Fuel tank must be the originally fitted and homologated parts with no modification allowed.
- b) Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250 cc made of a suitable material.
- c) Fuel caps may be changed. Fuel caps when closed, must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time.
- d) A rider spacer/pad may be fitted to the rear of the tank with non-permanent adhesive. It may be constructed of foam padding or composite material.
- e) The tank may not have a cover fitted over it unless the homologated machine also features a full cover.
- f) The sides of the fuel tank may be protected with a cover made of a composite material. These covers must fit the shape of the fuel tank.
- g) Fuel tank may have heat reflective sheet attached to its bottom surface.

2.10.9 Fairing / Bodywork

- a) Fairing, mudguards and body work must conform in principle to the homologated shape as originally produced by the manufacturer. The use of carbon fibre or Kevlar® materials is not allowed in fairing, fuel tank cover, seat, seat base and associated bodywork construction. Specific reinforcements in Kevlar® or carbon are allowed locally around holes and stressed areas. Headlights must be included even when considered external.
- b) For all bodywork paint and decal design is free.
- c) The fairing has a tolerance of +/-10mm from the original homologated road fairing, respecting the design and features of the homologated fairing and any articles below. The overall width of the frontal area may be +10mm maximum. The decision of the SBK Technical Director is final.
- d) Wind screen may be replaced.
- e) **Fairing brackets may be altered or replaced.**

- f) The ram-air intake must maintain the originally homologated shape and dimensions.
- g) Original air ducts running between the fairing to the airbox may be altered or replaced from those fitted to the homologated motorcycle. Particle grilles or “wire-meshes” originally installed in the openings for the air ducts may be removed.
- h) 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 (min. 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.
- i) The lower fairing must incorporate one hole of 25 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be opened only in wet race conditions, as declared by the Race Director.
- j) Minimal changes are allowed in the fairing to allow clearance for protective engine covers.
- k) Holes may be drilled or cut in the fairing or bodywork to allow additional increased intake air to the oil cooler. Holes bigger than 10 mm must be covered with a particle grill or fine wire mesh. Grill/mesh must be painted to match the surrounding material.
- l) Original openings for cooling in the lateral fairing/bodywork sections may be partially closed only to accommodate sponsors’ logos/lettering. Such modification shall be made using wire mesh or perforated plate. The material is free but the distance between all opening centres, circle centres and their diameters must be constant. Holes or perforations must have an open area ratio > 60%.
- m) Motorcycles may be equipped with a radiator shroud to improve the air stream towards the radiator but the appearance of the front, the rear and the profile of the motorcycle must not be changed.
- n) Front mudguard must conform in principle to the homologated shape originally produced by the manufacturer. Front mudguards may be replaced and the use of carbon fibre or Kevlar® composites are allowed.
- o) Front mudguard may be spaced upward for increased tyre clearance.
- p) Rear mudguard fixed on the swing-arm may be replaced with cosmetic duplicates of the original parts. The use of carbon fibre or Kevlar® composites are allowed.

- q) Rear mudguards fixed on the swing-arm which incorporate the chain guard may be modified to accommodate larger diameter rear sprockets.
- r) The chain guard may be removed as long as it is not incorporated in the rear fender.
- s) The existing rear mudguard under the seat may be removed. A mudguard may be fitted directly onto the swing-arm however it may not cover more than 120 degrees of the wheel.
- t) The exact appearance, shape, size and location of the front headlights of the homologated motorcycle must be respected, and should be obtained by applying a plastic or metallic film on the front of the motorcycle.

2.10.10 Seat

- a) Seat, seat base and associated bodywork may be replaced. The appearance from front, rear and profile must conform in principle to the homologated shape.
- b) The top portion of the rear body work around the seat may be modified to a solo seat.
- c) Holes may be drilled in the seat or rear cowl to allow additional cooling. Holes which are bigger than 10 mm must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material.
- d) Same materials as fairing must be used (article 2.5.10.11.a)
- e) All exposed edges must be rounded.

2.10.11 Fasteners

- a) Standard fasteners may be replaced with fasteners of any material and design.
- b) Aluminium fasteners may only be used in non-structural locations.
- c) Titanium fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing, internal engine bolts must remain of standard homologated materials or materials of higher specific weight.
- d) Special steel fasteners may be used in structural locations, but the strength and

design must be equal to or exceed the strength of the standard fastener it is replacing.

- e) Fasteners may be drilled for safety wire, but intentional weight-saving modifications are not allowed.
- f) Thread repair using inserts of different material such as helicoils and timeserts.
- g) Fairing/bodywork fasteners may be changed to the quick disconnect type.

2.10.12 Rear Safety Light

All motorcycles must have a functioning red light mounted at the rear of the machine, this light must be switched on any time the motorcycle is on the track or being ridden in the pit lane and the session is declared WET. All lights must comply with the following:

- a) Lighting direction must be parallel to the machine centre line (motorcycle running direction), and be clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.
- b) The rear light must be mounted near the end of the seat/rear bodywork and approximately on the machine centre line, in a position approved by the SBK Technical Director. In case of dispute over the mounting position or visibility, the decision of the SBK Technical Director will be final.
- c) Power output/luminosity equivalent to approximately: 10 – 15 (incandescent), 0.6 – 1.8 W (LED).
- d) The output must be continuous - no flashing safety light whilst on track, flashing is allowed in the pit lane when pit limiter is active.
- e) Safety light power supply may be separated from the motorcycle.
- f) The SBK Technical Director has the right to refuse any light system not.

2.11 The following items MAY BE altered or replaced from those fitted to the homologated motorcycle

- a) Any type of lubrication, brake or suspension fluid.
- b) Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.
- c) Gaskets and gasket materials.

2.12 The following items MAY BE removed

- a) Emission control items (anti-pollution) in or around the air box and engine (O2 sensors, air injection devices).
- b) Speedometer and related wheel spacers.
- c) Bolt on accessories on a rear sub frame.

2.13 The following items **MUST BE** removed

- a) Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.
- b) Rear-view mirrors.
- c) Horn.
- d) License plate bracket.
- e) Tool box.
- f) Helmet hooks and luggage carrier hooks.
- g) Passenger foot rests.
- h) Passenger grab rails.
- i) Safety bars, centre and side stands must be removed (fixed brackets must remain).
- j) Catalytic convertors.

3. 600 SUPERSTOCK 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) (includes triples & twins, see Regulations) that have been prepared for racing with a few upgrades, as

allowed in regulations.

- Eligible machines for this series are
- Any 600cc homologated sport/road bike, with allowable capacity exceptions below 2.1.2, 2.1.3

3.1 DISPLACEMENT CAPACITY

- 3.1.1. Up to 600cc 4 Cylinder 4-stroke.
- 3.1.2. Up to 675cc 3 Cylinder 4-stroke
- 3.1.3. Up to 749cc 2 Cylinder 4-stroke

3.2 DISPLACEMENT (cc) MEASUREMENT

- 3.2.1 Engine displacement may be measured upon the request of the Officials at any time during the season, at an authorized Service Centre communicated to the riders.
- 3.2.2. There will be no allowed change of engine displacement from the manufacturer's technical specifications.

3.3. NUMBER PLATE COLORS

- 3.3.1. **600cc SuperStock Riders** – Red background White Numbers.
- 3.3.2. Sizes and positioning to be communicated prior to the start of the season.

3.4. FUEL

- 3.4.1 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.
- 3.4.2 The use of any octane boosting or other additives are strictly FORBIDDEN. Specifically excluded fuels are BP102, AVGAS, VP, 104 or any other race fuels.

3.5. MACHINE SPECIFICATION

- 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.

3.5.1. 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).
- The paint scheme is not restricted.
- Engine mounting brackets or plates must remain as originally produced.
- Additional crash protectors may be added at the rider's discretions without the modification to the mainframe structure.

3.5.2. 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, 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.

3.5.3. Rear Fork (swing arm)

- The rear swing arm may not be modified.
- 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.
- It is compulsory to use a chain guard and have a shark fin (protector) fitted.

3.5.4. Rear Suspension Unit

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

3.5.5. Wheels

- Wheels 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.

3.5.6. Brakes

- Front and rear brake discs may be changed with OEM fitment.
- Carbon or ceramics not allowed.
- Front and rear brake calipers are free but must be as homologated.
- 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 are free and may be changed.

3.5.7. Tires

- Tire make, model and compounds are free. (the promotor reserves the right to specify a single brand of tire anytime up to round one (1) of the championship) which shall be used for the whole season.
- Only two (2) sets of Tires can be used per Round
- Tires used for qualifying must be used for Race One.
- If more than two (2) tires are used for either front or rear wheels, for whatever reason, the rider must start the race from the back of the grid, for the race in which the additional tires are used.
- Tires must be TREADED of standard road pattern.
- The use of tire warmers is allowed.

3.5.8. 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.
- 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).

3.5.9. Handle Bars / Hand Controls

- Handle bars and handle bar controls may be replaced.
- 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 handlebars, or in a location easily reached by the Rider or any Official in a seated position on the machine.

3.5.10. 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 color 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 capacity used in the engine (minimum 2 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.

3.5.11. Fuel Tank

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

3.5.12. 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.

3.5.13. Wiring Harness

- The wiring harness must remain as homologated. Unused wiring to be blanked off and secured to the main harness or bike frame

3.5.14. Battery

- Free

3.5.15. 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.

3.5.16. Carburetor

- The outer housing must remain original OEM.
- Jetting is free
- Internal polishing or any modification is prohibited.

3.5.17. Fuel System

- Fuel systems must remain as homologated.

3.5.18. Oil System

- Crankcase bolt, Oil drain plug, filler plug, and the oil filler must be secured with a wire to secure them from undoing themselves.

3.5.19. Fuel Supply

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

3.5.20. Engine Components

- OEM replacement parts only permitted
- The homologated engine design model cannot be changed.
- The Tuning of existing engine parts is strictly forbidden
- Engines to remain standard (Stock) as homologated

3.5.21. Transmission / Gearbox

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

3.5.22. Clutch

- Clutch operation must remain as OEM for the relevant model.

3.5.23. Flywheel, Generator, Alternator, Electric Starter & ECU

- 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.
- The ECU must be OEM and remain as homologated

3.5.24. Exhaust System

- Exhaust silencers may be changed or modified by means of a 'slip-on' End Can.
- Down pipes/header pipes and link pipes may be changed using OEM fitment points
- For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.

3.5.25. 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.

3.6. ALTERATIONS

3.6.1. 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.

3.6.2. Items that MAY Be Removed

- Bolt on accessories on a rear sub frame.

3.6.3. 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.
- Lights integral in fairing must be taped up
- Rear-view mirrors.
- Horn (removed or disabled)
- License plate bracket.
- Toolbox.
- Helmet hooks and luggage carrier hooks.
- Passenger foot rests.
- Passenger grab rails if bolted on to the chassis.
- Safety bars, center and side stands must be removed, or wired in up position. (fixed brackets must remain).

3.6.4. 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.

3.6.5. 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 RD is required and the safety of its installation checked by the Technical Officials.
- Engine Crash Sliders are mandatory on both sides of the motorcycle. These must be project past the frame by a minimum of 3 cm

3.7. Helmet

Valid Homologated Helmets bearing the current ACU gold stamp, SNELL or DOT and are in sound condition and properly fitted must be worn by all riders while practicing, qualifying and racing.

3.8. Protective Clothing

During practice, qualifying and racing riders must wear the following clothing and footwear:

- 3.8.1 A one-piece leather suit of at least 1.2mm in thickness on all parts of the suit. Suits zipped together at the waist are not permitted.
- 3.8.2 The following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8mm thick: Shoulders, elbows, both sides of the torso and hip joint, the back of the torso, knees.
- 3.8.3 Competitor's footwear must be of leather or an approved substitute material and of a minimum height of 200mm to provide, with the suit, complete protection (i.e. no exposed areas).
- 3.8.4. Competitors must wear leather protective gloves.
- 3.8.5 The use of metallic material in any item of clothing or personal protection which regularly comes into contact with the track is prohibited (i.e. metal studs in knee sliders, boots etc.).

3.8.6. A back protector is compulsory.

4. 600 HORNET 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, that have been prepared for racing with a few upgrades allowed.
- Eligible machines for this series are
- **Honda CB600 Hornet**

4.1. DISPLACEMENT CAPACITY

4.1.1. Up to 600cc 4 Cylinder 4-stroke.

4.2. POWER MEASUREMENT

4.2.1. Power may be measured upon the request of the Officials at any time during the season at an authorized dyno test Centre communicated to the riders.

4.2.2. There will be an allowance of +5bhp from the manufacturer's technical specifications and a 5% Dyno Variance Factor.

4.3. NUMBER PLATE COLORS

4.3.1. Hornet Riders - Yellow back ground Red numbers.

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

4.4. FUEL

4.4.1. 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.

4.4.2. The use of any octane boosting or other additives are strictly FORBIDDEN. Specifically excluded fuels are BP102, AVGAS, VP, 104 or any other race fuels.

4.5. 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.

4.5.1. **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).
- The paint scheme is not restricted.
- Engine mounting brackets or plates must remain as originally produced.
- Additional crash protectors may be added at the rider's discretion without the modification to the mainframe structure.

4.5.2. **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, 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.

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

- The rear swing arm may not be modified.
- 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.
- It is compulsory to use a chain guard and have a shark fin (protector) fitted.

4.5.4. **Rear Suspension Unit**

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

4.5.5. **Wheels**

- Wheels 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-axes or any fixing and mounting points for front and rear brake caliper are authorized.
- Spacers can be modified.

4.5.6. Brakes

- Front and rear brake discs may be changed with OEM fitment.
- Carbon or ceramics not allowed.
- Front and rear brake calipers must be as homologated.
- 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 are free and may be changed.

4.5.7. Tires

- Tire make, model and compounds are free.
- Only one (1) tire change allowed per Round.
- Tires used for qualifying shall be used for Race One. Tires for Race Two may be changed subject to the allocated limit per Round
- Tires must use TREADED.
- The use of tire warmers is allowed.

4.5.8. 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.
- 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).

4.5.9. 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 handlebars, or in a location easily reached by the Rider or any Official in a seated position on the machine.

4.5.10. **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 color 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 capacity used in the engine (minimum 2 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.

4.5.11. **Fuel Tank**

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

4.5.12. **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.

4.5.13. **Wiring Harness**

- The wiring harness must remain as homologated. Unused wiring to be blanked off and secured to the main harness or bike frame

4.5.14. **Battery**

- Free

4.5.15. **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.

4.5.16. **Carburetor**

- The outer housing must remain original OEM.
- Jetting is free
- Internal polishing or any modification is prohibited.

4.5.17. **Fuel System**

- Fuel systems must remain as homologated.

4.5.18. **Oil System**

- Crankcase bolt, Oil drain plug, filler plug, and the oil filler must be secured with a wire to secure them from undoing themselves.

4.5.19. **Fuel Supply**

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

4.5.20. **Engine Components**

- OEM replacement parts only permitted
- The homologated engine design model cannot be changed.
- The Tuning of existing engine parts is strictly forbidden
- Engines to remain standard (Stock) as homologated

4.5.21. **Transmission / Gearbox**

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

4.5.22. **Clutch**

- Clutch operation must remain as OEM for the relevant model.

4.5.23. **Flywheel, Generator, Alternator, Electric Starter & ECU**

- 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.
- The ECU must be OEM and remain as homologated

4.5.24. **Exhaust System**

- Exhaust silencers may be changed or modified by means of a 'slip-on' End Can.
- Down pipes/header pipes and link pipes may be changed using OEM fitment points
- For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.

4.5.25. **Fasteners**

- Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners may not be used.
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4.6. **ALTERATIONS**

4.6.1. **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.

4.6.2. **Items that MAY Be Removed**

- Bolt on accessories on a rear sub frame.

4.6.3. **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, center and side stands must be removed (fixed brackets must remain).

4.6.4. Items that MUST Be Altered

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- 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.
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- An exception to this rule is cameras, which may be added according to the rule 1.18.10, whereby the written permission of the RD is required and the safety of its installation checked by the Technical Officials.
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4.7. Helmet

Valid Homologated Helmets bearing the current ACU gold stamp, SNELL or DOT and are in sound condition and properly fitted must be worn by all riders while practicing, qualifying and racing.

4.8. Protective Clothing

During practice, qualifying and racing riders must wear the following clothing and footwear:

- 4.8.1 A one-piece leather suit of at least 1.2mm in thickness on all parts of the suit. Suits zipped together at the waist are not permitted.
- 4.8.2 following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8mm thick: Shoulders, elbows, both sides of the torso and hip joint, the back of the torso, knees.

- 4.8.3 Competitor's footwear must be of leather or an approved substitute material and of a minimum height of 200mm to provide, with the suit, complete protection (i.e. no exposed areas).
- 4.8.4 Competitors must wear leather protective gloves.
- 4.8.5 The use of metallic material in any item of clothing or personal protection which regularly comes into contact with the track is prohibited (i.e. metal studs in knee sliders, boots etc.).
- 4.8.6 A back protector is compulsory.

5. TECHNICAL COMPLIANCE

5.1. COMPLIANCE CONTROL

- 5.1.1. At the end of the race, **Scrutineers** can request that all classified motorcycles are placed in a parc-fermé for a period of at least 20 minutes.
- 5.1.2. Any motorcycle can be checked for compliance with these rules, and any other technical requirement, if requested by the **Scrutineer**.
- 5.1.3. **Scrutineers** 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.
- 5.1.4. 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 **Scrutineer**, if tested after race 1 you will not be tested again after race 2.
- 5.1.5. 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.

5.2. CONFLICTS WITH NSC

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

5.3. PROTEST PROCEDURE

- 5.3.1. 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.
- 5.3.2. 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.
- 5.3.3. In the event that a RIDER wishes to protest a decision or penalty placed against them by the Race Director, they must do so within 30 minutes of being informed of such decision or penalty.
- 5.3.4. All RIDER protests will be investigated under the process defined within the NSC.
- 5.3.5. 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.

- 5.3.6. 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.

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