MALAYSIA SUPERBIKE CHAMPIONSHIP

MAM MALAYSIA SUPERBIKE CHAMPIONSHIP

REGULATIONS 2026

PLEASE READ THESE REGULATIONS CAREFULLY TO ENSURE THAT YOUR ENTRY IS NOT LIABLE FOR DISQUALIFICATION OR DECLARED NULL AND VOID.

MALAYSIAN SUPERBIKE CHAMPIONSHIP 2026 SUPPLEMENTARY REGULATIONS

Applicable to race meeting held at circuit races.

SECTION I : SPORTING REGULATIONS

INTRODUCTION

This document (hereinafter collectively referred to as the "Regulations") has been issued on 1st April 2026. Successive editions can be issued for supplementing and/or amending. The new editions will be called Additional Supplementary Regulations, dated and issued to all relevant Bodies.

ASR(s)/ Bulletins need to be read together with the Supplementary Regulations.

NOTE: These regulations may be amended by Organiser during the course of the season with all full season registered entry/entrant and relevant officials notified of any changes via official championship ASR/ Bulletins.

Notification

(i) Acceptance of an entry does not guarantee a start in the race. Rider's must qualify for a grid position in accordance with these Supplementary Regulations.
(ii) It is the Competitor's responsibility to ensure full compliance with these Rules and Regulations.
(iii) Each Competitor and Team agrees generally to promote goodwill towards the Series, the Organiser and all Competitors, persons and companies involved in the Series.
(iv) In interpreting any Regulation the word 'his' is deemed to include 'her' and persons referred to in the singular includes, where the context so admits, the plural.

GENERAL UNDERTAKINGS AND CONDITIONS
These Regulations derogate and supersede all and other previous regulations in place before the date of publication of these regulations.
All riders, team personnel, officials, promoters/organizers and all the persons involved in any capacity whatsoever participating in the MAM Malaysian Superbike Championship (hereinafter collectively referred to as the "Championship") undertake, on behalf of themselves, their employees, and agents, to observe all the ;provisions of:-

- SPORTING REGULATIONS
- TECHNICAL REGULATIONS

As supplemented and amended from time to time (hereinafter collectively referred to as the "Regulations"). Whilst the regulations may be translated into other languages, in case of any dispute regarding interpretation the Official English text will prevail.
It is the responsibility of the team to ensure that all persons concerned with its entry observe all the requirements of the Regulations. The responsibility of the rider, or any other person having charge of an entered machine during any part of the Event with respect to observance of the Regulations is joint and several with that of the team. All persons concerned in any way with an entered machine or present in any capacity whatsoever in the :
Paddock, Pit, Pit lane or Track, must wear an appropriate pass at all times during the Event.

1. NAME OF EVENT : Malaysian Superbike Championship 2026

2. ORGANISERS : Kelab Sukan Motor Pulau Pinang (PMSC)
No.10 York Road,
10450 Pulau Pinang, Malaysia.
Tel. : 604-226 0355
Fax. : 604-226 2059

EVENT PROMOTER : Safe Aim Mutual Sdn Bhd (45824-D)
Lot.12, Jalan 9/7, Seksyen 9,
Kawasan Perusahaan, Bandar Baru Bangi,
43650 Bangi, Selangor.
Tel. : 603-8733 8787
Fax. : 603-8926 1122

3. SANCTIONED BY : Motorsports Association of Malaysia (MAM)
The Nizra Building,
Level 2, The Nizra Building,
8, Jalan Seri Penchala.
Kampung Sungai Penchala,
60000 Kuala Lumpur.
Tel : +6016 213 8766

4. TYPE OF EVENT : Mass start road races for motorcycles.

5. STATUS : National/International Meeting competition inscribe with the Motorsports Association of Malaysia (MAM)

6. JURISDICTION : This meeting is held under the MAM National Competition Rules (NCR) including its appendices.. The Supplementary Regulations and Standing Regulations issued by the organiser with written, shall have the same force as these Regulations subject to the provisions of the NCR.

7. DATES & VENUE

Round	Date	Venue
Round 1	1st - 3rd MAY 2026	PETRONAS SEPANG INTERNATIONAL CIRCUIT
Round 2	10th - 12th JULY 2026	PETRONASSEPANG INTERNATIONAL CIRCUIT
Round 3	31st JULY - 2nd AUG 2026	PETRONAS SEPANG INTERNATIONAL CIRCUIT
Round 4	13th - 15th NOV 2026	PETRONAS SEPANG INTERNATIONAL CIRCUIT

* Dates and venue mentioned here are provisional and subject to changes. Any changes including postponement, abandonment, cancellation of any round or changes of dates & venues shall be in accordance to the relevant provisions in the NCR and will be informed 2 weeks prior to the event.

8. OFFICIALS

All the following Officials must be present and available at the time necessary to ensure smooth and efficient running of the Event

8.1 **Permanent Officials**

All permanent officials shall be appointed and approved for the Championship by the MAM. The following officials will be appointed to perform supervisory and executive roles. Except in care of illness or Force Majeure the Officials will be expected to be present at each event.

Race Director.

Responsible for ensuring proper observance of the Regulations and efficient running of the practice and races. The Race Director has no competence for the application of sanctions. The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:

- The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the Race Direction to modify the timetable in accordance with the Sporting Regulations.
- The stopping of practice or the race in accordance with the Sporting Regulation if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
- The starting procedure.
- The use of medical cars/fast interventions vehicles.

Technical Director.

Responsible for ensuring that technical Regulations are correctly enforced and supervising scrutineering and protests of a technical nature. The Technical Director has the power to disallow the use of any parts based on safety concerns at his sole judgement and discretion. The Technical Director may from time to time issue and update general design guidelines which are considered as part of the technical regulations.

Medical Director.
Responsible for liaison with the Chief Medical Officer appointed by the Organisers to ensure compliance with the Medical Code.

Safety Officer.
Responsible for the supervision of all aspects of track safety.

Clerk of the Course.
Ensuring that the circuit is suitably prepared for and maintained during the event and that all legal requirements applicable for the running of the event have been complied with. Ensuring that all officials and services are in place. The stationing of all track personnel and equipment (ie: marshals, doctors, ambulances, flags, etc) alongside the Circuit no later than 30 minutes prior to the beginning of All practice sessions and warm ups. The Race Director, the Safety Officer the Clerk of the Course and the Medical Director will; make the final inspection prior to the beginning of the all practice sessions and warm ups. During the final inspection lap, the yellow flag must be waved at each flag marshal post together with the display of other flags and equipment requested Championship Steward Taking decisions to ensure the smooth and efficient running of the event. Ensuring that the Event is run within the Regulations.Notification of protests to the Race Direction. Immediate approval and signature with time of provisional results (practices, warm ups, starting grids and races) and presentation of reports to the Championship Steward.

Secretary of the Meet.
During the event effecting communications between the various officials.
Shall be responsible for all administrative paperwork prior to the event including acceptance of entries etc.
Shall be responsible for the competitors 'signing-on' sheet including examining of licences, etc.
Providing secretarial support to the MSBK Stewards Panel, the Race Direction and Clerk Of The Course.

Other Officials
Marshals, Technical Scrutineer, Security Personnel, Medical Staff etc as required for the efficient running of the event. All communications between the individual Event Officials must be made via the relevant Permanent Officials.

8.1.2 The Race Direction
The Race Direction shall be appointed for the Championship by the Permanent Bureau.

8.1.3 The MAM Stewards
The MAM Stewards shall be nominated by MAM. The Championship Steward must be approved by the Permanent Bureau.

8.2 RACE MANAGEMENT

8.2.1 The management of the race will be carried out by the Championship Steward which will compromise the following delegates:

- Championship Steward – who will chair the meetings.
- One MAM Steward appointed by MAM.
- The Promoter Delegate appointed by SAM
- The Race Director

- The Technical Director
- The Clerk of Course
- The Safety Officer
- The Medical Director
- The Secretary of the Meet

8.2.2 To ensure the smooth and efficient running of the event.
To make recommendations to the Race Direction concerning any matter that is in contradiction to the Regulations. To report to the Race Direction any infringements of the Regulations.

8.2.3 The Management will meet at any time required during the event, but at least:
Prior to the first practice session.
At the end of each practice day.
At the end of the event.

8.2.4 The duties of the Race Management
To receive reports from the various Officials concerning scrutineering, practice and races.To make recommendations to the Organiser to improve the smooth and efficient running of the event.

8.3 RACE DIRECTION

8.3.1 The Race Direction will comprise the following persons:
The Race Director – who will chair the Meetings
The SAM Representative
The Safety Officer

8.3.2 The quorum for the Meeting of the Race Direction is two persons.

8.3.3 Each Member has one vote. Decisions are based on a simple majority.

8.3.4 The Race Direction will meet at any time required during the event.

8.3.5 The duties of the Race Direction are:

a) To take decision as provided in the Regulations.
b) To impose penalties for any infringements of the Regulations.
c) A change in conduct and/or format of the race and/or practice session based on safety considerations and provided that such decision is absolutely necessary to resolve a situation not foreseen in the Regulations. In such exceptional cases such decision may prevail over specific provisions of Regulations.
d) Provided that it is absolutely necessary to resolve a situation not foreseen in the Regulations, the Race Direction may issue pre-race instructions or clarifications and in specific cases even crate-pre-race Regulations. However such actions may only be taken within the limits set out by Regulations.
f) To adjudicate on any protest relating to infringements of the Regulations.

8.4 THE MAM STEWARDS PANEL

8.4.1 There will be a panel of 2 (two) MAM Stewards from MAM The Panel will comprise the following persons:

- Championship Steward.
  (appointed by the Championship Permanent Bureau)
- 2nd Steward - (appointed by MAM)
- Club Steward - (appointed by PMSC)

8.4.2 The Championship Steward and other Stewards are responsible for enforcing the Regulations

8.4.3 The Stewards Panel have no Executive role in the running of the event, except for the adjudication of appeal as per Art. 8.4.5

8.4.4 The Stewards Panel will meet at any time required during the event.

8.4.5 The Stewards Panel is responsible for:

a) Ensuring that the event is conducted according to the Regulations and reporting any infringement to the Race Direction.

b) Adjudicating on any appeal against the decisions of the Race Direction.

8.4.6 All the decisions of the Stewards Panel must be communicated in writing to the Race Direction and all affected parties.

9. ELIGIBILITY OF COMPETITORS:

9.1 This Championship is open only to All riders who must be a holder of Malaysian National Competition licence or F.I.M International Licence.

9.2 The limit for the minimum age starts on the riders birth year.

MSBK 250	13 year-old
MSBK 600	16 year-old
MSBK 1000	18 year-old
BERJAYA SOMPO YAMAHA R15M RACE ELITES	13 year-old

The Maximum age for each category will be when the riders age is 50 years old Any rider's Above the age of 50 years old will need to undergo a medical test before receiving special permission to join the event.

9.3 Grading for Class A and B would be as follows: -

9.3.1 MSBK1000 SUPERBIKE

i) Class A

- Competitors holders must be holders licence of National 'A' or National 'B' MAM competition licence holder or FIM International Licence holders for the year 2026.
- Has finished in the top 3 in general/overall classification in any of national or international two wheels series
- Any riders who recorded a minimum lap time of **2:15:999** and below at least in any 3 races in 2025 MSBK Superbike.
- A rider whose performances and achievements, despite not being covered by one of the definitions above, may be considered as professional or semi-professional regardless of the status of their licence by FMNR.

ii) Class B

- For MAM license holders National A or B, F.I.M International License who recorded a minimum lap time **2:16:000** and above.

- **Riders who recorded minimum time of below 2:15:999 during any practice - Qualifying - Warm Up or races will be automatically considered to move up to group 'A' the following round in 2026. Riders must then follow class 'A' technical regulations.**

9.3.2 MSBK600

i) Class
- National A or B MAM competition license holder or FIM International License holders for the year 2026.

9.3.3 MSBK250

i) Class A
- National 'A' MAM competition license holder or FIM International License holders for the year 2026.

ii) Class B
- National Licence A - above 35 years old or National B MAM competition license or F.I.M International License rider under the age of 16 years old.

9.4 It is the duty of the individual rider to determine the class he is eligible to ride in. Entry into a class does not necessarily make you eligible for that class. Another entrant or entry can protest upon his eligibility. The protest fee for this will be RM500.00.

9.5 The final decision of the placement of the riders will be at the discretion of the Race Directions

9.6 Scholarship Programe.
- BERJAYA SOMPO YAMAHA R15M RACE ELITES

10. DESCRIPTION OF EVENTS:

10.1 **A Eight (8) races** Championship for MSBK 1000, MSBK 600 and MSBK 250 motorcycles of various categories, specified hereunder:

MSBK 1000 (Rd 1 - 2 races, Rd 2 - 2 races, Rd 3 - 2 races, Rd 4 - 2 races)
MSBK 600 (Rd 1 - 2 races, Rd 2 - 2 races, Rd 3 - 2 races, Rd 4 - 2 races)
MSBK 250 (Rd 1 - 2 races, Rd 2 - 2 races, Rd 3 - 2 races, Rd 4 - 2 races)

Venue : Sepang International Circuit
Length : Full Circuit - 5.543km

- MSBK 250 : minimum 30km / maximum 45km
- MSBK 600 : minimum 40km / maximum 65km
- MSBK 1000 : minimum 40km / maximum 70km

10.2 The length of the race may only be verified by the Race Direction.

10.3 A visible countdown board will be shown to indicate the number of remaining laps in the race.

10.4 If the time keeping rooms are fed by normal power (electricity) supply, they must also be permanently connected to the U.P.S.
(Uninterruptable Power System) and to a generator if possible.

11. FUEL

No racing fuel is allowed. All fuel must be RON 95

12. ENTRIES

The organiser and promoter having regard to the suitability of the vehicles and the competitors will consider all entries received. The promoter may refuse an entry or vehicle or competitor without assigning a reason and the decision is final. The entry fee will be refunded to a non-accepted entry.

12.1 Entries are open upon posting of Regulations and close on Friday of each scheduled round or as otherwise stated in the ASR. Acceptance of entry is at the sole discretion of the Organizer who has the right to reject entries without giving reasons.

12.2 Competitors are responsible for sending correct and complete entries with the correct entry fees prior to the entry closing dates.

12.3 Incorrect or incomplete entries that have paid the entry fees (including rider to be nominated entries) are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information.

12.4 It is a condition of entry that competitors have no right to any claims against the Penang Motor Sports Club, Safe Aim Mutual Sdn Bhd, Sepang International Circuit Sdn. Bhd., Sponsors and any one carrying out their duties.

12.5 Please submit entries to:

SAFE AIM MUTUAL SDN BHD
Lot: 12 Jalan 9/7,
Seksyen 9 Kawasan Perusahaan Bandar Baru Bangi,
43650 Bangi, Selangor.
Tel: 603 87338787 Fax: 603 8926/1122
E-mail: salinah@twmr.com.my

12.6 Maximum number of entries accepted will be at the sole discretion of the organisers. Organiser reserves the right to refuse an entry. If less than 7 entries received for any category, the Organiser reserves the right to cancel or amalgamated the said category. If less than 7 entries in either group A or group B, the organiser reserves the right to cancel the group classifications.

12.7 The number of motorcycles allowed to start the race is based on the track homologation. Priority will be given to entry for a full Championship Series. However, the organizers reserved the rights to change the composition as it deems fit.

12.8 A rider shall be deemed to have taken part in the event when he enters the race track in at least, one practice session.

12.9 A rider shall be deemed to have started a race when he participates in, at least, the first lap of the race.

12.10 Entry fee is as follows:

	4 Rounds	Round Per Round
MSBK 1000	**RM 5,000.00**	**RM 2,000.00**
MSBK 600	**RM 5,000.00**	**RM 2,000.00**
MSBK 250	**RM 4,400.00**	**RM 1,850.00**

a) Any entry for which the entry fees have not been received until the entry closing date or for which the entry fees have not been paid completely are regarded null and void.
b) Fuel will be charged Round by Round.
c) Payment made on-site on official registration day must be in cash.
d) Payment can also be made through the following bank account and the receipt must be presented to the Secretariat during registration as proof of payment: -

Account Name : SAFE AIM MUTUAL SDN. BHD
Account No. : 8003529944.
Bank Name : CIMB Bank.
Bank Address : Kajang Branch, SELANGOR.

13. OFFICIALS OF THE MEETING

Race Director : Mr. Kuan Meng Heng
Clerk of the Course : Mr. Sergio Villenguez
Secretary of the Meet : Mr. Colin Cheah
Chief Starter/Finish : To be announced in the ASR of the respective round
Chief Course/Safety : To be announced in the ASR of the respective round
Chief Paddock : To be announced in the ASR of the respective round
CMO : To be announced in the ASR of the respective round
Safety Officer : Mr. Shafry Azizan
Technical Director : Mr. Simon Yap
Promoter Delegate : Mr. S. Rohan

14. AWARDS

Round
a) Trophies will be given up to 3rd placed for each race/class (2 / 3 races per round) except MSBK1000 (B) and MSBK250 (B), trophies will be given up to 3rd place after points accumulation for race 1 and race 2 of each round.
b) Prize money will be given to up to 5th placed after points accumulation for race 1 and race 2 of each round. The top 5 highest accumulation will be considered as the winner to recieve the prize money, except MSBK1000 (B) and MSBK250 (B), prize money will be given to the top 3 place after points accumulation for race 1 and race 2 of each round.

Category	1st	2nd	3rd	4th	5th
	RM	RM	RM	RM	RM
MSBK 1000 (A)	3,000.00	2,000.00	1,500.00	1,000.00	700.00
MSBK 1000 (B)	1,200.00	1,000.00	800.00	-	-
MSBK 600	3,000.00	2,000.00	1,500.00	1,000.00	700.00
MSBK 250 (A)	2,500.00	1,800.00	1,300.00	800.00	500.00
MSBK 250 (B)	600.00	400.00	200.00	-	-

c) The podium ceremony will be held after the completion of each race (2 races per round). Except for MSBK1000 (B) and MSBK250 (B) podium will be done at the end of the day after accumulation of points from race 1 and race 2. It is compulsory for the winners to be available for the podium ceremony for each round with full gear except for helmet and gloves.

d) If less than 7 entries received for any category or any group, if the Organiser decides not to cancel the said category but to join the group, the prize money will be only for the top 3.

e) Team/Riders using RK Chain who finishes top 5 over the weekend will receive an additional 20% extra from the prize money for each round. This prize money supported by SINAR PUNCAK SDN BHD (RK-M) as per below:

Category	1st	2nd	3rd	4th	5th
	RM	RM	RM	RM	RM
MSBK 1000 (A)	600.00	400.00	300.00	200.00	140.00
MSBK 1000 (B)	240.00	200.00	160.00	-	-
MSBK 600	600.00	400.00	300.00	200.00	140.00
MSBK 250 (A)	500.00	360.00	260.00	160.00	100.00
MSBK 250 (B)	120.00	80.00	40.00	-	-

Overall Champion

a) At the end of the Championship season, an Award Ceremony will be held to honour all the winners and it is compulsory for all the winners to attend, failing which their overall prize money will be forfeited

b) Trophies and cash awards for each categories, will be given as follows:

Category	1st	2nd	3rd	4th	5th
	RM	RM	RM	RM	RM
MSBK 1000 (A)	5,000.00	4,000.00	3,000.00	2,000.00	1,000.00
MSBK 600	5,000.00	4,000.00	3,000.00	2,000.00	1,000.00
MSBK 250 (A)	2,500.00	2,000.00	1,500.00	500.00	250.00

c) Team/Riders using RK Chain who finishes top 5 will receive an additional 20% extra from the overall prize money. This prize money supported by SINAR PUNCAK SDN BHD (RK-M) as per below:

Category	1st	2nd	3rd	4th	5th
	RM	RM	RM	RM	RM
MSBK 1000 (A)	1000.00	800.00	600.00	400.00	200.00
MSBK 600	1000.00	800.00	600.00	400.00	200.00
MSBK 250 (A)	500.00	400.00	300.00	100.00	50.00

15. CHAMPIONSHIP POINTS AND CLASSIFICATION

15.1 MSBK1000 'A', MSBK600, MSBK250'A'
Points will be awarded after the each race.
The total points from all 8 races of Championship in the categories will be used for the final placing in the Championship.
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.) In the event that there is still tie then, the date in the Championship at which the highest place was achieved will be taken into account with precedence going to the latest result.

The scoring for each final is as follows:

Position	Points
1	25
2	20
3	16
4	13
5	11
6	10
7	9
8	8
9	7
10	6
11	5
12	4
13	3
14	2
15	1

15.2 MSBK1000 'B' & MSBK250'B' .
Points will be awarded for each race, the winner will be decided by adding 'race 1' and 'race 2' points for the weekend champion. There will be no overall championship points. If there is a tie in total points, the winner will be decided by the highest points collected in 'race 2'. The scoring for each race is as follows:

Position	Points
1	25
2	20
3	16
4	13
5	11
6	10
7	9
8	8
9	7
10	6
11	5
12	4
13	3
14	2
15	1

16. TECHNICAL CONTROL & DOPING CONTROL.

16.1 All motorcycles should be checked by the Technical Stewards prior to first participation on safety aspects, according to the published schedule. Teams may present more than one motorcycle per rider for Technical Control which will be specially identified by the Technical Controllers.
Unless a waiver is granted by the Race Direction, teams who do not comply with the schedule for technical or medical controls will not be allowed to take part in the event.

16.2 The procedure for Technical Control is described in the Technical Regulations.

16.3 Any rider to be tested for doping control must report to the doping control room in the Medical Centre with sufficient identification within one hour of notification. One associate may accompany the rider.

17. PRACTICE

17.1 Practice Sessions (warm-up inclusive)

a. Riders will commence practice from the pit lane when the green light is displayed at the exit of the pit lane.
b. The duration of practice will commence from the illumination of the green light. A visible board or count-down will be shown in the pit lane to indicate the minutes of practice remaining.
c. At the end of practice will be indicated by the waving of the two chequered flag at which time the pit exit will be closed. A rider's time will continue to be recorded until he passes the finish line after the allotted time has elapsed. After the chequered flag riders may complete one additional lap prior to entering the pits.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 waved, unless otherwise adjusted by Race Direction.After practice has started, the condition of the racing surface of the circuit should not be altered except on instruction from the Race Direction in response to a localised change in conditions.

17.2 Motorcycles

A rider is only allowed to utilise one motorcycle providing that all such motorcycles have been scrutineered in the name of his/her team and in the next session provided the first machine has been damaged and is verified by the technical director.

17.3 Lap time

All laps of the riders will be timed.

17.4 Qualifying practices results

The results will be based on the fastest time recorded by the riders in all qualifying practices.
In the case where all qualifying practices have been cancelled, the results will be based on the fastest time recorded by the riders in all free practices.
In the event of a tie, rider's second and subsequent best times will be taken into account.

18. QUALIFICATION FOR THE RACE ALL CLASSES

To qualify for the race, a rider must achieve a time at least equal to **109%** of the time recorded by the fastest rider of his class. Any rider who fails to achieve a qualifying time will be permitted to take part in the race provided that in any of the free practice sessions and/or warm up he has achieved a time at least equal to **110%** of the fastest rider in the same session. Such riders will start the race from the back of the grid.
Any rider who has not qualified at the end of the last qualifying practice cannot take any further part in the event unless allowed by the Race Director

19. GRID POSITIONS

19.1 The pole position, allocated to the faster rider, will be determined during the homologation of the circuit.

19.2 The Grid will be arranged in the 3-3-3 configuration "in echelon" for all classes.
Each line will be offset.
There will be a distance of 9 meters between each row.

19.3 Grid positions for MSBK1000, MSBK600 and MSBK250 will be based on the fastest time acquired by the rider in the qualifying practice.

19.4 In the event of a tie, riders second and subsequent best times will be taken into account.

19.5 The final grid will be published at the latest one hour before the start of each race.

19.6 In regard to grid positions and start procedures, "back of the grid" is defined as the grid position immediately after the final rider's qualifying grid position. In the case of multiple back of grid starts riders will take subsequent positions according to the specific rule being invoked.

Race Direction may change the back of the grid definition where necessary due to circuit conditions.

19.7 In the case of rider starting the race from pit lane, when this is known before the final grid is published (eg. due to a penalty) the final grid will show the rider in last position and the riders qualifying behind that rider will move up to fill the vacant positions. The rider will make the sighting lap and take last place on the grid, then enter pit lane at the end of the warm up lap, in order to start the race from pit lane.

20. START PROCEDURE

1) Only riders who have completed at least one sighting lap will be permitted to start the race from their position published on the final grid. Under no circumstances may they push their machine onto the grid from the pit lane.
2) Approximately 10 minutes.(Except in the case of a restarted or rescheduled) before the Start of the Race – Pit lane exit opens for sighting lap. Green Lights on and Green Flag waved at the pitlane exit. Count-down boards of 5, 4, 3, 2 and 1 minute are shown at the pit exit. Rider may complete more than one sighting lap by passing through the pit lane where they may make adjustments, change tyre outside the pit box. No adjustment to be done inside the pit box. Any rider found doing this infringement will be penalized with a disqualification of race.
3) Approximately 5 minutes. (Except in the case of a restarted or rescheduled) before the Start of the Race – Pit lane exit closes. Red light on the pit lane exit.
4) Riders who do not go on the grid may start a warm up lap from the pit lane under the instructions from 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. If such rider do not respect the "back of the grid position" they will be penalized by a ride through. In the case of a restarted race within less then 3 laps, the riders will take their original grid position but the ride through penalty will be applied.
5) When the riders reach the grid after the sighting lap they must stop at the rear of the grid and turn off the engine. The motorcycle will then be pushed at walking pace by a team member to the grid position. The rider may dismount or remain on the motorcycle to take up their positions.
Riders may be attended by up to five persons, one of whom may hold an umbrella.
All attendants on the grid must wear a " Grid Pass". Having taken up their grid position, the riders must take off their helmets except in the case of a restarted race.
Officials will display panels at the side of the track, indicating the row of the grid, to assist riders in locating their grid position.

6) **There will not be any declaration of wet or dry race.**
7) Riders on the grid may, at this stage, make adjustments to the machine or change tyres to suit the track conditions.
   Tyre warmers may be used on the grid. No batteries or other electrical supplies are permitted on the grid. Riders may use a generator to power tyre warmers and air blowers on the grid.
   Only one generator per machine may be used. The generator must be of the "hand carried" type and have a maximum output capacity of two kilowatts. The noise limit of the generator is 65dB/A.
   Starter engines may also be used on the grid. Generators and starter engines should be located to the rear of the motorcycles.
   All adjustments must be completed by the display of the 3 minute board. After this board is displayed, riders who still wish to make adjustments must push their machine to the pit lane. Such riders and their machines must be clear of the grid and in the pit lane before the display of the 1 minute board, where they may continue to make adjustments.
   Such riders will start warm up lap from the pit lane and will start the race from the back of the grid.
8) Refueling or changing fuel tank on the grid is forbidden.
9) 5 minutes before the start of the Warm Up Lap – Display of 5 Minute Board on the grid.
10) 3 Minutes before the start of Warm Up Lap – Display of 3 Minute Board on the grid.
    Generators mush to disconnected and removed from the grid as quickly as possible.
    Trolleys and air blowers must be removed from the grid as quickly as possible.
    Removable of tyre warmers from the machine on the grid.
    At this point, all persons except maximum two mechanics per machine, the person holding the umbrella for the rider, the television crew of the host broadcaster and essential officials must leave the grid.
    Riders must put their helmets on.
    No person (except essential officials) is allowed to go on the grid at this point.
11) 1 minute before the start of the Warm Up Lap – Display of 1 Minute Board on the grid.
    At this point, all team personal except the mechanics will leave the grid. The mechanics will, as quickly as possible, assist the rider to push start the machine and will then vacate the grid.
12) 30 Seconds before Warm Up Lap – Display of 30 Second Board on the grid.
    All riders must be in position on the grid with engines running. No further assistance from the mechanics is permitted. Any rider who is unable to start his machine must remove it to the pit lane, under the control of grid marshals, where he may make further attempts to start it or change machine. Such riders may start with warm up lap from the pit lane and will start the race from the back of the grid.
13) Estimated 2 minutes before the Start of Race – Green flag waved to start the warm up lap.
    Any rider who stall their engine on the grid or who has other difficulties must signal by raising an arm. Attempting to restart the motorcycles on the grid is not permitted. Under the supervision or assistance of an official the rider and machine will exit the grid to the pit lane as quickly as possible where mechanics may provide assistance. Such riders may start the warm up lap from the pit lane and will start the race from the back of the grid, provided they exit before the pit lane closed and reach the grid before the Safety Car. If they do not exit before pit lane is closed, they will start the race from pit lane. Team Personnel are not permitted to re-enter the grid after it has been cleared, unless instructed to do so by an official.
    The riders will make one lap, at unrestricted speed, followed by a safety car. The safety car will overtake the slow riders.

Any rider who arrived at the pit lane entry after the safety car must enter the pit lane and start the race from there.
As soon as the riders have passed the pit lane exit Light will be turned green, and any rider waiting in the pit lane will be permitted to join the warm up lap.
Thirty seconds later, the light will turn red and the marshal will display a red flag Closing the pit lane exit. On returning to the grid the riders must take up their positions which the front wheel of their motorcycle up to or behind the front line and between the sidelines 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.
Any rider who encounters a problem with his machine 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 his arm. It is not permitted to attempt to delay the start by any other means. Attempting to restart the motorcycle on the grid is not permitted. Under the supervision or assistance of an official the rider and machine will exit the grid to the pit lane where mechanics may provide assistance.
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 the panels have been lowered and the safety car has completed its lap, 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.

14) A red light will be displayed between 2 and 5 seconds. The red light 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 will overtake slow rider.
If the red lights device is fed by normal power (electricity) supply, it must also be connected to a set of car batteries of to an U.P.S. (uninterruptable Power System) to provide power to the starting lights device if the electric line breaks down just at the moment of the start.
Any rider who anticipates to start or who is deliberately not place in starting box will be required to carry out the ride through procedure.
The motorcycle must be stationary at the time the red lights are turned off.
Anticipation of the start is defined by the motorcycle moving forward at the time the red lights are turned off. In the case of a minor movement and subsequent stop whilst the red lights are on, the race director will be sole judge of whether as advantage has been gained.
The Race Direction will decide if a penalty will be imposed and must arrange for the team to be notified of such penalty as soon as posible.
15) If, after the start of the race, a rider stalls his machine, 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 into the pit lane where his mechanics may provide assistance.
16) After the riders have passed the exit of the pit lane, the official situated at this exit will display a green light to start any riders still in the pit lane.
17) 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 waived from the Starter's rostrum and the red light stays on.

- The "Start Delayed" board is displayed from the Starter's rostrum and a marshal will waive a yellow flag at each row and 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) that caused the Start Delayed procedure may be removed to the pit lane regardless what work is needed to restart the machine. If they can be restarted the rider may start the warmup lap from the pit lane, and will start the race from the back of the grid.
- After display of the Start Delayed board, a maximum of 2 mechanics per rider are allowed on the grid. Only tyre warmers, stands, started engines and hand carried tools are allowed, no generators are allowed on the grid.
- Only essential officials are allowed on the grid, no media, guests, umbrella-holders or other team personnel will be permitted, with the exception of camera crew(s) authorized by the organisers.
- The start procedure will be re-commenced at the 3 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.
- Following the 1 minute and 30 second boards, the riders will complete an additional warm up lap. 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, and may be penalized with one of the following penalties:
  Fine - ride through - disqualification - withdrawal of Championship points.

18) Quick Start or Restart Procedure
When a race is stopped, riders must return to the pit lane, unless otherwise instructed by officials. If there is to be a restart, the following procedures will apply as follows:

- Upon arrival in the pit lane, repairs and adjustments may be made to the motorcycle.
- Refueling is not permitted, unless otherwise stated by race direction. Any bike that enter into the pit box will be considered retired
  and won't be allowed to restart.
- When all riders have entered the pit lane the Race Director will announce the time remaining to the re-opening of the pit lane, which will be a minimum of 5 minutes
- When the time period has lapsed, 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 rider will have to start the warm up lap from the pit lane and will start the race from the back of the grid.
  a) 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.
  b) One mechanic only, per rider, may go into the grid (without tools) to primarily indicate to his rider his position on the grid. In the case that the restarted race involves new grid position, the mechanic should avail himself to his rider's new grid position (from the classification displayed on the timing screen or from officials who will be positioned at the entry point to the grid with the revised starting grid information.
  c) Riders will arrive back on the starting grid and stop in their grid position, with engines running, no adjustments may be made. Any rider requiring repairs or adjustments on the sighting lap from the pit exit must enter to the pit lane.

d) As soon as the Safety Car arrives on the back of the grid, a 30 seconds board will be displayed at the front of the grid. At this point the mechanics must immediately leave the grid by the quickest route. The 30 seconds may be reduced at the discretion of the Race Direction when the grid is cleared and it is considered safe.
e) After 30 seconds have elapsed and/or the grid is cleared, a green flag will be shown to start the warm up
f) The riders will make one warm up lap at unrestricted speed, followed by a Safety Car. When the last rider has passed the pit exit it will be opened for a period of 30 seconds to released any rider waiting. After 30 seconds, the pit lane exit will remain closed until after the start of the race. Any rider not able to leave the pit exit whilst it is open will start the race from the pit exit. Any rider delaying the progress of the warm up will be overtaken by the Safety Car.
g) Upon arrival back at the starting grid the normal start procedure will be followed, with the start signal given in the normal manner.
h) 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. In the case of two or more riders, they will take up the last grid positions in order of their grid positions.
Any rider arriving at the pit lane entry point after the Safety Car must enter the pit lane and start the race from the pit lane exit.
i) After the start signal has been given and the last rider has passes the pit exit, the pit exit will be closed. Any riders still in the pit lane may then start the race.
j) The Quick Start procedure may be invoked by Race Direction as necessary in cases other than an interrupted race (for examples a delayed start procedure).

21. RIDE THROUGH PROCEDURE

During the race, the rider will be requested to ride through the pit lane, stopping is not permitted. He may then join the race. The rider must respect the speed limit **(Art. 24.20)** in the pit lane. In case of infraction of this speed limit, the ride through procedure will be repeated; in case of a second infraction of this speed limit, the black flag will be shown to the rider.
In the event of a restarted race, the above regulations will also apply. In the case of a race interrupted prior to the penalty being complied with, and if there is a second part, the rider will be required to ride through after the start of the second part of the race.
In the case of a rider carrying forward a penalty for anticipation of the start into the second part of an interrupted race and subsequently found to have anticipated the second start, the rider will be shown the black flag.
A yellow board (100cm Horizontal x 80cm Vertical) displaying the riders number (black colour) will be shown at the finish line and the information will also be displayed on the time keeping monitors.
Failure by the relevant rider to ride through,having been shown the board 3 times, will result in that rider being shown the black flag.
In the case where the organization has been unable to carry out the Ride through penalty before the end of the race, the relevant rider will be inflicted with a time penalty of 20 seconds.

22 LONG LAP PENALTY PROCEDURE.

During a race, a rider may be instructed to complete the Long Lap Penalty procedure. The rider must ride through the pre-defined route, which is on an unpainted asphalt runoff area defined by white lines on either side.

Instructions and information given during the event will be officially communicated to the team via Timekeeping monitors. The team may also display any physical sign board if they wish.

Instructions and information may be double by the presentation of visible boards (80cm horizontal X 100cm vertical) displaying the riders numbers (black colour) shown at the start/finish line.

During the race, the count of the number of laps to comply with penalties will start on the first crossing of the finish line after the rider has been sent the dashboard or board message.

If the rider does not comply, within 3 laps of the penalty notification, the rider will be penalised with a 2X Long Lap Penalty or other penalty as decided by the Race Direction.

In the case of a 2X Long Lap Penalty being given, these 2X Long lap Penalty must be completed within 5 Laps of the penalty notification.

If the rider does not complete this 2X Long Lap Penalty, within 5 laps of the penalty notification, they will be pinalised with a ride through (or other penalty as decided by the Race Direction)

The rider must stay within the lines defining the Long Lap route, infractions may result in the penalty being repeated, or other penalty applied as decided by the Race Direction.

The rider carrying out the Long Lap penalty is responsible for leaing and rejoining the track to follow the designated route, in a safe manner without disturbing or endangering other riders. Infractions will be strongly penalised.

Overtaking is forbidden within the Long Lap route.

The penalty must not be carried out when there are yellow flags covering the penalty area, in the caseextra lap(s) will be added to the number of laps allowed to comply if the area is unusable due to yellow flags.

In the case where the organisations has been unable to, or has decided not to signal the long lap penalty before the end of the race, the relevant rider will be inflicted with an equivalent time penalty, or other penalty applied as decided by the Race Direction.

In the case of a race interrupted prior to a long lap penalty being carried out, the relevant rider will be required to carry out a long lap penalty in the second part if the race restarted, or other penalty such as an equivalent time penalty, as decided by the Race Direction.

The Long Lap route and equivalent time penalty will be notified to the teams prior to the first practice session.

23. "WET" AND "DRY" RACE

There will not be any declaration of wet or dry race. The decision of using wet or dry tyres is solely up to the team or rider decision. A race will not be interrupted for climatic reasons except for extraordinary events and riders who wish to change tyres must enter the pits and do so during the actual race.
Only MSBK1000, MSBK600 and MSBK250 if during the 'WARM UP' before the race 1 or race 2 it starts to rain and up to the discretion of the race direction to decide if it is dangerous to race the slicks, the race direction will then instruct all course marshals to show the red flag. At this time all riders must enter the pits to change their tyres from slick to wet. When the last bike enters the pit lane a 7 minute countdown will start. All bikes must finish changing their tyres within the 7 minutes and must exit the pits before the 7 minutes is over. A restart will be done and there will be minus of laps depending on the circuit venue. The start of the race will then be a quick start procedure (please refer to **Art.18** from point 3 onwards.). No refueling is allowed.Only 3 crew members is allowed to work on the bike in the pit lane.

24. BEHAVIOR DURING PRACTICE, QUALIFYING AND RACE

24.1 Riders must obey the flag signals, and the boards which convey instructions which is presented by the officials. Any infringement to this rule will be penalized according to Art. 30

24.2 Riders must ride in a responsible manner for safety reasons and which does not cause danger (Dangerous Riding) to other Rider (s), either on the track or pit lane. Any infringement of this rule will be penalized as follows

a) During Practice or Warm up
   - A Fine of RM100.
   - Penalty "Start Back Of The Grid" can be added by the Race Direction.

c) During Qualifying
   - A Fine of RM250.
   - A Long Lap or Ride Through penalty during Race 1 can be added by the Race Direction.

d) During Race
   - A Fine MINIMUM RM300.00 and above.
   - Disqualification can be added by the Race Direction.
   - A Long Lap or Ride Through Penalty can be added in the following Race.

* Note: The Race Direction may further penalised the rider if deem the actions of the Rider for this infringement were very dangerous refer Art. 25

24.3 Rider(s) are forbidden to cross white line or track limit (if any) at all time.
Riders should use only the track and the pit lane. However, if a rider accidently 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 and safe to do so.. If the Rider takes advantage he/she will be penalized as follows:

i) During Practice, Qualifying and Warm Ups:
   - Cancellation of lap time concerned

ii) During Race :
- Before final lap a maximum of 2 warnings will be shown. If more then 2 warnings has already been given the rider will be penalized with a Ride Through penalty and if not possible a time penalty of 20 seconds will be added from the final results.

- During final lap, Any infringement of this rule on the last lap of the race that may have affected a race result must indicate that the rider in question was diadvantaged by exceeding the track limits. If the Race Direction decide that there is no clear disadvantage, the rider will be penalised with a change of position or time penalty decided by Race Direction. Additional penalties (such as penalty points - fine - ride through - disqualifacation - withdrawal of Championship points) may also be imposed.

24.4 Rider is forbidden to stop,slow down or block any other rider on the track during practice and qualifying.
Any infringement of this rule will be penalized as follows:
i) During Practice & Warm Up:
- A Fine RM100.00

ii) During Qualifying.
- A Fine of RM300.00
- A Ride Through Penalty can be added by the Race Direction.

24.5 For safety reasons all Riders must ride with both hands holding the handle bar at all time during practice,qualifying and race, failing which the rider will be penalised with a fine of minimum RM100. The Race Direction may further penalised the rider if deem the actions of the Rider for this infringement were very dangerous or gaining advantage.

24.6 Removal of Non-Running Machines.

24.6.1 After crash or technical problem, any non-running machine on the track or in run-off areas must be taken immediately behind the first line of protection by the marshals.

24.6.2 Machines must not be restarted on the track or run-off area. They must be moved to the service road(or in a safe and protected place in case of absence of service road), where assistance to restart may be provided.

24.7 Repair and Adjustments.

24.7.1 All repairs or adjustments must take place behind the first line of protection (e.g., in the service road or in a safe and protected place).

24.7.2 Only the rider may perform repairs or adjustments, with no outside assistance other than help from marshals.

24.8 Restart Assistance.

24.8.1 Marshals may assist the rider in pushing the machine and attempting to restart (in the service road when existing).

24.8.2 Push-starts are not permitted on the track side of the first line of protection under any circumstances.

24.9 Machines Running after a Crash.

24.9.1 Machines that remain running after a crash are free to rejoin the track and continue the session.

24.9.2 If marshals reach a machine with the engine still running, they should check for any obvious dangers, such as significant damage or fluid leaks. If the machine is not considered safe to rejoin, whilst they may not be able to stop the rider, they should give the rider a clear signal to stop.

24.10 Any repairs or adjustments along the race track must be made by the rider alone with absolutely no outside assistance. The marshal may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made. The marshal may then assist him to restart the machine.

24.11 If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals. Should a rider crash during any practice or qualifying session and wish to re-join the session, then at the discretion of the track marshals, he may re-join the track and must proceed directly to the pit lane. The rider is responsible of the safety with his machine until he reaches the pit lane. His bike will be checked in the pit lane, for safety reasons, by the Technical Director (or his appointed deputy).

24.12 If the rider encounters a problem with the machine 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 machine in a safe place as indicated by the marshals.

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

24.14 Riders may enter the pits during the practice, qualifying & race but taking the motorcycle inside the pit box is not permitted during Qualifying and Race. Infringement of this rules will be panalized with a disqualification.

24.15 Riders who stop their engines in their pits may be assisted to restart their motorcycle by the mechanics.

24.16 Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine (exception: Another rider or by another rider after the chequered flag or red flag).

24.17 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.

24.18 No signal of any kind may pass between a moving motorcycle and the riders team or anyone connected with the motorcycle's entrant or rider except for the signal from the time keeping transponder, from on-board cameras, or legible messages on a pit board or body movements by the rider.

24.19 Riders in the top 10 position may be required to carry two "on-bike" cameras on their motorcycle. The cameras and associated equipment will be carried during all practice sessions and the race where it is impractical to supply cameras and racing, then the company designated for the supply of the equipment of equivalent weight, size and mounting location to the functioning equipment.Cameras and other equipment, functioning or dummy, will be supplied to the designated Teams by, at the latest 1400hrs on the day proceeding the first day of practice at an event. Teams must give reasonable access and assistance to the company designated for the for the supply of the camera equipment to facilitate the mounting of the equipment.

24.20 A speed limit of 60km/h will be enforced in the pit lane at all times during the event. Riders must respect the speed limit from where the sign 60km/h is placed up to where the sign 60km/h crossed out is placed. Any rider found to have exceeded the limit during the practice will be subject to the prevailing a fine of **RM50.00** for the first offence. Repeat offences at the same event will incur a higher fine each time, and any rider committing 3 offences at a single event may also be subject to further penalties from the Race Direction.

24.21 During practice sessions and warm ups, practice starts are permitted;

i) When it is safe to do so, at the pit lane exit before joining the track
ii) After passing the chequered flag at the end of practice sessions and warm ups 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 teams prior to the first practice session. Infringement of this rule will incur an instant fine of RM100.00

24.22 If any rider wishes to parade a flag or engage in any celebration after the chequered flag, they must ride to the side of the racing surface location to collect the flag and/ or perform any celebrations and then rejoin the circuit when it is safe to do so. It is forbidden to stop or slow down on the start-finish straight after the chequered flag for any celebrations of any kind.

24.23 After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane/parc ferme.

24.24 Any rider or team whose motorcycle spill oil on the track causing interruption of practice, warm up or race twice in the same event will be penalised with a fine of RM500 by the Race Direction.

24.25 Any rider whose machine enters the pit box or in the paddock during a race will be considered to have finished the race and **CANNOT re-enter the track.**

24.26 Any rider who enters the pit lane twice during the race, to make adjustment (for other reason than changing tyre), may be forbidden by Race Direction to re-join the race.

24.27 The onus of responsibility for the conduct of crew will at all times be with the entrant/ competitor. Any misbehaviour on the part of the crew will not be tolerated and the riders will be liable to exclusion from the event for any breach of these regulations or refusal to obey instructions from officials of the meet. No crews are permitted on the circuit at any time without the express permission of the Race Direction. Once the rolling lap has commenced, all crew will return to the pits (only on permanent circuit) or paddock.

24.28 Smoking and Drinking of any alcoholic beverages or intoxication by any other means (e.g. Narcotics) is absolutely forbidden in the paddock, pit or its surrounding. Any rider's, crew's or his/her guest found guilty of such an offence will be Fine a minimum of RM100 by the Race Direction.

24.29 At all times during pre event and race weekend, no revving of race bike is allowed inside the pit box. All revving of race bike must be done at the front of pit box with the exhaust facing the pitlane.

24.30 No testing of race motorcycles is allowed within 10km radius of the race venue.

24.31 Crew/Riders/Team Managers are not allowed to ride any motorised vehicle on track before event (for track sighting). Only allowed by foot or bicycle.

24.32 Competitors must attend any and all meetings or briefings where this is required and/or scheduled by the SRs, ASRsm by the Clerk of the Course, or by the Stewards of the Event.

24.33 Competitors who do not attend this mandatory Briefing shall be reported to the MSBK Stewads for further action, which may include exclusion from the event and/or other disciplinary action deemed necessary, by the Stewards. Should the competitors be allowed to participate, a monetary fine of RM 1,000.00 will be imposed and the competitor must attend a separate briefing with the Clerk of the Course prior to taking part in the competition.

24.34 Competitors reporting late (beyond the specified time) for the briefing shall present himself/herself to the MSBK Stewards. Should the competitors be allowed to participate, the Competitor shall be penalised with monetary fine of RM 1,000.00 and must attend a separate briefing with the Clerk of the Course prior to taking part in the competiton.

25. PENALTIES

25.1 The Race Direction has the authority to further penalised the rider if deem the actions of the Rider which causes danger to other Rider(s) and also for in view of safety reasons. The penalties as follows:

i) During Practice and Warm Ups:
   - A time penalty of 20 seconds to be added on the final race results.

ii) During Qualifying:
   - Disqualification and Withdrawal of 10 Championship points.

iii) During Race:
   - Suspension on minimum 1 rounds of the Championship.
   - If any new evidence is found after the round is over the Race Direction will meet during the next round and impose the penalty to the Rider. All penalties can be brought forward to the following round or to the next calendar year of the championship.

25.2 All penalties can be brought forward to the following round or to the next calendar year of the MSBK championship.

26. PROTESTS

26.1 A protest is an action taken by the rider,team coordinator,team manager, team owner, officials etc. against another rider, team(s), officials etc.

26.2 Right of protest A protest can be lodged against:
- An entry of a Rider or a Team
- An alleged non-compliance of a machine with the MSBK regulations
- A classification established at the end of a practice or a race
- A presumed wrongdoing behaviour of a Rider, not seen or not sanctioned by the Race Direction, having occurred only during the round event

However, no protest may be lodge against an immediate decision made by Race Direction in the exercise of their duties, entailing or not:
- Penalties given in accordance with Art 30
- Penalties given in accordance with Art 24
- Any Ride Through Penalty
- Any Time Penalty
- Any Long Lap Penalty

No protest may be lodged against a decision of whether a rider is actively competing in the case of an interrupted race.
No protest may be lodge against the results of Photo Finish decision by the Race Direction.

26.3 Procedure and time limit for protest All protest must be submitted in writing and signed only by the person directly concerned.
Each protest must specify:
- The relevant regulations
- The concerns of the protesting party
- Against whom the protest is lodged (when relevant)

Each protest must refer to a single subject only and the intention to protest must be notified to the Race Direction through the Secretary of the Meet within 30 minutes of the publication of the results. The protest must then be notified in writing or withdrawn within 1 hour at the latest after the publication of the results. A protest against the eligibility of a rider or team or a motorcycle to enter a class or event, must be made before the start of the 1st official practice. A protest against a machine on technical control compliance grounds (eg. weight,noise, materials, etc.) may be made after the start of the official practice.

26.4 Security Deposit for protest Protest must be handed to the Secretary of the Meet together with the security deposit of RM500 per single subject matter. This security deposit may only be returned if the protest is upheld In the case of protest referring to the alleged non-compliance of machines with the regulations and requiring the dismantling and reassembly of clearly defined part of a machine, an additional deposit of RM2000 will be needed as security deposit per part of a machine. This additional deposit must be paid by the protester within 30 minutes upon notification of the Race Direction and before the dismantling has started.

26.5 Hearing of a protest After an immediate hearing, The Race Direction must make a decision on any protest presented. The protest has to be judged according to the provisions of the regulations

26.6 The decision of the Race Direction of determination of the penalty is immediate.

26.7 Appeals An appeal is an action taken by rider or team affected by a decision issued by Race Direction (whether arising from a protest or otherwise)

26.7.1 Right to appeal The rules concerning appeals against Race Direction are:

i) To the MSBK MAM Stewards against a decision of the Race Direction. However, no appeal may be lodge against made by Race Direction in the exercise of their duties, entailing or not:
- Penalties given in accordance with Art 30
- Penalties given in accordance with Art 24
- Any Ride Through Penalty
- Any Time Penalty

No appeal may be lodge against the results of Photo Finish decision by the Race Direction.

ii) To the MAM against a decision MSBK MAM Stewards However, no appeal may be lodge against made by Race Direction in the exercise of their duties, entailing or not:
- Penalties given in accordance with Art 30
- Penalties given in accordance with Art 24
- Any Ride Through Penalty
- Any Time Penalty

No appeal may be lodged against a decision of whether a rider is actively competing in the case of an interrupted race. No appeal may be lodge against the results of Photo Finish decision by the Race Direction.

26.7.2 Time limit for the lodging of an appeal:
i) Against the decision of the Race Direction 30 minutes
ii) Against the decision of MSBK MAM Steward 3 Days, The time limits shall be taken from the date and time of receipt of the decision by the appellant.

26.7.3 The statement of appeal must be submitted in writing to the MSBK MAM Stewards and through electronic mail to MAM

26.7.4 Security deposit:
The appeal must be handed to the Secretary of the Meet together with the security deposit of RM3000 per single subject matter. This security deposit may only be returned if the protest is upheld.

26.7.5 Time limits to be observed for appeal hearings:
The MSBK MAM Stewards must be convened to examine an appeal immediately after the brief of appeal is received. The MSBK MAM Stewards must in all cases announce a decision immediately following the hearing of the appeal.
The MAM must convened to examine an appeal not later then 2 weeks after the brief of appeal is received.
MAM must in all cases pronounce a decision within 1 week after the brief of appeal is received.

* Note: All payment for the above must be made in cash in Ringgit Malaysia when submitting the protest/appeal letter

27. INTERPRETATION OF REGULATIONS

27.1 Only the Race Director can give binding information about the event, or in his absence, his deputy.

27.2 In the case of any dispute, the interpretation of this Sporting & Technical regulation, the Additional Supplementary Regulations is up to the Race Director.

27.3 For any rules not stated in this regulation, the interpretation of the rules set by MAM and FIM will be applicable.

27.4 The Organiser reserves the right to modify or supplement the present regulations if considered necessary for reasons of safety, force majeure or by order of the authorities or to cancel the event in case of any extraordinary circumstances should arise, without any obligations for indemnification.

28. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

28.1 Instructions may be given by the Race Director to Teams and/or Riders by means of special circulars in accordance with the Regulations. Circulars will be posted on the official notice board and given to each team representative.

28.2 All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board.

28.3 Any communication from the Race Director to a team or rider must be communicated in writing. Similarly, any communication from a team or rider to the Clerk of the Course/Stewards of the Meeting must also be made in writing.

29. TIMING SYSTEM

The Organiser will be responsible for providing the timing system during the event. However, all participants MUST carry their own transponder for the timing. The transponder unit must be compatible to the system used by the Organizer.
All motorcycles must have a correctly positioned timekeeping transponder. The transponder must be fixed to the motorcycle in the longitudinal centre of the motorcycle (typically close the swing-arm pivot), on either the left or right side, as low as possible and avoiding being shielded by carbon bodywork. Any transponder retaining clip must also be secured by a tie-wrap. Velcro or adhesive alone will not be accepted. The transponder must be working at all times during practices and races, also when the engine is switched off.
If for any reason, participant do not posses own transponder, a rental rate of RM200 and a deposit of RM200 will be charged for using Organizer's transponder.

30. FLAGS AND LIGHTS USED TO PROVIDE INFORMATION AND INSTRUCTIONS

Marshals and other officials will display flags to convey information to the Riders All Flags will be waved. All flags are presented waves.
LED Light panels will be used in addition to or instead of, flags and may have slight variations in appearance compared to the flag due to technical constraints.
Flags and LED Lights on track are both official signals.

30.1 **Green Flag:**

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

30.2 **Yellow and Red Stripped Flag:**

i) The adhesion on this section of the track could be affected by any reason.
ii) The flag must be shown waved at the flag marshal post.

30.3 **Blue Flag:**

i) Shown waved at the marshal post, overtaking signal, the blue flag indicates to a rider that he is about to be overtaken by one or more faster motorcycles.
ii) During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider pass him.
iii) During the race, the rider concerned is about to be lapped. He/she must allow the following rider(s) to pass him at the earliest opportunity.
iv) Infringement of this rule will be penalized with the following penalties:
   a) During 1st Practice - Warning.
   b) During 2nd Practice or Warm up.
      - A Fine of RM100.00 for 1st Time Offender
      - A Fine of RM200.00 for 2nd Time Offender
   c) During Qualifying.
      - A Fine of RM300.00
   d) During Race.
      - A Fine of MINIMUM RM500.00 and above.
      - A Ride Through Penalty can be added by the Race Direction.

   * Note: The Race Direction may further penalised the rider if deem the actions of the Rider for this infringement were very dangerous refer Art. 24

30.4 **Chequered Black/White Flag:**

i) This flag will be waved at the finish line on track level to indicate the finish of the session.
ii) Infringement of Crossing Chequered flag more than once after being shown will be penalized with the following penalties.
   a) During Practice/Qualifying/Warm Up.
      - Warning for 1st Time Offender
   b) During Practice/Qualifying/Warm Up.
      - A Fine of RM100.00 for 1st Time Offender during RACE.
      - A Fine of RM200.00 for 2nd Time Offender.
      - A Fine of RM300.00 for 3rd Time Offender.

30.5 **Chequered Black/White Flag and Blue Flag:**

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

30.6 **Yellow Flag:**

Shown waved at each at the starting grid, this flag indicates the start of the race is delayed. Waved at one row (or more) of the starting grid, this flag indicates that rider on that row is having difficulties.

i) A single yellow flag waved at the flag marshal post indicate that there is a danger ahead beside the track.
ii) Two yellow flags waved together at the flag marshal post indicate that there is hazard wholly or partly blocking the track.
iii) The Waving of a single or double yellow flag does not signify a degree of danger, but only the location of the incident.
iv) The riders must slow down and proceed with caution. During practice and warm up sessions, the lap time of riders passing a yellow flag(s) will be cancelled.
v) Overtaking is forbidden up until the point where the green flag is waved.
iv) Any infringement of this rule will be penalized with the following penalties:

a) During Practice/Warm Up
- **Best Lap Time Cancel**

b) During Qualifying
- A Fine of RM100.00 and Best Lap Time Cancel for 1st Time Offender
- A Fine of RM300.00 and Start from the pit lane for the race for 2nd Time Offender.

c) During Race.
- If immediately after overtaken, the rider realise that he/she committed an infraction, he/she must raise the hand let pass the Rider (s) they overtaken. In this case no penalty will be imposed.
- If the rider does not let pass the Rider (s) they overtaken a time penalty owill be imposed in lieu of penalty where necessary, and further penalties may also be imposed.

* Note: The Race Direction may further penalised the rider if deem the actions of the Rider for this infringement were very dangerous refer Art. 24

During the final inspection lap, the flag must be waved at the exact place where the flag marshal will be positioned during the practice, the warm ups and races.

30.7 **Red Light/Green Flag:**

i) Race starting
ii) The Red lights will be switched on at the start line for between 2 and 5 seconds and will be switched off to start the race.

30.8 **Red Flag or Red Light:**

i) When the race or practice is being interrupted, the red flag will be waved at each marshal post and the red lights (if made available) around the track will be switched on.
ii) In the final race session all riders must return slowly to the Start /Finish line.
iii) In a practice/qualifying session, riders must return slowly to the Paddock.
iv) When the pit exit is closed, this flag will be shown at the pit lane exit and light (if made available) will be switched on. Riders are not allowed to exit the pit-lane.

v) Any infringement of this rule will be penalized with one of the following penalties:
   a) During Practice/Qualifying/Warm Up/Race
      - A Fine RM 100.00 for 1st Time Offender
      - A Fine RM300.00 for 2nd Time Offender

   * Note: The Race Direction may further penalised the rider if deem the actions of the Rider for this infringement were very dangerous refer Art. 24

vi) The red flag will be shown motionless at the starting grid at the end of sighting lap and at the end of the warm up lap.
vii) The red flag may also be used to close the track.

30.9 **Black Flag with Number on Yellow Signalling Board:**
i) This Flag is designed to convey instructions to one rider only and is displayed waved at the start/finish line together with the rider's number. The rider must stop at the paddock at the end of current lap. He/she cannot restart when this flag results from a penalty
ii) Report to Race Direction at once.
iii) Infringement of this rule will be penalized with the following penalties:
   a) During Practice/Qualifying/Warm Up/Race
      - A Fine RM200.00

   * Note: The Race Direction may further penalised the rider if deem the actions of the Rider for this infringement were very dangerous.

30.10 **Black Flag With Orange Disk (Æ 40 cm):**
i) This flag is used to convey instruction to one rider only and is displayed at Finish Line on track level together with the rider numbers.
ii) The flag informs the rider that his motorcycle has mechanical problem. likely to endanger himself or others, and that he/she must mmediately leave the track.
iii) The rider cannot join the track unless autherised to do so by an official.
iv) Any infringement of this rule will be penalized with the BLACK FLAG Infringement rules.

30.11 White Flag with diagonal red cross
(stroke width of the cross: between10 and 13 cm)
i) Drops of rain on this section of the track including rain affecting the track surface.
ii) This flag must be waved at the flag marshal post.

* Note: The Race Direction may further penalised the rider if deem the actions of the Rider for this infringement were very dangerous refer Art. 24.

Penalties imposed during a race will be officially communicated to the team via Timekeeping and television monitors.
The team may also display a physical sign board for their rider if they wish.
The count of the number of laps to comply with the penalty will start on the first crossing of the finish line after has been sent the message.
If the rider does not comply within the required diatance or number of laps, they will be further penalised.

30.12 **Flag Dimension**
The flag dimension should be 80cms in the vertical and 100cms in the horizontal.
The flag dimension will be checked the day preceding the day of the first practice session.

30.13 **Flag colour**
The Pantones for the colours are as follows:

Orange	:	Pantone 151C
Black	:	Pantone Black C
Blue	:	Pantone 298C
Red	:	Pantone 186C
Yellow	:	Pantone Yellow C
Green	:	Pantone 248C

The flags colours will be checked the day preceding the day of the First practice session.

30.14 Rider's number board
Black board (70cm horizontal x 50cm vertical) which enables the race number of a rider to be attached with a set of numbers in white, whose stroke width is minimum 4cm and height minimum 30cm. This board must be available at each flag marshal post.

30.15 Flag Marshals posts
The location will be fixed during the circuit homologation.

30.16 Marshals Uniforms
It is strongly recommended that marshals' uniforms to be in white or orange (Ref. Pantone 151C) and the raincoat to be transparent.

31. MEDICAL CARS

The medical cars, if they are to go on the track, must be equipped with yellow flashing lights. The words " MEDICAL CAR" should be clearly indicated on the back and the sides of the car.

32. FINISH OF THE RACE AND RACE RESULTS

32.1 When the leading rider has completed the designated number of laps for the race, he will be shown a chequered flag and by an official standing at the finish line.
The chequered flag will continue to be displayed to the subsequent riders. When the chequered flag is shown to the leading rider, no other rider will be permitted to enter the track from the pit lane.

As soon as the chequered flag is shown to the leading rider, the red light will be switched on at the pit lane exit and a marshal showing a red flag will stand in the pit lane exit.

If a rider(s) closely proceeds the leader during the final lap before the finish line, the official will show to the rider(s) and to the leader simultaneously the chequered flag and the Blue flag. That means that the race is finished for the leader while the rider(s) closely proceeding to the leader has (have) to complete the final lap and take the chequered flag.

In the case of the chequered flag being displayed late (after the leading rider has completed the desinated number of laps), the race is deemed to have been completed at the end of the lap when the leading rider completed the designated number of laps.

32.2 In case of a photo – finish between two or more riders, the decision will be taken in favour of the competitor whose front wheel leading edge crosses the plane of the finish line first. In case the rider is not in contact with the machine, the finish time is determined by the first part of the rider or machine to cross the finish line, whichever arrives last.
In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.

32.3 The results will be based on the order in which the riders cross the line and the number of laps completed.
In case the rider is not in contact with the machine, the finish line, whichever arrives last.

32.4 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.
b) Cross the finish line on the race track (not in the pit lane) within 5 minutes of the race winner. The rider must be in contact with his machine.

32.5 The riders placed in the first three positions in the race will be escorted by officials, as quickly as possible, to the podium for the awards ceremony. Participation in the podium ceremony by the first three riders is compulsory.

32.6 A new lap record for the circuit can only be established by a rider during a race.

32.7 Both for the practice and the race, the lap time is the substraction of the time between two consecutive crossings of the finish line painted on the track.

32.8 In all cases, any infractions including but not limited to track limits and advantage gained will be taken into account when determaining the validity of the lap. This includes cases where the machine and rider are separated, in which case both machine and rider will be taken into account in determining infractions.

33. INTERRUPTION OF A RACE

33.1 If the Race Director decides to interrupt the race at any point from the start of the warm up lap onwards, when red flags will be displayed at the finish line and at all marshals post and around the circuit. Riders must immediately slow down and return to the pit lane.
The results will be the results taken at the last point where the leader and all other riders on the same lap as the leader had completed a full lap without the red flag being displayed.
Exception: if the race is interrupted after the chequered flag, the following procedures will apply:

- For all the riders for whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
- For all the riders for whom the chequered flag was not shown before the interruption , a partial classification will be established at the end of the penultimate lap of the race.
- 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 participation 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 and riding on their motorcycle, will not be classified.

33.2 If the results calculated show that less than three (3) laps for MSBK1000 & MSBK600, two (2) laps for MSBK250 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. The Race Direction will inform the teams and riders the new number of race laps.
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.

33.3 If three (3) laps for MSBK1000 & MSBK600, two (2) laps for MSBK250 or more have been completed by the leader of the race and all other riders on the same lap as the leader, but less then two-thirds of the original race distance, rounded down to the nearest whole number of laps, then the race will be re-started according to article 34.4. if it is found impossible to re-start the race, then the results will count and half points will be awarded in the Championship.

33.4 If the results calculated show that two thirds of the original race distance rounded down to the nearest whole number of laps have been completed by the leader of the race and by other riders on the same lap as the leader, then:
The race will have deemed to be completed and full Championship points will be awarded.

33.5 For the purpose of these regulations "active" and "actively competing" are defined as the rider riding on track, or attempting to repair/restart the machine, or to rejoin the track or return to pit lane. Race Director will be the sole judge of whether a rider is actively competing, and no appeal is possible against the Race Director decision.

34. RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

34.1 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 Race Director will announce a time for the new start procedure to begin which, which conditions permitting,

34.2 The results of the first race must be available to teams before the second part of a race can be started.

34.3 The start procedure will be the same for all classes and will follow the Quick Restart Procedure, **Article 23(18)** unless informed by Race Direction.

34.4 Condition for the re-started race will be as follows:

i) In the case of situations described in **article 33.2** above:
- All riders may start, including riders who may not have completed the sighting or warm up lap for the original start.
- Motorcycles may be repaired. Refueling is not permitted.
- The number of laps of the second race will be the number of laps required to complete two thirds of the original race distance rounded down to the nearest whole number of laps with a minimum of 4 laps.
- The grid position will be as for the original race.

ii) In the case of situation described in **article 33.3** (less than two thirds completed) and **article 33.4** (two third completed) above;
- Only riders who are classified as finishers in the first race may restart. To be able to re-start the rider must enter pit lane, riding or pushing their motorcycle, within 5 minutes after the red flag was displayed in the interrupted race.
- Motorcycles may be repaired and Refueling is not permitted.
- The number of laps of the second race will be number of laps required to complete two third of the original race distance rounded down to the nearest whole number of laps with a minimum of 2 laps.
- The grid position will be based on the finishing order of the first race.
- The final race classification will be established according to the position and the consolidated number of laps of each rider at the time he crossed the finish line at the end of last part of the race. Provisions of **Art 33.4** will apply.

34.5 Any start position penalties applying to a rider in the first race, e.g. a drop of grid position or starting the race from pit lane, will be considered to have been served at the original race start and will not apply to the restart race.
In case of **Art. 34.2** (race Interrupted with less than 2 laps completed) the new start will be completely new race so therefore existing start position penalties will apply.

34.6 Should a re-started race be interrupted and Race Direction deems it possible to re-started, then the conditions for a further re-start will follow **Art. 34.4**, with the race distance and results defined as follows:
For all classes
- If the re-started race is interrupted when 4 or more laps for MSBK1000& MSBK600, more three (3) laps for MSBK250 have been completed, the race will be deemed to have been completed and full Championship points awarded. The race classification will be according to **Art.15.1**
- If the re-started race is interrupted when less than 4 laps for MSBK1000 & MSBK600 have been completed, the race would be re-started a further time if possible, and Race Direction will determine the number of laps with a minimum of four(4) laps for MSBK1000 & MSBK600, The grid will be based on the results of this interrupted race provided 3 or 4 full laps were completed (a race of less than 3 laps will be null and void and will not determine the grid or eligibility for a restarted race).
For MSBK250 when less then 3 laps have been completed, the race will not be re-started for the third race. Half Championship points will be awarded. The race classification will be according to **Art.15.1** If the second race is re-started and non of the races (original or subsequent re-starts) have completed 2 or more laps, then the race is deemed to be cancelled and no Championship points will be awarded.
- If that further re-started race (third race) for MSBK1000 & MSBK600 is interrupted when less then 4 laps have been completed, no further restarted will be made. The race results will then be determined by the first part of the race and full Championship points awarded, provided that in the first part of the race 4 laps or more have been completed.
- If the first race is re-started and non of the races (original or subsequent re-starts) have completed 5 or more laps, then the race is deemed to be cancelled and no Championship points will be awarded.
- Race Direction may reschedule re-started races in the programmed as necessary.

35. CHECK AREA

At the end of the race, or the final part of the race that has been interrupted, all the crew motorcycles must be removed to a check area pending inspection by the Technical Stewards or potential protests. Machines will normally be released from the check area 30 minutes after the finish of the race.

36. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

36.1 Instructions may be given by the Race Director and/or Clerk of the Course to Teams and/or Riders by means of special circulars in accordance with the Regulations. Circulars will be posted on the official notice board and given to each team representative.

36.2 All classifications and results or practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board.

36.3 Any communication from the Race Direction, the Permanent Officials of the Clerk of the Course to a team or rider must be communicated in writing. Similarly, any communication from a team or rider to the Race Direction, Permanent Officials or the Clerk of Course must also be in writing.

37. PIT STOPS

Riders may enter the pit lane (but must not cross the line into the pit box) during the race. Refueling is strictly prohibited. Any infringement of this rule will be penalized with a disqualification.
The following procedure will also apply for all seasons:

i) Riders who wish to change tyres in the pit lane must stop in front of their garage and turn off the engine. The use of power tools (maximum two at the same time, electric or pneumatic) is allowed.
ii) Stands of lifts must operate manually and cannot be power assisted.
iii) The use of an auxiliary starter and/or or a booster battery is not allowed to restart the motorcycle.
iv) A marshal will monitor the situation and report any infringement of this rule which will be penalized by the Race Direction with a ride through.
v) During the pit stop, adjustments to the motorcycle are allowed.
vi) Only 3 crew members are allowed to change the tyres. Infringement of this rule will be penalized by Race Direction.
vii) A pit stop without a tyre change is not affected by this rule.

38. TEAM PERSONNEL IN THE PIT LANE

For safety reasons, the following rules must be strictly respected:

38.1 Team personnel will not be permitted in the pit lane during practice, warm up and race of another class unless they are making adjustments to their motorcycle.

38.2 The maximum number of team personnel per rider in the working area in front of the pits is limited to:
- 6 for MSBK1000 and MSBK600
- 4 for MSBK250.

38.3 The maximum of team personnel per rider on the signaling platform is limited to 3 for all the classes.

38.4 It is not permitted to start the engine/revving engine of racing motorcycles inside the pit box (permanent or temporary box) at any time. Engines must be started in the pit lane or other location outside of the pit box or tent.

38.5 Motorcycle engine must be SWITCH OFF during any wheel change.

39. ORGANISERS RIGHTS

39.1 The organisers may abandon, cancel or postpone the competition due to not receiving more than 7 entries in each category or unforeseen circumstances. Should there be less than 7 entries in any one category the race will be amalgamated, with another to form a grid.

39.2 Distribute awards at their discretion due to unforeseen circumstances.

39.3 Exclude any vehicle whose appearance, condition or performance is not of a standard appropriate for the competition.

39.4 Refuse an entry without giving reason unless the competitor has scored points in previous rounds.

39.5 The Clerk of the Course has the right to stop a race or practise immediately due to any unavoidable circumstances.

39.6 The Organiser will arrange for public liability insurance for the event.

40. PROMOTER'S RIGHTS

All participants are prohibited from using caterers not registered with the Promoter.

41. ADVERTISING

41.1 Competitors are obliged to carry the Title Sponsor, Category Sponsor and co-sponsors advertising at designated spaces on the vehicle. The decision of the organisers is final. All such advertising must be in position before a vehicle can be scrutineered.

41.2 Any advertising carried by a competitor must be declared to the organiser for approval. The organiser's decision on this matter is final.

41.3 Competition numbers supplied by the organisers may be used for the duration of the event and must not be mutilated. Any branding on them must not be cut-off.

41.4 All form of media or public advertising by competitors or their sponsors must obtain the approval of the organisers for correctness before publicity under paint of an advertisement of at least the same size frequency in accordance with Part V: Article 11 of the NCR of the MAM.
The organisers shall not be held responsible for any delay in approving such advertising.

41.5 Rejection fee with the exception of the title sponsor for not carrying race sponsors advertising during the championship is as follows:

Category Sponsor	-	RM 1 000.00
Co- Sponsor	-	RM 500.00

This does not apply to the competition numbers.

42. PITWALL/PITLANE/PITS/PADDOCK AREAS AND PARKING AREAS

42.1 Please refer to the illustration of the pit wall, pitlane, pits, paddock areas and parking areas.

42.2 Pit allocation will be made by the organiser. Decisions are final and the pit allocation will be published, once the final entries have been confirmed.
There is no right to be allocated a specific pit. Each pit will be shared by several teams/ motorcycles.

42.3 There is no claim on a special pit wall, paddock areas and parking areas. Access and allocation of areas will be made upon instruction of the officials and their instructions must be strictly respected.

42.4 It is the responsibility of each competitor/team manager to ensure that team members are fully conversant with all pit rules. Any contravention by any team member may entail the exclusion of the rider from the race. To avoid allegations of misconduct, team members are encouraged not to stray into other team's pits unless invited or with specific permission to do so.

42.5 No vehicles may be driven in reverse in the pit lane. Immediate exclusion will / can result from such action. For safety, Race bikes are not allowed to be ridden in the Paddock (behind pits). The engines must be switch-off and the bikes must be pushed while in the Paddock.
Failure to comply will be reported to the Steward for the infringement and will be penalised.

42.6 Smoking and drinking of beer or alcoholic drinks are strictly prohibited in all areas between the pit and the pit wall. A penalty of RM300 will be imposed on anyone caught breaking these rules. Persons caught will be ejected from these areas.

42.7 Each team will be entitled to five (5) update pass comprising of 1 competitor, 2-pit wall crew and 2-pit crew. These passes must be worn in a prominent manner at all times. Only those wearing pit wall passes will have access to the pit wall.

42.8 In keeping with the status of the MSBK as a premier event, teams are encouraged to be properly attired at all times. Minimum acceptable: -
Cotton T-shirt, Jeans, Shoes and shorts. For safety reasons, Singlet, slippers and sandals are notallowed to be worn by pit crew.

42.9 Persons under 13 years of age (except competitors) are not permitted in the pit lane and pit. Children under the age of 12 are not allowed in the pits, pit lane or pit wall until the race has ended. An exception is made for glassed hospitality area in pits.
However, children are to be supervised by an adult at all times. Animals (of any kind) are not permitted in the circuit.

42.10 No spare motorcycles (unless scrutineered) or any other form of vehicle may be parked in the pits. Any such vehicle found in the pit of any team will be reported to the Stewards of the Meet for penalty up to exclusion. Illegally parked vehicles will be towed away at the owner's costs and an additional penalty of RM500 will be imposed on the owner.

42.11 **The use of motorized vehicles, skateboards or similar means of transportation by any parties at pit area are strictly prohibited. The organizer has the right to confiscate such vehicles until the end of the event. Only non-motorized vehicles are allowed at the paddock area.**

42.12 Large umbrellas may be used along the signalling wall to protect from rain and sun. They must be securely tied to the railing along the pit signalling area.

42.13. TECHNICAL CONTROL/IMPOUND BAY

Technical control/impound bay will be located in the paddock area designated as the technical checking area under the control of the chief technical scrutineer.
Motorcycle must be presented to the technical checking area and will be inspected under the name of rider within the time stipulated in the race programmed.

SIGNING-IN AND SCRUTINEERING.
Signing-In & Scrutineering and other formalities will be held at the paddock as follows:
MSBK250,MSBK600 & MSBK1000 : Fridays at 8.30am to 12.00pm

The Registration Documentation or Formalities and scrutineering shall be carry out one day earlier from published day.
The technical scrutineer will inspect the motorcycle for safety check, and may also at their discretion choose to check the motorcycle for technical compliance with other aspects of the regulations and re-inspect any motorcycle that has been involved in an accident.
At the end of any qualifying session and final race in any class, the selected motorcycles will be impounded in the technical control for 30 minutes.
At any one time, a maximum of two mechanics will be allowed at the technical control area to assist the technical scrutineer while the motorcycle is being checked.

i) All motorcycles used for the races must conform to the general specification of the declared motorcycle.

ii) All competitors who have purchased their own transponder MUST equip a 12V DC power supply on their bike to power the transponder (if the transponder type used is of not rechargeable type). The transponder must be mounted on the rear section of the motorcycle (at the rear of the seat).

iii) Rear Safety Lights.
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 into the paddock and the session is wet. All lights must comply with the following: example below:
- 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.

- 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 Technical Director. In case of dispute over the mounting position or visibility, the decision of the Technical Director will be final.
- The Technical Director has the right to refuse any light system not satisfying this safety purpose.

vi) Penalty for breach of Technical Regulation stated eligibility of motorcycle will be as below:

1st time offender	Fine RM1,000	+	disqualification for the particular round.
2nd time offender	Fine RM5,000	+	disqualification + banned 1 following race.
3rd time offender	Fine RM10,000	+	Disqualification and all Championship points will be deducted.

All Fine must be paid within 7 working days or The rider will be disqualified from the Championship for the year.

UPDATE ON SAFETY GEARS - 2026

PROTECTIVE CLOTHING AND HELMETS

i) Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, musters, hips etc.
ii) Linings or undergarments must not be made of a synthetic material which might melt and cause damage to the riders' skin.
iii) Riders must also wear Leather Gloves and Boots, which with the leather suit provide complete coverage from the neck down.
iv) Leather substitute materials may be used, providing they have been checked by the Technical Committee.
v) Use of a Chest and Back Protector is compulsory. A Penalty of RM500.00 will be penalized for not compliance of this rule.
vi) Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened. All competitors taking part are compulsor to use the "Double D" buckle with FIM approved standards helmet
vii) Helmets must be of the full face type (integral) and conform to one of the recognised international standards:

EUROPE	-	ECE 22-05 (only "P" type)
JAPAN	-	JIS T 8133:2007 (valid until 31.12.2025)
	-	JIS T 8133:2015 (only "Type 2 Full face")
USA	-	SNELL M 2010 (valid until 31.12.2025)
	-	SNELL M 2015
FIM	-	FRHPhe-01 - 2018 (FIM Racing Homologation Programme helmet)

Visors must be made of a shatterproof material.
Disposable "tear-offs" are permitted. Any question concerning the suitability or condition of the riders clothing and/or helmet shall be decided by the Technical Director, who may, if he so wishes, consult with the manufacturers of the product before making a final decision.
Examples of labels are reported below (for Europe, the country numbers which have granted the approval are also indicated):

MSBK1000
TECHNICAL SPECIFICATIONS

The following rules are intended to permit limited changes to the homologated Motorcycle in the interests of safety 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 PERMITTED IN ANY OF THE FOLLOWING ARTICLES, THEN IT IS FORBIDDEN.

MSBK 1000 motorcycles require a FIM homologation as listed in current Listing of FIM homologated motorcycles for Superbike category. If a FIM homologation is not available for a specific motorcycle due to unavoidable circumstances (e.g. Covid-19 Pandemic) and FIM Homologation has been submitted than, the following may be used as a remedy;

- Homologation from in the Country of Origin (of the motorcycle Make).
- Homologation from the MSBK Technical Committee.

All motorcycles must comply in every respect with all the requirements for road racing as specified in this Technical Specifications (Regulations). All Motorcycles must be normally aspirated.

Once a motorcycle has obtained the homologation, it may be used for racing in the corresponding class for a maximum period of 8 years 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 MSBK 1000 motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

2.2 General Motorcycle Specifications.

All parts and systems of the Motorcycle not specifically mentioned in the following articles must remain;

- As originally produced by the manufacturer.
- As originally fitted or equipped on the homologated Motorcycle

Interchange of parts between the Motorcycles within same model name and or same frame VIN (Vehicle Identification Numbers) where they are homologated separately and at different years are NOT PERMITTED, except when it is spefically mentioned in another part(s) of this regulation that it can be interchanged between the Motorcycles within same model name and or same frame VIN . (E.g. Wheels)

2.2.1. Eligible Motorcycles.

These rules are intended for production road Motorcycles only. If the Motorcycles included in the FIM SBK/Superstock homologation list does not meet the requirement of this Technical Specifications here, then the MSBK Technical Committee has the right to decide which Motorcycles will be eligible or NOT eligible be used in the MSBK1000 class.

2.2.1.1. The displacement capacity, bore and stroke, must remain as the homologated size.

2.2.1.2. The following Motorcycles are approved to compete:

2.2.1.2.1. Aprilia RSV4 1000 RF/RR (2017-Current)
2.2.1.2.2. BMW S1000RR (2017-Current)
2.2.1.2.3. BMW M1000RR (2021-Current)
2.2.1.2.4. Ducati Panigale V4R (2018-Current)
2.2.1.2.5. Honda CBR1000RR SP2 (2017-Current)
2.2.1.2.6. Honda CBR1000RR-R (2020-Current)
2.2.1.2.7. Honda CBR1000RR-R SP (2020-Current)
2.2.1.2.8. Kawasaki ZX10R (2018-Current)
2.2.1.2.9. Kawasaki ZX10RR (2019-Current)
2.2.1.2.10. Suzuki GSX-R 1000 (2017-Current)
2.2.1.2.11. Suzuki GSX-R 1000R (2017-Current)
2.2.1.2.12. Yamaha YZF-R1 (2017-Current)
2.2.1.2.13. Yamaha YZF-R1M (2017-Current)
2.2.1.2.14. MSBK Evolution - Specific Balance of Performance (BoP) will be applied to this class
2.2.1.2.14.1. Aprilia RSV4 1100 Factory (2023-Current)
2.2.1.2.14.2. Aprilia RSV4 1100 RR (2024-Current)
2.2.1.2.14.3. Ducati Panigale V4S (2018-Current)

Note : Unlisted motorcycles may apply directly to TWMR. The list can be amended at any time by The MSBK Technical Committee.

2.2.2. Balance of Performance (BoP) for Various Motorcycle Concepts.
MAM together with MSBK Technical Committee reserves the right to apply BoP methods to the Motorcycles in the class as they see fit. MAM together with MSBK Technical Committee will review the position of the performances between the Motorcycles Makes.

The following are some methods that may be executed and they will be review from time to time.

2.2.2.1. Weight Adjustment
2.2.2.2. Base Maximum RPM Limit (by adjusting via ECU system).
2.2.2.3. Dedicated ECU Type/Model with BoP engine maps strategies.
2.2.2.3.1. Among the controlled parameters - RPM Limit, Torque Curve, Throttle Position, Fuel Flow Rate and other required functions

2.2.2.4. Throttle Body Size Balancing.
2.2.2.5. Engine Parts Concessions.
2.2.2.6. Handling and Suspension Parts Concessions.
2.2.2.7. And other suitable balancing methods when the need arises.
2.2.2.8 The concession parts for the Aprilia RSV4 1100 shall be in accordance with the parts approved by Motorcycle Federation of Japan (MFJ).

2.2.3. Minimum weight

At any time of the event, the weight of the whole Motorcycle including the tank and its fuel contents must not be lower than the minimum weight.

The use of ballast is permitted to stay over the minimum weight limit. The use of ballast must be declared to the MSBK Technical Director whenever it is installed or used and re-inspected whenever there is a change. Ballast may be added to conform to the combined target weight; a total maximum of **9 kg** may be added.

	ASB 1000	**ASB Evolution**
Minimum Motorcycle Weight	173 kg	**177 kg**
Maximum Motorcycle Target Weight	182 kg	**186 kg**
Total *Combined Target Weight	245 kg	**249 kg**

* Combined Target Weight is defined as: the Motorcycle weight plus the rider's weight while wearing their full racing gear.

If the combined weight is not met and the maximum motorcycle target weight is already fulfilled, then there will be no weight penalty.
During the practice and qualifying sessions, riders may be asked to submit their Motorcycle to the weight control. In all cases the rider must comply with this request.
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.
There is **no tolerance** on the minimum weight of the Motorcycle.

2.2.4. Competition Numbers and Background.

Each rider accepted for the MSBK will be able to choose their own starting number which will be valid for the whole championship.
The numbers "1" until "10" will be reserved for the previous year's competitors according to their overall championship points standing.

2.2.4.1. The background colour is WHITE and the number(s) are BLACK or a dark colour.

2.2.4.2. The sizes for all the front numbers are:

i. Minimum height: 140 mm
ii. Minimum width: 80 mm
iii. Minimum stroke: 25 mm
iv. Minimum space between numbers: 10 mm

2.2.4.3. The sizes for all the side numbers are:

v. Minimum height: 120 mm
vi. Minimum width: 60 mm
vii. Minimum stroke: 25 mm
viii. Minimum space between numbers: 10 mm

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

2.2.4.4.1. Once on the front, either in the centre of the fairing or slightly off to one side. The number must be centred on the background with no advertising within 25 mm in all directions.

2.2.4.4.2. Once, on each side of the motorcycle at both side of the lower rear portion of the main fairing near the bottom (Belly Pan). The number must be centred on the background.

2.2.4.5. The approved font types for the numbers are as following;

i. Futura Heavy and Futura Heavy Italic
ii. Univers Bold and Univers Bold Italic
iii. Olivers Med and Olivers Med Italic
iv. Franklin Gothic and Franklin Gothic Italic

2.2.4.6. Any numbers not using these fonts must have the design of the numbers and the layout pre-approved by the MSBK Technical Director a minimum of 2 weeks before the first race. All digits must be of standard form.

2.2.4.7. 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.

2.2.4.8. Numbers cannot overlap.

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

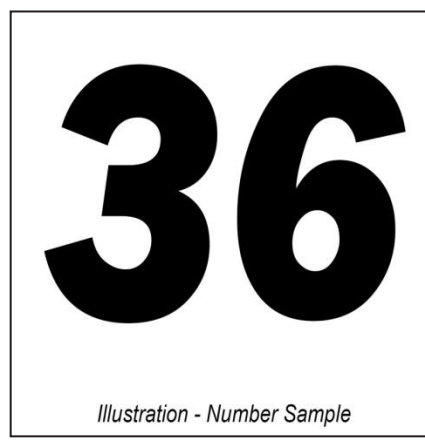


Illustration - Number Sample

2.2.5. Fuel

All MSBK1000 Motorcycles must use only normal unleaded fuel and without adding any other thing: E.g. additves, octane boosters.
Fuel will not be provided by The Organiser - only RON95 is allowed.

2.2.6. Tyres

2.2.6.1. Tyres will be one make and provided by Dunlop, the Official Tyre Supplier.

2.2.6.2. A minimum of one new set of tyres must be used during each race weekend.

2.2.6.3. Any modification or treatment (cutting, grooving) is forbidden.

2.2.6.4. At the discretion of the rider or team, dry-weather or wet-weather tyres may be used for the Race weekend.

2.2.6.5. The dry-weather tyres used in the free practices, qualifying practices, warm-up and race must be marked with adhesive sticker with a number allocated by the Official Tyre Supplier,

2.2.6.6. Officials or Personnel nominated by the MSBK Technical Director will check that all the Motorcycles in the pit lane are fitted with tyres carrying the sticker. The use of Motorcycles with unmarked tyres (e.g. without the official stickers) will be immediately reported to the Race Direction which will take appropriate action.

2.2.6.6.1. The stickers will show an identification number for each rider and it will have a different colour on each allocation.

2.2.6.6.2. The stickers must be applied to the right sidewall of the tyre.

2.2.6.6.3. In exceptional cases, should the sticker be damaged or applied in the wrong way, up to 1 extra sticker may be provided at the sole discretion of the MSBK Technical Director.

2.2.6.6.4. However, the damaged sticker must be returned to the MSBK Technical Director and/or the tyre it was applied to must be absolutely intact.

2.2.6.7. In case of a red flag, a damaged tyre found on motorcycles at the pit lane, may be replaced with a new tyre. The damage must be confirmed by the Official Supplier.

2.2.6.8. For safety reason (possibility of unsafe release) during race, tyre supplier has the right to deny or refuse any tyre services 45 minutes before pit exit opens for the respective category.

2.2.6.9. All used and unused tyres supplied for the race weekend MUST be return to the Official Tyre supplier after the race.

2.2.6.10 All registered rider participant must bring one set of used motorcycle tyre when purchasing a new set of DUNLOP tyre. This exchange will only occur at the time of new tyre purchase.

2.2.7. Engine

2.2.7.1. A maximum of 2 engines is permitted for each race weekend. Engines will be sealed before the start of the first practice of race weekend during the scrutineering and safety checks

2.2.7.2. Any engine change must be accompanied by a written request stating the reason for change, all engine seals must not be removed without permission from the MSBK Technical Director. The MSBK Technical Director may request to examine the retired engine.

2.2.7.3. Apart from the above requirement, engines will be requested to be sealed at any time during the event by the MSBK Technical Director when the need arises.

2.2.8. Fuel Injection System

2.2.8.1. **Unless exclusively permitted in the following,** the fuel injection system must be the originally fitted and homologated system with no modifications permitted. Fuel injection system refers to the throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.

2.2.8.2. The injectors must be the originally fitted and homologated part with no modifications permitted. The number (quantity) of injector must remain as in the homologated Motorcycles.

2.2.8.3. Variable intake tract device may only be used if the homologated Motorcycle model is equipped with such system and they must remain identical and operate in the same way as the homologated system.

2.2.8.4. The throttle bodies must be as originally produced by the manufacturer for the homologated Motorcycle **except for Aprilia RSV4 1100 where the following throttle body is permitted:**

2.2.8.4.1 Part no. 1A026714 (TB, front)

2.2.8.4.2 Part no. 1A026715 (TB, rear)

2.2.8.4.3 Part no. 1A026562 Insulator plate and Part no. 1A026530 Intake Insulator Hose Band.

2.2.8.5. Butterfly valves must be the originally fitted and homologated part with the following change(s) permitted;

2.2.8.5.1. Secondary throttle valves and shafts may be fixed in the open position and the electronics may be disconnected or removed.

2.2.8.6. Electronically controlled throttle valves, known as "ride-by-wire", may only be used if the homologated model is equipped with the same system.

2.2.8.7. Air and air/fuel mixture can go to the combustion chamber exclusively through the throttle body butterflies.

2.2.8.8. Throttle body clamp may be changed.

2.2.8.9. Air Funnels or Bell Mouths must be as originally produced by the manufacturer for the homologated Motorcycle **except for Aprilia RSV4 1100,** Yamaha YZF-R1, YZF-R1M and Suzuki GSX-R 1000 where the following items are approved;

2.2.8.9.1 For Aprilia RSV4 1100, the 2B013432 and 2B013433 air funnelsets are permitted.

2.2.8.9.2. For Yamaha YZF-R1 and YZF-R1M, GYTR B3L14440B8000 air funnel set is permitted

2.2.8.9.3. For Suzuki GSX-R 1000, it is permitted to remove the second funnels of No. 1 and No. 4 cylinders.

Refer to Illustration AF for clarification.

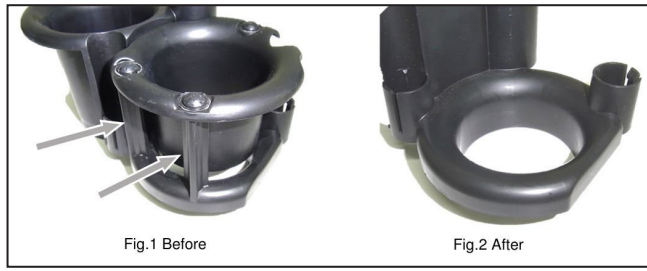


Fig.1 Before Fig.2 After

Illustration AF - Suzuki GSX-R 1000 2nd Air Funnel Removal.

2.2.9. Fuel Supply

2.2.9.1. *Fuel pump and fuel pressure regulator must be the originally fitted and homologated part with n*o modifications permitted **except for Aprilia RSV4 1100, where the part no. 2B013251 fuel pump is permitted.**

2.2.9.2. The fuel pressure must be remain same as in homologated Motorcycle

2.2.9.3. Fuel lines from the fuel tank to the delivery pipe assembly (excluded) may be replaced.

2.2.9.4. Fuel vent lines may be replaced.

2.2.9.5. Fuel filters may be added

2.2.9.6. Quick connectors may be used or added. E.g. Dry Break connectors

2.2.10. Cylinder Head

2.2.10.1. Cylinder head must be the originally fitted and homologated part with no modifications permitted.

2.2.10.2. The head gasket is free

2.2.10.3. The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, rocker arms, spring base and spring retainers must be the originally fitted and homologated part with no modifications permitted. and in the original position as supplied by the manufacturer of the homologated motorcycle, **except for** Yamaha YZF-R1, YZF-R1M and Suzuki GSX-R 1000 where the following items are approved;

2.2.10.3.1. For Yamaha YZF-R1 and YZF-R1M, GYTR 2CRA21107200 Valve Spring set is permitted.

2.2.10.3.2. For Suzuki GSX-R 1000, Yoshimura ST-R 220-50A-1000 Intake Valve Spring set is permitted.

2.2.10.4. Valve lapping as in normal service maintenance is permitted.

2.2.11. Camshaft

2.2.11.1. The camshaft must be the originally fitted and homologated part with no modifications permitted except for Yamaha YZF-R1, YZF-R1M and Suzuki GSX-R 1000 where the following items are approved;

2.2.11.1.1. For Yamaha YZF-R1 and YZF-R1M, GYTR B3L121708000 & B3L121808000 camshafts are permitted

2.2.11.1.2. For Suzuki GSX-R 1000, Yoshimura ST-R Camshaft 210-50A-0011 & 210-50A-0021 camshafts are permitted

2.2.12. Camshaft Sprockets or Gears

2.2.12.1. Camshaft Sprockets/Gears can be changed to manually adjustable type and alternatively Stock Camshaft Sprockets/Gears may be modified to allow for such adjustment, E.g. Bolt hole slotting

2.2.12.2. Pressed-on cam sprockets may be replaced with an adjustable boss and cam sprocket.

2.2.12.3. "Variable Cam Phasing" type of Camshaft Sprockets/Gears may only be used if it is already present on the production model of the homologated motorcycle.

2.2.13. Cylinders (Cylinder Blocks)

Cylinders must be the originally fitted and homologated part with no modifications permitted.

2.2.14. Pistons, Piston Rings, Pins and Clips

2.2.14.1. Pistons, Piston Rings, Pins and Clips must be the originally fitted and homologated part with no modifications permitted. except for Suzuki GSX-R 1000 where the following modification is approved;

2.2.14.1.1. Valve Pocket at the piston dome can be additionally cut.

2.2.14.2. All piston rings must be fitted.

2.2.15. Connecting Rod Assembly

Must be the homologated part with no modifications permitted. However, for reliability purposes it is permitted to change titanium connecting rods to steel connecting rods from the same motorcycle manufacturer with the same or similar model name or VIN number PROVIDED that the mentioned parts are homologated.

2.2.16. Crankshaft

Must be the originally fitted and homologated part with no modifications permitted.

2.2.17. Crankcases/Gearbox Housing

2.2.17.1. Crankcases must be the homologated parts without any modifications.

2.2.17.2. It is not permitted to add a pump used to create a vacuum in the crankcase.

2.2.17.3. If a vacuum pump is installed on the homologated motorcycle then it may be used only as homologated.

2.2.18. Lateral Covers (Engine Side Covers) and Protection

2.2.18.1. Lateral 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.

2.2.18.2. All lateral covers containing oil and which could be in contact with the ground during a crash, must be protected by an additional cover made from metal, such as aluminium alloy, stainless steel, steel or titanium.

2.2.18.3. The additional cover must cover a minimum of 1/3 of the original cover. It must have no sharp edges to damage the track surface.

2.2.18.4. These covers must be fixed properly and securely with a minimum of three (3) case cover bolts that also mount the original covers/engine cases to the crankcases.

2.2.18.5. Stick-on 'type' additional covers are NOT permitted.

2.2.18.6. Oil containing engine covers must be secured with steel bolts.

2.2.18.7. FIM approved covers will be permitted without regard of the material or its dimensions and.

2.2.18.8. The MSBK Technical Director has the right to refuse any lateral cover and protection covers not satisfying this safety purpose.

2.2.18.9. Plates or crash bars made from aluminium or steel also are permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.

2.2.19. Transmission and Gearbox

2.2.19.1. The Transmission and Gearbox must be the originally fitted and homologated part with no modifications permitted.

2.2.19.2. Gear ratio and number of speeds must be exactly the same as homologated with no variation permitted.

2.2.19.3. Only MSBK Technical Committee approved or the homologated Quickshifter systems are permitted (including wire and potentiometer).

2.2.19.4. Shift rod sensor may be added

2.2.19.5. Additions of auto selector mechanism to the gearbox is not permitted.

2.2.19.6. Electronic or hydraulic actuated shifters are not permitted.

2.2.19.7. Countershaft sprocket, rear wheel sprocket, chain pitch and chain size maybe altered.

2.2.19.8. The countershaft sprocket cover must be fitted and may be modified but if additional holes are made it must be smaller than 15mm for safety reasons

2.2.19.9. Top chain guard as long as it is not incorporated in the rear fender may be removed.

2.2.20. Clutch

2.2.20.1. Dry Clutch can only be used if it is equiped as standard in the homologated motorcycle.

2.2.20.2. Otherwise, Clutch must remain as the "Wet Type" and it is probihited to convert it into a "Dry Type"

2.2.20.3. Hydraulic Clutch can only be used if it is equiped as standard in the homologated motorcycle.

2.2.20.4. Clutch operation (actuation) must remain cable operated and it is probihited to convert into the hydraulic actuation system
2.2.20.5. Back torque limiting or slipper clutch system is permitted to be used
2.2.20.6. Clutch springs are free and pre-load can be changed by adding shims.
2.2.20.7. Clutch plates are free.
2.2.20.8. Clutch cable type is free.

2.2.21. Oil Pumps and Oil Lines

2.2.21.1. Oil Pumps must be the originally fitted and homologated part with no modifications permitted.
2.2.21.2. Oil lines may be modified or replaced.
2.2.21.3. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged connectors
2.2.21.4 Oil Pan can be changed to an aftermarket unit or another production model.

2.2.22. Cooling System, Radiator and Oil Cooler

2.2.22.1. Only water is permitted to be used inside the radiator and the entire cooling system. No additives, Antifreeze, "Radiator Coolant" or any other liquid is permitted.
2.2.22.2. Radiator cap is free.
2.2.22.3. Radiator and mounting brackets can be changed, however the mounting point must remain at the original point as in the homologated Motorcycle.
2.2.22.4. Extra radiator and Oil Cooler can added but it must not change the appearance of the front, the rear and the profile of the Motorcycle.
2.2.22.5. The original heat exchanger (oil/water) may be replaced by an oil cooler and its tubes separated from the cooling circuit. The original oil radiator (if fitted) may be replaced."
2.2.22.6. Additional radiator shroud and inner air ducts to improve the air stream towards the radiator is permitted but the appearance of the front, the rear and the profile of the Motorcycle must not be changed.
2.2.22.7. Protective meshes may be added in front of the oil and/or water radiator(s).
2.2.22.8. Cooling system hoses and catch tank may be changed.

2.2.23. Air Box

2.2.23.1. **Unless exclusively permitted in the following,** the Air Box must be the originally fitted and homologated part with the following modifications permitted.
2.2.23.2. The Air Filter Element is free.
2.2.23.3. Air Box Drainage Holes/Exits MUST be sealed.
2.2.23.4. All Engines must have a Closed Breather System. All Breather Lines must be connected, may pass through an Oil Catch Tank and MUST exclusively discharge into the Air Box.
2.2.23.5 For Aprilia RSV4 1100, the Air Filter Upper Housing Cover, Part no. 2B013431 and Filter Housing Base, Part no. 2B013429 is permitted.
2.2.23.6 The original Air Ducts running between the Fairing and The Airbox must be the originally fitted and homologated part with the following modifications permitted.

2.2.23.7 Particle Grilles or "Wire-Meshes" originally installed in the openings for the Air Ducts may be removed.

2.2.24. Exhaust System

2.2.24.1. Exhaust pipes and silencers may be modified or changed. Material of exhaust pipes and silencers are free.

2.2.24.2. The silencer(s) must be on the same side(s) or location of the homologated Motorcycle model.

2.2.24.3. Catalytic converters must be removed.

2.2.24.4. Wrapping of exhaust systems is not permitted; except in the area of the rider's foot or an area in contact with the fairing for protection from heat.

2.2.24.5. The noise limit for MSBK1000 will be 107 dB/A (with a 3 dB/A tolerance after the race only). Noise level will be measured at;

i. 4 cylinder motorycyles at 5,500rpm
ii. 2 cylinder motorcycles at 5,000rpm

2.2.24.6. For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.

2.2.25. Electrics and Electonics

2.2.25.1. **Ignition/Engine Control Unit (ECU)**

2.2.25.1.1. All Engine Control Unit (ECU) must be pre-approved by the MSBK Technical Committee.

2.2.25.1.2. A special connector/adaptor may be used to connect the ECU(s) and the original wiring harness.

2.2.25.1.3. The combined retail price of the full system including software, tuning tool, download/connection cable(s), any activation, wiring harness(s) and upgrades must be a declared common price and is available for purchase to all race teams in this Championship.

2.2.25.1.4. The ECU (with software and activations) and harness parts must be individually priced and available separately.

2.2.25.1.5. The software and the firmware must be supplied and approved by the MSBK Technical Committee. The MSBK Technical Committee must be supplied with the software/firmware and it must be added to the approved parts list before it may be used.

2.2.25.1.6. The manufacturer must provide the MSBK Technical Director with the tools/software to perform software checks.

2.2.25.1.7. 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.

2.2.25.1.8. Engine Control Unit (ECU) may be relocated.

2.2.25.1.9. Corner-Specific Electronic Strategy - The use of corner-specific rlrctronic strategies is permitted.

2.2.25.1.9.1 Electronic controlsystems may vary engine performance, torque delivery, traction control, engine braking, anti-wheelie, slide control or other related parameters based on predefined track position, GPS location, lap distance, or mapped circuit sectors.

2.2.25.1.9.2 The system must operate using a single ECU per motorcycle as homologated or declared.

2.2.25.1.9.3 No external communication, remote adjustment, or live telemetry-based modification of control parameters during the race is permitted.

2.2.25.1.10. Optional equipment sold by the motorcycle Manufacturer for the homologated model is considered not homologated with the motorcycle and must follow the requirements for approved electronics/data loggers.

2.2.25.1.11. During an event the MSBK Technical Director has the right to ask a team to substitute their ECU or external module with the sample received from the manufacturer. All team must accept this interchange.

2.2.25.1.12. No extra sensors may be added for control strategies except shift rod sensor, wheel speed sensors and lambda sensors.
Any of these sensors must be included in the ECU Kit and Harness package if required for strategies (including closed loop lambda).

2.2.25.1.13. Other additional electronic hardware equipment not on the original homologated motorcycle cannot be added with the exceptions noted below.

2.2.25.1.14. Resistors/load may be added to replace the parts of the electrical system that have been removed (including lights and lambda sensors), to prevent ECU errors.

2.2.25.1.15. An ABS replacement/bypass may be fitted and or the ABS unit may be dismantled to leave just its ECU.

2.2.25.1.16. If it is a standalone unit, the Data Logger unit must be available for sale to all race teams in this Championship and on the list of MSBK approved data loggers.

2.2.25.1.17. The characteristics of approved data logging systems must be the following:

2.2.25.1.18. Retail price must be a declared common price and is available for purchase to all race teams in this Championship.

2.2.25.1.19. The following data logging only sensors (connected to the additional data logger) may be added to the original sensors on the motorcycle. The sensors must be from the following list:

i. Fork position
ii. Shock position
iii. Front brake pressure
iv. Rear brake pressure
v. Fuel pressure (not temperature)
vi. Oil pressure
vii. Oil temperature
viii. Transponder/Lap time signal
ix. GPS Unit (Lap timing and track position)
x. Brace Disc Temperature Sensor
xi. Tyre Pressure (TPMS)

2.2.25.1.20. The sensors must be simple-function. No inertial platforms are permitted to be added if an inertial platform is not installed originally on the homologated motorcycle.

2.2.25.1.21. CAN (or other data protocol, k-line, lin) communication from the ECU to an approved data logger is permitted without any limitation in CAN channel logger number. The data logger may not act to control any strategy or setting in the ECU - except to replicate the original dashboards signals if the original dashboard is removed. The logger may not automate these setting changes.

2.2.25.1.22. The maximum total price of other active/control/calculation units such as lambda driver modules, Quickshifter and analogue to CAN must be a declared common price and is available for purchase to all race teams in this Championship. These devices must be approved by MSBK Technical Committee.

2.2.25.1.23. Telemetry is NOT permitted.

2.2.25.1.24. No remote or wireless connection to the motorcycle for any data exchange or setting is permitted whilst the engine is running or the motorcycle is moving.

2.2.25.1.25. 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 MSBK Technical Committee at least 3 weeks before the beginning of the Championship, with technical data and selling price. The Motorcycle Manufacturer must provide the MSBK Technical Committee with the tools to control the ECU software or work with the MSBK Technical Committee to achieve this control.

2.2.25.1.26. External modules may not alter any sensor signal relating to the ride by wire system or control/actuate any part of the Motorcycle excepting the ignition coils and fuel injectors.

2.2.25.1.27. No external module may add traction control strategies unless originally fitted to the homologated Motorcycle.

2.2.25.1.28. External downshift blip modules are NOT permitted.
2.2.25.1.29. 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 motorcycle unless included in the ECU Kit. If essential for the operation of the electronics it must be included in the ECU Kit. It may also contain the datalogger. There must remain a working Tachometer display.
2.2.25.1.30. Spark plugs may be replaced.
2.2.25.1.31. Batteries & Battery Size is free, and its mounting position can be relocated.
2.2.25.1.31.1 Battery must be securely mounted and must not exposed.

2.2.25.1.32 Regulator/Rectifier is free.

2.2.25.2. Harness:
2.2.25.2.1. The main wiring harness may be replaced by the kit wire harness as supplied for the Kit ECU model, produced and/or approved by the manufacturer of the motorcycle and by FIM.
2.2.25.2.2. The Kit wiring harness may incorporate the data logging harness.
2.2.25.2.3. A kit harness that incorporates the data logging harness may only accommodate 9 additional sensors.
2.2.25.2.4. The key/ignition lock may be relocated, replaced or removed.
2.2.25.2.5. Cutting of the original main wiring harness is permitted.
2.2.25.2.6. **Data Logger Harness:** The Data Logger wire harness cannot include any other sensors with the exception of the 9 sensors that are permitted. The only function of the approved Data Logger wire harness is to connect the seven sensors to the Data Logger, to transmit the data and supply the power.

2.2.25.3. Generator, Alternator, Electric Starter.
2.2.25.3.1. The generator (ACG) must be the originally fitted and homologated part with no modifications permitted.
2.2.25.3.2. The stator must be fitted in its original position and without offsetting.
2.2.25.3.3. The electric starter must operate normally and always be able to start the engine during the event.
2.2.25.3.4. During parc fermé the starter must crank the engine at a suit able speed for starting for a minimum of 2 seconds without the use of a boost battery.

2.2.26. Main Frame Body and Rear Sub-Frame
2.2.26.1. In case the frame will need to be replaced the rider or the team must request the use of a spare frame to the MSBK Technical Director.

2.2.26.2. The frame must be the homologated part with minor modification permitted stated in the following;

2.2.26.3. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).

2.2.26.4. 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.

2.2.26.5. Crash protectors (protective cone) may b.e fitted to the frame, using existing points, or pressed into the ends of the wheel axles. Without exception, the axles cannot be modified.

2.2.26.6. Nothing may be added or removed from the frame body with exception of the installation of a steering damper.

2.2.26.7. All Motorcycles must display a vehicle identification number (VIN) punched on the frame or a metal plate on the body or subframe.

2.2.26.8. Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.

2.2.26.9. Front sub frame/fairing mount may be changed or altered, but the use of titanium and carbon (or similar composite materials) is forbidden.

2.2.26.10. Rear sub-frame may be changed or altered and the type of material is free.

2.2.26.11. 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.

2.2.26.12. Brackets or mounting points cannot be welded onto the frame.

2.2.26.13. Bolt on type brackets may be replaced or modified or removed

2.2.26.14. Bolt-on accessories may be removed.

2.2.26.15. The paint scheme is not restricted but polishing the frame body or sub frame is not permitted.

2.2.27. Pre-Assembled Spare Frame and Spare Motorcycle.

In case the frame needs to be replaced, the rider or the team must make a request to the MSBK Technical Director to use the spare frame. The pre-assembled spare frame must be presented to the MSBK Technical Director to receive the permission to rebuild the Motorcycle.

2.2.27.1. The pre-assembly of the frame shall be strictly limited to:

i. Main frame assembly
ii. Bearings (steering head bearings upper and lower triple clamps, swing-arm and etc.)
iii. Swing-arm
iv. Rear suspension linkage and shock absorber
v. Upper and lower triple clamps
vi. Wiring harness

2.2.27.2. 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.

2.2.27.3. Complete spare Motorcycle may be used if the registered main motorcycle is damaged causing the competitor to miss a session or DNS/DNF a race. The team(s) must write-in a request to the MSBK Technical Director for the damaged Motorcycle to be changed and the replacement motorcycle will need to go through to the Technical scrutineering first.

2.2.27.4. For the remainder of the event the Motorcycle will be impounded and no part of that Motorcycle 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 permitted on the track and in the display area of pit box during the practices, qualifying, warm up and race.
- When a team decides that a crashed or damaged Motorcycle requires a change of frame it must inform the MSBK Technical Director. If the Motorcycle is damaged in a crash or in any other incident, it is permitted to use the pre-assembled spare frame to rebuild the Motorcycle.
- Once the assembly of the replacement Motorcycle is completed the motorcycle 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 MSBK Technical Director.
- Parts may be transferred from the damaged Motorcycle for the assembly of the replacement motorcycle.
- 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 display area of 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 MSBK Technical Director must inspect the bare frame and give his authorisation before work can start.
- Any actions contrary to these procedures will result in a penalty as described in the Sporting Regulations

2.2.28. Suspension – General

2.2.28.1. Electronic Suspension:

2.2.28.1.1. 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.

2.2.28.1.2. The electronically-controlled valves must remain as homologated. The shims, spacers and fork/shock springs not connected with these valves can be changed.

2.2.28.1.3. 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.

2.2.28.1.4. The electronic interface between the rider and the suspension must remain as on the homologated motorcycle. It is permitted to remove or disable this rider interface.

2.2.28.2. Front - Forks and Steering Damper.

2.2.28.2.1. The Font Fork assembly including the associated brake parts can be interchanged with the different version of the same motorcycle model.
E.G. YZF R1 change to YZF R1M or CBR1000RR-R to CBR1000RR-R SP.

2.2.28.2.2. Steering stem pivot position must remain in the homologated position (as supplied on the production bike). If the standard motorcycle has inserts then the orientation/position of the original insert may be changed but the insert cannot be replaced or modified.

2.2.28.2.3. Steering stem pivot position must remain in the homologated position (as supplied on the production bike). If the standard motorcycle has inserts then the orientation/position of the original insert may be changed but the insert cannot be replaced or modified.

2.2.28.2.4. Dust seals may be modified, changed or removed if the fork remains totally oil-sealed.

2.2.28.2.5. The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are permitted.

2.2.28.3. <u>Electronic forks:</u>

2.2.28.3.1. The electronic front suspension (including the upper and lower fork clamp) may be replaced with a mechanical system from a similar homologated model from the same manufacturer.

2.2.28.3.2. Electronic forks may have their complete internal parts (including all electronic control) replaced by conventional damping system and it will be considered as a mechanical fork.

2.2.28.4 <u>Mechanical forks:.</u>

2.2.28.4.1. Forks (stanchions, stem, wheel spindle, upper and lower crown, etc.) must be; the originally fitted or homologated parts with the following modifications permitted:

2.2.28.4.2. Original internal parts of the homologated forks may be modified or changed.

2.2.28.4.3. The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated motorcycle.

2.2.28.4.4. Fork caps on the mechanical forks may only be modified or replaced to allow external adjustment. (This does not include the mechanical fork leg that is part of the homologated electronic fork set).

2.2.28.4.5. A steering damper may be added or replaced with a "non-electronic after market steering damper".

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

2.2.28.4.7. Electronic controlled steering damper cannot be used if not installed in the homologated model for road use. However it must be completely standard (any technical or electronic part must remain as in homologated model).

2.2.28.5. Rear Swingarm (Rear fork)

2.2.28.5.1. The Rear Swingarm must be the homologated part with the following modifications permitted.

2.2.28.5.2. 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 to prevent any rider's body part that may become trapped between the lower chain run and rear wheel sprocket.

2.2.28.5.3. Rear wheel stand brackets may be added to the Rear Swingarm by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening bolts must be recessed. An anchorage system or point(s) to keep the original rear brake caliper in place may be added to the rear swing-arm.

2.2.28.5.4. The sides of the swing-arm may be protected by a thin vinyl cover only, no composite or structural covers are permitted.

2.2.28.5.5. Rear swingarm pivot bolt must be the homologated part with no modification permitted.

2.2.28.5.6. Rear swingarm pivot position must remain in the homologated position (as supplied on the production Motorcycle). If the standard Motorcycle has inserts then the orientation/position of the original insert may be changed but the inserts cannot be replaced or modified.

2.2.28.6 Rear Shock Absorber (Rear Suspension Unit)

2.2.28.6.1. Rear Shock Absorber may be replaced but the original attachments to the frame and rear fork (swing arm) (or linkage) must be as homologated.

2.2.28.6.2. All the rear suspension linkage parts must be the homologated part with no modification permitted.

2.2.28.6.3. Removable top shock mounts must be the homologated part with no modification permitted. A nut may be made captive on the top shock mount and shim spacers may be fitted behind it to adjust ride height.

2.2.28.6.4. Mechanical suspension: Rear Shock Absorber unit and spring may be changed.

2.2.28.6.5. Electronic suspension: If the standard system has no facility for ride height adjustment the standard shock may be modified to allow shock length changes if no hydraulic parts are modified. The electronic shock absorber can be replaced with a mechanical one.

2.2.29. Wheels

2.2.29.1. All wheels must be the homologated part or wheels from another motorcycle of the same model or within same frame VIN will be taken as compatible and permitted to use.

2.2.29.2 No Carbon Wheels (or similar composite materials) are permitted for all situations.

2.2.29.2.1 If a Motorcycle is originally equipped with carbon wheels as standard than it MUST be changed to non-carbon wheels.

2.2.29.3. The wheels may be overpainted but the original finish cannot be removed.

2.2.29.4. A Non-Slip Coating or Treatment may be applied to the bead area of the rim.

2.2.29.5. Bearing spacers must remain as homologated

2.2.29.6. The speedometer drive may be removed and replaced with a spacer.

2.2.29.7. Wheel spacers and collars may be modified, added or replaced.

2.2.29.8. Wheel balance weights may be discarded changed or added to.

2.2.29.9. Any inflation valves may be used.

2.2.29.10. Front and rear wheel axles must remain as originally produced by the manufacturer for the homologated Motorcycle.

2.2.30. Brakes

2.2.30.1. Brake discs may be replaced by aftermarket discs which comply with following requirements:

2.2.30.2. Brake discs and carrier must retain the same material as the homologated disc and carrier or steel (max. carbon content 2.1 wt%) (nb all homologated discs are steel).

2.2.30.3. Non-floating or single piece discs may be replaced with floating discs. The disc carrier must be the same material as the homologated carrier, steel or aluminium.

2.2.30.4. The outside and inner diameters of the brake disc must not be larger than the ones on the homologated disc.

2.2.30.5. The thickness of the brake disc may be increased but the disc must fit into the homologated brake caliper without any modification. The number of floaters is free.

2.2.30.6. The fixing of the carrier on the wheel must remain the same as on the homologated disc.

2.2.30.7 The front brake caliper (including mount, carrier, hanger) must be the homologated parts with the following modification permitted.

2.2.30.8 The rear brake caliper (mount, carrier, hanger) must be homologated parts with no modification permitted.

2.2.30.9 To minimise heat transfer to hydraulic fluid, metallic shims may be inserted between the pads and calipers, and light alloy pistons can be replaced with steel ones.

2.2.30.10 The rear brake caliper bracket may be mounted fixed on the swingarm, but the bracket must maintain the same mounting (fixing) points for the caliper as used on the homologated motorcycle.

2.2.30.11 The swing-arm may be modified for this reason to aid the location of the rear brake caliper bracket, by welding, drilling or by using a HELICOIL.

2.2.30.12 The front master cylinder abd its brake fluid reservoir can be changed, and the attached hand and foot brake levers are free.

2.2.30.13 Rear master cylinder must be the originally fitted and homologated part with the following modifications permitted.

2.2.30.14 Thumb-operated rear brake systems are permitted. The use of thumb or hand-operated rear brake is allowed in addition to, or as a replacement for, the standard foot-operated rear brake system.

2.2.30.14.1 An adaptor may be fitted to the reservoir inlet of the original rear master cylinder to enable connection of the thumb brake system.

2.2.30.14.2 All components must be securely mounted and comply with safety standards. No modification to the rear brake caliper is permitted unless otherwise stated in these regulations.

2.2.30.15. Front and rear hydraulic brake lines may be changed. The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (lower triple clamp).

2.2.30.16. "Quick" (or "dry-break") connectors in the brake lines are permitted.

2.2.30.17. Front and rear brake pads may be changed. Brake pad locking pins may be removed/modified for quick change type.

2.2.30.18. Front brake system Cooling Ducts or Brake Air Scoops are permitted.

2.2.30.18.1. Fully enclosed disc covers are not permitted. *Refer Illustration – ASC 02

2.2.30.18.2. It must be fabricated from non-metallic material e.g. nylon, plastic, CRP & etc.

2.2.30.18.3. The Front Fender can be slightly modified to facilitate the implementation and installation of the Cooling Ducts or Brake Air Scoop

2.2.30.18.4. The MSBK Technical Committee reserves the right to refuse any Brake Cooling Ducts or Brake Air Scoops assy that are deemed as dangerous.

2.2.30.19. The Antilock Brake System (ABS) may be used only if installed in the homologated model for road use. However, it must be completely standard (any mechanical or electronic part must remain as homologated, brake discs and master cylinder levers excluded), and only the software of the ABS may be modified.

2.2.30.20. The Antilock Brake system (ABS) can be disconnected and its ECU can be dismantled. The ABS rotor wheel can be deleted, modified or replaced.

2.2.30.21. Brake pads are free. Brake pad locking pins may be modified for a quick-change type.

2.2.30.22. Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle. Composite guards are not permitted. FIM approved guards will be permitted without regard of the material.

2.2.30.23. The MSBK Technical Director has the right to refuse any guard not satisfying this safety purpose.

Illustration – ASC 02

2.2.31. Handlebars and Hand Controls.

2.2.31.1. Handlebars may be replaced

2.2.31.2. Handlebars and hand controls may be relocated. (except for the brake master cylinder).

2.2.31.3. Throttle controls must be self-closing when not held by the hand.

2.2.31.4. Throttle assembly and associated cables may be modified or replaced but the connection to the throttle body and to the throttle controls must remain as on the homologated motorcycle. Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote drive by wire grip/ demand sensor.

2.2.31.5. Clutch and brake lever may be replaced with an after-market model. An adjuster to the brake lever is permitted.
2.2.31.6. Switches may be changed but the electric starter switch and engine stop switch must be located on the handlebars.
2.2.31.7. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while the hand is on the grips) that is capable of stopping a running engine. The button or switch must be RED.

2.2.32. Foot Rest and Foot Controls

2.2.32.1. Foot rest and foot controls may be relocated but brackets must be mounted to the frame at the original mounting points.
2.2.32.2. Foot controls gear shift must remain operated manually by foot.
2.2.32.3. Footrests may be of a rigid type or folding type. All folding type footrest must be fitted with a return mechanism.
2.2.32.4. The end of the foot rest must have at least an 8 mm solid spherical radius.
2.2.32.5. Rigid type metal footrest must have an end plug which is permanently fixed made of plastic, nylon or an equivalent type material. The plug surface must be designed to reach the widest possible area.
2.2.32.6. The MSBK Technical Director has the right to refuse any plug not satisfying this safety aim.

2.2.33. Fuel Tank

2.2.33.1. The standard fuel tank may be modified to accommodate an additional three (3) litres of fuel, or alternatively, a sub-tank may be installed.
2.2.33.2. Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.
2.2.33.3. 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.
2.2.33.4. 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.
2.2.33.5. The tank may not have a cover fitted over it unless the homologated Motorcycle also features a full cover.
2.2.33.6. 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.

2.2.34. Fairing and Body Work

2.2.34.1. 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.). Headlights must be included even when considered external.

2.2.34.2. For all bodywork material, paint and decal design is free.

2.2.34.3. Overall size and dimensions must be the same as the original part, with a tolerance of +-10 mm, respecting the design and features of the homologated fairing as far as possible. The overall width of the frontal area may be +10 mm maximum. The decision of the MSBK Technical Director is final.

2.2.34.4. Fairing brackets may be altered or replaced.

2.2.34.5. Wind screen may be replaced with an aftermarket product. The height of the windscreen is free, within a tolerance of +/- 15 mm referred to the vertical distance from/to the upper fork bridge. The screen must conform to the same profile from the front as the original – no double bubble or wide types. From a top view the length of the windscreen may be shortened by 25 mm to allow clearance for the rider. The edge of the screen must have no sharp edges.

2.2.34.6. The ram-air ducts and its material can be changed.

2.2.34.7. The lower fairing (Belly Pan) must to be constructed to hold, in case of an engine breakdown minimum 6 litres. The lower edge of all the openings in the fairing must be positioned at least 70 mm above the bottom of the fairing. The upper edge of the rear transverse wall of the lower fairing must be at least 70 mm above the bottom. The angle between this wall and the floor must be ≤ 90°.

2.2.34.8. There may be no exit air vents in the front half of the lower fairing below a line 40 mm below line between the wheel axles of the Motorcycle. The MSBK Technical Director may give permission for the lower fairing to have additional vents added if vents have been filled to meet the these and the oil containment requirements.

2.2.34.9. Any added vents will not allow the exit of air in the front half of the fairing lower if they are behind a water or oil radiator.

2.2.34.10 Exceptions may be made to the lower fairing (Belly pan) rule, article # 2.2.34.7 with the sole agreement of the MSBK Technical Director if a manufacturer produced and FIM approved close fitting, oil containing engine shroud is fitted in addition to the bellypan. In this case OEM shaped air vents will be permitted in the front lower half of the fairing.

2.2.34.11. Any vents in the fairing lower must have their inner surface finish in-line with their outer surface or overlap to reduce the risk of liquid spraying from the Motorcycle.

2.2.34.12. Original openings for cooling in the lateral fairing/bodywork sections may be partially closed only to accommodate sponsors' logos/ lettering.

2.2.34.13. Such modification shall be made using wire mesh or perforated plate.

2.2.34.14. 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%.

2.2.34.15. Motorcycles may be equipped with a radiator shroud (inner ducts) 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.

2.2.34.16. The lower fairing must incorporate a single opening of Ø 25 mm diameter in the front lower area. This hole must remain sealed in dry conditions and must be opened only in wet race conditions as declared by the Race Director.
2.2.34.17. All exposed edges must be rounded.
2.2.34.18. The original combination instrument/fairing brackets may be replaced but the use of titanium and carbon (or similar composite materials) is forbidden.
2.2.34.19. Motorcycles that were not originally equipped with streamlining are not permitted to add streamlining in any form, with the exception of a lower fairing (bellypan). This device cannot exceed above a line drawn horizontally from wheel axle to wheel axle.
2.2.34.20. Front fender/mudguards may be replaced with a cosmetic duplicate of the original part and may be spaced upward for increased tyre clearance.
2.2.34.21. Rear mudguard fixed on the rear fork (swingarm) that incorporates the chain guard may be modified to accommodate larger diameter rear sprockets.
2.2.34.22. The chain guard may be separate from the rear mudguard

2.2.35. Seat

2.2.35.1. The seat, seat base and associated bodywork may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated Motorcycle.
2.2.35.2. The top portion of the rear bodywork around the seat may be modified to a solo seat.
2.2.35.3. The appearance from both front rear and profile must conform to the homologated shape.
2.2.35.4. The homologated seat locking system (with plates pins rubber pads etc.) may be removed.
2.2.35.5. The material is free
2.2.35.6. All exposed edges must be rounded.

2.2.36. Wings and Aerodynamic Aids

2.2.36.1. Wings and other aerodynamic aids will only be considered legal if originally fitted to the homologated road specification Motorcycle of Asia, Oceania or EU.
2.2.36.2. For race use the wings must follow the dimensions and profiles homologated shapes exactly (+-2mm).
2.2.36.3. The leading edges (including end plates) must have a minimum circumference of 3mm.
2.2.36.4. All wings must have a rounded end (8mm radius) or be enclosed/ integrated into the fairing.
2.2.36.5. Alternatively the originally fitted and homologated wings may be used from the street motorcycle without modification except to their fairing mounting.
2.2.36.6. The position of the wings must be +/- 5mm, angle of attack +/- 2degrees.

2.2.37. Fasteners

2.2.37.1. Standard fasteners may be replaced with fasteners of any design and material; except when there is a specific mention that titanium or other specific light alloy fasteners are not permitted in a specific paragraphs of this technical rule.

2.2.37.2. The strength and design must be sufficient, equal to or exceed the strength of the standard fasterner it is replacing.

2.2.37.3. Fasteners may be drilled for safety wire but intentional weight-reduction modifications are not permitted.

2.2.37.4. Fairing/bodywork fasteners may be replaced with the quick disconnect type.

2.2.37.5. Aluminium fasteners may only be used in non-structural locations.

2.2.37.6. The use of any type of special or custom fabricated Fasteners with intention to increase or tune engine performane is strictly not permitted.

2.2.38. The following items MAY BE ALTERED or replaced from those fitted to the homologated Motorcycle

2.2.38.1. Any type of lubrication, brake/clutch or suspension fluid may be used.

2.2.38.2. Fuel tanks may be fitted with fire retardant material (open-celled mesh, i.e. Explosafe).

2.2.38.3. All gaskets and its materials is free.

2.2.38.4. Material for brackets connecting non original parts (fairing, exhaust, instruments, etc) to the frame (or engine) cannot be made from titanium or fibre reinforced composites excepting the exhaust silencer hanger that may be in carbon.

2.2.38.5. Protective covers for the frame, chain and footrests may be made in other materials like fibre composite material if these parts do not replace original parts mounted on the homologated model.

2.2.38.6. External paintwork decals and colour scheme is free

2.2.38.7. Instruments, instrument bracket(s) and associated cables.

2.2.39. Following Items MAY BE Removed

2.2.39.1. Emission control items (anti-pollution) in or around the air box and engine (O2 sensors air injection devices).

2.2.39.2. Bolt-on accessories on a rear sub frame.

2.2.39.3. Instrument and instrument bracket and associated cables.

2.2.39.4. Radiator fan and wiring.

2.2.39.5. Thermal switches, water temperature sensor and thermostat may be removed inside the cooling system.

2.2.39.6. Redundant handlebar switches.

2.2.40. The Following Items MUST BE Removed

2.2.40.1. Head lamp rear lamp and turn indicators must be removed but profile and frontal appearance must be retained. The openings must be covered by a suitable material.

2.2.40.2. Rear-view mirrors.

2.2.40.3. Horn.

2.2.40.4. License plate bracket.

2.2.40.5. Toolkit.

2.2.40.6. Helmet hooks and luggage carrier hooks.

2.2.40.7. Passenger's foot rests and it's removable mounting brackets (if any)
2.2.40.8. Passenger's grab rails.
2.2.40.9. Safety bars, centre and side stands must be removed (fixed brackets must remain).
2.2.40.10. Catalytic convertors

2.2.41. The Following Items MUST BE Altered

2.2.41.1. All Motorcycles must incorporate a Closed Breather System.
All oil breather pipes/lines must be connected and pass;
a. through an oil catch tank and MUST exclusively discharge into the airbox.
or
b. directly into an oil catch tank with a capacity of 1 litre of liquid.

2.2.41.2. No breather pipes/lines should discharge directly to the atmosphere.
2.2.41.3. The usage of One-Way Valve CANNOT replaced the above requirements.
2.2.41.4. All breather or overflow pipes/lines must discharge via existing outlets.
2.2.41.5. The airbox drains must be sealed.
2.2.41.6. The following items must be securely safety wired
i. Oil drain plug
ii. Oil filler cap
iii. External Oil filter
iv. All wheel axle nuts (or alternately being appropriately attached with safety pins)

2.2.42. Additional Equipment

2.2.42.1. Data loggers can be used.
2.2.42.2. Telemetry is NOT permitted. No remote or wireless connection to the bike for any data exchange or setting is permitted whilst the engine is running or the bike is moving.

MSBK1000 CATEGORY B TECHNICAL SPECIFICATIONS

The following rules are intended to permit limited changes to the homologated Motorcycle in the interests of safety 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 PERMITTED IN ANY OF THE FOLLOWING ARTICLES, THEN IT IS FORBIDDEN.

MSBK 1000 CATEGORY B motorcycles require a FIM homologation as listed in current Listing of FIM homologated motorcycles for Superbike category. If a FIM homologation is not available for a specific motorcycle due to unavoidable circumstances (e.g. Covid-19 Pandemic) and FIM Homologation has been submitted than, the following may be used as a remedy;

- Homologation from in the Country of Origin (of the motorcycle Make).
- Homologation from the MSBK Technical Committee

All motorcycles must comply in every respect with all the requirements for road racing as specified in this Technical Specifications (Regulations). All Motorcycles must be normally aspirated.

Once a motorcycle has obtained the homologation, it may be used for racing in the corresponding class for a maximum period of 8 years 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 CATEGORY B MSBK 1000 motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

3.2 General Motorcycle Specifications

All parts and systems of the Motorcycle not specifically mentioned in the following articles must remain;
As originally produced by the manufacturer.
As originally fitted or equipped on the homologated Motorcycle.
Interchange of parts between the Motorcycles within same model name and or same frame VIN (Vehicle Identification Numbers) where they are homologated separately and at different years are NOT PERMITTED, except when it is spefically mentioned in another part(s) of this regulation that it can be interchanged between the Motorcycles within same model name and or same frame VIN . (E.g. Wheels)

3.2.1. Eligible Motorcycles.

3.2.5.1. These rules are intended for production road Motorcycles only. If the Motorcycles included in the FIM SBK/Superstock homologation list does not meet the requirement of this Technical Specifications here, then the MSBK Technical Committee has the right to decide which Motorcycles will be eligible or NOT eligible be used in the MSBK1000 class.

3.2.5.2. The The displacement capacity, bore and stroke, must remain as the homologated size.
3.2.5.3. Refer to Appendix HM#01 fo r List of Approved Motorcycles

3.2.2. Balance of Performance (BoP) for Various Motorcycle Concept.

3.2.2.1. MSBK Technical Committee reserves the right to apply balancing methods to the Motorcycles in the class as they see fit. MSBK Technical Committee will review the position of the performances between the Motorcycles Makes.
3.2.2.2. The following are some methods that may be executed and they will be review from time to time.
3.2.2.3. Weight Adjustment
3.2.2.4. Base Maximum RPM Limit (by adjusting via ECU system).
3.2.2.5 Dedicated ECU Type/Model with BoP engine maps startegies.
3.2.2.5.1 Among the controlled parameters - RPM Limit, Torque Curve, Throttle Position, Fuel Flow Rate and other required functions.
3.2.2.6. Throttle Body Size Balancing
3.2.2.7. Engine Parts Concessions
3.2.2.8. Handling and Suspension Parts Concessions
3.2.2.9. And other suitable balancing methods when the need arises.

3.2.3. Minimum Weight Requirements.

At any time of the event, the weight of the whole Motorcycle including the tank and its fuel contents must not be lower than the minimum weight.

The use of ballast is permitted to stay over the minimum weight limit. The use of ballast must be declared to the MSBK Technical Director whenever it is installed or used and re-inspected whenever there is a change. Ballast may be added to conform to the combined target weight; a total maximum **9kg** may be added.

	MSBK 1000	MSBK EVOLUTION
Minimum Motorcycle Weight	**173 kg**	**177 kg**
Maximum Motorcycle Target Weight	**182 kg**	**186 kg**
Total *Combined Target Weight	**245 kg**	**249 kg**

*Combined Target Weight is defined as: the Motorcycle weight plus the rider's weight while wearing their full racing gear.

If the combined weight is not met and the maximum motorcycle target weight is already fulfilled, then there will be no weight penalty.

During the practice and qualifying sessions, riders may be asked to submit their Motorcycle to the weight control. In all cases the rider must comply.

During the final technical inspection at the end of the race, the selected Motorcycle 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.

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

3.2.4. Numbers and number plates.

Each rider accepted for the MSBK will be able to choose their own s tarting number which will be valid for the whole championship. The numbers "1" until "10" will be reserved for the previous year's competitors according to their overall championship points standing.

3.2.4.1. The background colour is YELLOW and the number(s) are BLACK or a very dark colour.

3.2.4.2. The sizes for all the front numbers are:

i.	Minimum height:	140 mm
ii.	Minimum width:	80 mm
iii.	Minimum stroke:	25 mm
iv.	Minimum space between numbers:	10 mm

3.2.4.3. The sizes for all the side numbers are:

v.	Minimum height:	120 mm
vi.	Minimum width:	60 mm
vii.	Minimum stroke:	25 mm
viii.	Minimum space between numbers:	10 mm

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

i. Once on the front, either in the centre of the fairing or slightly off to one side. The number must be centred on the background with no advertising within 25 mm in all directions.

ii. Once, on each side of the motorcycle at the both side of the lower rear portion of the main fairing near the bottom (BELLY PAN). The number must be centred on the background.

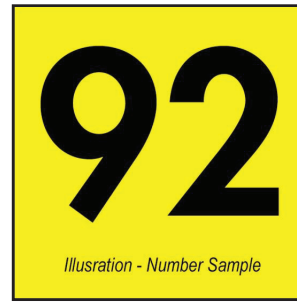
3.2.4.5. The approved font types for the numbers are as following;

i. Futura Heavy and Futura Heavy Italic
ii. Univers Bold and Univers Bold Italic
iii. Olivers Med and Olivers Med Italic
iv. Franklin Gothic and Franklin Gothic Italic

3.2.4.6. Any numbers not using these fonts must have the design of the numbers and the layout pre-approved by the MSBK Technical Director a minimum of 2 weeks before the first race. All digits must be of standard form.

3.2.4.7. 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.

3.2.4.8. Numbers cannot overlap.
In case of a dispute concerning the legibility of numbers, the decision of the MSBK Technical Director will be final.



Illusration - Number Sample

3.2.5. Fuel

All MSBK1000 Motorcycles must use only normal unleaded fuel and without adding any other thing: E.g. additves, octane boosters.
Fuel will not be provided by The Organiser - only RON95 is allowed.

3.2.6. Tyres

3.2.6.1. Tyres Tyres will be one make and provided by Dunlop, the Official Tyre Supplier

3.2.6.2. A NEW set of tyres must be utilised at the start of each Race Round.

3.2.6.3. The new tyres used in the free practices, qualifying practices, warm-up and race must be marked by the Official Tyre Supplier,

3.2.6.4. Officials or Personnel nominated by the MSBK Technical Director will check that all the Motorcycles in the pit lane are fitted marked. The use of Motorcycles with unmarked tyres will be immediately reported to the Race Direction which will then take appropriate action.

3.2.6.5. All used and unused tyres supplied for the race weekend must be return to the Official Tyre Supplier after the race.

3.2.6.6. For safety reason (possibility of unsafe release) during race, tyre supplier has the right to deny or refuse any tyre services 45 minutes before pit exit opens for the respective category.

3.2.6.7. Any modification or treatment (cutting, grooving) is forbidden.

3.2.6.8 All registered rider participant must bring one set of used motorcycle tyre when purchasing a new set of DUNLOP tyre. This exchange will only occur at the time of new tyre purchase.

3.2.7. Engine

3.2.7.1. The engine may be modified. The engine is defined here as including;

3.2.7.2. Cylinder block and head and the i nternal parts of contained herein. Including but not restricted to;
- i. Camshaffts, Cam Gears and Tappets
- ii. Valves, Valve springs, Spring Retainers and Collets
- iii. Piston, Rings & Wrist Pins
- iv. Con-Rod And Crankshaft Assembly

Note: The Fuel Injection Syystem and the Fuel Supply not included in the definition of this rule.

3.2.7.3. A maximum of 2 engines is permitted for each race weekend. Engines will be sealed before the start of the first practice of race weekend during the scrutineering and safety checks.

3.2.7.4. Any engine change must be accompanied by a written request stating the reason for change, all engine seals must not be removed without permission from the MSBK Technical Director. The MSBK Technical Director may request to examine the retired engine.

3.2.7.5. Apart from the above requirement, engines will be requested to be sealed at any time during the event by the MSBK Technical Director when the need arises.

3.2.8. Fuel Injection System

3.2.8.1. The fuel injection system must be the originally fitted and homologated system with no modifications permitted.. Fuel injection system refers to the throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.

3.2.8.2. The injectors must be the originally fitted and homologated part with no modifications permitted. The number (quantity) of injector must remain as in the homologated Motorcycles.

3.2.8.3. Variable intake tract device may only be used if the homologated Motorcycle model is equipped with such system and they must remain identical and operate in the same way as the homologated system.

3.2.8.4. The throttle bodies must be as originally produced by the manufacturer for the homologated Motorcycle.

3.2.8.5. Butterfly valves must be the originally fitted and homologated part with the following change(s) permitted;

3.2.8.6. Secondary throttle valves and shafts may be fixed in the open position and the electronics may be disconnected or removed.

3.2.8.7. Electronically controlled throttle valves, known as "ride-by-wire", may only be used if the homologated model is equipped with the same system.

3.2.8.8. Air and air/fuel mixture can go to the combustion chamber exclusively through the throttle body butterflies.

3.2.8.9. Throttle body clamp may be changed.

3.2.8.10. Air Funnels or Bell Mouths must be as originally produced by the manufacturer for the homologated Motorcycle.

3.2.9. Fuel Supply

3.2.9.1. Fuel pump and fuel pressure regulator must be the originally fitted and homologated part with no modifications permitted.

3.2.9.2. The fuel pressure must be remain same as in homologated Motorcycle.

3.2.9.3. Fuel lines from the fuel tank to the delivery pipe assembly (excluded) may be replaced.

3.2.9.4. Fuel vent lines may be replaced.

3.2.9.5. Fuel filters may be added.

3.2.9.6. Quick connectors may be used or added. E.g. Dry Break connectors.

3.2.10. Crankcases/Gearbox Housing

3.2.10.1 Crankcases must be the homologated parts without any modifications.

3.2.10.2. It is not permitted to add a pump used to create a vacuum in the crankcase.

3.2.10.3. If a vacuum pump is installed on the homologated motorcycle then it may be used only as homologated.

3.2.11. Lateral Covers (Engine Side Covers) and Protection

3.2.11.1. Lateral 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.

3.2.11.2. All lateral covers containing oil and which could be in contact with the ground during a crash, must be protected by an additional cover made from metal, such as aluminium alloy, stainless steel, steel or titanium

3.2.11.3. The additional cover must cover a minimum of 1/3 of the original cover. It must have no sharp edges to damage the track surface.

3.2.11.4. These covers must be fixed properly and securely with a minimum of three (3) case cover bolts that also mount the original covers/engine cases to the crankcases.

3.2.11.5. Stick-on 'type' additional covers are NOT permitted.

3.2.11.6. Oil containing engine covers must be secured with steel bolts.

3.2.11.7. FIM approved covers will be permitted without regard of the material or its dimensions and

3.2.11.8. The MSBK Technical Director has the right to refuse any lateral cover and protection covers not satisfying this safety purpose.

3.2.11.9. Plates or crash bars made from aluminium or steel also are permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.

3.2.12. Transmission and Gearbox

3.2.12.1. Gearbox Ratio can be changed and only one (1) set of gearbox ratios will be allowed for the whole season.

3.2.12.2. 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).
3.2.12.3. The layout of the transmission shafts must be the same as on the homologated motorcycle.
3.2.12.4. Only the homologated primary gear ratio may be used
3.2.12.5. The gear design and material is free.
3.2.12.6. The selector drum and complete gear index mechanism are free.
3.2.12.7. 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.
3.2.12.8. Only MSBK Technical Committee approved or the homologated Quickshifter systems are permitted (including wire and potentiometer)
3.2.12.9. Shift rod sensor may be added
3.2.12.10. Additions of auto selector mechanism to the gearbox is not permitted.
3.2.12.11. Electronic or hydraulic actuated shifters are not permitted.
3.2.12.12. Countershaft sprocket, rear wheel sprocket, chain pitch and chain size maybe altered.
3.2.12.13. The countershaft sprocket cover must be fitted and may be modified but if additional holes are made it must be smaller than 15mm for safety reasons.
3.2.12.14. Top chain guard as long as it is not incorporated in the rear fender may be removed.

3.2.13. Clutch

3.2.13.1. Dry Clutch can only be used if it is equiped as standard in the homologated motorcycle.
3.2.13.2. Otherwise, Clutch must remain as the "Wet Type" and it is probihited to convert it into a "Dry Type"
3.2.13.3. Hydraulic Clutch can only be used if it is equiped as standard in the homologated motorcycle.
3.2.13.4. Clutch operation (actuation) must remain cable operated and it is probihited to convert into the hydraulic actuation system
3.2.13.5. Back Torque Limiting or ***Slipper Clutch System*** is permitted to be used.
3.2.13.6. Clutch springs are free and pre-load can be changed by adding shims.
3.2.13.7. Clutch plates are free.
3.2.13.8. Clutch cable type is free.

3.2.14. Oil Pumps and Oil Lines

3.2.14.1. Oil Pumps must be the originally fitted and homologated part with no modifications permitted.
3.2.14.2. Oil lines may be modified or replaced.
3.2.14.3. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged connectors.

3.2.15. Cooling System, Radiator and Oil Cooler

3.2.15.1. **Only water** is permitted to be used inside the radiator and the entire cooling system. **NO** additives, Antifreeze, "Radiator Coolant" or any other liquid is permitted.

3.2.15.2. Radiator cap is free.

3.2.15.3. Radiator and mounting brackets can be changed, however the mounting point must remain at the original point as in the homologated Motorcycle.

3.2.15.4. Extra radiator and Oil Cooler can added but it must not change the appearance of the front, the rear and the profile of the Motorcycle.

3.2.15.5. The original heat exchanger (oil/water) may be replaced by an oil cooler and its tubes separated from the cooling circuit. The original oil radiator (if fitted) may be replaced."

3.2.15.6. Additional radiator shroud and inner air ducts to improve the air stream towards the radiator is permitted but the appearance of the front, the rear and the profile of the Motorcycle must not be changed.

3.2.15.7. Protective meshes may be added in front of the oil and/or water radiator(s).

3.2.15.8. Cooling system hoses and catch tank may be changed.

3.2.16. Air Box

3.2.16.1. The air box must be the originally fitted and homologated part with the following modifications permitted.

3.2.16.2. The air filter element is free.

3.2.16.3. Air box drains MUST be sealed.

3.2.16.4. The original air ducts running between the fairing and the air box must be the originally fitted and homologated part with the following modifications permitted;

3.2.16.5. Particle grilles or "wire-meshes" originally installed in the openings for the air ducts may be removed.

3.2.16.6. All engines 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 airbox.

3.2.17. Exhaust System

3.2.17.1. Exhaust pipes and silencers may be modified or changed. Material of exhaust pipes and silencers are free.

3.2.17.2. The silencer(s) must be on the same side(s) or location of the homologated Motorcycle model.

3.2.17.3. Catalytic converters must be removed.

3.2.17.4. Wrapping of exhaust systems is not permitted; except in the area of the rider's foot or an area in contact with the fairing for protection from heat.

3.2.17.5. The noise limit for MSBK1000 will be 107 dB/A (with a 3 dB/A tolerance after the race only). Noise level will be measured at;

i. 4 cylinder motorycyles at 5,500rpm
ii. 2 cylinder motorcycles at 5,000rpm

3.2.17.6. For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.

3.2.18. Electrics and Electonics

3.2.18.1. **Ignition/Engine Control Unit (ECU)**

3.2.18.1.1. All Engine Control Unit (ECU) must be pre-approved by the MSBK Technical Committee.

3.2.18.1.2. A special connector/adaptor may be used to connect the ECU(s) and the original wiring harness.

3.2.18.1.3. The combined retail price of the full system including software, tuning tool, download/ connection cable(s), any activation, wiring harness(s) and upgrades must be a declared common price and is available for purchase to all race teams in this Championship.

3.2.18.1.4. The ECU (with software and activations) and harness parts must be individually priced and available separately.

3.2.18.1.5. The software and the firmware must be supplied and approved by the MSBK Technical Committee. The MSBK Technical Committee must be supplied with the software/firmware and it must be added to the approved parts list before it may be used.

3.2.18.1.6. The manufacturer must provide the MSBK Technical Director with the tools/software to perform software checks.

3.2.18.1.7. 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.

3.2.18.1.8. Engine Control Unit (ECU) may be relocated.

3.2.18.1.9. Corner by corner or distance/position based adjustments are not permitted.

3.2.18.1.10. Optional equipment sold by the motorcycle Manufacturer for the homologated model is considered not homologated with the motorcycle and must follow the requirements for approved electronics/data loggers.

3.2.18.1.11. During an event the MSBK Technical Director has the right to ask a team to substitute their ECU or external module with the sample received from the manufacturer. All team must accept this interchange.

3.2.18.1.12. No extra sensors may be added for control strategies except shift rod sensor, wheel speed sensors and lambda sensors. Any of these sensors must be included in the ECU Kit and Harness package if required for strategies (including closed loop lambda).

3.2.18.1.13. Other additional electronic hardware equipment not on the original homologated motorcycle cannot be added with the exceptions noted below.

3.2.18.1.14. Resistors/load may be added to replace the parts of the electrical system that have been removed (including lights and lambda sensors), to prevent ECU errors.

3.2.18.1.15. An ABS replacement/bypass may be fitted and or the ABS unit may be dismantled to leave just its ECU.

3.2.18.1.16. If it is a standalone unit, the Data Logger unit must be available for sale to all race teams in this Championship and on the list of MSBK approved data loggers.

3.2.18.1.17. The characteristics of approved data logging systems must be the following:

3.2.18.1.18. Retail price must be a declared common price and is available for purchase to all race teams in this Championship.

3.2.18.1.19. The following data logging only sensors (connected to the additional data logger) may be added to the original sensors on the motorcycle. The sensors must be from the following list:

i. Fork position
ii. Shock position
iii. Front brake pressure
iv. Rear brake pressure
v. Brake Disc Temperature Sensor.
vi. Fuel pressure (not temperature)
vii. Oil pressure
viii. Oil temperature
viiii. Transponder/Lap time signal
x. GPS Unit (Lap timing and track position)
xi. Tyre Pressure (TPMS)

3.2.18.1.20. The sensors must be simple-function. No inertial platforms are permitted to be added if an inertial platform is not installed originally on the homologated motorcycle.

3.2.18.1.21. CAN (or other data protocol, k-line, lin) communication from the ECU to an approved data logger is permitted without any limitation in CAN channel logger number. The data logger may not act to control any

strategy or setting in the ECU - except to replicate the original dashboards signals if the original dashboard is removed. The logger may not automate these setting changes.

3.2.18.1.22. The maximum total price of other active/control/calculation units such as lambda driver modules, Quickshifter and analogue to CAN must be a declared common price and is available for purchase to all race teams in this Championship. These devices must be approved by MSBK Technical Committee

3.2.18.1.23. Telemetry is NOT permitted.

3.2.18.1.24. No remote or wireless connection to the motorcycle for any data exchange or setting is permitted whilst the engine is running or the motorcycle is moving.

3.2.18.1.25. 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 MSBK Technical Committee at least 3 weeks before the beginning of the Championship, with technical data and selling price. The Motorcycle Manufacturer must provide the MSBK Technical Committee with the tools to control the ECU software or work with the MSBK Technical Committee to achieve this control.

3.2.18.1.26. External modules may not alter any sensor signal relating to the ride by wire system or control/actuate any part of the Motorcycle excepting the ignition coils and fuel injectors.

3.2.18.1.27. No external module may add traction control strategies unless originally fitted to the homologated Motorcycle.

3.2.18.1.28. External downshift blip modules are NOT permitted.

3.2.18.1.29. 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 motorcycle unless included in the ECU Kit. If essential for the operation of the electronics it must be included in the ECU Kit. It may also contain the datalogger. There must remain a working Tachometer display.

3.2.18.1.30. Spark plugs may be replaced.

3.2.18.1.31. Battery is free and can be relocated.

3.2.18.2. Harness:

3.2.18.2.1. The main wiring harness may be replaced by the kit wire harness as supplied for the Kit ECU model, produced and/or approved by the manufacturer of the motorcycle and by FIM.

3.2.18.2.2. The Kit wiring harness may incorporate the data logging harness.

3.2.18.2.3. A kit harness that incorporates the data logging harness may only accommodate 9 additional sensors.

3.2.18.2.4. The key/ignition lock may be relocated, replaced or removed.

3.2.18.2.5. Cutting of the original main wiring harness is permitted.

3.2.18.2.6. **Data Logger Harness:** The Data Logger wire harness cannot include any other sensors with the exception of the 9 sensors that are permitted. The only function of the approved Data Logger wire harness is to connect the seven sensors to the Data Logger, to transmit the data and supply the power.

3.2.18.3. Generator, Alternator, Electric Starter.

3.2.18.3.1. The generator (ACG) must be the originally fitted and homologated part with no modifications permitted.

3.2.18.3.2. The stator must be fitted in its original position and without offsetting.

3.2.18.3.3. The electric starter must operate normally and always be able to start the engine during the event.

3.2.18.3.4. During parc fermé the starter must crank the engine at a suit able speed for starting for a minimum of 2 seconds without the use of a boost battery.

3.2.19. Main Frame Body and Rear Sub-Frame

3.2.19.1. In case the frame will need to be replaced the rider or the team must request the use of a spare frame to the MSBK Technical Director.

3.2.19.2. The frame must be the homologated part with minor modification permitted stated in the following;

3.2.19.3. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).

3.2.19.4. 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.

3.2.19.5. Crash protectors (protective cone) may b.e fitted to the frame, using existing points, or pressed into the ends of the wheel axles. Without exception, the axles cannot be modified.

3.2.19.6. Nothing may be added or removed from the frame body with exception of the installation of a steering damper.

3.2.19.7. All Motorcycles must display a vehicle identification number (VIN) punched on the frame or a metal plate on the body or subframe.

3.2.19.8. Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.

3.2.19.9. Front sub frame/fairing mount may be changed or altered, but the use of titanium and carbon (or similar composite materials) is forbidden.

3.2.19.10. Rear sub-frame may be changed or altered and the type of material is free.

3.2.19.11. 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.

3.2.19.12. Brackets or mounting points cannot be welded onto the frame.

3.2.19.13. Bolt on type brackets may be replaced or modified or removed

3.2.19.14. Bolt-on accessories may be removed.

3.2.19.15. The paint scheme is not restricted but polishing the frame body or sub frame is not permitted.

3.2.20. Pre-Assembled Spare Frame and Spare Motorcycle

In case the frame needs to be replaced, the rider or the team must make a request to the MSBK Technical Director to use the spare frame. The pre-assembled spare frame must be presented to the MSBK Technical Director to receive the permission to rebuild the Motorcycle.

3.2.20.1. The pre-assembly of the frame shall be strictly limited to:

i. Main frame assembly
ii. Bearings (steering head bearings upper and lower triple clamps, swing-arm and etc.)
iii. Swing-arm
iv. Rear suspension linkage and shock absorber
v. Upper and lower triple clamps
vi. Wiring harness

3.2.20.2. 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.

3.2.20.3. Complete spare Motorcycle may be used if the registered main motorcycle is damaged causing the competitor to miss a session or DNS/DNF a race. The team(s) must write-in a request to the MSBK Technical Director for the damaged Motorcycle to be changed and the replacement motorcycle will need to go through to the Technical scrutineering first.

3.2.20.4. For the remainder of the event the Motorcycle will be impounded and no part of that Motorcycle 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 permitted on the track and in the display area of pit box during the practices, qualifying, warm up and race.
- When a team decides that a crashed or damaged Motorcycle requires a change of frame it must inform the MSBK Technical Director. If the Motorcycle is damaged in a crash or in any other incident, it is permitted to use the pre-assembled spare frame to rebuild the Motorcycle.
- Once the assembly of the replacement Motorcycle is completed the Motorcycle 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 MSBK Technical Director.
- Parts may be transferred from the damaged Motorcycle for the assembly of the replacement motorcycle.
- 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 display area of 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 MSBK Technical Director must inspect the bare frame and give his authorisation before work can start.
- Any actions contrary to these procedures will result in a penalty as described in the Sporting Regulations

3.2.21. Suspension – General

3.2.21.1. Electronic Suspension:

3.2.21.1.1. 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.

3.2.21.1.2. The electronically-controlled valves must remain as homologated. The shims, spacers and fork/shock springs not connected with these valves can be changed.

3.2.21.1.3. 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.

3.2.21.1.4. The electronic interface between the rider and the suspension must remain as on the homologated motorcycle. It is permitted to remove or disable this rider interface.

3.2.21.1.5. Front Forks and Steering Damper.

3.2.21.1.5.1. The Font Fork assembly including the associated brake parts can be interchanged with the different version of the same motorcycle model. E.G. YZF R1 change to YZF R1M or CBR1000RR-R to CBR1000RR-R SP.

3.2.21.1.5.2. Steering stem pivot position must remain in the homologated position (as supplied on the production bike). If the standard motorcycle has inserts then the orientation/position of the original insert may be changed but the insert cannot be replaced or modified.

3.2.21.1.5.3. Dust seals may be modified, changed or removed if the fork remains totally oil-sealed.

3.2.21.1.5.4. The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are permitted.

3.2.21.2 **<u>Electronic forks:</u>**

3.2.21.2.1. The electronic front suspension (including the upper and lower fork clamp) may be replaced with a mechanical system from a similar homologated model from the same manufacturer.

3.2.21.2.2. Electronic forks may have their complete internal parts (including all electronic control) replaced by conventional damping system and it will be considered as a mechanical fork.

3.2.21.3 **<u>Mechanical forks:.</u>**

3.2.21.3.1. Forks (stanchions, stem, wheel spindle, upper and lower crown, etc.) must be;the originally fitted or homologated parts with the following modifications permitted:

3.2.21.3.2. Original internal parts of the homologated forks may be modified or changed

3.2.21.3.3. The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated motorcycle.

3.2.21.3.4. Fork caps on the mechanical forks may only be modified or replaced to allow external adjustment. (This does not include the mechanical fork leg that is part of the homologated electronic fork set).

3.2.21.3.5. A steering damper may be added or replaced with a "non-electronic after market steering damper"

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

3.2.21.3.7. Electronic controlled steering damper cannot be used if not installed in the homologated model for road use. However it must be completely standard (any technical or electronic part must remain as in homologated model).

3.2.21.4 Rear Swingarm (Rear fork)

3.2.21.4.1. The Rear Swingarm must be the homologated part with the following modifications permitted.

3.2.21.4.2. 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 to prevent any rider's body part that may become trapped between the lower chain run and rear wheel sprocket.

3.2.21.4.3. Rear wheel stand brackets may be added to the Rear Swingarm by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening bolts must be recessed. An anchorage system or point(s) to keep the original rear brake caliper in place may be added to the rear swing-arm.

3.2.21.4.4. The sides of the swing-arm may be protected by a thin vinyl cover only, no composite or structural covers are permitted.

3.2.21.4.5. Rear swingarm pivot bolt must be the homologated part with no modification permitted.

3.2.21.4.6. Rear swingarm pivot position must remain in the homologated position (as supplied on the production Motorcycle). If the standard Motorcycle has inserts then the orientation/ position of the original insert may be changed but the inserts cannot be replaced or modified.

3.2.21.5. Rear Shock Absorber (Rear Suspension Unit)

3.2.21.5.1. Rear Shock Absorber may be replaced but the original attachments to the frame and rear fork (swing arm) (or linkage) must be as homologated.

3.2.21.5.2. All the rear suspension linkage parts must be the homologated part with no modification permitted.

3.2.21.5.3. Removable top shock mounts must be the homologated part with no modification permitted. A nut may be made captive on the top shock mount and shim spacers may be fitted behind it to adjust ride height.

3.2.21.5.4. Mechanical suspension: Rear Shock Absorber unit and spring may be changed.

3.2.21.5.5. Electronic suspension: If the standard system has no facility for ride height adjustment the standard shock may be modified to allow shock length changes if no hydraulic parts are modified. The electronic shock absorber can be replaced with a mechanical one.

3.2.22. Wheels

3.2.22.1. All wheels must be the homologated part or wheels from another motorcycle of the same model or within same frame VIN will be taken as compatible and permitted to use.

3.2.22.2 No Carbon Wheels (or similiar composite materials) are permitted for all situations.

3.2.22.2.1 If a Motorcycle is originally equiped with carbon wheels as standard than it MUST be changed to non-carbon.

3.2.22.3. The wheels may be overpainted but the original finish cannot be removed.

3.2.22.4. A Non-Slip Coating or Treatment may be applied to the bead area of the rim.

3.2.22.5. Bearing spacers must remain as homologated.

3.2.22.6. The speedometer drive may be removed and replaced with a spacer.

3.2.22.7. Wheel spacers and collars may be modified, added or replaced.

3.2.22.8. Wheel balance weights may be discarded changed or added to.

3.2.22.9. Any inflation valves may be used.

3.2.22.10. Front and rear wheel axles must remain as originally produced by the manufacturer for the homologated Motorcycle.

3.2.23. Brakes

3.2.23.1. The front and rear brake disc and it's carrier is free.

3.2.23.2. The front and rear brake caliper is free.

3.2.23.3. The rear brake caliper bracket may be mounted fixed on the swingarm and the mounting (fixing) points is free
- The swing-arm may be modified for this reason to aid the location of the rear brake caliper bracket, by welding, drilling or by using a helicoil.

3.2.23.4. The front and rear master cylinder and its brake fluid reservoir is free.

3.2.23.5. Front and rear hydraulic brake lines may be changed. The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (lower triple clamp).

3.2.23.6. Thumb-operated rear brake systems are permitted. The use of a thumb o hand-operated rear brake is allowed in addition to, or as replacement for, the standard foot-operated rear brake system.

3.2.23.6.1 An adaptor may be fitted to the reservoir inlet of the original rear master cylinder to enable connection of the thumb brake system.

3.3.23.6.2 All components must be securely mounted and comply with safety standards. No modification to the rear brake caliper is permitted unless otherwise stated in these regulations.

3.2.23.7. "Quick" (or "dry-break") connectors in the brake lines are allowed.

3.2.23.8. Front and rear brake pads may be changed. Brake pad locking pins & spring clips may be removed/modified for quick change type.

3.2.23.9. Front brake system Cooling Ducts or Brake Air Scoops are permitted.

3.2.23.9.1. Fully enclosed disc covers are not permitted. *Refer Illustration – ASC 02

3.2.23.9.2. It must be fabricated from non-metallic material e.g. nylon, plastic, CRP & etc.

3.2.23.9.3. The Front Fender can be slightly modified to facilitate the implementation and installation of the Cooling Ducts or Brake Air Scoop.
The MSBK Technical Committee reserves the right to refuse any Brake Cooling Ducts or Brake Air Scoops assy. that are deemed as dangerous.

3.2.23.10. Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.

i. Composite guards are not permitted.
ii. FIM approved guards will be permitted without regard of the material.

3.2.23.11. The MSBK Technical Director has the right to refuse any guard not satisfying this safety purpose.

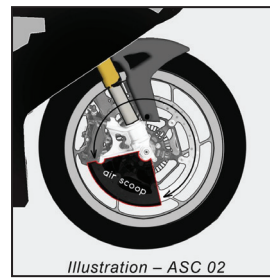


Illustration – ASC 02

3.2.24. Handlebars and Hand Controls.

3.2.24.1. Handlebars may be replaced
3.2.24.2. Handlebars and hand controls may be relocated. (except for the brake master cylinder).
3.2.24.3. Throttle controls must be self-closing when not held by the hand.
3.2.24.4. Throttle assembly and associated cables may be modified or replaced but the connection to the throttle body and to the throttle controls must remain as on the homologated motorcycle. Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote drive by wire grip/demand sensor.
3.2.24.5. Clutch and brake lever may be replaced with an after-market model. An adjuster to the brake lever is permitted.
3.2.24.6. Switches may be changed but the electric starter switch and engine stop switch must be located on the handlebars.
3.2.24.7. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while the hand is on the grips) that is capable of stopping a running engine. The button or switch must be RED.

3.2.25. Foot Rest and Foot Controls

3.2.25.1. Foot brake lever may be replaced with an after-market model.
3.2.25.2. Foot rest and foot controls may be relocated but brackets must be mounted to the frame at the original mounting points.
3.2.25.3. Foot controls; gear shift and rear brake must remain operated manually by foot.
3.2.25.4. Footrests may be of a rigid type or folding type. All folding type footrest must be fitted with a return mechanism.

3.2.25.5. The end of the foot rest must have at least an 8 mm solid spherical radius.
3.2.25.6. Rigid type metal footrest must have an end plug which is permanently fixed made of plastic, nylon or an equivalent type material. The plug surface must be designed to reach the widest possible area.
3.2.25.7. The MSBK Technical Director has the right to refuse any plug not satisfying this safety aim.

3.2.26. Fuel Tank

3.2.26.1. Stock Fuel Tank can be modified to hold an extra 3 litres of fuel if the Stock ECU (non-kit ECU) is being utilised.
3.2.26.2. All fuel tanks must be completely filled with fire retardant material (open-celled mesh, i.e. Explosafe®).
3.2.26.3. Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.
3.2.26.4. 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.
3.2.26.5. 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.
3.2.26.6. The tank may not have a cover fitted over it unless the homologated Motorcycle also features a full cover.
3.2.26.7. 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.

3.2.27. Fairing and Body Work

3.2.27.1. 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.). Headlights must be included even when considered external.
3.2.27.2. For all bodywork material, paint and decal design is free.
3.2.27.3. Overall size and dimensions must be the same as the original part, with a tolerance of +-10 mm, respecting the design and features of the homologated fairing as far as possible. The overall width of the frontal area may be +10 mm maximum. The decision of the MSBK Technical Director is final.
3.2.27.4. Fairing brackets may be altered or replaced.
3.2.27.5. Wind screen may be replaced with an aftermarket product. The height of the windscreen is free, within a tolerance of +/- 15 mm referred to the vertical distance from/to the upper fork bridge. The screen must conform to the same profile

from the front as the original – no double bubble or wide types. From a top view the length of the windscreen may be shortened by 25 mm to allow clearance for the rider. The edge of the screen must have no sharp edges.

3.2.27.6. The ram-air ducts and its material can be changed.

3.2.27.7. The lower fairing (Belly Pan) must to be constructed to hold, in case of an engine breakdown minimum 6 litres. The lower edge of all the openings in the fairing must be positioned at least 70 mm above the bottom of the fairing. The upper edge of the rear transverse wall of the lower fairing must be at least 70 mm above the bottom. The angle between this wall and the floor must be ≤ 90°

3.2.27.8. There may be no exit air vents in the front half of the lower fairing below a line 40 mm below line between the wheel axles of the Motorcycle. The MSBK Technical Director may give permission for the lower fairing to have additional vents added if vents have been filled to meet the these and the oil containment requirements.

3.2.27.9. Any added vents will not allow the exit of air in the front half of the fairing lower if they are behind a water or oil radiator.

3.2.27.10. Exceptions may be made to **the lower fairing (Belly pan) rule, article #3.2.27.7** with the sole agreement of the MSBK Technical Director if a manufacturer produced and **FIM** approved close fitting, oil containing engine shroud is fitted in addition to the bellypan. In this case OEM shaped air vents will be permitted in the front lower half of the fairing.

3.2.27.11. Any vents in the fairing lower must have their inner surface finish in-line with their outer surface or overlap to reduce the risk of liquid spraying from the Motorcycle.

3.2.27.12. Original openings for cooling in the lateral fairing/bodywork sections may be partially closed only to accommodate sponsors' logos/lettering.

3.2.27.13. Such modification shall be made using wire mesh or perforated plate.

3.2.27.14. 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%.

3.2.27.15. Motorcycles may be equipped with a radiator shroud (inner ducts) 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.

3.2.27.16. The lower fairing must incorporate a single opening of Ø 25 mm diameter in the front lower area. This hole must remain sealed in dry conditions and must be opened only in wet race conditions as declared by the Race Director.

3.2.27.17. All exposed edges must be rounded.

3.2.27.18. The original combination instrument/fairing brackets may be replaced but the use of titanium and carbon (or similar composite materials) is forbidden.

3.2.27.19. Motorcycles that were not originally equipped with streamlining are not permitted to add streamlining in any form, with the exception of a lower fairing (bellypan). This device cannot exceed above a line drawn horizontally from wheel axle to wheel axle.

3.2.27.20. Front fender/mudguards may be replaced with a cosmetic duplicate of the original part and may be spaced upward for increased tyre clearance.

3.2.27.21. Rear mudguard fixed on the rear fork (swingarm) that incorporates the chain guard may be modified to accommodate larger diameter rear sprockets.

3.2.27.22. The chain guard may be separate from the rear mudguard

3.2.28. Seat

3.2.28.1. The seat, seat base and associated bodywork may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated Motorcycle.

3.2.28.2. The top portion of the rear bodywork around the seat may be modified to a solo seat.

3.2.28.3. The appearance from both front rear and profile must conform to the homologated shape.

3.2.28.4. The homologated seat locking system (with plates pins rubber pads etc.) may be removed.

3.2.28.5. The material is free

3.2.28.6. All exposed edges must be rounded.

3.2.29. Wings and Aerodynamic Aids

3.2.29.1. Wings and other aerodynamic aids will only be considered legal if originally fitted to the homologated road specification Motorcycle of Asia, Oceania or EU.

3.2.29.2. For race use the wings must follow the dimensions and profiles homologated shapes exactly (+-2mm).

3.2.29.3. The leading edges (including end plates) must have a minimum circumference of 3mm.

3.2.29.4. All wings must have a rounded end (8mm radius) or be enclosed/integrated into the fairing.

3.2.29.5. Alternatively the originally fitted and homologated wings may be used from the street motorcycle without modification except to their fairing mounting.

3.2.29.6. The position of the wings must be +/- 5mm, angle of attack +/- 2degrees.

3.2.30. Fasteners

3.2.30.1. Standard fasteners may be replaced with fasteners of any design and material; except when there is a specific mention that titanium or other specific light alloy fasteners are not permitted in a specific paragraphs of this technical rule.

3.2.30.2. The strength and design must be sufficient, equal to or exceed the strength of the standard fasterner it is replacing.

3.2.30.3. Fasteners may be drilled for safety wire but intentional weight-reduction modifications are not permitted.
3.2.30.4. Fairing/bodywork fasteners may be replaced with the quick disconnect type.
3.2.30.5. Aluminium fasteners may only be used in non-structural locations.
3.2.30.6. The use of any type of special or custom fabricated Fasteners with intention to increase or tune engine performane is strictly not permitted.

3.2.31. The following items MAY BE ALTERED or replaced from those fitted to the homologated Motorcycle

3.2.31.1. Any type of lubrication, brake/clutch or suspension fluid may be used.
3.2.31.2 Fuel tanks may be filled with fire retardent material (open-celled mesh, i.e. Explosafe)
3.2.31.3. All gaskets and its materials is free
3.2.31.4. Material for brackets connecting non original parts (fairing, exhaust, instruments, etc) to the frame (or engine) cannot be made from titanium or fibre reinforced composites excepting the exhaust silencer hanger that may be in carbon.
3.2.31.5. Protective covers for the frame, chain and footrests may be made in other materials like fibre composite material if these parts do not replace original parts mounted on the homologated model.
3.2.31.6. External paintwork decals and colour scheme is free
3.2.31.7. Instruments, instrument bracket(s) and associated cables.

3.2.32. Following Items MAY BE Removed

3.2.32.1. Emission control items (anti-pollution) in or around the air box and engine (O2 sensors air injection devices).
3.2.32.2. Bolt-on accessories on a rear sub frame.
3.2.32.3. Instrument and instrument bracket and associated cables.
3.2.32.4. Radiator fan and wiring.
3.2.32.5. Thermal switches, water temperature sensor and thermostat may be removed inside the cooling system.
3.2.32.6. Redundant handlebar switches.

3.2.33. The Following Items MUST BE Removed

3.2.33.1. Head lamp rear lamp and turn indicators must be removed but profile and frontal appearance must be retained. The openings must be covered by a suitable material.
3.2.33.2. Rear-view mirrors.
3.2.33.3. Horn.
3.2.33.4. License plate bracket.
3.2.33.5. Toolkit.
3.2.33.6. Helmet hooks and luggage carrier hooks
3.2.33.7. Passenger's foot rests and it's removable mounting brackets (if any)

3.2.33.8. Passenger's grab rails.
3.2.33.9. Safety bars, centre and side stands must be removed (fixed brackets must remain).
3.2.33.10. Catalytic convertors.

3.2.34. The Following Items MUST BE Altered

3.2.34.1. All Motorcycles must incorporate a Closed Breather System. All oil breather pipes/lines must be connected and pass;
3.2.34.2. Through an oil catch tank and MUST exclusively discharge into the airbox.
3.2.34.3. Directly into an oil catch tank with a capacity of 1 litre of liquid
3.2.34.4. No breather pipes/lines should discharge directly to the atmosphere.
3.2.34.5. The usage of One-Way Valve CANNOT replaced the above requirements.
3.2.34.6. All breather or overflow pipes/lines must discharge via existing outlets.
3.2.34.7. The airbox drains must be sealed.
3.2.34.8. The following items must be securely safety wired
3.2.34.9. Oil drain plug
3.2.34.10. Oil filler cap.
3.2.34.11. External Oil filter
3.2.34.12. All wheel axle nuts (or alternately being appropriately attached with safety pins)

3.2.35. Additional Equipment

3.2.35.1. Data loggers can be used and
3.2.35.2. Telemetry is NOT permitted. No remote or wirelessconnection to the bike for any data exchange or setting is permitted whilst the engine is running or the bike is moving.

3.3 Appendix HM#01 - List of Approved Motorcycles.

BRAND	MODEL	CODE
Aprilia	RSV4 1000 RR/RF	ZD4RK
Aprilia	RSV4 1100 FACTORY	ZD4KY
BMW	S 1000 RR	K46 K67 K67 MU
BMW	M 1000 RR	K66 K66 MU Base K66 MU
DUCATI	Panigale V4R	DA
DUCATI	Panigale V4R	3D
Honda	CBR1000RR	SC77 (2017) ST
Honda	CBR1000RR SP	SC77 (2017) SP

BRAND	MODEL	CODE
Honda	CBR1000RR SP2	SC77 (2017) SP2
Honda	CBR1000RR-R Fireblade	SC82 (2020) ST SC82 (2022) ST SC82 (2024) ST
Honda	CBR1000RR-R Fireblade SP	SC82 (2020) SP SC82 (2022) SP SC82 (2024) SP
Kawasaki	ZX-10R/SE	ZXT02C - ZX1002C ZXT02E - ZX1002E ZXT02F - ZX1000S ZXT02L - ZX1002L ZXT02M - ZX1002M
Kawasaki	ZX-10RR/SE	ZXT00Z - ZX1000Z ZXT02H - ZX1000H ZXT02G - ZX1002G ZXT02N - ZX1002N ZXT02T - ZX1002T
Suzuki	GSX-R1000	L7 L9
Suzuki	GSX-R1000R	L7-R L9-R
Yamaha	YZF-R1	BX4 B3L
Yamaha	YZF-R1M	2KS B4S
MSBK EVOLUTION		
BRAND	**MODEL**	**CODE**
Aprilia	RSV4 1100 Factory	ZD4KYB / ZD4XPB
Aprilia	RSV4 1100 RR	ZD4KYA / ZD4XPA
Ducati	Panigale V4S	5D-S

3.4 Note: Unlisted motorcycles may apply directly to TWMR. This list can be amended at any time by The MSBK Technical Committee.

MAM MALAYSIA SUPERBIKE CHAMPIONSHIP

MSBK600
TECHNICAL SPECIFICATIONS

The following rules are intended to permit limited changes to the homologated Motorcycle in the interests of safety 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 PERMITTED IN ANY OF THE FOLLOWING ARTICLES, THEN IT IS FORBIDDEN.

MSBK600 motorcycles require a FIM homologation as listed in current Listing of FIM homologated motorcycles for Supersport/Superstock category If a FIM homologation is not available for a specific motorcycle due to unavoidable circumstances (e.g. Covid-19 Pandemic) and FIM Homologation has been submitted than, the following may be used as a remedy;

- Homologation from in the Country of Origin (of the motorcycle Make).
- Homologation from the MSBK Technical Committee

All motorcycles must comply in every respect with all the requirements for road racing as specified in this Technical Specifications (Regulations). All Motorcycles must be normally aspirated.

Once a motorcycle has obtained the homologation, it may be used for racing in the corresponding class for a maximum period of 8 years 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 MSBK600 motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

4.2 General Motorcycle Specifications

All parts and systems of the Motorcycle not specifically mentioned in the following articles must remain;

- As originally produced by the manufacturer.
- As originally fitted or equipped on the homologated Motorcycle.

Interchange of parts between the Motorcycles within same model name and or same frame VIN (Vehicle Identification Numbers) where they are homologated separately and at different years are NOT PERMITTED, except when it is spefically mentioned in another part(s) of this regulation that it can be interchanged between the Motorcycles within same model name and or same frame VIN . (E.g. Wheels)

4.2.1. Eligible Motorcycles

These rules are intended for production road Motorcycles only. If the Motorcycles included in the FIM Superbike homologation list does not meet the requirement of this Technical Specifications here, then the MSBK Technical Committee has the right to decide which Motorcycles will be eligible or NOT eligible be used in the MSBK600 class.

4.2.1.1. The displacement capacity, bore and stroke, must remain as the homologated size.

4.2.1.2. The following Motorcycles are approved to compete:

4.2.1.2.1 CFMoto 675SR-R
4.2.1.2.2 Honda CBR 600RR PC40 (2022)
4.2.1.2.3 Honda CBR 600RR PC69 (2024)
4.2.1.2.4 Kawasaki ZX-636 (2016 - 2024)
4.2.1.2.5 Kawasaki ZX-6R ZX600-RF
4.2.1.2.6 Suzuki GSX-R600 M2
4.2.1.2.7 Yamaha YZF-R6 BN6
4.2.1.2.8 MSBK600 Next Gen
4.2.1.2.8.1 Kawasaki ZX-6R (636) (2017 to Current)

*** Note: Unlisted motorcycles may apply directly to TWMR.**
This list can be amended at any time by The MSBK Technical Committee.

4.2.2 Minimum Weight

4.2.2.1 At any time of the event, the weight of the whole Motorcycle including the tank and its fuel contents must not be lower than the minimum weight.

	MSBK600	**MSBK600 Next Gen**
Minimum Motorcycle Weight:	163 kg	**173 kg**
Maximum Motorcycle Target Weight:	172 kg	**182 kg**
Total *Combined Target Weight:	235kg	**245 kg**

4.2.2.2 The use of ballast is permitted to stay over the minimum weight limit. The use of ballast must be declared to the MSBK600 Technical Director whenever it is installed or used and re-inspected whenever there is a change.Ballast may be added to conform to the combined target weight; a total maximum of **9 kg** may be added.

4.2.2.3 If the combined weight is not met and the maximum motorcycle target weight is already fulfilled, then there will be no weight penalty.

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

4.2.2.5 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.

4.2.2.6 There is no tolerance on the Combined and Minimum Weight Limits.

* Combined Target Weight is defined as: the Motorcycle weight plus the rider's weight while wearing their full racing gear.

4.2.3 Numbers and number plates

Each rider accepted for the MSBK Championship will be able to choose their own starting number which will be valid for the whole championship. The numbers "1" until "10" will be reserved for the previous year's competitors according to their overall championship points standing.

4.2.3.1 The Numbers are White or Bright Coloured and the background colour is Black.

4..2.3.2 The sizes for all the front numbers are:

i.	Minimum height:	140 mm
ii.	Minimum width:	80 mm
iii.	Minimum stroke:	25 mm
iv.	Minimum space between numbers:	10 mm

4.2.3.3 The sizes for all the side numbers are:

i.	Minimum height:	120 mm
ii.	Minimum width:	60 mm
iii.	Minimum stroke:	25 mm
iv.	Minimum space between numbers:	10 mm

4.2.3.4 The allocated numbers for the rider must be affixed on the motorcycle as follows:

4.2.3.4.1 Once on the front, either in the centre of the fairing or slightly off to one side. The number must be centred on the background with no advertising within 25 mm in all directions.

4.2.3.4.2 Once, on each side of the motorcycle. The preferred location for the numbers on each side of the motorcycle is on the lower rear portion of the main fairing (Belly Pan). The number must be centred on the background.

4.2.3.5 The approved font types for the numbers are as following;

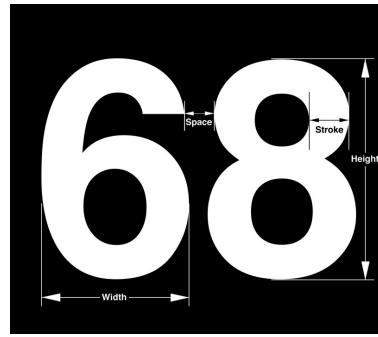
i. Futura Heavy and Futura Heavy Italic
ii. Univers Bold and Univers Bold Italic
iii. Olivers Med and Olivers Med Italic
iv. Franklin Gothic and Franklin Gothic Italic

4.2.3.6 Any numbers not using these fonts must have the **design of the numbers and the layout pre-approved** by the MSBK Technical Director a minimum of 2 weeks before the first race. All digits must be of standard form.

4.2.3.7 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.

4.2.3.8 Numbers cannot overlap.

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



4.2.4 Fuel

All MSBK600 Motorcycles must use only normal unleaded fuel and without adding any other thing: E.g. additves, octane boosters.
Fuel will not be provided by The Organiser - only RON95 is allowed.

4.2.5 Tyres

4.2.5.1 All Race Tyres and it's compound type must be exclusively acquired through MSBK assigned Official Tyre Supplier (Dunlop).

4.2.5.2 One new set of Slick Race Tyres must be utilised at the start of each Race Round

4.2.5.3 It is compulsory that all competitors are equipped with one set of wheels that is equipped with Wet Race Tyres

4.2.5.4 Unused Wet Race Tyres may be interchange to Slick Race Tyres at the end of the MSBK season with the Official Tyre Supplier.

4.2.5.5 The new tyres used in the free practices, qualifying practices, warm-up and race must be marked by the Official Tyre Supplier,

4.2.5.6 Officials or Personnel nominated by the MSBK Technical Director will check that all the Motorcycles in the pit lane are fitted marked. The use of Motorcycles with unmarked tyres will be immediately reported to the Race Direction which will then take appropriate action.

4.2.5.7 At the discretion of the rider or team, dry-weather or wet-weather tyres may be used for the Race weekend.

4.2.5.8 For safety reason (possibility of unsafe release) during race, tyre supplier has the right to deny or refuse any tyre services 45 minutes before pit exit opens for the respective category.

4.2.5.9 Any modification or treatment (cutting, grooving) is forbidden.

4.2.5.10 All used and unused tyres supplied for the race weekend must be return to the Official Tyre Supplier after the race.

4.2.6.11 All registered rider participant must bring one set of used motorcycle tyre when purchasing a new set of DUNLOP tyre. This exchange will only occur at the time of new tyre purchase.

4.2.6 Engine

4.2.6.1 A maximun of 2 engines is allowed for each race weekend. Engines will be sealed to the chasis at the start of each race weekend during the scrutineering and safety checks

4.2.6.2 Any engine change must be accopanied by a written request stating the reason for change, all engine seals must not be removed without permission from the MSBK Technical Director. The MSBK Technical Director may request to examine the retired engine

4.2.6.3 Apart from the above requirement, engines will be requested to be sealed at any time during the event by MSBK Technical Director when the need arises.

4.2.7 Fuel Injection System

4.2.7.1 Fuel injection system refers to the throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.

4.2.7.2 The injectors must be the originally fitted and homologated part with no modifications allowed.

4.2.7.3 Quantity of injector must remain as the homologated or originally manufactured Motorcycle.

4.2.7.4 The throttle bodies must be the originally fitted and homologated part with no modifications allowed.

4.2.7.5 Bell mouths must be the originally fitted and homologated part with no modifications allowed.

4.2.7.6 Variable intake tract devices cannot be added if they are not present on the homologated or originally manufactured Motorcycle.

4.2.7.7 Variable intake tract device may only be used if the homologated or originally manufactured model is equipped with such system and they must remain identical and operate in the same way as the homologated or originally manufactured system.

4.2.7.8 All the parts of the variable intake tract device must be the originally fitted and homologated part with no modifications allowed.

4.2.7.9 Secondary throttle valves but not the shafts may be removed or fixed in the open position and the electronics may be disconnected or removed.

4.2.7.10 Air and air/fuel mixture must go to the combustion chamber exclusively through the throttle body butterflies.

4.2.7.11 Ride By Wire - Electronically controlled throttle valves, known as 'ride-by-wire', may only be used if the homologated or originally manufactured model is equipped with the

same system. Ride by wire system including its software cannot be modified and must remain as homologated or originally manufactured.

4.2.7.12 Throttle body clamp may be changed.

4.2.8 Fuel Supply

4.2.8.1 Fuel pump and fuel pressure regulator must be the originally fitted and homologated part with no modifications allowed

4.2.8.2 The fuel pressure must be the originall and homologated pressure with no modifications allowed

4.2.8.3 Fuel lines from the fuel tank to the delivery pipe assembly (excluded) may be replaced.

4.2.8.4 Fuel vent lines may be replaced.

4.2.8.5 Fuel filters may be added

4.2.8.6 Quick connectors may be used or added. E.g. Dry Break connectors

4.2.9 Cylinder Head

4.2.9.1 Cylinder head must be the originally fitted and homologated part with no modifications allowed

4.2.9.2 No material may be added or removed from the cylinder head.

4.2.9.3 No additional welding is permitted.

4.2.9.4 The head gasket is free.

4.2.9.5 Only for Honda CBR600RR (PC40): Valve springs can be changed to similar springs of a different spring rate

4.2.9.6 The valves, valve seats, guides, springs and retainers must be the originally fitted and homologated part with no modifications allowed.

4.2.9.7 Valve lapping as in normal service maintenance is permitted.

4.2.10 Camshaft

4.2.10.1 The camshaft must remain as homologated or originally manufactured part with no modification permitted.

4.2.10.2 For all camshaft replacements; only the genuine camshaft or strengthened version of exactly the same lobe profile and phasing produced by the original motorcycle manufacturer can be used.

4.2.10.3 The strengthened camshaft along with their part number must be pre-approved for use by the MSBK Technical Committee. This is strictly approved to prevent camshaft breakage and NOT for engine performance upgrade by any means. The replacement camshaft must be of equal weight or heavier than the homologated part

4.2.11 Camshaft Sprockets or Gears

4.2.11.1 Camshaft Sprockets or Gears can be changed or manually adjustable type and alternatively Stock Camshaft Sprockets/ Gears may be modified to allow for such adjustment, E.g. Bolt hole slotting.

4.2.11.2 Pressed-on cam sprockets may be replaced with an adjustable boss and cam sprocket.

4.2.11.3 "Variable Cam Phasing" type of Camshaft Sprocket/Gears may only be used if it is already present on the production model of the homologated motorcycle.

4.2.12 Cylinders (Cylinder Blocks)

4.2.12.1 Must be the originally fitted and homologated part with no modifications allowed.

4.2.13 Pistons, Rings, Pins and Clips

4.2.13.1 Pistons, Rings, Pins and Clips must be the originally fitted and homologated part with no modifications allowed

4.2.13.2 All piston rings must be fitted.

4.2.14 Connecting Road Assembly

4.2.14.1 Must be the originally fitted and homologated part with no modifications allowed.

4.2.15 Crankshaft Assembly

4.2.15.1 Must be the originally fitted and homologated part with no modifications allowed

4.2.16 Crankcases Engine Covers and Gearbox housing

4.2.16.1 Must be the originally fitted and homologated part with no modifications allowed.

4.2.16.2 All crankcases or engine covers containing oil which could be in contact with the ground during a crash must be protected by an additional cover

4.2.16.3 The additional cover must cover a minimum of 1/3 of the original cover. It must have no sharp edges to damage the track surface.

4.2.16.4 These covers must be fixed properly and securely with a minimum of three (3) case cover bolts that also mount the original covers/engine cases to the crankcases.

4.2.16.5 Stick-on 'type' covers are NOT permitted.

4.2.16.6 Oil containing engine covers must be secured with steel bolts.

4.2.16.7 The MSBK Technical Director has the right to refuse any lateral cover and protection covers not satisfying this safety purpose.

4.2.17 Transmission and Gearbox

4.2.17.1 Must be the originally fitted and homologated part with the following modifications allowed

4.2.17.2 For safety purpose: Transmission gear material can be changed for the purpose of improving structural strength only

4.2.17.3 Gear ratio and number of speeds must be exactly the same as homologated or originally manufactured with no variation permitted.

4.2.17.4 Quickshifter can be added.
4.2.17.5 Adding auto selector mechanism to the gearbox is not permitted.
4.2.17.6 Electronic or hydraulic actuated shifters are not permitted.
4.2.17.7 No other modifications are permitted for the transmission and gear box
4.2.17.8 Front and rear sprockets, chain pitch and chain size maybe altered.
4.2.17.9 Top chain guard as long as it is not incorporated in the rear fender may be removed.

4.2.18 Clutch

4.2.18.1 Clutch must remain as the "wet" type and it is probihited to convert into a 'dry' type
4.2.18.2 Clutch operation (actuation) must remain cable operated and it is probihited to convert into the hydraulic actuation system
4.2.18.3 Back torque limiting or slipper clutch is permitted to be used
4.2.18.4 Clutch springs are free and pre-load can be changed by adding shims.
4.2.18.5 Clutch plates are free.
4.2.18.6 Clutch cable is free.

4.2.19 Oil Pumps and Oil Lines

4.2.19.1 Oil Pumps must be the originally fitted and homologated part with no modifications allowed.
4.2.19.2 Metal oil lines may be welded or strengthened.
4.2.19.3 Oil lines containing positive pressure, if replaced, must be of braided reinforced construction with swaged or threaded connectors.

4.2.20 Radiator, Cooling System and Oil Cooler

4.2.20.1 Only water is allowed to be used inside the radiator and the entire cooling system. No Additives, Antifreeze, "Radiator Coolant" or any other liquid is allowed.
4.2.20.2 Radiator cap is free.
4.2.20.3 Radiator and its mounting brackets can be changed, however the mounting point must remain at the original point as in the homologated Motorcycle.
4.2.20.4 Additional radiator shroud and inner air ducts to improve the air stream towards the radiator is allowed but the appearance of the front, the rear and the profile of the Motorcycle must not be changed.
4.2.20.5 Protective meshes may be added in front of the oil and/or water radiator(s).
4.2.20.6 Cooling system hoses and catch tank may be changed.

4.2.21 Air Box

4.2.21.1 The air box must be the originally fitted and homologated part with the following modifications allowed
4.2.21.1.1 The air filter element is free.

4.2.21.1.2 Air box drains or drain exit tubes MUST be sealed.

4.2.21.1.3 Original air duct at between the faring and the air box may be modified or changed. Carbon composite and Kevlar material is not permitted for this purpose.

4.2.21.2 All engines 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.

4.2.22 Exhaust System

4.2.22.1 Exhaust pipes and silencers are free.

4.2.22.2 Titanium and carbon exhaust and silencers are allowed.

4.2.22.3 Wrapping of exhaust systems is not permitted except in the area of the rider's foot or an area in contact with the fairing for protection from heat.

4.2.22.4 The noise emissions sound of the exhaust system must not exceed 105db/A. A tolerance of +3db/A is permitted after the race. This test will be conducted at 5000 rpm.

4.2.22.5 For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.

4.2.23 Ignition and Engine Control System

4.2.23.1 ECU is free and may be replaced.

4.2.23.2 The following Electronic Riding Aids are permitted;

4.2.23.2.1 2-way Quickshifter, including Downshift Blipper

4.2.23.2.2 Traction and LaunchControl.

4.2.23.2.3 Pit Lane speed limiter is permitted

4.2.23.2.4 ECU map selection switch can be added.

4.2.23.2.5 These Electronic Riding Aids and its related Hardware may be added if the Machine(s) does not have them as Standard.

4.2.23.3 ECU may be relocated.

4.2.23.4 Resistors/load may be added to replace the parts of the electrical system that have been removed (including lights and lambda sensors), to prevent ECU errors.

4.2.23.5 Ignition coils are free.

4.2.23.6 Spark plugs may be replaced.

4.2.23.7 Corner by corner or distance/position based adjustments are not allowed.

4.2.23.8 Crank Sensors can be replaced for the following machines.

4.2.23.8.1 Honda CBR600RR with frame numbers starting from:

1. **PC40-1800001~**
2. **JH2PC40S*MK970001~**
3. **JH2PC40T*RK100001~**

4.2.24 Generator, Alternator, Electric Starter.

4.2.24.1 The generator (ACG) must be the originally fitted and homologated part with no modifications allowed.

4.2.24.2 The stator must be fitted in its original position and without offsetting.

4.2.24.3 The electric starter must operate normally and always be able to start the engine during the event.

4.2.24.4 During parc fermé the starter must crank the engine at a suitable speed for starting for a minimum of 2 seconds without the use of a boost battery.

4.2.25 Wiring Harness

4.2.25.1 The wiring harness and connectors are free.

4.2.25.2 The key/ignition lock may be relocated, replaced or removed.

4.2.26 Battery

4.2.26.1 Battery type is free and can be relocated.

4.2.26.2 Battery must be securely mounted and must not be exposed.

4.2.26.3 Voltage Stabiliser, Regulator and Rectifier is free.

4.2.27 Main Frame Body and Rear Sub-Frame

4.2.27.1 In case the frame will need to be replaced the rider or the team must request the use of a spare frame to the MSBK Technical Director.

4.2.27.2 The frame and rear sub frame must be the originally fitted and homologated part with the following modifications allowed

4.2.27.3 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.

4.2.27.4 Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).

4.2.27.5 Nothing may be added or removed from the frame body with exception of the installation of a steering damper.

4.2.27.6 All Motorcycles must display a vehicle identification number (VIN) punched on the frame or on a metal plate attached to the body or subframe.

4.2.27.7 Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.

4.2.27.8 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.

4.2.27.9 The paint scheme is not restricted but polishing the frame body or sub frame is not allowed.

4.2.27.10 Brackets or mounting points cannot be welded onto the frame.

4.2.27.11 Bolt on type brackets may be replaced or modified or removed

4.2.27.12 Bolt-on accessories may be removed.

4.2.27.13 Crash protectors (protective cone) may b.e fitted to the frame, using existing points, or pressed into the ends of the wheel axles. Without exception, the axles cannot be modified.

4.2.28 Pre-Assembled Spare Frame

4.2.28.1 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.

4.2.28.2 In case the frame needs to be replaced, the rider or the team must make a request to the MSBK Technical Director to use the spare frame.

4.2.28.3 The pre-assembled spare frame must be presented to the MSBK Technical Director to receive the permission to rebuild the Motorcycle.

4.2.28.4 The pre-assembly of the frame shall be strictly limited to:

i. Main frame assembly
ii. Bearings (steering head bearings upper and lower triple clamps, swing-arm and etc.)
iii. Swing-arm
iv. Rear suspension linkage and shock absorber
v. Upper and lower triple clamps
vi. Wiring harness

4.2.28.5 The rebuilt Motorcycle must be inspected before its use by the MSBK Technical Director for safety checks and a new seal will be placed on the Motorcycle frame.

4.2.28.6 Complete spare Motorcycle may be used if the registered main motorcycle is damaged causing the competitor to miss a session or DNF a race. Teams must write-in a request o the MSBK Technical Director for the Motorcycle change.

4.2.28.7 For the remainder of the event the Motorcycle will be impounded and no part of that Motorcycle 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 permitted on the track and in the display area of pit box during the practices, qualifying, warm up and race.
- When a team decides that a crashed or damaged Motorcycle requires a change of frame it must inform the MSBK Technical Director. If the Motorcycle is damaged in a crash or in any other incident, it is permitted to use the pre-assembled spare frame to rebuild the Motorcycle.
- Once the assembly of the replacement Motorcycle is completed the Motorcycle 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 MSBK Technical Director.
- Parts may be transferred from the damaged Motorcycle for the assembly of the replacement motorcycle.

- 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 display area of 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 MSBK Technical Director must inspect the bare frame and give his authorisation before work can start.
- Any actions contrary to these procedures will result in a penalty as described in the Sporting Regulations

4.2.29 Front Forks and Steering Damper

4.2.29.1 The front suspension system (including but not limited to stanchions stem, wheel spindle, upper and lower crown etc.) must be the originally fitted and homologated part with no modifications allowed.

4.2.29.2 Front fork Inner tube size must rremain the originally fitted and homologated size with no modifications allowed.

4.2.29.3 The upper and lower fork clamps (triple clamp, fork bridges) must be the originally fitted and homologated part with no modifications allowed.

4.2.29.4 The following standard original internal parts of the forks can be modified.

4.2.29.4.1 Shims, dampers, hydraulic piston, oil passages, spring and spacers.

4.2.29.4.2 After market damper kits or valves may be installed.

4.2.29.4.3 The front caps can be modified or changed.

4.2.29.4.4 Fork oil type and oil volume is free.

4.2.29.5 The height and position of the front fork in relation to the fork crowns is free.

4.2.29.6 Fork Tube Guards are permitted.

4.2.29.7 Steering damper may be added or replaced with an after-market damper.

4.2.29.8 After market non-electronic steering damper is permitted.

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

4.2.29.9 Electronic controlled steering damper cannot be used if not installed in the homologated or originally manufactured model for road use. However it must be the originally fitted and homologated part with no modifications allowed.

4.2.29.8 Dust seals may be modified changed or removed.

4.2.30 Shock Absorber (Rear Suspension Unit)

4.2.30.1 The shock absorber unit and spring is free

4.2.30.2 The mounting points and links/linkages must be the originally fitted and homologated part with no modifications allowed.

4.2.30.3 Electronically-Controlled Shock Absorbers are not permitted and it must be replaced with a conventional shock absorber.

4.2.31 Rear Swingarm (Rear fork)

4.2.31.1 The Rear Swingarm must be the originally fitted and homologated part with the following modifications allowed

4.2.31.2 Rear wheel stand brackets may be added to the Rear Swingarm by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening bolts 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.

4.2.31.3 All Motorcycles are required to install a chain guard (Shark Fin) fitted to rear section of the swingarm adjacent to the rear sprocket to prevent any rider's body part that may become trapped between the lower chain run and rear wheel sprocket.

4.2.31.4 Rear swingarm pivot position must remain in the homologated or originally manufactured position (as supplied on the production Motorcycle) with no modifications allowed.

4.2.31.5 If the standard Motorcycle has inserts then the orientation/ position of the original insert may be changed but the inserts cannot be replaced or modified.

4.2.32 Wheels

4.2.32.1 All wheels must be the originally fitted and homologated part with no modifications allowed or wheels from within same frame VIN and same model name are taken as compatible and allowed to use.

4.2.32.2 Wheel diameter and rim width must be the originally fitted and homologated with no modifications allowed

4.2.32.3 Wheel spacers and collars may be modified, added or replaced.

4.2.32.4 If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated Motorcycle.

4.2.32.5 Wheel balance weights may be discarded changed or added to.

4.2.32.6 A non-slip coating/treatment may be applied to the bead area of the rim.

4.2.32.7 Any inflation valves may be used.

4.2.32.8 Front and rear wheel axles must remain as originally produced by the manufacturer for the homologated Motorcycle.

4.2.32.9 The speedometer drive may be removed and replaced with a spacer.

4.2.33 Brakes

4.2.33.1 If homologated or originally manufactured Motorcycle has ABS, it may be deactivated.

4.2.33.2 An ABS replacement/bypass may be fitted and or the ABS unit may be dismantled to leave just its ECU.

4.2.33.3 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 the originally fitted and homologated part with no modifications allowed. Internally ventilated discs are not allowed if not present on the homologated motorcycle.

4.2.33.4 Only Steel (max. carbon content 2.1 wt%) brake discs is allowed for replacement

4.2.33.5 The thickness of the brake disc rotor may be increased but the disc must fit into the homologated or originally manufactured brake caliper without any modifications.

4.2.33.6 The front and rear brake caliper must be the originally fitted and homologated part with no modifications allowed

4.2.33.7 The front master cylinder can be changed and the attached hand and foot brake levers are free.

4.2.33.8 Rear master cylinder must be the originally fitted and homologated part with the following modifications allowed.

4.2.33.9 Thumb-operated rear brake systems are permitted. The use of a thumb o hand-operated rear brake is allowed in addition to, or as a replacement for, the standard foot-operated rear brake system.

4.2.33.9.1 An adaptor may be fitted to the resevoir inlet of the original rear master cylinder to enable connection of the thumb brake system.

4.2.33.9.2 All components must be securely mounted and comply with safety standards. No modification to the rear brake caliper is permitted unless otherwise stated in these regulations.

4.2.33.10 Front and rear hydraulic brake lines may be changed. The split of the front brake lines for both front brake calipers must be made above the lower Fork Bridge (lower triple clamp).

4.2.33.11 Brake pads are free

4.2.33.12 Brake pad locking pins & spring clips may be removed/ modified for a quick-change type.

4.2.33.13 In order to reduce the transfer of heat to the hydraulic fluid it is allowed to add shims to the callipers

4.2.33.14 Additional air scoops or ducts are NOT permitted.

4.2.33.15 Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.

4.2.33.16 The MSBK Technical Director has the right to refuse any guard not satisfying this safety purpose.

4.2.34 Handlebars and Hand Controls

4.2.34.1 Handlebars may be replaced

4.2.34.2 Handlebars and hand controls may be relocated. (except for the brake master cylinder).

4.2.34.3 Clutch and brake lever may be replaced with an after-market model. An adjuster to the brake lever is allowed.

4.2.34.4 Switches may be changed but the electric starter switch and engine stop switch must be located on the handlebars.

4.2.34.5 Throttle assembly and associated cables may be modified or replaced but the connection to the throttle body and to the throttle controls must remain as on the homologated motorcycle. Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote drive by wire grip/demand sensor.

4.2.34.6 Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while the hand is on the grips) that is capable of stopping a running engine.
The button or switch must be RED.

4.2.34.7 Throttle controls must be self-closing when not held by the hand.

4.2.34.8 Motorcycles must be equipped with brake lever protection intended to protect the handlebar brake lever from being accidentally activated in case of collision with another Motorcycle.

4.2.35 Foot Rest/Foot Controls

4.2.35.1 Foot rest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points.

4.2.35.2 Footrests may be of a rigid type or folding type. All folding type footrest must be fitted with a return mechanism.

4.2.35.3 The end of the foot rest must have at least an 8 mm solid spherical radius.

4.2.35.4 Rigid type metal footrest must have an end plug which is permanently fixed made of plastic, nylon or an equivalent type material.

4.2.35.5 The MSBK Technical Director has the right to refuse any plug not satisfying this safety aim.

4.2.36 Fuel Tank

4.2.36.1 Fuel tank must be the originally fitted and homologated part with no modifications allowed.

4.2.36.2 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.

4.2.36.3 Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.

4.2.36.4 Tank pad may be fitted to the rear of the tank with non-permanent adhesive. It may be constructed of foam padding or composite material.

4.2.37 Fairing and Body Work

4.2.37.1 Fairing and body work 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 the racing use (different piece mix, attachment points, fairing bottom, etc.).

4.2.37.2 The material may be changed, however the use of carbon fibre or carbon composite materials is not permitted.

4.2.37.3 Overall size and dimensions must be the same as the original part.

4.2.37.4 Fairing brackets may be altered or replaced, however, titanium and carbon fibre or similar composite materials are forbidden.

4.2.37.5 The original air shroud on the fairing channelling air to the engine may be removed.

4.2.37.6 The lower fairing (Belly Pan) must to be constructed to hold in case of an engine breakdown a minimum 4 litres of oil/ fluid.

- 4.2.37.6.1 The lower edge of all the openings in the fairing must be positioned at least 70 mm above the bottom of the fairing.
- 4.2.37.6.2 The upper edge of the rear transverse wall of the lower fairing must be at least 70 mm above the bottom.
- 4.2.37.6.3 The angle between this wall and the floor must be ≤ 90°.
- 4.2.37.6.4 The lower fairing must incorporate a single opening of Ø 25 mm diameter in the front lower area.
- 4.2.37.6.5 This hole must remain sealed in dry conditions
- 4.2.37.6.6 All exposed edges must be rounded.

4.2.37.7 Windscreen may be replaced with a duplicate but it must be made with transparent material.

- 4.2.37.7.1 The height of the replacement windscreen cannot vertically higher of more than 15mm compared to the original unit. The vertical distance will be measured from the top of upper fork bridge to the lips of the windscreen.

4.2.37.8 The original combination instrument/fairing brackets may be replaced but the use of titanium and carbon (or similar composite materials) is forbidden.

4.2.37.9 Machines that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing (Belly Pan).

4.2.37.10 This device cannot exceed above a line drawn horizontally from wheel axle to wheel axle.

4.2.37.11 Front fender/mudguards may be replaced with a cosmetic duplicate of the original part and may be spaced upward for increased tyre clearance.

4.2.37.12 Rear mudguard fixed on the rear fork (swingarm) that incorporates the chain guard may be modified to accommodate larger diameter rear sprockets.

4.2.37.13 The chain guard may be separate from the rear mudguard

4.2.38 Seat

4.2.38.1 The seat, seat base and associated bodywork may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated Motorcycle.

4.2.38.2 The top portion of the rear bodywork around the seat may be modified to a solo seat.

4.2.38.3 The appearance from both front rear and profile must conform to the homologated shape.

4.2.38.4 All exposed edges must be rounded.

4.2.38.5 The homologated or originally manufactured seat locking system (with plates pins rubber pads etc.) may be removed.

4.2.39 Fasteners

4.2.39.1 Standard fasteners may be replaced with fasteners of any design and material, except when there is a specific mention that titanium or other light alloy fasteners are not allowed in specific paragraphs of this technical rule.

4.2.39.2 The strength and design must be sufficient, equal to or exceed the strength of the standard fasterner it is replacing.

4.2.39.3 Fasteners may be drilled for safety wire but intentional weight-reduction modifications are not permitted.

4.2.39.4 Fairing/bodywork fasteners may be replaced with the quick disconnect type.

4.2.39.5 Aluminium fasteners may only be used in non-structural locations.

4.2.40 The following items MAY BE ALTERED or replaced from those fitted to the homologated or originally manufactured Motorcycle.

4.2.40.1 Any type of lubrication brake or suspension fluid may be used.

4.2.40.2 Any type of spark plug is permitted.

4.2.40.3 All gaskets and its materials is free

4.2.40.4 External paintwork decals and colour scheme is free

4.2.40.5 The bolts and nuts may be change or replaced. But material must be kept same as originally manufactured unless it is specifically mentioned or allowed in the above rules.

4.2.40.6 Instruments, instrument bracket(s) and associated cables.

4.2.40.7 Material for brackets connecting non original parts (fairing, exhaust, instruments etc.) to the frame (or engine) can be made from titanium or fibre reinforced composites

4.2.40.8 Protective covers for the frame, chain and footrests may be made in other materials like fibre composite material if these parts do not replace original parts mounted on the homologated or originally manufactured model.

4.2.40.9 Fuel tanks may be filled with fire retardant material (open called mesh i.e Explosafe).

4.2.41 Following Items MAY BE REMOVED.

4.2.41.1 Instrument and instrument bracket and associated cables.
4.2.41.2 Tachometer and speedometer.
4.2.41.3 Radiator fan and wiring.
4.2.41.4 Thermal switches water temperature sensor and thermostat may be removed inside the cooling system.
4.2.41.5 Bolt on accessories on a rear sub frame.
4.2.41.6 Redundant handlebar switches
4.2.41.7 Emission control items (anti-pollution) in or around the air box and engine (O2 sensors air injection devices).
4.2.41.8 Top chain guard as long as it is not incorporated in the rear fender.
4.2.41.9 Bolt-on accessories on a rear sub frame.

4.2.42 The Following Items MUST BE REMOVED.

4.2.42.1 Head lamp rear lamp and turn indicators must be removed but profile and frontal appearance must be retained. The openings must be covered by a suitable material.
4.2.42.2 Rear-view mirrors.
4.2.42.3 Horn.
4.2.42.4 License plate bracket.
4.2.42.5 Toolkit.
4.2.42.6 Helmet hooks and luggage carrier hooks
4.2.42.7 Passenger's foot rests and it's removable mounting brackets (if any)
4.2.42.8 Passenger's grab rails.
4.2.42.9 Safety bars centre and side stands must be removed (fixed brackets must remain).
4.2.42.10 Catalytic convertors

4.2.43 The Following Items MUST BE Altered

4.2.43.1 All Motorcycles must incorporate a Closed Breather System. All oil breather pipes/lines must be connected and pass;
4.2.43.2 Through an oil catch tank and MUST exclusively discharge into the airbox.

OR

4.2.43.3 Directly into an oil catch tank with a capacity of 1 litre of liquid.
4.2.43.4 No breather pipes/lines should discharge directly to the atmosphere.
4.2.43.5 The usage of One-Way Valve CANNOT replaced the above requirements.
4.2.43.6 All breather or overflow pipes/lines must discharge via existing outlets.
4.2.43.7 The airbox drains must be sealed.
4.2.43.8 The following items must be securely safety wired
- 4.2.43.7.1 Oil drain plug
- 4.2.43.7.2 Oil filler cap
- 4.2.43.7.3 External Oil filter
- 4.2.43.7.4 All wheel axle nuts (or alternately being appropriately attached with safety pins)

4.2.44 Wings and Aerodynamic Aids

4.2.44.1 Wings and other aerodynamic aids will only be considered legal if originally fitted to the homologated road specification Motorcycles of Asia, Oceania or EU.

4.2.44.2 For race use the wings must follow the dimensions and profiles homologated shapes exactly (+-2mm).

4.2.44.3 The leading edges (including end plates) must have a minimum circumference of 3mm

4.2.44.4 All wings must have a rounded end (8mm radius) or be enclosed/integrated into the fairing.

4.2.44.5 Alternatively the originally fitted and homologated wings may be used from the street bike without modification except to their fairing mounting.

4.2.44.6 The position of the wings must be +/-5mm, angle of attack +/- 2degrees.

4.2.45 Additional Equipment

4.2.45.1 Telemetry is NOT permitted.

4.2.45.2 NO remote or wireless connection to the motorcycle for any data exchange or setting is permitted whilst the engine is running or the motorcycle is moving.

4.2.45.3 Data loggers can be used and the following 'data logging sensors (connected to the additional data logger) may be added to the original sensors on the motorcycle.

- 4.2.45.3.1 Fork Position Sensor
- 4.2.45.3.2 Shock Position Sensor
- 4.2.45.3.3 Front And Rear Brake Pressure Sensor
- 4.2.45.3.4 Brake Disc Temperature Sensor
- 4.2.45.3.5 Fuel Pressure Sensor (Not Temperature)
- 4.2.45.3.6 Oil Pressure Sensor
- 4.2.45.3.7 Oil Temperature Sensor
- 4.2.45.3.8 Transponder Or Lap Time Signal
- 4.2.45.3.9 GPS Unit (Lap Timing And Track Position)
- 4.2.45.3.10 Tyre Pressure Sensor (TPMS)

4.2.45.4 Data loggers can be used .Telemetry is NOT allowed. No remote or wireless connection to the motorcycle for any data exchange or setting is allowed whilst the engine is running or the motorcycle is moving.

MSBK600 (NEXT-GEN A) TECHNICAL SPECIFICATION

The following rules are intended to permit limited changes to the homologated Motorcycle in the interests of safety 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 PERMITTED IN ANY OF THE FOLLOWING ARTICLES, THEN IT IS FORBIDDEN.

MSBK600 motorcycles requires a FIM homologation and if a FIM homologation is not available for a specific motorcycle due to unavoidable circumstances than, the following may be used as a remedy;

- Homologation from in the Country of Origin (of the motorcycle Make).
- Homologation from the MSBK Technical Committee.

All motorcycles must comply in every respect with all the requirements for road racing as specified in this Technical Specifications (Regulations). All Motorcycles must be normally aspirated.

Once a motorcycle has obtained the homologation, it may be used for racing in the corresponding class for a maximum period of 8 years 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 MSBK600 motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

5.2 General Motorcycle Specifications.

All parts and systems of the Motorcycle not specifically mentioned in the following articles must remain;

- As originally produced by the manufacturer.
- As originally fitted or equipped on the homologated Motorcycle

Interchange of parts between the Motorcycles within same model name and or same frame VIN (Vehicle Identification Numbers) where they are homologated separately and at different years are NOT PERMITTED, except when it is spefically mentioned in another part(s) of this regulation that it can be interchanged between the Motorcycles within same model name and or same frame VIN . (E.g. Wheels)

5.2.1 Eligible Motorcycles

These rules are intended for production road Motorcycles only. If the Motorcycles included does not meet the requirement of this Technical Specifications here, then the MSBK Technical Committee has the right to decide which Motorcycles will be eligible or NOT eligible be used in the MSBK600 class.

5.2.1.1 The displacement capacity, bore and stroke, must remain as the homologated size.

5.2.1.2 The following Motorcycles are approved to compete:

i. Ducati Panigale V2 1H
ii. MV Agusta F3 800 RR
iii. MV Agusta F3 800 RR M.U
iv. MV Agusta F3 Superveloce
v. MV Agusta F3 Superveloce M.U.
vi. Suzuki GSX-R750 M2
vii. Triumph Daytona 675R
viii. Triumph Street Triple 765 Moto2, HK8
ix. Triumph Street Triple 765 RS, HJ7
x. Triumph Street Triple 765 RS, HJ8

* **Note: Unlisted motorcycles may apply directly to TWMR. This list can be amended at any time by The MSBK Technical Committee.**

5.2.2 Minimum Weight Requirements

The minimum motorcycle weight and the minimum combined weight must not be lower than the following minimum weight limit at any time during the event:

5.2.2.1 Minimum motorcycle weight : 168 kg

5.2.2.2 Minimum combined weight : 238 kg

5.2.2.3 ***Use of Ballast***

The use of ballast is allowed to meet the minimum weight limit.
The use of ballast must be declared to the MSBK Technical Committee at the preliminary checks.

5.2.2.4 ***Maximum Motorcycle Target Weight***

The maximum motorcycle target weight is 177 kg.

5.2.2.5 ***Penalties***

If the minimum combined weight is not met and the motorcycle weight has reached the maximum motorcycle target weight of 177 kg, no penalty will be imposed.
There is no tolerance on the minimum weight limit.

5.2.2.6 ***Technical Inspection***

5.2.2.6.1 During the final technical inspection at the end of the race, selected motorcycles will be weighed in the condition they finished the race. The established minimum weight limits must be met in this condition, and nothing may be added to the motorcycle, including all fluids.

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

5.2.3 Numbers and number plates

Each rider accepted for the MSBK Championship will be able to choose their own starting number which will be valid for the whole championship.
The numbers "1" until "10" will be reserved for the previous year's competitors according to their overall championship points standing.
The numbers are White or Bright coloured and the background colour is Black.

5.2.3.1 The sizes for all the front numbers are:

5.2.3.1.1	Minimum height	: 140 mm
5.2.3.1.2	Minimum width	: 80 mm
5.2.3.1.3	Minimum stroke	: 25 mm
5.2.3.1.4	Minimum space between numbers	: 10 mm

5.2.3.2 The sizes for all the side numbers are:

5.2.3.2.1	Minimum height	: 120 mm
5.2.3.2.2	Minimum width	: 60 mm
5.2.3.2.3	Minimum stroke	: 25 mm
5.2.3.2.4	Minimum space numbers	: 10 mm

5.2.3.3 The allocated numbers for the rider must be affixed on the motorcycle as follows:

5.2.3.3.1 Once on the front, either in the centre of the fairing or slightly off to one side. The number must be centred on the background with no advertising within 25 mm in all directions.

5.2.3.3.2 Once, on each side of the motorcycle at the lower rear portion of the main fairing (Belly Pan). The number must be centred on the background.

5.2.3.4 The approved font types for the numbers are as following;

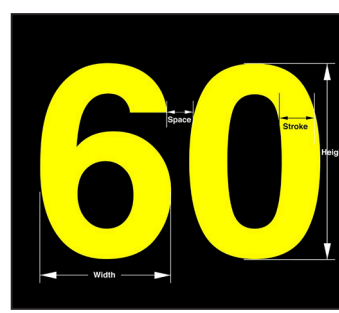
5.2.3.4.1 Futura Heavy and Futura Heavy Italic
5.2.3.4.2 Univers Bold and Univers Bold Italic
5.2.3.4.3 Olivers Med and Olivers Med Italic
5.2.3.4.4 Franklin Gothic and Franklin Gothic Italic

5.2.3.5 Any numbers not using these fonts must have the **design of the numbers and the layout pre-approved** by the MSBK Technical Director a minimum of 2 weeks before the first race. All digits must be of standard form.

5.2.3.6 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.

5.2.3.7 Numbers cannot overlap.

5.2.3.8 In case of a **dispute** concerning the legibility of numbers, the decision of the MSBK Technical Director will be final.



5.2.4 Fuel

All MSBK600 Motorcycles must use only normal unleaded fuel and without adding any other thing: E.g. additves, octane boosters.
Fuel will not be provided by The Organiser - only RON95 is allowed.

5.2.5 Tyres

5.2.5.1 All Race Tyres and it's compound type must be exclusively acquired through MSBK assigned Official Tyre Supplier (Dunlop).

5.2.5.2 One new set of Slick Race Tyres must be utilised at the start of each Race Round.

5.2.5.3 It is compulsory that all competitors are equipped with one set of wheels that is equipped with Wet Race Tyres.

5.2.5.4 Unused Wet Race Tyres may be interchange to Slick Race Tyres at the end of the MSBK season with the Official Tyre Supplier.

5.2.5.5 The new tyres used in the free practices, qualifying practices, warm-up and race must be marked by the Official Tyre Supplier.

5.2.5.6 Officials or Personnel nominated by the MSBK Technical Director will check that all the Motorcycles in the pit lane are fitted marked.

5.2.5.7 The use of Motorcycles with unmarked tyres will be immediately reported to the Race Direction which will then take appropriate action.

5.2.5.8 At the discretion of the rider or team, slick or wet-weather tyres may be used for the Race weekend.

5.2.5.9 For safety reason (possibility of unsafe release) during race, tyre supplier has the right to deny or refuse any tyre services 45 minutes before pit exit opens for the respective category.

5.2.5.10 Any modification or treatment (cutting, grooving) is forbidden.

5.2.5.11 All used and unused tyres supplied for the race weekend must be return to the Official Tyre Supplier after the race.

5.2.6.12 All registered rider participant must bring one set of used motorcycle tyre when purchasing a new set of DUNLOP tyre. This exchange will only occur at the time of new tyre purchase.

5.2.6 Engine

5.2.6.1 A maximun of 2 engines is allowed for each race weekend. Engines will be sealed to the chasis at the start of each race weekend during the scrutineering and safety checks.

5.2.6.2 Any engine change must be accopanied by a written request stating the reason for change, all engine seals must not be removed without permission from the MSBK Technical Director. The MSBK Technical Director may request to examine the retired engine

5.2.6.3 Apart from the above requirement, engines will be requested to be sealed at any time during the event by MSBK Technical Director when the need arises.

5.2.7 Fuel Injection System

5.2.7.1 Fuel injection system refers to the throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.

5.2.7.2 The injectors must be the originally fitted and homologated part with no modifications allowed.

5.2.7.3 Quantity of injector must remain as the homologated or originally manufactured Motorcycle.

5.2.7.4 The throttle bodies must be the originally fitted and homologated part with no modifications allowed.

5.2.7.5 Bell mouths must be the originally fitted and homologated part with no modifications allowed.

Variable Intake Tract.

These devices cannot be added if they are not present on the homologated or originally manufactured Motorcycle.

5.2.7.6 If a motorcycle is originally equipped with a variable intake tract device from the factory, it must maintain the same design and functionality as the original system modifications or enhancement is not permitted.

5.2.7.7 Secondary throttle valves but not the shafts may be removed or fixed in the open position and the electronics may be disconnected or removed.

5.2.7.8 Air and fuel mixture must go to the combustion chamber exclusively through the throttle body butterflies.

5.2.7.9 Ride By Wire - Electronically controlled throttle valves, known as 'ride-by-wire', may only be used if the homologated or originally manufactured model is equipped with the same system. Ride by wire system including its software cannot be modified and must remain as homologated or originally manufactured.

5.2.7.10 Throttle body clamp may be changed.

5.2.8 Fuel Supply

5.2.8.1 Fuel pump and fuel pressure regulator must be the originally fitted and homologated part with no modifications allowed.

5.2.8.2 The fuel pressure must be the originall and homologated pressure with no modifications allowed.

5.2.8.3 Fuel lines from the fuel tank to the delivery pipe assembly (excluded) may be replaced.

5.2.8.4 Fuel vent lines may be replaced.

5.2.8.5 Fuel filters may be added.

5.2.8.6 Quick connectors may be used or added. E.g. Dry Break connectors.

5.2.9 Cylinder Head

5.2.9.1 Cylinder head must be the originally fitted and homologated part with no modifications allowed.

5.2.9.2 No material may be added or removed from the cylinder head.

5.2.9.3 No additional welding is permitted.

5.2.9.4 The head gasket is free.

5.2.9.5 The valves, valve seats, guides, springs and retainers must be the originally fitted and homologated part with no modifications allowed.

5.2.9.6 Valve lapping as in normal service maintenance is permitted.

5.2.10 Camshaft

5.2.10.1 The camshaft must remain as homologated or originally manufactured part with no modification permitted.

5.2.10.2 For all camshaft replacements; only the genuine camshaft or strengthened version of exactly the same lobe profile and phasing produced by the original motorcycle manufacturer can be used.

5.2.10.2.1 The strengthened camshaft along with their part number must be pre-approved for use by the MSBK Technical Committee. This is strictly approved to prevent camshaft breakage and NOT for engine performance upgrade by any means. The replacement camshaft must be of equal weight or heavier than the homologated part.

5.2.11 Camshaft Sprockets or Gears

5.2.11.1 Camshaft Sprockets/Gears can be changed to manually adjustable type and alternatively Stock Camshaft Sprockets/Gears may be modified to allow for such adjustment, E.g. Bolt hole slotting.

5.2.11.2 Pressed-on cam sprockets may be replaced with an adjustable boss and cam sprocket.

5.2.11.3 "Variable Cam Phasing" type of Camshaft Sprockets/Gears may only be used if it is already present on the production model of the homologated motorcycle.

5.2.12 Cylinders (Cylinder Blocks)

Must be the originally fitted and homologated part with no modifications allowed.

5.2.13 Pistons, Rings, Pins and Clips

5.2.13.1 Pistons, Rings, Pins and Clips must be the originally fitted and homologated part with no modifications allowed.

5.2.13.2 All piston rings must be fitted.

5.2.14 Connecting Rod Assembly

Must be the originally fitted and homologated part with no modifications allowed.

5.2.15 Crankshaft Assembly

Must be the originally fitted and homologated part with no modifications allowed.

5.2.16 Crankcases Engine Covers and Gearbox housing

5.2.16.1 Must be the originally fitted and homologated part with no modifications allowed.

5.2.16.2 All crankcases or engine covers containing oil which could be in contact with the ground during a crash must be protected by an additional cover.

5.2.16.2.1 The additional cover must cover a minimum of 1/3 of the original cover. It must have no sharp edges to damage the track surface.

5.2.16.2.2 These covers must be fixed properly and securely with a minimum of three (3) case cover bolts that also mount the original covers/engine cases to the crankcases.

5.2.16.2.3 Stick-on 'type' covers are NOT permitted.

5.2.16.2.4 Oil containing engine covers must be secured with steel bolts.

5.2.16.2.5 The MSBK Technical Director has the right to refuse any lateral cover and protection covers not satisfying this safety purpose.

5.2.17 Transmission and Gearbox

5.3.17.1 Must be the originally fitted and homologated part with the following modifications allowed.

5.2.17.1.1 For safety purpose: Transmission gear material can be changed for the purpose of improving structural strength only.

5.2.17.1.2 Gear ratio and number of speeds must be exactly the same as homologated or originally manufactured with no variation permitted.

5.2.17.2 Quickshifter can be added.

5.2.17.3 Adding auto selector mechanism to the gearbox is not permitted.

5.2.17.4 Electronic or hydraulic actuated shifters are not permitted.

5.2.17.5 No other modifications are permitted for the transmission and gear box.

5.2.17.6 Front and rear sprockets, chain pitch and chain size maybe altered.

5.2.17.7 Top chain guard as long as it is not incorporated in the rear fender may be removed.

5.2.18 Clutch

5.2.18.1 Clutch must remain as the "wet" type and it is probihited to convert into a 'dry' type.

5.2.18.2 Clutch operation (actuation) must remain cable operated and it is probihited to convert into the hydraulic actuation system.

5.2.18.3 Back torque limiting or slipper clutch is permitted to be used.

5.2.18.4 Clutch springs are free and pre-load can be changed by adding shims.

5.2.18.5 Clutch plates are free.

5.2.18.6 Clutch cable is free.

5.2.19 Oil Pumps and Oil Lines

5.2.19.1 Oil Pumps must be the originally fitted and homologated part with no modifications allowed.

5.2.19.2 Metal oil lines may be welded or strengthened.

5.2.19.3 Oil lines containing positive pressure, if replaced, must be of braided reinforced construction with swaged or threaded connectors.

5.2.20 Radiator, Cooling System and Oil Cooler

5.2.20.1 Only water is permitted for use in the radiator and the entire cooling system. No additives, antifreeze, "radiator coolant," or any other liquids are allowed.

5.2.20.2 Radiator cap is free.

5.2.20.3 Radiator and its mounting brackets can be changed, however the mounting point must remain at the original point as in the homologated Motorcycle.

5.2.20.4 Additional radiator shroud and inner air ducts to improve the air stream towards the radiator is allowed but the appearance of the front, the rear and the profile of the Motorcycle must not be changed.

5.2.20.5 Protective meshes may be added in front of the oil and/or water radiator(s).

5.2.20.6 Cooling system hoses and catch tank may be changed.

5.2.21 Air Box

5.2.21.1 The air box must be the originally fitted and homologated part with the following modifications allowed.

5.2.21.2 The air filter element is free.

5.2.21.3 Air box drains or drain exit tubes MUST be sealed.

5.2.21.4 Original air duct at between the faring and the air box may be modified or changed. Carbon composite and Kevlar material is not permitted for this purpose.

5.2.21.5 All engines 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.

5.2.22 Exhaust System

5.2.22.1 Exhaust Header Pipes and Link Pipes (Middle Pipes) must be the homologated unit or as originally manufactured.

5.2.22.2 Only Silencer or Muffler Canister can be changed.

5.2.22.3 Material for the silencer or muffler canister is unrestricted.

5.2.22.4 Wrapping of exhaust systems is not permitted except in the area of the rider's foot or an area in contact with the fairing for protection from heat.

5.2.22.5 The noise emissions sound of the exhaust system must not exceed 105db/A. A tolerance of +3db/A is permitted after the race. The noise emissions sound test RPM is stated at the following table;

MACHINE		RPM
Ducati	Panigale V2	3,300
MV Agusta	F3 800 RR	4,200
MV Agusta	F3 800 RR M.U.	4,200
MV Agusta	F3 Superveloce	4,200
MV Agusta	F3 Superveloce M.U.	4,200
Suzuki	GSX-R750	4,700
Triumph	Daytona 675R	4,400
Triumph	Street Triple 765 Moto2	4,300
Triumph	Street Triple 765 RS	4,300
Triumph	Street Triple 765 RS	4,300

For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.

5.2.23 Engine Control System

5.2.23.1 The ECU must be the homologated unit or as originally manufactured.

5.2.23.2 Re-mapping of the ECU is not permitted.

5.2.23.3 The following Electronic Riding Aids are permitted and its related Hardware may be added if the Machine(s) does not have them originally.

5.2.23.3.1 2-way Quickshifter, including Downshift Blipper.
5.2.23.3.2 Traction and LaunchControl.

5.2.23.4 Pit Lane speed limiter is permitted.
5.2.23.5 ECU map selection switch can be added.
5.2.23.6 ECU unit may be relocated.
5.2.23.7 Resistors/load may be added to replace the parts of the electrical system that have been removed (including lights and lambda sensors), to prevent ECU errors.
5.2.23.8 Ignition coils are free.
5.2.23.9 Spark plugs may be replaced.

5.2.24 Generator, Alternator, Electric Starter.

5.2.24.1 The generator (ACG) must be the originally fitted and homologated part with no modifications allowed.
5.2.24.2 The stator must be fitted in its original position and without offsetting.
5.2.24.3 The electric starter must operate normally and always be able to start the engine during the event.
5.2.24.4 During parc fermé the starter must crank the engine at a suitable speed for starting for a minimum of 2 seconds without the use of a boost battery.

5.2.25 Wiring Harness

5.2.24.1 The wiring harness and connectors are free.
5.2.24.2 The key/ignition lock may be relocated, replaced or removed.

5.2.26 Battery

5.2.26.1 Battery is free and can be relocated.
5.2.26.2 Battery must be securely mounted and must not be exposed.
5.2.26.3 Voltage Stabiliser, Regulator and Rectifier is free.

5.2.27 Main Frame Body and Rear Sub-Frame

5.2.27.1 In case the frame will need to be replaced the rider or the team must request the use of a spare frame to the MSBK Technical Director.
5.2.27.2 The frame and rear sub frame must be the originally fitted and homologated part with the following modifications allowed.
5.2.27.3 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.
5.2.27.4 Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).
5.2.27.5 Nothing may be added or removed from the frame body with exception of the installation of a steering damper.
5.2.27.6 All Motorcycles must display a vehicle identification number (VIN) punched on the frame or on a metal plate attached to the body or subframe.
5.2.27.7 Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.
5.2.27.8 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.

5.2.27.9 The paint scheme is not restricted but polishing the frame body or sub frame is not allowed.
5.2.27.10 Brackets or mounting points cannot be welded onto the frame.
5.2.27.11 Bolt on type brackets may be replaced or modified or removed.
5.2.27.12 Bolt-on accessories may be removed.
5.2.27.13 Crash protectors (protective cone) may b.e fitted to the frame, using existing points, or pressed into the ends of the wheel axles. Without exception, the axles cannot be modified.

5.2.28 Pre-Assembled Spare Frame

5.2.28.1 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.
5.2.28.2 In case the frame needs to be replaced, the rider or the team must make a request to the MSBK Technical Director to use the spare frame.
5.2.28.3 The pre-assembled spare frame must be presented to the MSBK Technical Director to receive the permission to rebuild the Motorcycle.
5.2.28.4 The pre-assembly of the frame shall be strictly limited to:
- 5.2.28.4.1 Main frame assembly.
- 5.2.28.4.2 Bearings (steering head bearings upper and lower triple clamps, swing-arm and etc.)
- 5.2.28.4.3 Swing-arm.
- 5.2.28.4.4 Rear suspension linkage and shock absorber
- 5.2.28.4.5 Upper and lower triple clamps
- 5.2.28.4.6 Wiring harness

5.2.28.5 The rebuilt Motorcycle must be inspected before its use by the MSBK Technical Director for safety checks and a new seal will be placed on the Motorcycle frame.
5.2.28.6 Complete spare Motorcycle may be used if the registered main motorcycle is damaged causing the competitor to miss a session or DNF a race. Teams must write-in a request o the MSBK Technical Director for the Motorcycle change.
5.2.28.7 For the remainder of the event the Motorcycle will be impounded and no part of that Motorcycle may be used for spare parts.
5.2.28.8 <u>EXPLANATION OF THE PROCEDURES</u>
- 5.2.28.8.1 Only one (1) complete Motorcycle may be presented for the preliminary Technical checks and it will be the only Motorcycle permitted on the track and in the display area of pit box during the practices, qualifying, warm up and race.
- 5.2.28.8.2 When a team decides that a crashed or damaged Motorcycle requires a change of frame it must informthe MSBK Technical Director. If the Motorcycle is damaged in a crash or in any other incident, it is permitted to use the pre-assembled spare frame to rebuild the Motorcycle.
- 5.2.28.8.3 Once the assembly of the replacement Motorcycle is completed the Motorcycle must undergo technical and safety checks and it will be officially sealed.
- 5.2.28.8.4 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.

5.2.28.8.5 The new serial number will be recorded by the MSBK Technical Director.
5.2.28.8.6 Parts may be transferred from the damaged Motorcycle for the assembly of the replacement motorcycle.
5.2.28.8.7 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.
5.2.28.8.8 The damaged Motorcycle must be removed from the pit box as soon as possible and put in storage outside the display area of the pit box.
5.2.28.8.9 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.
5.2.28.9 The MSBK Technical Director must inspect the bare frame and give his authorisation before work can start.
5.2.28.10 Any actions contrary to these procedures will result in a penalty as described in the Sporting Regulations.

5.2.29 Front Forks and Steering Damper

5.2.29.1 The front suspension system (including but not limited to stanchions stem, wheel spindle, upper and lower crown etc.) must be the originally fitted and homologated part with no modifications allowed.
5.2.29.2 Front fork Inner tube size must rremain the originally fitted and homologated size with no modifications allowed.
5.2.29.3 The upper and lower fork clamps (triple clamp, fork bridges) must be the originally fitted and homologated part with no modifications allowed.
5.2.29.4 The following standard original internal parts of the forks can be modified
5.2.29.4.1 Shims, dampers, hydraulic piston, oil passages, spring and spacers.
5.2.29.4.2 After market damper kits or valves may be installed.
5.2.29.4.3 The front caps can be modified or changed.
5.2.29.4.4 Fork oil type and oil volume is free.

5.2.29.5 The height and position of the front fork in relation to the fork crowns is free.
5.2.29.6 Fork Tube Guards are permitted.
5.2.29.7 Steering damper may be added or replaced with an after-market damper.
5.2.29.8 After market non-electronic steering damper is permitted.
5.2.29.8.1 The steering damper cannot act as a steering lock limiting device.

5.2.29.9 Electronic controlled steering damper cannot be used if not installed in the homologated or originallymanufactured model for road use. However it must be the originally fitted and homologated part with no modifications allowed.
5.2.29.10 Dust seals may be modified changed or removed.

5.2.30 Shock Absorber (Rear Suspension Unit)

5.2.30.1 The shock absorber unit and spring is free.

5.2.30.2 The mounting points and links/linkages must be the originally fitted and homologated part with no modifications allowed.

5.2.30.3 Electronically-Controlled Shock Absorbers are not permitted and it must be replaced with a conventional shock absorber.

5.2.31 Rear Swingarm (Rear fork)

5.2.31.1 The Rear Swingarm must be the originally fitted and homologated part with the following modifications allowed.

5.2.31.1.1 Rear wheel stand brackets may be added to the Rear Swingarm by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening bolts 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.

5.2.31.1.2 All Motorcycles are required to install a chain guard (Shark Fin) fitted to rear section of the swingarm adjacent to the rear sprocket to prevent any rider's body part that may become trapped between the lower chain run and rear wheel sprocket.

5.2.31.2 Rear swingarm pivot position must remain in the homologated or originally manufactured position (as supplied on the production Motorcycle) with no modifications allowed.

5.2.31.3 If the standard Motorcycle has inserts then the orientation/position of the original insert may be changed but the inserts cannot be replaced or modified.

5.2.32 Wheels

5.2.32.1 All wheels must be the originally fitted and homologated part with no modifications allowed or wheels from within same frame VIN and same model name are taken as compatible and allowed to use.

5.2.32.2 Wheel diameter and rim width must be the originally fitted and homologated with no modifications allowed.

5.2.32.3 Wheel spacers and collars may be modified, added or replaced.

5.2.32.4 If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated Motorcycle.

5.2.32.5 Wheel balance weights may be discarded changed or added to.

5.2.32.6 A non-slip coating/treatment may be applied to the bead area of the rim.

5.2.32.7 Any inflation valves may be used.

5.2.32.8 Front and rear wheel axles must remain as originally produced by the manufacturer for the homologated Motorcycle.

5.2.32.9 The speedometer drive may be removed and replaced with a spacer.

5.2.33 Brakes

5.2.33.1 If homologated or originally manufactured Motorcycle has ABS, it may be deactivated.

5.2.33.2 An ABS replacement/bypass may be fitted and or the ABS unit may be dismantled to leave just its ECU.

5.2.33.3 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 the originally fitted and homologated part with no modifications allowed. Internally ventilated discs are not allowed if not present on the homologated motorcycle.

5.2.33.4 Only Steel (max. carbon content 2.1 wt%) brake discs is allowed for replacement.

5.2.33.5 The thickness of the brake disc rotor may be increased but the disc must fit into the homologated or originally manufactured brake caliper without any modifications.

5.2.33.6 The front and rear brake caliper must be the originally fitted and homologated part with no modifications allowed.

5.2.33.7 The front master cylinder can be changed and the attached hand and foot brake levers are free.

5.2.33.8 Rear master cylinder must be the originally fitted and homologated part with the following modifications allowed.

5.2.33.9 Thumb-operated rear brake systems are permitted. The use of a thumb o hand-operated rear brake is allowed in addition to, or as a replacement for, the standard foot-operated rear brake system.

5.2.33.9.1 An adaptor may be fitted to the resevoir inlet of the original rear master cylinder to enable connection of the thumb brake system.

5.2.33.9.2 All components must be securely mounted and comply with safety standards. No modification to the rear brake caliper is permitted unless otherwise stated in these regulations.

5.2.33.10 Front and rear hydraulic brake lines may be changed. The split of the front brake lines for both front brake calipers must be made above the lower Fork Bridge (lower triple clamp).

5.2.33.11 Brake pads are free.

5.2.33.12 Brake pad locking pins spring clips may be removed/modified for quick change type.

5.2.33.13 In order to reduce the transfer of heat to the hydraulic fluid it is allowed to add shims to the callipers.

5.2.33.14 Additional air scoops or ducts are NOT permitted.

5.2.33.15 Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.

The MSBK Technical Director has the right to refuse any guard not satisfying this safety purpose.

5.2.34 Handlebars and Hand Controls

5.2.34.1 Handlebars may be replaced.

5.2.34.2 Handlebars and hand controls may be relocated. (except for the brake master cylinder).

5.2.34.3 Clutch and brake lever may be replaced with an after-market model. An adjuster to the brake lever is allowed.

5.2.34.4 Switches may be changed but the electric starter switch and engine stop switch must be located on the handlebars.

5.2.34.5 Throttle assembly and associated cables may be modified or replaced but the connection to the throttle body and to the throttle controls must remain as on the homologated motorcycle. Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote drive by wire grip/demand sensor.

5.2.34.6 Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while the hand is on the grips) that is capable of stopping a running engine. The button or switch must be RED.

5.2.34.7 Throttle controls must be self-closing when not held by the hand.

5.2.34.8 Motorcycles must be equipped with brake lever protection intended to protect the handlebar brake lever from being accidentally activated in case of collision with another Motorcycle.

5.2.35 Foot Rest/Foot Controls

5.2.35.1 Foot rest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points.

5.2.35.2 Footrests may be of a rigid type or folding type. All folding type footrest must be fitted with a return mechanism.

5.2.35.3 The end of the foot rest must have at least an 8 mm solid spherical radius.

5.2.35.4 Rigid type metal footrest must have an end plug which is permanently fixed made of plastic, nylon or an equivalent type material.

The MSBK Technical Director has the right to refuse any plug not satisfying this safety aim.

5.2.36 Fuel Tank

5.2.36.1 Fuel tank must be the originally fitted and homologated part with no modifications allowed.

5.2.36.2 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.

5.2.36.3 Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.

5.2.36.6 Tank pad may be fitted to the rear of the tank with non-permanent adhesive. It may be constructed of foam padding or composite material.

5.2.37 Fairing and Body Work

5.2.37.1 Fairing and body work 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 the racing use (different piece mix, attachment points, fairing bottom, etc.).

5.2.37.2 The material may be changed, however the use of carbon fibre or carbon composite materials is not permitted.

5.2.37.3 Overall size and dimensions must be the same as the original part.

5.2.37.4 Fairing brackets may be altered or replaced, however, titanium and carbon fibre or similar composite materials are forbidden.

5.2.37.5 The original air shroud on the fairing channelling air to the engine may be removed.

5.2.37.6 The lower fairing (Belly Pan) must to be constructed to hold in case of an engine breakdown a minimum 4 litres of oil/fluid.

5.2.37.7 The lower edge of all the openings in the fairing must be positioned at least 70 mm above the bottom of the fairing.

5.2.37.8 The upper edge of the rear transverse wall of the lower fairing must be at least 70 mm above the bottom.

5.2.37.9 The angle between this wall and the floor must be ≤ 90°.
The lower fairing must incorporate a single opening of Ø 25 mm diameter in the front lower area.

5.2.37.10 This hole must remain sealed in dry conditions.

5.2.37.11 All exposed edges must be rounded.

5.2.37.12 Windscreen may be replaced with a duplicate but it must be made with transparent material.

5.2.37.13 The height of the replacement windscreen cannot vertically higher of more than 15mm compared to the original unit. The vertical distance will be measured from the top of upper fork bridge to the lips of the windscreen.

5.2.37.14 The original combination instrument/fairing brackets may be replaced but the use of titanium and carbon (or similar composite materials) is forbidden.

5.2.37.15 Machines that were not originally equipped with streamlining are allowed to add streamlining in any form, including a lower fairing (Belly Pan).

5.2.37.16 This device cannot exceed above a line drawn horizontally from wheel axle to wheel axle.

5.2.37.17 Front fender/mudguards may be replaced with a cosmetic duplicate of the original part and may be spaced upward for increased tyre clearance.

5.2.37.18 Rear mudguard fixed on the rear fork (swingarm) that incorporates the chain guard may be modified to accommodate larger diameter rear sprockets.

5.2.37.19 The chain guard may be separate from the rear mudguard.

5.2.38 Seat

5.2.38.1 The seat, seat base and associated bodywork may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated Motorcycle.

5.2.38.2 The top portion of the rear bodywork around the seat may be modified to a solo seat.

5.2.38.3 The appearance from both front rear and profile must conform to the homologated shape.

5.2.38.4 All exposed edges must be rounded.

5.2.38.5 The homologated or originally manufactured seat locking system (with plates pins rubber pads etc.) may be removed.

5.2.39 Fasteners

5.2.39.1 Standard fasteners may be replaced with fasteners of any design and material, except when there is a specific mention that titanium or other light alloy fasteners are not allowed in specific paragraphs of this technical rule.

5.2.39.2 The strength and design must be sufficient, equal to or exceed the strength of the standard fasterner it is replacing.
5.2.39.3 Fasteners may be drilled for safety wire but intentional weight-reduction modifications are not permitted.
5.2.39.4 Fairing/bodywork fasteners may be replaced with the quick disconnect type.
5.2.39.5 Aluminium fasteners may only be used in non-structural locations.

5.2.40 The following items MAY BE ALTERED or replaced from those fitted to the homologated or originally manufactured Motorcycle.

5.2.40.1 Any type of lubrication brake or suspension fluid may be used.
5.2.40.2 Any type of spark plug is permitted.
5.2.40.3 All gaskets and its materials is free
5.2.40.5 External paintwork decals and colour scheme is free.
5.2.40.6 The bolts and nuts may be change or replaced. But material must be kept same as originally manufactured unless it is specifically mentioned or allowed in the above rules.
5.2.40.7 Instruments, instrument bracket(s) and associated cables.
5.2.40.8 Material for brackets connecting non original parts (fairing, exhaust, instruments etc.) to the frame (or engine) can be made from titanium or fibre reinforced composites
5.2.40.9 Protective covers for the frame, chain and footrests may be made in other materials like fibre composite material if these parts do not replace original parts mounted on the homologated or originally manufactured model.
5.2.40.10 Fuel tanks can be completely filled with fire retardant material (open celled mesh i.e. Explosafe).

5.2.41 Following Items MAY BE REMOVED.

5.2.41.1 Instrument and instrument bracket and associated cables.
5.2.41.2 Tachometer and speedometer.
5.2.41.3 Radiator fan and wiring.
5.2.41.4 Thermal switches water temperature sensor and thermostat may be removed inside the cooling system.
5.2.41.5 Bolt on accessories on a rear sub frame.
5.2.41.6 Redundant handlebar switches
5.2.41.7 Emission control items (anti-pollution) in or around the air box and engine (O2 sensors air injection devices).
5.2.41.8 Top chain guard as long as it is not incorporated in the rear fender. Bolt-on accessories on a rear sub frame.

5.2.42 The Following Items MUST BE REMOVED

5.3.42.1 Head lamp rear lamp and turn indicators must be removed but profile and frontal appearance must be retained. The openings must be covered by a suitable material.
5.2.42.2 Rear-view mirrors.
5.2.42.3 Horn.
5.2.42.4 License plate bracket.
5.2.42.5 Toolkit.

5.2.42.6 Helmet hooks and luggage carrier hooks
5.2.42.7 Passenger's foot rests and it's removable mounting brackets (if any)
5.2.42.8 Passenger's grab rails.
5.2.42.9 Safety bars centre and side stands must be removed (fixed brackets must remain).
5.2.42.10 Catalytic convertors.

5.2.43 The Following Items MUST BE Altered

5.2.43.1 All Motorcycles must incorporate a Closed Breather System. All oil breather pipes/lines must be connected and pass;
a) Through an oil catch tank and MUST exclusively discharge into the airbox.
or
b) Directly into an oil catch tank with a capacity of 1 litre of liquid

5.2.43.2 No breather pipes/lines should discharge directly to the atmosphere.
5.2.43.3 The usage of One-Way Valve CANNOT replaced the above requirements.
5.2.43.4 All breather or overflow pipes/lines must discharge via existing outlets.
5.2.43.5 The airbox drains must be sealed.
5.2.43.6 The following items must be securely safety wired
5.2.43.7 Oil drain plug
5.2.43.8 Oil filler cap
5.2.43.9 External Oil filter
5.2.43.10 All wheel axle nuts (or alternately being appropriately attached with safety pins)

5.2.44 Wings and Aerodynamic Aids

5.2.44.1 Wings and other aerodynamic aids will only be considered legal if originally fitted to the homologated road specification Motorcycles of Asia, Oceania or EU.
5.2.44.2 For race use the wings must follow the dimensions and profiles homologated shapes exactly (+-2mm).
5.2.44.3 The leading edges (including end plates) must have a minimum circumference of 3mm
5.2.44.4 All wings must have a rounded end (8mm radius) or be enclosed/ integrated into the fairing.
5.2.44.5 Alternatively the originally fitted and homologated wings may be used from the street motorcycle without modification except to their fairing mounting.
5.2.44.6 The position of the wings must be +/-5mm, angle of attack +/- 2degrees.

5.2.45 Additional Equipment

5.2.45.1 Telemetry is NOT permitted.
5.2.45.2 NO remote or wireless connection to the motorcycle for any data exchange or setting is permitted whilst the engine is running or the motorcycle is moving

5.2.45.3 Data loggers can be used and the following 'data logging sensors (connected to the additional data logger) may be added to the original sensors on the motorcycle.

5.2.45.3.1 Fork Position Sensor
5.2.45.3.2 Shock Position Sensor
5.2.45.3.3 Front And Rear Brake Pressure Sensor
5.2.45.3.4 Brake Disc Temperature Sensor
5.2.45.3.5 Fuel Pressure Sensor (Not Temperature)
5.2.45.3.6 Oil Pressure Sensor
5.2.45.3.7 Oil Temperature Sensor
5.2.45.3.8 Transponder Or Lap Time Signal
5.2.45.3.9 GPS Unit (Lap Timing And Track Position)
5.2.45.3.10 Tyre Pressure Sensor (TPMS)

Data loggers can be used .Telemetry is NOT allowed. No remote or wireless connection to the motorcycle for any data exchange or setting is allowed whilst the engine is running or the motorcycle is moving.

MSBK600 (NEXT-GEN B) TECHNICAL SPECIFICATIONS

The following rules are intended to permit limited changes to the homologated Motorcycle in the interests of safety 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 PERMITTED IN ANY OF THE FOLLOWING ARTICLES, THEN IT IS FORBIDDEN.

MSBK600 motorcycles requires a FIM homologation and if a FIM homologation is not available for a specific motorcycle due to unavoidable circumstances than, the following may be used as a remedy;

- Homologation from in the Country of Origin (of the motorcycle Make).
- Homologation from the MSBK Technical Committee.

All motorcycles must comply in every respect with all the requirements for road racing as specified in thisTechnical Specifications (Regulations). All Motorcycles must be normally aspirated.

Once a motorcycle has obtained the homologation, it may be used for racing in the corresponding class for a maximum period of 8 years 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 MSBK600 motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

6.2. General Motorcycle Specifications

6.2.1. All parts and systems of the Motorcycle not specifically mentioned in the following articles must remain;

6.2.2. As originally produced by the manufacturer.

6.2.3. As originally fitted or equipped on the homologated Motorcycle

6.2.4. Interchange of parts between the Motorcycles within same model name and or same frame VIN (Vehicle Identification Numbers) where they are homologated separately and at different years are NOT PERMITTED, except when it is spefically mentioned in another part(s) of this regulation that it can be interchanged between the Motorcycles within same model name and or same frame VIN. (E.g. Wheels)

6.2.5. Eligible Motorcycles

6.2.5.1. These rules are intended for production road Motorcycles only. If the Motorcycles included does not meet the requirement of this Technical Specifications here, then the MSBK Technical Committee has the right to decide which Motorcycles will be eligible or NOT eligible be used in the MSBK600 class.

6.2.5.2. The displacement capacity, bore and stroke, must remain as the homologated size.

6.2.5.3. The following Motorcycles are approved to compete:
- Aprilia RS 660
- Honda CBR650R
- Suzuki GSX-8R
- Yamaha YZF-R7, YZF-690

6.2.5.4. * Note: this list can be amended at any time by The MSBK Technical Committee.

6.2.6. Minimum Weight Requirements

6.2.6.1. The minimum motorcycle weight and the minimum combined weight must not be lower than the following minimum weight limit at any time during the event:
6.2.6.1.1. Minimum motorcycle weight : **158 kg**
6.2.6.1.2. Minimum combined weight : **230 kg**

6.2.6.2. Use of Ballast
6.2.6.2.1. The use of ballast is allowed to meet the minimum weight limit.
6.2.6.2.2. The use of ballast must be declared to the MSBK Technical Committee at the preliminary checks.

6.2.6.3. Maximum Motorcycle Target Weight
6.2.6.3.1. The maximum motorcycle target weight is **167 kg.**

6.2.6.4. Penalties
6.2.6.4.1. If the minimum combined weight is **not met** and the motorcycle weight has **reached the maximum motorcycle target weight of 167 kg,** no penalty will be imposed.
6.2.6.4.2. There is **no tolerance** on the minimum weight limit.

6.2.6.5. Technical Inspection
6.2.6.5.1. During the final technical inspection at the end of the race, selected motorcycles will be weighed in the condition they finished the race. The established minimum weight limits must be met in this condition, and nothing may be added to the motorcycle, including all fluids.
6.2.6.5.2. During practice and qualifying sessions, riders may be asked to submit their motorcycles to a weight control. In all cases, the rider must comply with this request.

6.2.7. Numbers and number plates

6.2.8. Each rider accepted for the MSBK Championship will be able to choose their own starting number which will be valid for the whole championship.
The numbers "1" until "10" will be reserved for the previous year's competitors according to their overall championship points standing.
6.2.8.1. The numbers are Black coloured and the background colour is Light Pastel Green.

6.2.8.2.	The sizes for all the front numbers are:		
6.2.8.3.	Minimum height	:	140 mm
6.2.8.4.	Minimum width	:	80 mm
6.2.8.5.	Minimum stroke	:	25 mm
6.2.8.6.	Minimum space between numbers	:	10 mm
6.2.8.7.	The sizes for all the side numbers are:		
6.2.8.8.	Minimum height	:	120 mm
6.2.8.9.	Minimum width	:	60 mm
6.2.8.10.	Minimum stroke	:	25 mm
6.2.8.11.	Minimum space numbers	:	10 mm

6.2.8.12. The allocated numbers for the rider must be affixed on the motorcycle as follows:

6.2.8.12.1. Once on the front, either in the centre of the fairing or slightly off to one side. The number must be centred on the background with no advertising within 25 mm in all directions.

6.2.8.12.2. Once, on each side of the motorcycle at the lower rear portion of the main fairing (Belly Pan). The number must be centred on the background.

6.2.8.13. The approved font types for the numbers are as following;

6.2.8.13.1. Futura Heavy and Futura Heavy Italic

6.2.8.13.2. Univers Bold and Univers Bold Italic

6.2.8.13.3. Olivers Med and Olivers Med Italic

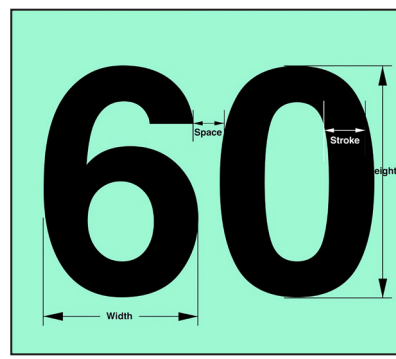
6.2.8.13.4. Franklin Gothic and Franklin Gothic Italic

6.2.8.14. Any numbers not using these fonts must have the **design of the numbers and the layout pre-approved** by the MSBK Technical Director a minimum of 2 weeks before the first race. All digits must be of standard form.

6.2.8.15. 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.

6.2.8.16. Numbers cannot overlap.

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



6.2.9. Fuel

6.2.9.1. All MSBK600 Motorcycles must use only normal unleaded fuel and without adding any other thing: E.g. additves, octane boosters. Fuel will not be provided by The Organiser - only RON95 is allowed.

6.2.10. Tyres

6.2.10.1. All Race Tyres and it's compound type must be exclusively acquired through MSBK assigned Official Tyre Supplier (Dunlop).

6.2.10.2. One new set of Slick Race Tyres must be utilised at the start of each Race Round

6.2.10.3. It is compulsory that all competitors are equipped with one set of wheels that is equipped with Wet Race Tyres.

6.2.10.4. Unused Wet Race Tyres may be interchange to Slick Race Tyres at the end of the MSBK season with the Official Tyre Supplier.

6.2.10.5. The new tyres used in the free practices, qualifying practices, warm-up and race must be marked by the Official Tyre Supplier,

6.2.10.6. Officials or Personnel nominated by the MSBK Technical Director will check that all the Motorcycles in the pit lane are fitted marked. The use of Motorcycles with unmarked tyres will be immediately reported to the Race Direction which will then take appropriate action.

6.2.10.7. At the discretion of the rider or team, slick or wet-weather tyres may be used for the Race weekend.

6.2.10.8. For safety reason (possibility of unsafe release) during race, tyre supplier has the right to deny or refuse any tyre services 45 minutes before pit exit opens for the respective category.

6.2.10.9. Any modification or treatment (cutting, grooving) is forbidden.

6.2.10.10. All used and unused tyres supplied for the race weekend must be return to the Official Tyre Supplier after the race.

6.2.10.11 All registered rider participant must bring one set of used motorcycle tyre when purchasing a new set of DUNLOP tyre. This exchange will only occur at the time of new tyre purchase.

6.2.11. Engine

6.2.11.1. A maximun of 2 engines is allowed for each race weekend. Engines will be sealed to the chasis at the start of each race weekend during the scrutineering and safety checks

6.2.11.2. Any engine change must be accopanied by a written request stating the reason for change, all engine seals must not be removed without permission from the MSBK Technical Director. The MSBK Technical Director may request to examine the retired engine

6.2.11.3. Apart from the above requirement, engines will be requested to be sealed at any time during the event by MSBK Technical Director when the need arises.

6.2.12. Fuel Injection System

6.2.12.1. Fuel injection system refers to the throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.

6.2.12.2. The injectors must be the originally fitted and homologated part with no modifications allowed.

6.2.12.3. Quantity of injector must remain as the homologated or originally manufactured Motorcycle.
6.2.12.4. The throttle bodies must be the originally fitted and homologated part with no modifications allowed.
6.2.12.5. Bell mouths must be the originally fitted and homologated part with no modifications allowed
6.2.12.6. Variable Intake Tract
6.2.12.6.1. These devices cannot be added if they are not present on the homologated or originally manufactured Motorcycle
6.2.12.6.2. If a motorcycle is originally equipped with a variable intake tract device from the factory, it must maintain the same design and functionality as the original system modifications or enhancement is not permitted

6.2.12.7. Secondary throttle valves but not the shafts may be removed or fixed in the open position and the electronics may be disconnected or removed.
6.2.12.8. Air and fuel mixture must go to the combustion chamber exclusively through the throttle body butterflies.
6.2.12.9. Ride By Wire - Electronically controlled throttle valves, known as 'ride-by-wire', may only be used if the homologated or originally manufactured model is equipped with the same system. Ride by wire system including its software cannot be modified and must remain as homologated or originally manufactured.
6.2.12.10. Throttle body clamp may be changed.

6.2.13. Fuel Supply
6.2.13.1. Fuel pump and fuel pressure regulator must be the originally fitted and homologated part with no modifications allowed
6.2.13.2. The fuel pressure must be the originall and homologated pressure with no modifications allowed
6.2.13.3. Fuel lines from the fuel tank to the delivery pipe assembly (excluded) may be replaced.
6.2.13.4. Fuel vent lines may be replaced.
6.2.13.5. Fuel filters may be added
6.2.13.6. Quick connectors may be used or added. E.g. Dry Break connectors

6.2.14. Cylinder Head
6.2.14.1. Cylinder head must be the originally fitted and homologated part with no modifications allowed.
6.2.14.2. No material may be added or removed from the cylinder head.
6.2.14.3. No additional welding is permitted.
6.2.14.4. The head gasket is free.
6.2.14.5. The valves, valve seats, guides, springs and retainers must be the originally fitted and homologated part with no modifications allowed.
6.2.14.6. Valve lapping as in normal service maintenance is permitted.

6.2.15. Camshaft
6.2.15.1. Camshaft must remain as homologated or originally manufactured part with no modification permitted.

6.2.15.2. For all camshaft replacements; only the genuine camshaft or strengthened version of exactly the same lobe profile and phasing produced by the original motorcycle manufacturer can be used.

6.2.15.3. The strengthened camshaft along with their part number must be pre-approved for use by the MSBK Technical Committee. This is strictly approved to prevent camshaft breakage and NOT for engine performance upgrade by any means. The replacement camshaft must be of equal weight or heavier than the homologated part.

6.2.16. Camshaft Sprockets or Gears

6.2.16.1. Camshaft Sprockets/Gears can be changed to manually adjustable type and alternatively Stock Camshaft Sprockets/Gears may be modified to allow for such adjustment, E.g. Bolt hole slotting

6.2.16.2. Pressed-on cam sprockets may be replaced with an adjustable boss and cam sprocket.

6.2.16.3. "Variable Cam Phasing" type of Camshaft Sprockets/Gears may only be used if it is already present on the production model of the homologated motorcycle.

6.2.17. Cylinders (Cylinder Blocks)

6.2.17.1. Must be the originally fitted and homologated part with no modifications allowed.

6.2.18. Pistons, Rings, Pins and Clips

6.2.18.1. Pistons, Rings, Pins and Clips must be the originally fitted and homologated part with no modifications allowed

6.2.18.2. All piston rings must be fitted.

6.2.19. Connecting Rod Assembly

6.2.19.1. Must be the originally fitted and homologated part with no modifications allowed.

6.2.20. Crankshaft Assembly

6.2.20.1. Must be the originally fitted and homologated part with no modifications allowed

6.2.21. Crankcases Engine Covers and Gearbox housing

6.2.21.1. Must be the originally fitted and homologated part with no modifications allowed

6.2.21.2. All crankcases or engine covers containing oil which could be in contact with the ground during a crash must be protected by an additional cover

6.2.21.3. The additional cover must cover a minimum of 1/3 of the original cover. It must have no sharp edges to damage the track surface.

6.2.21.4. These covers must be fixed properly and securely with a minimum of three (3) case cover bolts that also mount the original covers/engine cases to the crankcases.

6.2.21.5. Stick-on 'type' covers are NOT permitted.

6.2.21.6. Oil containing engine covers must be secured with steel bolts.

6.2.21.7. The MSBK Technical Director has the right to refuse any lateral cover and protection covers not satisfying this safety purpose.

6.2.22. Transmission and Gearbox

6.2.22.1. Must be the originally fitted and homologated part with the following modifications allowed
6.2.22.2. For safety purpose: Transmission gear material can be changed for the purpose of improving structural strength only
6.2.22.3. Gear ratio and number of speeds must be exactly the same as homologated or originally manufactured with no variation permitted.
6.2.22.4. Quickshifter can be added.
6.2.22.5. Adding auto selector mechanism to the gearbox is not permitted.
6.2.22.6. Electronic or hydraulic actuated shifters are not permitted.
6.2.22.7. No other modifications are permitted for the transmission and gear box.
6.2.22.8. Front and rear sprockets, chain pitch and chain size maybe altered.
6.2.22.9. Top chain guard as long as it is not incorporated in the rear fender may be removed.

6.2.23. Clutch

6.2.23.1. Clutch must remain as the "wet" type and it is probihited to convert into a 'dry' type
6.2.23.2. Clutch operation (actuation) must remain cable operated and it is probihited to convert into the hydraulic actuation system
6.2.23.3. Back torque limiting or slipper clutch is permitted to be used
6.2.23.4. Clutch springs are free and pre-load can be changed by adding shims.
6.2.23.5. Clutch plates are free.
6.2.23.6. Clutch cable is free.

6.2.24. Oil Pumps and Oil Lines

6.2.24.1. Oil Pumps must be the originally fitted and homologated part with no modifications allowed
6.2.24.2. Metal oil lines may be welded or strengthened.
6.2.24.3. Oil lines containing positive pressure, if replaced, must be of braided reinforced construction with swaged or threaded connectors.

6.2.25. Radiator, Cooling System and Oil Cooler

6.2.25.1. Only water is permitted for use in the radiator and the entire cooling system. No additives, antifreeze, "radiator coolant," or any other liquids are allowed.
6.2.25.2. Radiator cap is free.
6.2.25.3. Radiator and its mounting brackets can be changed, however the mounting point must remain at the original point as in the homologated Motorcycle.
6.2.25.4. Additional radiator shroud and inner air ducts to improve the air stream towards the radiator is allowed but the appearance of the front, the rear and the profile of the Motorcycle must not be changed.
6.2.25.5. Protective meshes may be added in front of the oil and/or water radiator(s).
6.2.25.6. Cooling system hoses and catch tank may be changed.

6.2.26. Air Box

6.2.26.1. The air box must be the originally fitted and homologated part with the following modifications allowed

6.2.26.1.1. The air filter element is free.

6.2.26.1.2. Air box drains or drain exit tubes MUST be sealed.

6.2.26.1.3. Original air duct at between the faring and the air box may be modified or changed. Carbon composite and Kevlar material is not permitted for this purpose.

6.2.26.2. All engines 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.

6.2.27. Exhaust System

6.2.27.1. Unless restricted in the following articles, Exhaust Pipes and Silencers are free and the material is unrestricted

6.2.27.2. For Aprilia RS660 - Exhaust Header Pipes must be the homologated unit or as originally manufactured. *Refer to Ilustration RSH 01

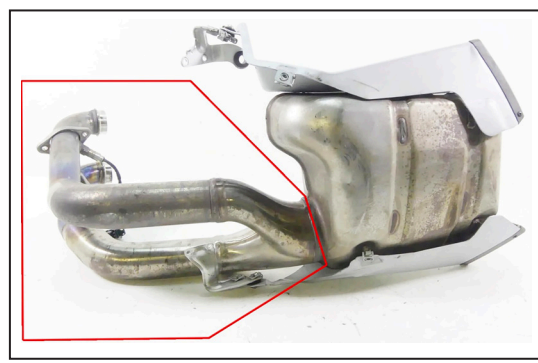
6.2.27.2.1. Link Pipe (Mid pipe) and Silencer (Muffler Canister) can is free and can be changed

6.2.27.3. Titanium and carbon exhaust and silencers are allowed.

6.2.27.4. Wrapping of exhaust systems is not permitted except in the area of the rider's foot or an area in contact with the fairing for protection from heat.

6.2.27.5. For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.

6.2.27.6. The noise emissions sound of the exhaust system must not exceed 105db/A. A tolerance of +3db/A is permitted after the race. The noise emissions sound test RPM is stated at the following table;



Ilustration RSH 01

MACHINE		RPM
Aprillia	RS 660	4,100
Honda	CBR650R	5,000
Suzuki	GSX-8R	4,000
Yamaha	YZF-R7	4,200

6.2.28. Engine Control System

6.2.28.1. ECU is free and may be replaced.

6.2.28.2. The following Electronic Riding Aids are permitted;

6.2.28.2.1. 2-way Quickshifter, including Downshift Blipper

6.2.28.2.2. Traction Control, Launch and Wheelie Control

6.2.28.2.3. These Electronic Riding Aids and its related Hardware may be added if the Machine(s) does not have them as Standard.

6.2.28.3. Pit Lane speed limiter is permitted

6.2.28.4. ECU map selection switch can be added.

6.2.28.5. ECU may be relocated.

6.2.28.6. Resistors/load may be added to replace the parts of the electrical system that have been removed (including lights and lambda sensors), to prevent ECU errors.

6.2.28.7. Ignition coils are free.

6.2.28.8. Spark plugs may be replaced.

6.2.28.9. Corner by corner or distance/position based adjustments are not allowed.

6.2.29. Generator, Alternator, Electric Starter.

6.2.29.1. The generator (ACG) must be the originally fitted and homologated part with no modifications allowed.

6.2.29.2. The stator must be fitted in its original position and without offsetting.

6.2.29.3. The electric starter must operate normally and always be able to start the engine during the event.

6.2.29.4. During parc fermé the starter must crank the engine at a suitable speed for starting for a minimum of 2 seconds without the use of a boost battery.

6.2.30. Wiring Harness

6.2.30.1. The wiring harness and connectors are free.

6.2.30.2. The key/ignition lock may be relocated, replaced or removed.

6.2.31. Battery

6.2.31.1. Battery is free and can be relocated.

6.2.31.2. Battery must be securely mounted and must not be exposed.

6.2.31.3. Voltage Stabiliser, Regulator and Rectifier is free.

6.2.32. Main Frame Body and Rear Sub-Frame

6.2.32.1. In case the frame will need to be replaced the rider or the team must request the use of a spare frame to the MSBK Technical Director.

6.2.32.2. The frame and rear sub frame must be the originally fitted and homologated part with the following modifications allowed
6.2.32.3. 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.
6.2.32.4. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).
6.2.32.5. Nothing may be added or removed from the frame body with exception of the installation of a steering damper.
6.2.32.6. All Motorcycles must display a vehicle identification number (VIN) punched on the frame or on a metal plate attached to the body or subframe.
6.2.32.7. Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.
6.2.32.8. 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.
6.2.32.9. The paint scheme is not restricted but polishing the frame body or sub frame is not allowed.
6.2.32.10. Brackets or mounting points cannot be welded onto the frame.
6.2.32.11. Bolt on type brackets may be replaced or modified or removed
6.2.32.12. Bolt-on accessories may be removed.
6.2.32.13. Crash protectors (protective cone) may b.e fitted to the frame, using existing points, or pressed into the ends of the wheel axles. Without exception, the axles cannot be modified.

6.2.33. Pre-Assembled Spare Frame

6.2.33.1. 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.
6.2.33.2. In case the frame needs to be replaced, the rider or the team must make a request to the MSBK Technical Director to use the spare frame.
6.2.33.3. The pre-assembled spare frame must be presented to the MSBK Technical Director to receive the permission to rebuild the Motorcycle.
6.2.33.4. The pre-assembly of the frame shall be strictly limited to:
6.2.33.5. Main frame assembly
6.2.33.6. Bearings (steering head bearings upper and lower triple clamps, swing-arm and etc.)
6.2.33.7. Swing-arm
6.2.33.8. Rear suspension linkage and shock absorber
6.2.33.9. Upper and lower triple clamps
6.2.33.10. Wiring harness
6.2.33.11. The rebuilt Motorcycle must be inspected before its use by the MSBK Technical Director for safety checks and a new seal will be placed on the Motorcycle frame.
6.2.33.12. Complete spare Motorcycle may be used if the registered main motorcycle is damaged causing the competitor to miss a session or DNF a race. Teams must write-in a request the MSBK Technical Director for the Motorcycle change.
6.2.33.13. For the remainder of the event the Motorcycle will be impounded and no part of that Motorcycle 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 permitted on the track and in the display area of pit box during the practices, qualifying, warm up and race.
- When a team decides that a crashed or damaged Motorcycle requires a change of frame it must inform the MSBK Technical Director. If the Motorcycle is damaged in a crash or in any other incident, it is permitted to use the pre-assembled spare frame to rebuild the Motorcycle.
- Once the assembly of the replacement Motorcycle is completed the Motorcycle 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 MSBK Technical Director.
- Parts may be transferred from the damaged Motorcycle for the assembly of the replacement motorcycle
- 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 display area of 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 MSBK Technical Director must inspect the bare frame and give his authorisation before work can start.
- Any actions contrary to these procedures will result in a penalty as described in the Sporting Regulations.

6.2.34. Front Forks and Steering Damper

6.2.34.1. The front suspension system (including but not limited to stanchions stem, wheel spindle, upper and lower crown etc.) must be the originally fitted and homologated part with no modifications allowed.

6.2.34.2. Front fork Inner tube size must rremain the originally fitted and homologated size with no modifications allowed.

6.2.34.3. The upper and lower fork clamps (triple clamp, fork bridges) must be the originally fitted and homologated part with no modifications allowed.

6.2.34.4. The following standard original internal parts of the forks can be modified

6.2.34.5. Shims, dampers, hydraulic piston, oil passages, spring and spacers.

6.2.34.6. After market damper kits or valves may be installed.

6.2.34.7. The front caps can be modified or changed.

6.2.34.8. Fork oil type and oil volume is free

6.2.34.9. The height and position of the front fork in relation to the fork crowns is free.

6.2.34.10. Fork Tube Guards are permitted

6.2.34.11. Steering damper may be added or replaced with an after-market damper.

6.2.34.12. After market non-electronic steering damper is permitted. The steering damper cannot act as a steering lock limiting device.
6.2.34.13. Electronic controlled steering damper cannot be used if not installed in the homologated or originally manufactured model for road use. However it must be the originally fitted and homologated part with no modifications allowed.
6.2.34.14. Dust seals may be modified changed or removed.

6.2.35. Shock Absorber (Rear Suspension Unit)
6.2.35.1. The shock absorber unit and spring is free
6.2.35.2. The mounting points and links/linkages must be the originally fitted and homologated part with no modifications allowed.
6.2.35.3. Electronically-Controlled Shock Absorbers are not permitted and it must be replaced with a conventional shock absorber.

6.2.36. Rear Swingarm (Rear fork)
6.2.36.1. The Rear Swingarm must be the originally fitted and homologated part with the following modifications allowed
6.2.36.2. Rear wheel stand brackets may be added to the Rear Swingarm by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening bolts 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.
6.2.36.3. All Motorcycles are required to install a chain guard (Shark Fin) fitted to rear section of the swingarm adjacent to the rear sprocket to prevent any rider's body part that may become trapped between the lower chain run and rear wheel sprocket.
6.2.36.4. Rear swingarm pivot position must remain in the homologated or originally manufactured position (as supplied on the production Motorcycle) with no modifications allowed.
6.2.36.5. If the standard Motorcycle has inserts then the orientation/position of the original insert may be changed but the inserts cannot be replaced or modified.

6.2.37. Wheels
6.2.37.1. All wheels must be the originally fitted and homologated part with no modifications allowed or wheels from within same frame VIN and same model name are taken as compatible and allowed to use.
6.2.37.2. Wheel diameter and rim width must be the originally fitted and homologated with no modifications allowed.
6.2.37.3. Wheel spacers and collars may be modified, added or replaced.
6.2.37.4. If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated Motorcycle.
6.2.37.5. Wheel balance weights may be discarded changed or added to.
6.2.37.6. A non-slip coating/treatment may be applied to the bead area of the rim.
6.2.37.7. Any inflation valves may be used.
6.2.37.8. Front and rear wheel axles must remain as originally produced by the manufacturer for the homologated Motorcycle.
6.2.37.9. The speedometer drive may be removed and replaced with a spacer.

6.2.38. Brakes

6.2.38.1. If homologated or originally manufactured Motorcycle has ABS, it may be deactivated.

6.2.38.2. An ABS replacement/bypass may be fitted and or the ABS unit may be dismantled to leave just its ECU.

6.2.38.3. 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 the originally fitted and homologated part with no modifications allowed. Internally ventilated discs are not allowed if not present on the homologated motorcycle.

6.2.38.4. Only Steel (max. carbon content 2.1 wt%) brake discs is allowed for replacement.

6.2.38.5. The thickness of the brake disc rotor may be increased but the disc must fit into the homologated or originally manufactured brake caliper without any modifications.

6.2.38.6. The front and rear brake caliper must be the originally fitted and homologated part with no modifications allowed

6.2.38.7. The front master cylinder can be changed and the attached hand and foot brake levers are free.

6.2.38.8. Rear master cylinder must be the originally fitted and homologated part with the following modifications allowed.

6.2.38.9 Thumb-operated rear brake systems are permitted. The use of a thumb o hand-operated rear brake is allowed in addition to, or as a replacement for, the standard foot-operated rear brake system.

6.2.38.9.1 An adaptor may be fitted to the resevoir inlet of the original rear master cylinder to enable connection of the thumb brake system.

6.2.38.9.2 All components must be securely mounted and comply with safety standards. No modification to the rear brake caliper is permitted unless otherwise stated in these regulations.

6.2.38.10. Front and rear hydraulic brake lines may be changed. The split of the front brake lines for both front brake calipers must be made above the lower Fork Bridge (lower triple clamp).

6.2.38.11. Brake pads are free.

6.2.38.12. Brake pad locking pins spring clips may be removed/modified for quick change type.

6.2.38.13. In order to reduce the transfer of heat to the hydraulic fluid it is allowed to add shims to the callipers.

6.2.38.14. Additional air scoops or ducts are NOT permitted.

6.2.38.15. Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.

6.2.38.16. The MSBK Technical Director has the right to refuse any guard not satisfying this safety purpose.

6.2.39. Handlebars and Hand Controls

6.2.39.1. Handlebars may be replaced

6.2.39.2. Handlebars and hand controls may be relocated. (except for the brake master cylinder).

6.2.39.3. Clutch and brake lever may be replaced with an after-market model. An adjuster to the brake lever is allowed.

6.2.39.4. Switches may be changed but the electric starter switch and engine stop switch must be located on the handlebars.

6.2.39.5. Throttle assembly and associated cables may be modified or replaced but the connection to the throttle body and to the throttle controls must remain as on the homologated motorcycle. Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote drive by wire grip/ demand sensor.

6.2.39.6. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while the hand is on the grips) that is capable of stopping a running engine. The button or switch

6.2.39.7. Must be RED.

6.2.39.8. Throttle controls must be self-closing when not held by the hand.

6.2.39.9. Motorcycles must be equipped with brake lever protection intended to protect the handlebar brake lever from being accidentally activated in case of collision with another Motorcycle.

6.2.40. Foot Rest/Foot Controls

6.2.40.1. Foot rest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points.

6.2.40.2. Footrests may be of a rigid type or folding type. All folding type footrest must be fitted with a return mechanism.

6.2.40.3. The end of the foot rest must have at least an 8 mm solid spherical radius.

6.2.40.4. Rigid type metal footrest must have an end plug which is permanently fixed made of plastic, nylon or an equivalent type material.

6.2.40.5. The MSBK Technical Director has the right to refuse any plug not satisfying this safety aim.

6.2.41. Fuel Tank

6.2.41.1. Fuel tank must be the originally fitted and homologated part with no modifications allowed.

6.2.41.2. 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.

6.2.41.3. Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.

6.2.41.4. Tank pad may be fitted to the rear of the tank with non-permanent adhesive. It may be constructed of foam padding or composite material.

6.2.42. Fairing and Body Work

6.2.42.1. Fairing and body work 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 the racing use (different piece mix, attachment points, fairing bottom, etc.).

6.2.42.2. The material may be changed, however the use of carbon fibre or carbon composite materials is not permitted.

6.2.42.3. Overall size and dimensions must be the same as the original part.

6.2.42.4. Fairing brackets may be altered or replaced, however, titanium and carbon fibre or similar composite materials are forbidden.

6.2.42.5. The original air shroud on the fairing channelling air to the engine may be removed.

6.2.42.6. The lower fairing (Belly Pan) must to be constructed to hold in case of an engine breakdown a minimum 4 litres of oil/fluid.

6.2.42.6.1. The lower edge of all the openings in the fairing must be positioned at least 70 mm above the bottom of the fairing.

6.2.42.6.2. The upper edge of the rear transverse wall of the lower fairing must be at least 70mm above the bottom.

6.2.42.6.3. The angle between this wall and the floor must be ≤ 90°.

6.2.42.6.4. The lower fairing must incorporate a single opening of Ø 25 mm diameter in the front lower area.

6.2.42.6.5. This hole must remain sealed in dry conditions

6.2.42.6.6. All exposed edges must be rounded.

6.2.42.7. Windscreen may be replaced with a duplicate but it must be made with transparent material

6.2.42.7.1. The height of the replacement windscreen cannot vertically higher of more than 15mm compared to the original unit. The vertical distance will be measured from the top of upper fork bridge to the lips of the windscreen

6.2.42.8. The original combination instrument/fairing brackets may be replaced but the use of titanium and carbon (or similar composite materials) is forbidden.

6.2.42.9. Machines that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing (Belly Pan).

6.2.42.10. This device cannot exceed above a line drawn horizontally from wheel axle to wheel axle.

6.2.42.11. Front fender/mudguards may be replaced with a cosmetic duplicate of the original part and may be spaced upward for increased tyre clearance.

6.2.42.12. Rear mudguard fixed on the rear fork (swingarm) that incorporates the chain guard may be modified to accommodate larger diameter rear sprockets.

6.2.42.13. The chain guard may be separate from the rear mudguard.

6.2.43. Seat

6.2.43.1. The seat, seat base and associated bodywork may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated Motorcycle.

6.2.43.2. The top portion of the rear bodywork around the seat may be modified to a solo seat.

6.2.43.3. The appearance from both front rear and profile must conform to the homologated shape.

6.2.43.4. All exposed edges must be rounded.

6.2.43.5. The homologated or originally manufactured seat locking system (with plates pins rubber pads etc.) may be removed.

6.2.44. Fasteners

6.2.44.1. Standard fasteners may be replaced with fasteners of any design and material, except when there is a specific mention that titanium or other light alloy fasteners are not allowed in specific paragraphs of this technical rule.

6.2.44.2. The strength and design must be sufficient, equal to or exceed the strength of the standard fasterner it is replacing.

6.2.44.3. Fasteners may be drilled for safety wire but intentional weight-reduction modifications are not permitted.

6.2.44.4. Fairing/bodywork fasteners may be replaced with the quick disconnect type.

6.2.44.5. Aluminium fasteners may only be used in non-structural locations.

6.2.45. The following items MAY BE ALTERED or replaced from those fitted to the homologated or originally manufactured Motorcycle

6.2.45.1. Any type of lubrication brake or suspension fluid may be used.

6.2.45.2. Any type of spark plug is permitted.

6.2.45.3. All gaskets and its materials is free

6.2.45.4. External paintwork decals and colour scheme is free

6.2.45.5. The bolts and nuts may be change or replaced. But material must be kept same as originally manufactured unless it is specifically mentioned or allowed in the above rules.

6.2.45.6. Instruments, instrument bracket(s) and associated cables.

6.2.45.7. Material for brackets connecting non original parts (fairing, exhaust, instruments etc.) to the frame (or engine) can be made from titanium or fibre reinforced composites.

6.2.45.8. Protective covers for the frame, chain and footrests may be made in other materials like fibre composite material if these parts do not replace original parts mounted on the homologated or originally manufactured model.

6.2.45.9. Fuel tanks can be completely filled with fire retardant material (open celled mesh i.e. Explosafe).

6.2.46. Following Items MAY BE REMOVED

6.2.46.1. Instrument and instrument bracket and associated cables.

6.2.46.2. Tachometer and speedometer.

6.2.46.3. Radiator fan and wiring.

6.2.46.4. Thermal switches water temperature sensor and thermostat may be removed inside the cooling system.

6.2.46.5. Bolt on accessories on a rear sub frame.
6.2.46.6. Redundant handlebar switches.
6.2.46.7. Emission control items (anti-pollution) in or around the air box and engine (O2 sensors air injection devices).
6.2.46.8. Top chain guard as long as it is not incorporated in the rear fender.
6.2.46.9. Bolt-on accessories on a rear sub frame.

6.2.47. The Following Items MUST BE REMOVED

6.2.47.1. Head lamp rear lamp and turn indicators must be removed but profile and frontal appearance must be retained. The openings must be covered by a suitable material.
6.2.47.2. Rear-view mirrors.
6.2.47.3. Horn.
6.2.47.4. License plate bracket.
6.2.47.5. Toolkit.
6.2.47.6. Helmet hooks and luggage carrier hooks
6.2.47.7. Passenger's foot rests and it's removable mounting brackets (if any)
6.2.47.8. Passenger's grab rails.
6.2.47.9. Safety bars centre and side stands must be removed (fixed brackets must remain).
6.2.47.10. Catalytic convertors.

6.2.48. The Following Items MUST BE Altered

6.2.48.1. All Motorcycles must incorporate a Closed Breather System. All oil breather pipes/lines must be connected and pass;
6.2.48.2. through an oil catch tank and MUST exclusively discharge into the airbox.
or
6.2.48.3. directly into an oil catch tank with a capacity of 1 litre of liquid
6.2.48.4. No breather pipes/lines should discharge directly to the atmosphere.
6.2.48.5. The usage of One-Way Valve CANNOT replaced the above requirements.
6.2.48.6. All breather or overflow pipes/lines must discharge via existing outlets.
6.2.48.7. The airbox drains must be sealed.
6.2.48.8. The following items must be securely safety wired
6.2.48.8.1. Oil drain plug
6.2.48.8.2. Oil filler cap
6.2.48.8.3. External Oil filter
6.2.48.8.4. All wheel axle nuts (or alternately being appropriately attached with safety pins).

6.2.49. Wings and Aerodynamic Aids

6.2.49.1. Wings and other aerodynamic aids will only be considered legal if originally fitted to the homologated road specification Motorcycles of Asia, Oceania or EU.
6.2.49.2. For race use the wings must follow the dimensions and profiles homologated shapes exactly (+-2mm).
6.2.49.3. The leading edges (including end plates) must have a minimum circumference of 3mm.

6.2.49.4. All wings must have a rounded end (8mm radius) or be enclosed/ integrated into the fairing.

6.2.49.5. Alternatively the originally fitted and homologated wings may be used from the street motorcycle without modification except to their fairing mounting.

6.2.49.6. The position of the wings must be +/-5mm, angle of attack +/- 2degrees.

6.2.50. Additional Equipment

6.2.50.1. Telemetry is NOT permitted.

6.2.50.2. NO remote or wireless connection to the motorcycle for any data exchange or setting is permitted whilst the engine is running or the motorcycle is moving.

6.2.50.3. Data loggers can be used and the following 'data logging sensors (connected to the additional data logger) may be added to the original sensors on the motorcycle.

- 6.2.50.3.1. Fork Position Sensor.
- 6.2.50.3.2. Shock Position Sensor.
- 6.2.50.3.3. Front And Rear Brake Pressure Sensor.
- 6.2.50.3.4. Brake Disc Temperature Sensor
- 6.2.50.3.5. Fuel Pressure Sensor (Not Temperature)
- 6.2.50.3.6. Oil Pressure Sensor
- 6.2.50.3.7. Oil Temperature Sensor
- 6.2.50.3.8. Transponder Or Lap Time Signal
- 6.2.50.3.9. GPS Unit (Lap Timing And Track Position)
- 6.2.50.3.10. Tyre Pressure Sensor (TPMS)

6.2.50.4. Data loggers can be used .Telemetry is NOT allowed. No remote or wireless connection to the motorcycle for any data exchange or setting is allowed whilst the engine is running or the motorcycle is moving.

MSBK250 - OPEN TECHNICAL SPECIFICATIONS

The following rules are intended to permit limited changes to the homologated Motorcycle in the interests of safety 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 PERMITTED IN ANY OF THE FOLLOWING ARTICLES, THEN IT IS FORBIDDEN..

MSBK250 OPEN motorcycles requires the homologation of MSBK Technical Committee. All Motorcycles must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Specifications (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 or until such time that the homologated motorcycle is disqualified by new rules or changes in the technical specifications of the corresponding class.

7.2. General Motorcycle Specifications

7.2.1. All parts and systems of the Motorcycle not specifically mentioned in the following articles must remain,

7.2.2. As originally produced by the manufacturer.

7.2.3. As originally fitted or equipped on the homologated Motorcycle.

7.2.4. All Motorcycles must be normally aspirated.

7.2.5. Interchange of any parts between the Motorcycles within same model name and or same frame VIN (Vehicle Identification Numbers) where they are homologated separately and at different years are not allowed. Wheel rims are excluded from this rule.

7.2.6. Eligible Motorcycles.
These rules are intended for Production Road Motorcycles only. Production street enduro/motocross based off-road Motorcycles are specifically excluded. The MSBK Technical Committee has the right to decide which Motorcycles will eligible be in the class.

The following Motorcycles are approved to compete:
- Honda CBR250RR
- Honda CBR300R
- Kawasaki Ninja 250R
- Kawasaki ZX25R
- KTM RC390
- TVS Apache RR310
- Yamaha YZF-R25
- Yamaha YZF-R3

* **Note : Unlisted motorcycles may apply directly to TWMR. This list can be amended at any time by The MSBK Technical Committee.**

7.2.7. Minimum Weight Limit

7.2.7.1. At any time of the event, the *Motorcycle Weight and the
* Combined Weight must not be lower than the following minimum weight limit;
* Definitions; Motorcycle Weight – is defined as the whole motorcycle weight including the fuel inside the tank. Combined Weight –- is defined as the Motorcycle Weight plus the rider's weight while wearing their full racing gear.

Minimum Weight Limit (kg)

MACHINE	MOTORCYCLE	COMBINED
Honda CBR250RR	**138**	**203**
Honda CBR300R	125	190
Kawasaki Ninja 250R	140	205
Kawasaki ZX25R & ZX25RR	**155**	**220**
KTM RC390	**135**	**200**
TVS Apache RR310	125	190
Yamaha YZF-R25	135	200
Yamaha YZF-R3	**143**	**208**

7.2.7.2. The use of ballast is permitted to conform to the minimum weight limits stated for each motorcycle model.
7.2.7.2.1. The use of ballast must be declared to the MSBK Technical Committee at the preliminary checks.

7.2.7.3. If the Combined Weight is below its minimum limit although after the motorcycle weight has been increased to 5kg above of the Minimum Motorcycle Weight limit than there will not be any additional weight penalty.

7.2.7.4. 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 minimum weight limits must be met in this condition. Nothing may be added to the Motorcycle. This includes all fluids.

7.2.7.5. 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.

7.2.7.6. There is no tolerance on the Minimum Weight Limit.

7.2.8. Numbers and number plates

7.2.8.1. Each rider accepted for the Asia Road Racing Championship will be able to choose their own starting number which will be valid for the whole championship. The numbers "1" until "10" will be reserved for the previous year's competitors according to their overall championship points standing.

7.2.8.2. Number Colours.

7.2.8.2.1 Group A - Black numbers on white background.

7.2.8.2.2 Group B - Black numbers on yellow background.

7.2.8.3. The sizes for all the front numbers are:

7.2.8.3.1.	Minimum height	: 140 mm
7.2.8.3.2.	Minimum width	: 80 mm
7.2.8.3.3.	Minimum stroke	: 25 mm
7.2.8.3.4.	Minimum space between numbers	: 10 mm

7.2.8.4 The sizes for all the side numbers are:

7.2.8.4.1.	Minimum height	: 120 mm
7.2.8.4.2.	Minimum width	: 60 mm
7.2.8.4.3.	Minimum stroke	: 25 mm
7.2.8.4.4.	Minimum space between numbers	: 10 mm

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

7.2.8.6. Once on the front, either in the centre of the fairing or slightly off to one side. The number must be centred on the background with no advertising within 25 mm in all directions.

7.2.8.7. Once, on both side of the motorcycle at the rear portion of the lower fairing (Belly Pan). The number must be centred on the background.

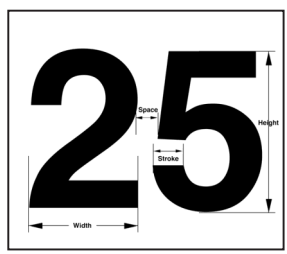
7.2.8.8. The approved font types for the numbers are as following;

- Futura Heavy and Futura Heavy Italic
- Univers Bold and Univers Bold Italic
- Olivers Med and Olivers Med Italic
- Franklin Gothic and Franklin Gothic Italic

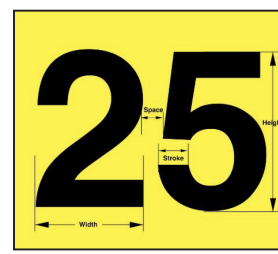
7.2.8.9. Any numbers not using these fonts must have the design of the numbers and the layout pre-approved by the MSBK Technical Director a minimum of 2 weeks before the first race. All digits must be of standard form.

7.2.8.10. 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 allowed.

7.2.8.11. Numbers cannot overlap.
In case of a dispute concerning the legibility of numbers, the decision of the MSBK Technical Director will be final.



Group A Riders



Group B Riders

7.2.9. Fuel **{151}**

7.2.9.1 All MSBK250 Motorcycles must use only normal unleaded fuel and without adding any other thing: E.g. additves, octane boosters. Fuel will not be provided by The Organiser - only RON95 is allowed.

7.2.10. Tyres

7.2.10.1. Tyres will be one make and provided by Dunlop, the Official Tyre Supplier

7.2.10.2. sets dry-weather tyres and 2 sets wet-weather tyres will be assigned for each race weekend. This is the maximum number of tyres permitted during a race weekend. If allocation is to be changed the entrants will be advised

7.2.10.3. All used and unused tyres supplied for the race round must be return to the Official Tyre Supplier after the race.

7.2.10.4. No other tyres are allowed.

7.2.10.5. Any modification or treatment (cutting, grooving) is forbidden.

7.2.10.6. At the discretion of the rider or team, dry-weather or wet-weather tyres may be used for the Race weekend.

7.2.10.7. The allocation of tyres will be made on a random basis by the representative from the Official Tyre Supplier. The tyres identified may not be exchanged between Riders including between t eammates and may not be exchanged by the tyre supplier after the allocation except with the permission of Race Direction.

7.2.10.8. The dry-weather tyres used in the free practices, qualifying practices, warm-up and race must be marked with adhesive sticker with a number allocated by the Official Tyre Supplier,

7.2.10.9. The stickers will show an identification number for each rider and it will have a different colour on each allocation

7.2.10.10. The stickers must be applied to the right sidewall of the tyre.

7.2.10.11. Officials or Personnel nominated by the MSBK Technical Director will check that all the Motorcycles in the pit lane are fitted with tyres carrying the sticker. The use of Motorcycles with unmarked tyres (e.g. without the official stickers) will be immediately reported to the Race Direction which will take appropriate action.

7.2.10.12. In exceptional cases, should the sticker be damaged or applied in the wrong way, up to 1 extra sticker may be provided at the sole discretion of the FIM ARRC Director. However, the damaged sticker must be returned to the MSBK Technical Director and/or the tyre it was applied to must be absolutely intact.

7.2.10.13 All registered rider participant must bring one set of used motorcycle tyre when purchasing a new set of DUNLOP tyre. This exchange will only occur at the time of new tyre purchase.

7.2.11. Engine(s)

7.2.11.1. All engines will be sealed after the end of the Qualifying session and may not be changed except in the case of engine damage.

* Note: Do NOT Wipe Seal Stickers With Solent

7.2.11.2. The maximum number of permitted engines for each race round is limited to two (2).

7.2.11.3. Any engine changes after qualifying must be accompanied by a written request stating the reason for change, the engine seals may not be removed until approved, the MSBK Technical Committee may request to examine the engine.

7.2.11.4. Apart from the above requirement, engines will be requested to be sealed at any time during the event by MSBK Technical Committee's when the need arises.

7.2.12. Fuel Injection System

7.2.12.1. Fuel injection system refers to the throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.

7.2.12.2. Air Funnels, Bell Mouths, Velocity Stacks are free.

7.2.12.3. Fuel Injector must be the originally fitted or the homologated part.

7.2.12.4. Quantity of injector must remain as the homologated.

7.2.12.5. Injector cannot be relocated and must be fitted at same location as the homologated or originally manufactured Motorcycle.

7.2.12.6. Variable intake tract device may only be used if it is originally fitted or homologated with such system and they must remain identical and operate in the same way as the originally fitted or homologated system. All the parts of the variable intake tract device must remain exactly as the originally fitted or homologated system with no modifications allowed.

7.2.12.7. Fuel pump and fuel pressure regulator must be the originally fitted or homologated system with no modifications allowed.

7.2.12.8. The fuel pressure must remain the same as in the originally fitted or homologated system with no modifications allowed.

7.2.12.9. Fuel vent lines may be replaced.

7.2.12.10. Fuel filters may be added

7.2.12.11. Quick connectors may be used or added. E.g. Dry Break connectors.

7.2.12.12. Throttle Body

7.2.12.12.1. Unless specifically mentioned in the following articles, all Throttle Bodies must be the originally fitted or homologated parts with no modifications allowed.

7.2.12.12.2. Aftermarket or custom build throttle bodies are not permitted.

7.2.12.12.3. Ride By Wire - Electronically controlled throttle valves, known as 'ride-by-wire', may only be used if the homologated or originally manufactured model is equipped with the same system.

7.2.12.12.4. Ride by wire system including its software may be modified but all the safety systems and procedures, designed by the original manufacturer must be maintained.

7.2.12.12.5. Secondary throttle valves but not the shafts may be removed or fixed in the open position and the electronics may be disconnected or removed.

7.2.12.12.6. The maximum diameter at the venturi adjacent to the throttle valve (butterfly valve) spindle is;

7.2.12.12.7. Honda CBR250RR, Kawasaki Ninja 250R and Yamaha YZF-R3: 32 mm

7.2.12.12.8. Yamaha YZF-R25: 34mm. it is only permitted to modify the stock throttle body from 32mm to 34mm with the following changes permitted.

7.2.12.12.8.1 Specific to this modification (art: 7.2.7.12.8) - The throttle valve platen(butterfly valve) can be modified or replaced.

7.2.12.12.8.2 Specific to this modification (art: 7.2.7.12.8) - The fastener screws of the throttle valve plate (butterfly valve) of can be modified or replaced.

7.2.12.12.8.3 Specific to this modification (art: 7.2.7.12.8) - The stock spindle shaft can be modified.

7.2.12.12.9. Single Cylinder Machines: 46mm

7.2.12.12.9.1. Only Throttle Bodies from other production motorcycles can be adapted to be installed for Single Cylinder Machines. Other directly related parts for this adaptation can be changed. E.g. Rubber Spigot Mounts, Hose Clips, TPS and etc.

7.2.12.12.9.2. These throttle bodies must be declared to the MSBK Technical Team and be provided with its' detailed information and part numbers (of the throttle bodies' origin motorcycle model)

7.2.13. Cylinder Head

7.2.13.1. Cylinder Head must be the originally fitted or homologated part.

7.2.13.2. Redundant 'sensor hole' can be plugged or welded

7.2.13.3. NO welding on others parts of the cylinder head is permitted.

7.2.13.4. Valves must be the originally fitted or homologated part with no modifications permitted

7.2.13.5. Valve lapping (the valves and valve seats) as in a normal service maintenance is allowed

7.2.13.6. Reshaping the Valve Seat Contour and Valve Seat Angle is NOT permitted.

7.2.13.7. The head gasket is free.

7.2.14. Camshaft

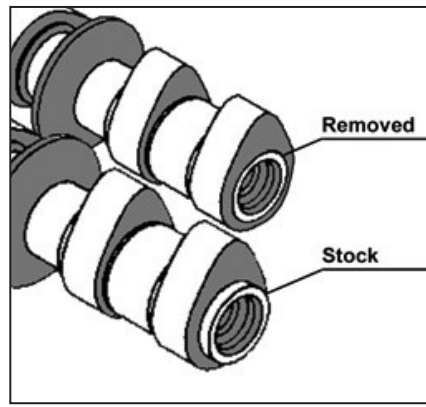
7.2.14.1. The camshaft must be the homologated part with no modifications allowed.

7.2.14.2. Protrusion(s) at the end camshafts can be removed to facilitate access for dialling the cam timing. No other modifications are allowed. Refer to Illustration below

7.2.14.3. For all homologated camshaft replacements; only the genuine camshaft or their strengthened version of exactly the same lobe profile and phasing produced by the original motorcycle manufacturer can be used.

7.2.14.4. The strengthened camshaft along with their part number must be pre-approved for use by the MSBK Technical Committee.

7.2.14.5. This is strictly approved to prevent camshaft breakage and NOT for engine performance upgrade by any means. The replacement camshaft must be of equal weight or heavier than the homologated part.



7.2.15. Camshaft Sprockets or Gears

7.2.15.1. Camshaft Sprockets/Gears can be changed to manually adjustable type and alternatively Stock Camshaft Sprockets/ Gears may be modified to allow for such adjustment, E.g. Bolt hole slotting.

7.2.15.2. Pressed-on cam sprockets may be replaced with an adjustable boss and cam sprocket.

7.2.15.3. "Variable Cam Phasing" type of Camshaft Sprockets/Gears may only be used if it is already present on the production model of the homologated motorcycle.

7.2.15.4. Cam Chain tensioner is free.

7.2.16. Cylinders (Cylinder Blocks)

Cylinders must be must be the homologated part with no modifications permitted.

7.2.17. Pistons

7.2.17.1. Pistons of Multi Cylinder Machines

7.2.17.1.1. Pistons must be the originally fitted or homologated part with no modifications allowed.

7.2.17.2. Pistons of Single Cylinder Machines

7.2.17.2.1. For reliability purposes, aftermarket Piston is permitted and must adhere to the following;

7.2.17.2.1.1. Shape must be similar or same as the standard unit

7.2.17.2.1.2. It must be weigh equal or heavier than the standard unit

7.2.17.2.1.3. Piston material and fabrication method is free (forged, billet, etc.)

7.2.17.2.1.4. Surface treatment must be as per the standard piston

7.2.17.2.2. These pistons, along with **either** their part numbers or specifications must be submitted to the MSBK Technical Committee for approval to use.

7.2.18. Piston Rings, Pins and Clips

7.2.18.1. Piston Rings, Pins and Clips must be the originally fitted or homologated part with no modifications allowed.

7.2.18.2. All piston rings must be fitted.

7.2.19. Connecting Rod Assembly

Connecting Rod Assembly must be the originally fitted or homologated part with no modifications allowed.

7.2.20. Crankshaft

Must be the originally fitted or homologated part with no modifications allowed.

7.2.21. Crankcases, Engine Covers.

7.2.21.1. Must be the originally fitted or homologated part with the following modifications allowed.

7.2.21.2. Oil containing engine covers must be secured with steel bolts.

7.2.21.3. All engine covers (lateral covers) containing oil and which could be in contact with the ground during a crash, must be protected by an additional cover made from metal, such as aluminium alloy, stainless steel, steel or titanium

7.2.21.3.1. The additional cover must cover a minimum of 1/3 of the original cover. It must have no sharp edges to damage the track surface.

7.2.21.3.2. These covers must be fixed properly and securely with a minimum of 3 case cover bolts that also mount the original covers/engine cases to the crankcases.

7.2.21.3.3. Stick-on 'type' additional covers are NOT permitted.

7.2.21.3.4. FIM approved covers will be permitted without regard of the material or its dimensions and

7.2.21.3.5. The MSBK Technical Director has the right to refuse any protection covers not satisfying this safety purpose

7.2.21.4. If the fairing covers a minimum of 1/3 of the original engine cover, no additional cover is required.

7.2.21.5. Plates or crash bars made from aluminium or steel also are permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.

7.2.22. Transmission and Gearbox

7.2.22.1. The transmission or the gearbox ratio must align with the originally homologated specifications included in the complete set fitted to the homologated Motorcycle. The following modification is permitted;

7.2.22.2. Redesigning of the gears, for improving structural strength only

7.2.22.3. Transmission gear material can be changed for the purpose of improving structural strength.

7.2.22.4. The number of speeds must be the originally fitted or homologated with no variation allowed.

7.2.22.5. Quick Shift systems are allowed

7.2.22.6. Electronic or hydraulic actuated shifters are not permitted and gearshift must remain operated manually by foot

7.2.22.7. Front and rear sprockets, chain pitch and chain size maybe altered.

7.2.22.8. Top chain guard may be removed as long as it is not incorporated in the rear fender.

7.2.23. Clutch

7.2.23.1. Clutch must remain as the "wet" type and it is probihited to convert into a 'dry' type

7.2.23.2. Clutch operation (actuation) must remain cable operated and it is probihited to convert into the hydraulic actuation system

7.2.23.3. Back torque limiting or slipper clutch system is permitted to be incorporated

7.2.23.4. Clutch springs are free and pre-load can be changed by adding shims.

7.2.23.5. Clutch plates are free.

7.2.23.6. Clutch cable is free.

7.2.24. Oil Pumps and Oil Lines

7.2.24.1. Oil Pumps and Oil Lines must be the originally fitted or homologated part with no modifications allowed.

7.2.24.2. Oil Pan can be changed to an aftermarket unit or from another production model.

7.2.25. Radiator, Cooling System and Oil Cooler

7.2.25.1. Only water is permitted to be used inside the radiator and the entire cooling system.

7.2.25.2. No Additives, Antifreeze, "Radiator Coolant" or any other liquid is allowed.

7.2.25.3. 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.

7.2.25.4. Additional oil cooler may be added.

7.2.25.5. For additional oil coolers that are fitted, all oil lines must be of a reinforced type with externally shielded material and of high quality standards matching that of the original factory OEM fitment.

7.2.25.6. All oil line connections must be swaged type. Screw clamps type is prohibited.

7.2.25.7. Extra mounting brackets to accommodate the additional radiator amp; oil cooler are allowed.

7.2.25.8. Where the oil line runs in close proximity to a frame member, bolt or other protrusion it must be retained by a strap, clamp or other mechanical device.

7.2.25.9. All cooling system hoses and catch tanks may be changed.

7.2.25.10. Radiator cap is free.

7.2.25.11. Protective meshes may be added in front of the oil and/or water radiator(s).

7.2.26. Air Box.

7.2.26.1. The stock Air Box must be installed, and modification is permitted

7.2.26.2. The air filter element is free and is permitted to be removed

7.2.26.3. Ram Air System

7.2.26.3.1. The air box can be modified to incorporate a Ram Air System.

7.2.26.3.2. The front fairing can be modified to incorporate the Ram Air System.

7.2.27. Exhaust System

7.2.27.1. Exhaust System can be changed.

7.2.27.2. Specifications for Exhaust System Modifications

7.2.27.2.1. Header Pipes and Link Pipes (Middle Pipes):

7.2.27.2.1.1. Must be made from steel

7.2.27.2.1.2. Titanium or titanium alloys are not permitted.

7.2.27.2.2. Silencer or Muffler Canister

7.2.27.2.2.1. Material for the silencer or muffler canister is unrestricted

7.2.27.3. For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.

7.2.27.4. Wrapping of exhaust systems is not permitted except in the area of the rider's foot or an area in contact with the fairing for protection from heat.

7.2.27.5. The noise emissions of the exhaust system must not exceed 115db/A.
7.2.27.6. A tolerance of +3db/A is permitted after the race.
7.2.27.7. Noise test will be made at every silencer outlet if the machine has more than One Silencer
7.2.27.8. The noise test RPM is fixed as in the following table;

MACHINE	@RPM
Honda CBR250RR	7,500
Honda CBR300R	5,500
Kawasaki Ninja 250R	7,500
Kawasaki ZX25R	10,500
KTM RC390	5,500
TVS Apache RR310	5,500
Yamaha YZF-R25	7,500
Yamaha YZF-R3	7,500

7.2.28. Ignition and Engine Control Unit (ECU)

7.2.28.1. MSBK Technical Committee has approved ONLY the aRacer System listed below and it must be used by all competitors. The following are the approved aRacer parts.

i. RC SpecX ECU.
ii. MSBK reconfigured SpeedTuningX ECU and RC Super XX ECU.

7.2.28.1.1. aRacer Quick Shifter Module and Sensor
7.2.28.1.2. aRacer Spec SpeedTuningX – Calibration Tool and **Cable for ECU & PC.**
7.2.28.1.3. aRacer Race Function Module – GPS and Gyro Module.

7.2.28.2. At any time during the event, the MSBK Technical Committee or their authorised ECU technician has the right to request for:
7.2.28.2.1. Data log download to check for irregularity
7.2.28.2.2. To adjust rev limit of the machine for the purpose of equalising performance
7.2.28.2.3. To exchange the ECU hardware and related parts
7.2.28.2.4. To change or update ECU software
7.2.28.2.5. To change to another ECU supplier of hardware or software.
7.2.28.2.5.1. If such a change is required, all competitors ECU hardware or software will be similarly changed.

7.2.28.3. It is permitted to be modify Wiring Harness and its connectors to connect to the approved ECU, Quickshifter and all the approved module/sensors.

7.2.28.4. Unused and/or redundant wire harnesses and connectors may be removed/disconnected.
7.2.28.5. ECU map switch can be added.
7.2.28.6. Ignition coils and Spark Plugs are free.
7.2.28.7. The key/ignition lock may be relocated, replaced or removed.

7.2.29. Generator, Alternator, Electric Starter

7.2.29.1. These components must be the originally fitted or homologated part with no modifications allowed.
7.2.29.2. The stator must be fitted in its original position and without offsetting.
7.2.29.3. The electric starter must operate normally and always be able to start the engine during the event.
7.2.29.4. 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.

7.2.30. Battery

7.2.30.1. Batteries Battery Size is free and its mounting position can be relocated.
7.2.30.2. Battery must be securely mounted and must not be exposed.
7.2.30.3. Voltage Stabiliser/Regulator/Rectifier is free.

7.2.31. Main Frame Body and Rear Subframe

7.2.31.1. The Frame and Sub-fame must be the originally fitted or homologated part with the following modifications allowed.
7.2.31.2. Crash Protectors may be fitted to the frame, using existing mounting points or pressed in to the ends of the axles
7.2.31.3. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).
7.2.31.4. The sides of the frame-body may be covered by a protective part made of a composite material.
7.2.31.5. These protectors must fit the form of the frame.
7.2.31.6. These covers must not be the permanently bonded type that contributes and add structural stiffness to the frame.
7.2.31.7. Engine mounting brackets or plates must be the originally fitted or homologated part with no modifications allowed
7.2.31.8. Brackets or mounting points cannot be welded onto the frame.
7.2.31.9. Bolt on type brackets may be replaced, modified or removed.
7.2.31.10. Bolt-on accessories may be removed.
7.2.31.11. 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.
7.2.31.12. All Motorcycles must display a vehicle identification number (VIN) punched on the frame or a metal plate on the body or subframe.

7.2.32. Pre-Assembled Spare Frame

7.2.32.1. 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 MSBK Technical Director to use the spare frame.

7.2.32.2. The pre-assembled spare frame must be presented to the MSBK Technical Director to receive the permission to rebuild the Motorcycle.

7.2.32.3. The pre-assembly of the frame shall be strictly limited to:

7.2.32.4. Main frame assembly.

7.2.32.5. Bearings (steering head bearings upper and lower triple clamps, swing-arm and etc.)

7.2.32.6. Swing-arm

7.2.32.7. Rear suspension linkage and shock absorber Upper and lower t riple clamps

7.2.32.8. Wiring harness

7.2.32.9. 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.

7.2.32.10. For the remainder of the event the Motorcycle will be impounded and no part of that Motorcycle may be used for spare parts.

7.2.33. Complete Spare Motorcycle

7.2.33.1. Changing to a Complete Spare Motorcycle is NOT allowed.

7.2.33.2. Complete motorcycle can only function or serve as spare parts to be removed individually for replacement to the registered Race Motorcycle.

7.2.33.3. EXPLANATION OF THE PROCEDURES

7.2.33.3.1. Only one (1) complete Motorcycle may be presented for the preliminary technical checks and it will be the only Motorcycle permitted on the track and in the display area of pit box during the practices, qualifying, warm up and race.

7.2.33.3.2. When a team decides that a crashed or damaged Motorcycle requires a change of frame it must inform the MSBK Technical Director. If the Motorcycle is damaged in a crash or in any other incident, it is permitted to use the preassembled spare frame to rebuild the Motorcycle.

7.2.33.3.3. Once the assembly of the replacement Motorcycle is completed the Motorcycle must undergo technical and safety checks and it will be officially sealed.

7.2.33.3.4. 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.

7.2.33.3.5. The new serial number will be recorded by the MSBK Technical Director.

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

7.2.33.3.7. The replacement Motorcycle may be used on the track only after the end of thevpractice and qualifying sessions or race in which the damage occurred.

7.2.33.3.8. The damaged Motorcycle must be removed from the pit box as soon as possible and put in storage outside the display area of the pit box.

7.2.33.3.9. After the pre-assembled spare part frame has been used should it become necessary to r eplace the frame again because of a further crash or damage the assembly work must be done using a bare frame with no components attached.

7.2.33.3.10. The MSBK Technical Director must inspect the bare frame and give his authorisation before work can start.

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

7.2.34. Front Forks and Steering Damper

7.2.34.1. The front suspension system (including but not limited to Inner tube, wheel spindle, etc.) must be the originally fitted and homologated or originally manufactured part with the following modifications allowed;

7.2.34.2. The forks can be internally modified to adjust damping

7.2.34.3. Internal dampers can be modified, replaced or added.

7.2.34.4. Internal fork spring(s) can be changed to other similar springs of a different rate.

7.2.34.5. Internal fork spring(s) can be added or removed.

7.2.34.6. The upper and lower fork clamps (triple clamp fork bridges) may be replaced or modified.

7.2.34.7. Fork caps (on the top of the forks) can be modified or replaced to allow for external adjustment of spring pre-load and/or damping.

7.2.34.8. Electronic Control Steering Damper cannot be used if not originally fitted (or homologated) by the manufacturer for road use.

7.2.34.9. It must remain as the originally fitted or homologated system with no modifications allowed

7.2.34.10. Aftermarket non-electronic steering damper is allowed. The steering damper cannot act as a steering lock limiting device.

7.2.34.11. Fork Tube Guards are permitted

7.2.34.12. Dust seals may be modified changed or removed.

7.2.34.13. Oil seals must remain intact and the front forks must be properly oil-sealed.

7.2.35. Shock Absorber (Rear Suspension Unit)

7.2.35.1. The shock absorber unit and spring is free

7.2.35.2. The mounting points and links/linkages must remain as the originally or homologated location with no modifications allowed

7.2.35.3. Electronically-controlled Shock Absorbers are not permitted and it must be replaced with a conventional shock absorber.

7.2.36. Rear Swingarm (Rear fork)

7.2.36.1. The rear swingarm must be the originally fitted or homologated part with the following modifications allowed.

7.2.36.2. Rear swingarm pivot position must remain in the original or homologated position

7.2.36.3. I f the standard Motorcycle has inserts then the orientation/ position of the original insert may be changed but the inserts cannot be replaced or modified.

7.2.36.4. Rear wheel stand brackets may be added to the rear swingarm by welding or by bolts.
Brackets must have rounded edges (with a large radius).
Fastening bolts 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.

7.2.36.5. A solid protective cover (shark fin) must be fixed to the swing-arm, and must always cover the opening between the lower chain rung, swingarm and the rear wheel sprocket, irrespective of the position of the rear wheel.

7.2.37. Wheels.

7.2.37.1. Wheels can be replaced. Aftermarket wheels must be made of aluminium alloys.

7.2.37.2. Wheel diameter must be 17 inch with the following variations allowed.

7.2.37.3. Maximum permitted wheel rim width is as following;

7.2.37.3.1. Front wheel maximum width : **3.0 inch**

7.2.37.3.2. Rear wheel maximum width : **4.5 inch**

7.2.37.4. Wheel spacers may be modified or replaced.

7.2.37.5. Wheel balance weights may be discarded changed or added to.

7.2.37.6. The original sprocket carrier may be replaced.

7.2.37.7. A non-slip coating/treatment may be applied to the bead area of the rim.

7.2.37.8. Any inflation valves and valve caps may be used.

7.2.38. Brakes

7.2.38.1. If originally fitted or homologated motorcycle has ABS, it may be deactivated.

7.2.38.2. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original calliper and mounting.

7.2.38.3. However, the outside diameter, offset, wheel mounting and the ventilation system must be the originally fitted or homologated dimensions and system with no modifications permitted.

7.2.38.4. Internally ventilated discs are not permitted if not originally fitted or homologated.
7.2.38.5. Only Steel (max. carbon content 2.1 wt %) brake discs is permitted for replacement
7.2.38.6. The thickness of the brake disc rotor may be increased but the disc must fit into the homologated or originally manufactured brake caliper without any modifications.
7.2.38.7. The number or quantity (single or double) of brake disc rotor must be same as the originally fitted or homologated Motorcycle.
7.2.38.8. The front and rear brake calliper must be the originally fitted or homologated part with no modifications allowed.
7.2.38.9. The front and rear master cylinder must be the originally fitted or homologated part with no modifications allowed.
7.2.38.10. Front and rear hydraulic brake lines may be changed. The split of the front brake lines for both front brake calipers must be made above the lower Fork Bridge (lower triple clamp).
7.2.38.11. Brake pads are free
7.2.38.12. Brake pad locking pins may be modified for a quick-change type.
7.2.38.13. If "β" type pins are used they must be safety lock wired
7.2.38.14. In order to reduce the transfer of heat to the hydraulic fluid it is permitted to add shims to the callipers
7.2.38.15. Additional air scoops or ducts are NOT allowed.
7.2.38.16. Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.
7.2.38.17. The Technical Director has the right to refuse any guard not satisfying this safety purpose.

7.2.39. Handlebars and Hand Controls

7.2.39.1. Handlebars may be replaced
7.2.39.2. Handlebars and hand controls may be relocated.
7.2.39.3. Clutch perch, clutch lever and brake lever may be replace with after-market parts. To adjust the lever travel an adjuster to the brake lever is permitted
7.2.39.4. Switches may be changed but the electric starter switch and engine stop switch must be located on the handlebars.
7.2.39.5. Throttle assembly and associated cables may be modified or replaced but the connection to the throttle controls must be the originally fitted or homologated system with no modifications allowed.
7.2.39.6. Cable operated throttles (grip assembly) must be equipped with both an opening and closing cable, including when actuating a remote ride by wire sensor.
7.2.39.7. Throttle controls must be self-closing when not held by the hand.
7.2.39.8. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while the hand is on the grips) that is capable of stopping a running engine. The button or switch must be RED.

7.2.40. Footrest and Foot Controls

7.2.40.1. Foot brake pedals are free.

7.2.40.2. Footrests, brackets and their fasteners may be replaced and relocated but the brackets must be fitted to the original mounting points.

7.2.40.3. Footrests may be of a rigid type or folding type. All folding type footrest must be fitted with a return mechanism.

7.2.40.4. The end of the foot rest must have at least an 8 mm solid spherical radius.

7.2.40.5. Rigid type metal footrest must have an end plug which is permanently fixed made of plastic nylon or an equivalent type material.

7.2.40.6. The MSBK Technical Director has the right to refuse any plug not satisfying this safety aim.

7.2.41. Fuel Tank

7.2.41.1. Fuel tank must be the originally fitted or homologated part with no modification allowed.

7.2.41.2. Tank pad may be fitted to the rear of the tank with non-permanent adhesive. It may be constructed of foam padding or composite material.

7.2.41.3. Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 1 litre made of a suitable material.

7.2.41.4. Fuel cap may be changed.

7.2.41.5. Fuel cap must be securely locked.

7.2.41.6. Fuel cap when closed must be leak proof.

7.2.42. Fairing and Bodywork

7.2.42.1. Design and shape of the windscreen is FREE

7.2.42.2. Design and shape of the Fairing and Bodywork is FREE.

7.2.42.3. The fabrication of the Fairing/Bodywork using carbon fibre or carbon composite materials is not permitted.

7.2.42.4. Only extra reinforcements around holes and stressed mounting areas can be additionally layered with carbon fibre or carbon composite materials.

7.2.42.5. Original Ram-Air ducts may be removed or replaced.

7.2.42.6. The Original Combination Instrument and Fairing Brackets may be replaced but the use of titanium and carbon fibre or other composite materials is NOT permitted.

7.2.42.7. The lower fairing (Belly Pan) must be constructed to hold in case of an engine breakdown a minimum 4 litres of oil/fluid. The lower edge of all the openings in the fairing must be positioned at least 70 mm above the bottom of the fairing. The upper edge of the rear transverse wall of the lower fairing must be at least 70 mm above the bottom. The angle between this wall and the floor must be ≤ 90°.

7.2.42.8. The lower fairing (Belly Pan) MUST incorporate a single opening of ≤ Ø 25 mm diameter in the front lower area. This hole must remain sealed.

7.2.42.9. Front fender/mudguards may be replaced with a cosmetic duplicate of the original part and may be spaced upward for increased tyre clearance.
7.2.42.10. The rear mudguard may be replaced or removed
7.2.42.11. The chain guard may be separate from the rear mudguard.

7.2.43. Seat
7.2.43.1. The seat base, foam and associated seat bodywork may be replaced.
7.2.43.2. The top position of the rear bodywork around the seat may be modified to a single seat.
7.2.43.3. The seat locking system (with plates, pins rubber pads etc.) may be removed.

7.2.44. Fasteners
7.2.44.1. Standard fasteners may be replaced with fasteners of any design and material, except when there is a specific mention that titanium or other light alloy fasteners are not permitted in specific paragraphs of this technical rule.
7.2.44.2. The strength and design must be sufficient, equal to or exceed the strength of the standard fastener it is replacing.
7.2.44.2.1. Fasteners may be drilled for safety wire but intentional weight-reduction modifications are not allowed.
7.2.44.3. Fairing/bodywork fasteners may be replaced with the quick disconnect type.
7.2.44.4. Aluminium fasteners may only be used in non-structural locations.

7.2.45. Following items **MAY BE ALTERED** or replaced from those originally fitted or homologated by Motorcycle manufacturer.
7.2.45.1. Any type of lubricants, brake or suspension fluids may be used.
7.2.45.2. Any types of spark plugs are allowed.
7.2.45.3. All gaskets and its materials are free.
7.2.45.4. External paintwork decals and colour scheme is free.
7.2.45.5. Instruments, instrument bracket(s) and associated cables.
7.2.45.6. Material for bracket(s) connecting non-original parts (e.g. steering damper, exhaust) to the frame or engine can be made from titanium or composite materials.
7.2.45.7. Protection covers for the frame, chain and footrests may be made of composite materials if these parts do not replace original parts mounted on the motorcycle.
7.2.45.8. However, the bonding of composite material to the frame and swingarm to increase its structural rigidity or strength is NOT permitted.
7.2.45.9. Fuel tanks can be completely filled with fire retardant material (open celled mesh i.e. Explosafe).

7.2.46. Following Items **MAY BE REMOVED**

7.2.46.1. Instrument and instrument bracket and associated cables.
7.2.46.2. Tachometer and speedometer.
7.2.46.3. Radiator fan and wiring.
7.2.46.4. Thermostat, thermal switches or water temperature sensor
7.2.46.5. Bolt on accessories on rear subframe.
7.2.46.6. Redundant handlebar switches.
7.2.46.7. Emission control items (anti-pollution) in or around the air box and engine (O2 sensors air injection devices).
7.2.46.8. Top chain guard as long as it is not incorporated in the rear fender.

7.2.47. Following Items MUST BE REMOVED

7.2.47.1. Headlamp and turn indicators lamps must be removed but profile and frontal appearance must be retained. The openings must be covered by a suitable material.
7.2.47.2. Rear-view mirrors.
7.2.47.3. Horn.
7.2.47.4. License plate bracket.
7.2.47.5. Toolkit.
7.2.47.6. Helmet hooks and luggage carrier hooks
7.2.47.7. Passenger's foot rests and it's removable mounting brackets (if any)
7.2.47.8. Passenger's grab rails.
7.2.47.9. Safety bars, centre and side stands must be removed (fixed brackets must remain).
7.2.47.10. Catalytic convertors.

7.2.48. Following Items MUST BE Altered

7.2.48.1. All Motorcycles must incorporate a Closed Breather System. All oil breather pipes/lines must be connected and pass;
a) through an oil catch tank and MUST exclusively discharge into the airbox.
or
b) directly into an oil catch tank with a capacity of 1 litre of liquid

7.2.48.2. No breather pipes/lines should discharge directly to the atmosphere
7.2.48.3. The usage of One-Way Valve CANNOT replaced the above requirements
7.2.48.4. All breather or overflow pipes/lines must discharge via existing outlets.
7.2.48.5. The airbox drains must be sealed.
7.2.48.6. The following items must be securely safety wired
- Oil drain plug
- Oil filler cap
- External Oil filter

7.2.49. Additional Equipment.

7.2.49.1. Telemetry is NOT permitted.

7.2.49.2. NO remote or wireless connection to the motorcycle for any data exchange or setting is permitted whilst the engine is running or the motorcycle is moving

7.2.49.3. Data loggers can be used and the following 'data logging sensors (connected to the additional data logger) may be added to the original sensors on the motorcycle.

- Fork Position Sensor
- Shock Position Sensor
- Front And Rear Brake Pressure Sensor
- Brake Disc Temperature Sensor
- Fuel Pressure Sensor (Not Temperature)
- Oil Pressure Sensor
- Oil Temperature Sensor
- Transponder Or Lap Time Signal
- GPS Unit (Lap Timing And Track Position)
- Tyre Pressure Sensor (TPMS)

7.2.50. Balancing Various Motorcycle Concepts.

7.2.50.1. MSBK Technical Committee reserves the right to apply balancing methods to the Motorcycles in the class as they see fit. MSBK Technical Committee will review the position of the performances between the Motorcycles Makes.

7.2.50.2. The following are some methods that may be executed and they will be review from time to time within the race season.

7.2.50.2.1. Weight Adjustment

7.2.50.2.2. Base Maximum RPM Limit (by adjusting via ARRC aRacer Spec ECU system).

7.2.50.2.3. Throttle Body Size Balancing

7.2.50.2.4. Engine Parts Concessions

7.2.50.2.5. Handling and Suspension Parts Concessions

7.2.50.2.6. And other suitable balancing methods when the need arises

7.2.50.2.7. * Note: Refer to following articles for more details.

Table - Base Maximum RPM Limit.

MACHINE	RPM
Honda CBR250RR	**14,000**
Honda CBR300R	Unlimited
Kawasaki Ninja 250R	**14,000**
Kawasaki ZX25R & ZX25RR	**16,500**
KTM RC390	**11,150**
TVS Apache RR310	**11,500**
Yamaha YZF-R25	**14,000**
Yamaha YZF-R3	12,500

MSBK 250
TECHNICAL SPECIFICATIONS

The following rules are intended to permit limited changes to the homologated Motorcycle in the interests of safety 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 PERMITTED IN ANY OF THE FOLLOWING ARTICLES, THEN IT IS FORBIDDEN..

MSBK250 motorcycles requires the homologation MSBK Technical Committee. All Motorcycles must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Specifications (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 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 MSBK250 Motorcycles must (except when otherwise stated) conform to the homologated or originally manufactured shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

8.2. General Motorcycle Specifications.
All parts and systems of the Motorcycle not specifically mentioned in the following articles must remain,

8.2.1. As originally produced by the manufacturer.
8.2.2. As originally fitted or equipped on the homologated Motorcycle
8.2.3. All Motorcycles must be normally aspirated.
8.2.4. Interchange of any parts between the Motorcycles within same model name and or same frame VIN (Vehicle Identification Numbers) where they are homologated separately and at different years are not allowed. Wheel rims are excluded from this rule.
8.2.5. Eligible Motorcycles
These rules are intended for production road Motorcycles only. Production street enduro / motocross based off-road Motorcycles are specifically excluded. The MSBK Technical Committee has the right to decide which Motorcycles will eligible be in the class.
The following Motorcycles are approved to compete:

- Honda CBR300R
- Honda CBR250RR
- Kawasaki Ninja 250R
- Kawasaki Ninja 250SL
- KTM RC250
- TVS Apache RR310
- Yamaha YZF-R25

* **Note : Unlisted motorcycles may apply directly to TWMR. This list can be amended at any time by The MSBK Technical Committee.**

8.2.6. Minimum Weight Limit

At any time of the event, the *Motorcycle Weight and the *Combined Weight must not be lower than the following minimum weight limit.

Machine	Weight (kg)	
	Motorcycle	Combined
Honda CBR250RR	145	210
Honda CBR300R	130	195
Kawasaki Ninja 250R	145	210
Kawasaki Ninja 250SL	130	195
KTM RC250	130	195
TVS Apache RR310	130	195
Yamaha YZF-R25	140	205

8.2.6.1. The use of ballast is permitted to conform to the minimum weight limits stated for each motorcycle model.

8.2.6.2. The use of ballast must be declared to the MSBK Technical Director at the preliminary checks.

8.2.6.3. If the Combined Weight is below its minimum limit although after the motorcycle weight has been increased to 5kg above of the Minimum Motorcycle Weight limit (E.g.: YZF R25 ≥145kg) than there will not be any additional weight penalty.

8.2.6.4. 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 minimum weight limits must be met in this condition. Nothing may be added to the Motorcycle. This includes all fluids.

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

* Definitions: Motorcycle Weight – is defined as the whole motorcycle weight including the fuel inside the tank.

Combined Weight –- is defined as the Motorcycle Weight plus the rider's weight while wearing their full racing gear.

8.2.7. Numbers and number plates

8.2.8. Each rider accepted for the MSBK will be able to choose their own starting number which will be valid for the whole championship. The numbers "1" until "10" will be reserved for the previous year's competitors according to their overall championship points standing.

8.2.8.1. Numbers Colours.
- **Group A Riders - Black numbers on White Background.**
- **Group B Riders - Black numbers on Yellow Background.**

8.2.8.2. The sizes for all the front numbers are:
- 8.2.8.2.1. Minimum height: 140 mm
- 8.2.8.2.2. Minimum width: 80 mm
- 8.2.8.2.3. Minimum stroke: 25 mm
- 8.2.8.2.4. Minimum space between numbers: 10 mm

8.2.8.3. The sizes for all the side numbers are:
- 8.2.8.3.1. Minimum height: 120 mm
- 8.2.8.3.2. Minimum width: 60 mm
- 8.2.8.3.3. Minimum stroke: 25 mm
- 8.2.8.3.4. Minimum space between numbers: 10 mm

8.2.8.4. The allocated number (plate) for the rider must be affixed on the motorcycle as follows:
- 8.2.8.4.1. Once on the front, either in the centre of the fairing or slightly off to one side. The number must be centred on the background with no advertising within 25 mm in all directions.
- 8.2.8.4.2. Once, on each side of the motorcycle at both side of the lower rear portion of the main fairing near the bottom (Belly Pan). The number must be centred on the background.

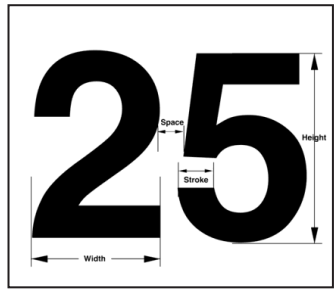
8.2.8.5. The approved font types for the numbers are as following;
- 8.2.8.5.1. Futura Heavy and Futura Heavy Italic
- 8.2.8.5.2. Univers Bold and Univers Bold Italic
- 8.2.8.5.3. Olivers Med and Olivers Med Italic
- 8.2.8.5.4. Franklin Gothic and Franklin Gothic Italic

8.2.8.6. Any numbers not using these fonts must have the design of the numbers and the layout pre-approved by the MSBK Technical Director a minimum of 2 weeks before the first race. All digits must be of standard form.

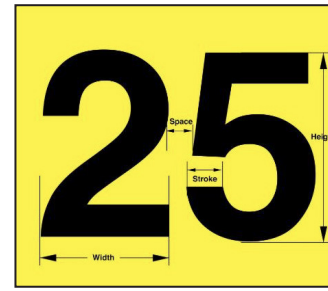
8.2.8.7. Any outlines must be of a contrasting colour and the maximum width of the outline is 3 mm. The background colour must be clearly visible around all edges of the number (including outline). Reflective or mirror type numbers are not allowed.

8.2.8.8. Numbers cannot overlap.

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



Group A Riders



Group A Riders

8.2.9. Fuel.

8.2.9.1 All MSBK250 Motorcycles must use only normal unleaded fuel and without adding any other thing: E.g. additves, octane boosters. Fuel will not be provided by The Organiser - only RON95 is allowed.

8.2.10. Tyres

8.2.10.1. Dry & wet tyres will be one make and provided by Dunlop, the Official Tyre Supplier

8.2.10.2. A NEW set of tyres must be utilised at the start of each Race Round

8.2.10.3. The new tyres used in the free practices, qualifying practices, warm-up and race must be marked by the Official Tyre Supplier,

8.2.10.4. Officials or Personnel nominated by the MSBK Technical Director will check that all the Motorcycles in the pit lane are fitted marked. The use of Motorcycles with unmarked tyres will be immediately reported to the Race Direction which will then take appropriate action.

8.2.10.5. All used and unused tyres supplied for the race weekend must be return to the Official Tyre Supplier after the race.

8.2.10.6. For safety reason (possibility of unsafe release) during race, tyre supplier has the right to deny or refuse any tyre services 45 minutes before pit exit opens for the respective category.

8.2.10.7. Any modification or treatment (cutting, grooving) is forbidden.

8.2.10.8 All registered rider participant must bring one set of used motorcycle tyre when purchasing a new set of DUNLOP tyre. This exchange will only occur at the time of new tyre purchase.

8.2.11. Engine(s)

8.2.11.1. All engines will be sealed after the end of the Qualifying session and may not be changed except in the case of engine damage.

8.2.11.2. Any engine changes after qualifying must be accompanied by a written request stating the reason for change, the engine seals may not be removed until approved, the MSBK Technical Director may request to examine the engine.

8.2.11.3. Apart from the above requirement, engines will be requested to be sealed at any time during the event by MSBK Technical Director's when the need arises.

8.2.12. Fuel Injection System

Fuel injection system refers to the throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.

8.2.12.1. Air Funnels, Bell Mouths, Velocity Stacks are free.

8.2.12.2. Fuel Injector may be replaced and it must be mass production type.

8.2.12.2.1. Quantity of injector must remain as the homologated

8.2.12.2.2. Injector cannot be relocated and must be fitted at same location as the homologated or originally manufactured Motorcycle.

8.2.12.3. Variable intake tract device may only be used if it is originally fitted or homologated with such system and they must remain identical and operate in the same way as the originally fitted or homologated system. All the parts of the
variable intake tract device must remain exactly as the originally fitted or homologated system with no modifications allowed.

8.2.12.4. Fuel pump and fuel pressure regulator must be the originally fitted or homologated system with no modifications allowed.

8.2.12.4.1. The fuel pressure must remain the same as in the originally fitted or homologated system with no modifications allowed.

8.2.12.5. 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.

8.2.12.6. Fuel vent lines may be replaced.

8.2.12.7. Fuel filters may be added.

8.2.12.8. Quick connectors may be used or added. E.g. Dry Break connectors.

8.2.12.9. Throttle Body

8.2.12.9.1. Unless specifically mentioned in the following articles, all Throttle Bodies must be the originally fitted or homologated parts with no modifications allowed.

8.2.12.9.2. Aftermarket or custom-made throttle bodies are not permitted.

8.2.12.9.3. Ride By Wire - Electronically controlled throttlecvalves, known as 'ride-by-wire', may only be used if the homologated or originally manufactured model is equipped with the same system.

8.2.12.9.4. Ride by wire system including its software may be modified but all the safety systems and procedures, designed by the original manufacturer must be maintained.

8.2.12.9.5. Secondary throttle valves but not the shafts may be removed or fixed in the open position and the electronics may be disconnected or removed.

8.2.12.9.6. The maximum diameter at the venturi adjacent to the throttle valve (butterfly valve) spindle is;

8.2.12.9.6.1. Yamaha YZF-R25: 34mm. it is only permitted to modify the stock throttle body from 32mm to 34mm with the following changes permitted.

8.2.12.9.6.1.1 Specific to this modification (art: 8.2.7.9.6.2) - The throttle valve plate (butterfly valve) can be modified or replaced.

8.2.12.9.6.1.2 Specific to this modification (art: 8.2.7.9.6.2) - The fastener screws to the throttle valve plate (butterfly valve) of can be modified or replaced.

8.2.12.9.6.1.3 **Specific to this modification (art: 8.2.7.9.6.2)** - The stock spindle shaft can be modified.

8.2.12.9.6.3. All Single Cylinder Machines: 46mm

8.2.12.9.6.4. Only Throttle Bodies from other production motorcycles can be adapted to be installed for Single Cylinder Machines. Other directly related parts for this adaptation can be changed.
E.g. Rubber Spigot Mounts, Hose Clips, TPS and etc.

8.2.12.9.6.5. These throttle bodies must be declared to the MSBK Technical Team and be provided with its' detailed information and part numbers (of the throttle bodies' origin motorcycle model).

8.2.13. Cylinder Head

8.2.13.1. Cylinder Head must be the originally fitted or homologated part with the following modifications allowed;

8.2.13.1.1. Redundant 'sensor hole' can be plugged or welded.

8.2.13.1.2. NO welding on others parts of the cylinder head is permitted.

8.2.13.1.3. Machining cylinder head deck surface is permitted to modify compression ratio.

8.2.13.1.4. Porting and polishing is allowed. Modifying the intake and exhaust ports is permitted by removing material and adding epoxy to change port shape

8.2.13.1.5. The cylinder head gasket is free

8.2.13.2. Valves must be the originally fitted or homologated part with no modifications allowed

8.2.13.3. Valve springs can be changed to similar springs of a different spring rate and the number of springs must remain as originally fitted or homologated part with no changes permitted

8.2.13.4. Valve lapping (the valves and valve seats) as in a normal service maintenance is allowed.

8.2.14. Camshaft

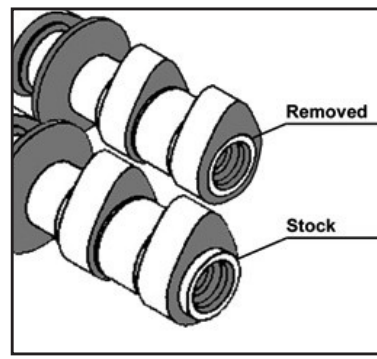
8.2.14.1. The camshaft must be the originally fitted or homologated part with no modifications allowed.

8.2.14.2. For all camshaft replacements; only the genuine camshaft OR their strengthened version of exactly the same lobe profile and phasing produced by the original motorcycle manufacturer can be used.

8.2.14.2.1. The strengthened camshaft along with their part number must be pre-approved for use by the MSBK Technical Committee.

8.2.14.2.2. This is strictly approved to prevent camshaft breakage and NOT for engine performance upgrade by any means. The replacement camshaft must be of equal weight or heavier than the homologated part

8.2.14.3. Protrusion(s) at the end camshafts can be removed to facilitate access for dialling the cam timing. No other modifications are permitted.



8.2.15. Camshaft Sprockets or Gears

8.2.15.1. Camshaft Sprockets/Gears can be changed to manually adjustable type and alternatively Stock Camshaft Sprockets/Gears may be modified to allow for such adjustment, E.g. Bolt hole slotting

8.2.15.2. Pressed-on cam sprockets may be replaced with an adjustable boss and cam sprocket.

8.2.15.3. "Variable Cam Phasing" type of Camshaft Sprockets/Gears may only be used if it is already present on the production model of the homologated motorcycle.

8.2.15.4. Cam chain tensioner is free.

8.2.16. Cylinders (Cylinder Blocks)

8.2.16.1. Cylinders must be the originally fitted or homologated part with the following modifications allowed.

8.2.16.1.1. Machining the cylinder block deck or base surface is permitted to modify compression ratio.

8.2.17. Pistons

8.2.17.1. Twin Cylinder Motorcycles

Pistons must be the originally fitted or homologated part with no modifications allowed.

8.2.17.2. Single Cylinder Motorcycles

Single Cylinder Motorcycles is permitted to bore up to 312cc by utilising an aftermarket bigger diameter piston and must adhere to the following;

8.2.17.2.1. Shape must be similar the standard unit

8.2.17.2.2. Piston material and fabrication method is free (forged, billet, etc.)

8.2.17.2.3. Surface treatment must be as per the standard piston.

8.2.18. Piston Rings, Pins and Clips

8.2.18.1. Piston Rings, Pins and Clips must be the originally fitted or homologated part with no modifications allowed.

8.2.18.2. All piston rings must be fitted.

8.2.19. Connecting Rod Assembly

Connecting Rod Assembly must be the originally fitted or homologated part with no modifications allowed.

8.2.20. Crankshaft

Must be the originally fitted or homologated part with no modifications allowed.

8.2.21. Crankcases, Engine Covers

8.2.21.1. Must be the originally fitted or homologated part with the following modifications allowed.

8.2.21.2. The mating surface of the crankcases to the cylinder block may be machined to allow changing of compression ratio.

8.2.21.3. Oil containing engine covers must be secured with steel bolts.

8.2.21.4. All engine covers (lateral covers) containing oil and which could be in contact with the ground during a crash, must be protected

by an additional cover made from metal, such as aluminium alloy, stainless steel, steel or titanium

8.2.21.4.1. The additional cover must cover a minimum of 1/3 of the original cover. It must have no sharp edges to damage the track surface.

8.2.21.4.2. These covers must be fixed properly and securely with a minimum of 3 case cover bolts that also mount the original covers/engine cases to the crankcases.

8.2.21.4.3. Stick-on 'type' additional covers are NOT permitted.

8.2.21.4.4. FIM approved covers will be permitted without regard of the material or its dimensions and

8.2.21.4.5. The MSBK Technical Director has the right to refuse any protection covers not satisfying this safety purpose

8.2.21.4.6. If the fairing covers a minimum of 1/3 of the original engine cover, no additional cover is required

8.2.21.5. Plates or crash bars made from aluminium or steel also are permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.

8.2.22. Transmission and Gearbox

8.2.22.1. The transmission or the gearbox ratio must align with the originally homologated specifications included in the complete set fitted to the homologated Motorcycle. The following modification is permitted;

8.2.22.1.1. Redesigning of the gears

8.2.22.1.2. Transmission gear material can be changed for the purpose of improving structural strength only

8.2.22.2. Gear ratio and number of speeds must be the originally fitted or homologated with no variation allowed.

8.2.22.3. Quick Shift systems are allowed.

8.2.22.4. Electronic or hydraulic actuated shifters are not permitted and gearshift must remain operated manually by foot.

8.2.22.5. Front and rear sprockets, chain pitch and chain size maybe altered.

8.2.22.6. Top chain guard may be removed.as long as it is not incorporated in the rear fender.

8.2.23. Clutch

8.2.23.1. Clutch must remain as the "wet" type and it is probihited to convert into a 'dry' type

8.2.23.2. Clutch operation (actuation) must remain cable operated and it is probihited to convert into the hydraulic actuation system
8.2.23.3. Back torque limiting or slipper clutch system is permitted to be incorporated.
8.2.23.4. Clutch springs are free and pre-load can be changed by adding s hims.
8.2.23.5. Clutch plates are free.
8.2.23.6. Clutch cable is free.

8.2.24. Oil Pumps and Oil Lines
8.2.24.1. Oil Pumps and Oil Lines must be the originally fitted or homologated part with no modifications allowed.
8.2.24.2. Oil Pan can be changed to an aftermarket unit or from another production model

8.2.25. Radiator, Cooling System and Oil Cooler
8.2.25.1. Only WATER is permitted to be used inside the radiator and the entire cooling system.
8.2.25.1.1. No Additives, Antifreeze, "Radiator Coolant" or any other liquid is allowed.

8.2.25.2. Protective meshes may be added in front of the oil and/or water radiator(s).
8.2.25.3. 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.
8.2.25.4. Extra mounting brackets to accommodate the additional radiator are allowed.
8.2.25.5. Radiator cap is free.
8.2.25.6. Additional oil cooler may be added.
8.2.25.6.1. For any additional oil coolers that are fitted to the Motorcycles with flexible oil line connections, all oil lines must be of a reinforced type and externally shielded material and of high quality standards matching original factory fitment standards.
8.2.25.6.2. All oil line connections must be swaged type. Screw clamp type is prohibited.
8.2.25.6.3. Where the oil line runs in close proximity to a frame member, bolt or other protrusion it must be retained by a strap, clamp or other mechanical device.

8.2.25.7. All cooling system hoses and catch tanks may be changed.

8.2.26. Air Box
8.2.26.1. The stock Air Box must be installed and modification is permitted.
8.2.26.2. The air filter element is free and is permitted to be removed.

8.2.26.3. Ram Air System.
- 8.2.26.3.1. The air box can be modified to incorporate a Ram Air System
- 8.2.26.3.2. The front fairing can be modified to incorporate the Ram Air System.

8.2.27. Exhaust System

8.2.27.1. Exhaust pipes and silencers are free.

8.2.27.2. For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.

8.2.27.3. Wrapping of exhaust systems is not permitted except in the area of the rider's foot or an area in contact with the fairing for protection from heat.

8.2.27.4. The noise emissions of the exhaust system must not exceed 115db/A.

8.2.27.5. A tolerance of +3db/A is permitted after the race.

8.2.27.6. The noise test RPM is as the following;
- Yamaha YZF-R25 7,500 rpm
- Kawasaki Ninja 250R 7,500 rpm
- Honda CBR250RR 7,500 rpm
- Single Cylinder Machines 5,000 rpm

8.2.28. Ignition and Engine Control Unit (ECU)

8.2.28.1. ECU is free can be relocated.

8.2.28.2. ECU map switch can be added.

8.2.28.3. Ignition coils are free.

8.2.28.4. Spark plugs are free.

8.2.28.5. The key/ignition lock may be relocated, replaced or removed.

8.2.28.6. Wiring harness and wiring connectors must be the originally fitted part with the following modifications allowed.
- 8.2.28.6.1. It is permitted to be modified to connect to the aftermarket ECU, Quickshifter and its' module/ sensors.
- 8.2.28.6.2. Unused and/or redundant wire harnesses and connectors may be removed/disconnected

8.2.29. Generator, Alternator, Electric Starter

8.2.29.1. These components must be the originally fitted or homologated part with no modifications allowed.

8.2.29.2. The stator must be fitted in its original position and without offsetting.

8.2.29.3. The electric starter must operate normally and always be able to start the engine during the event.

8.2.29.4. 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.

8.2.30. Battery

8.2.30.1. Batteries Battery Size is free and its mounting position can be relocated.

8.2.30.2. Battery must be securely mounted and must not be exposed.

8.2.30.3. Voltage Stabiliser/Regulator/Rectifier is free.

8.2.31. Main Frame Body and Rear Sub-Frame

8.2.31.1. The frame must be the originally fitted or homologated part with the following modifications allowed.

8.2.31.2. Crash Protectors may be fitted to the frame, using existing mounting points or pressed in to the ends of the axles.

8.2.31.3. The main frame reinforcement is permitted by adding gusset or tubes.

8.2.31.3.1. Welding is permitted for this purpose

8.2.31.4. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).

8.2.31.5. The sides of the frame-body may be covered by a protective part made of a composite material.

8.2.31.6. These protectors must fit the form of the frame.

8.2.31.7. Engine mounting brackets or plates must be the originally fitted or homologated part with no modifications allowed.

8.2.31.8. Brackets or mounting points cannot be welded onto the frame.

8.2.31.9. Bolt on type brackets may be replaced, modified or removed.

8.2.31.10. Bolt-on accessories may be removed.

8.2.31.11. 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.

8.2.31.12. Subframe is FREE on both the removable or fixed type.

8.2.31.12.1. Subframe is defined as - The triangular and the twin parallel steel tubes beneath the seat, the rear seat cowling and the rear part of fuel tank, attached or welded to the main frame at points near to the shock absorber top mount and near to the swingarm pivot.

8.2.31.12.2. The use of carbon composite material to construct or fabricate the subframe is allowed.

8.2.31.13. All Motorcycles must display a vehicle identification number (VIN) punched on the frame or a metal plate on the body or subframe.

8.2.31.14. In the case of changing or modifying the subframe under approved rules, motorcycles with original VIN located at the original subframe can be removed and reposition to the new subframe to within a position of 30 cm from original location and must be visible from the same angle and side during inspection.

8.2.32. Pre-Assembled Spare Frame

8.2.32.1. 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 MSBK Technical Director to use the spare frame.

8.2.32.2. The pre-assembled spare frame must be presented to the MSBK Technical Director to receive the permission to rebuild the Motorcycle.

8.2.32.3. The pre-assembly of the frame shall be strictly limited to:

8.2.32.3.1. Main frame assembly

8.2.32.3.2. Bearings (steering head bearings upper and lower triple clamps, swing-arm and etc.)

8.2.32.3.3. Swing-arm

8.2.32.3.4. Rear suspension linkage and shock absorber Upper and lower triple clamps

8.2.32.3.5. Wiring harness

8.2.32.4. The rebuilt Motorcycle must be inspected before its use by the Technical Committee for safety checks and a new seal will be placed on the Motorcycle frame.

8.2.32.5. For the remainder of the event the Motorcycle will be impounded and no part of that Motorcycle may be used for spare parts.

8.2.33. Complete Spare Motorcycle

8.2.33.1. Changing to a Complete Spare Motorcycle is NOT allowed.

8.2.33.2. Complete motorcycle can only function or serve as spare parts to be removed individually for replacement to the registered Race Motorcycle.

EXPLANATION OF THE PROCEDURES

- Only one (1) complete Motorcycle may be presented for the preliminary technical checks and it will be the only Motorcycle permitted on the track and in the display area of pit box during the practices, qualifying, warm up and race.
- When a team decides that a crashed or damaged Motorcycle requires a change of frame it must inform the MSBK Technical Director. If the Motorcycle is damaged in a crash or in any other incident, it is permitted to use the preassembled spare frame to rebuild the Motorcycle.
- Once the assembly of the replacement Motorcycle is completed the Motorcycle 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 MSBK Technical Director.
- Parts may be transferred from the damaged Motorcycle for the assembly of the replacement Motorcycle

- 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 display area of 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 MSBK Technical Director must inspect the bare frame and give his authorisation before work can start.
- Any actions contrary to these procedures will result in a penalty as described in the Sporting Regulations.

8.2.34. Front Forks and Steering Damper

8.2.34.1. The front suspension system (including but not limited to Inner tube, wheel spindle, etc.) must be the originally fitted and homologated or originally manufactured part with the following modifications allowed;

8.2.34.1.1. The forks can be internally modified to adjust damping

8.2.34.1.2. Internal dampers can be modified, replaced or added.

8.2.34.1.3. Internal fork spring(s) can be changed to other similar springs of a different rate.

8.2.34.1.4. Internal fork spring(s) can be added or removed.

8.2.34.1.5. The upper and lower fork clamps (triple clamp fork bridges) may be replaced or modified.

8.2.34.1.6. Fork caps (on the top of the forks) can be modified or replaced to allow for external adjustment of spring pre-load and/or damping.

8.2.34.2. Electronic Control Steering Damper cannot be used if not originally fitted (or homologated) by the manufacturer for road use.

8.2.34.2.1. It must remain as the originally fitted or homologated system with no modifications allowed.

8.2.34.3. Aftermarket non-electronic steering damper is allowed. The steering damper cannot act as a steering lock limiting device.

8.2.34.4. Fork Tube Guards are permitted

8.2.34.5. Dust seals may be modified changed or removed.

8.2.34.6. Oil seals must remain intact and the front forks must be properly oil-sealed.

8.2.35. Shock Absorber (Rear Suspension Unit)

8.2.35.1. The shock absorber unit and spring is free

8.2.35.2. The mounting points and links/linkages must remain as the originally or homologated location with no modifications allowed

8.2.35.3. Electronically-controlled Shock Absorbers are not permitted and it must be replaced with a conventional shock absorber.

8.2.36. Rear Swingarm (Rear fork)

8.2.36.1. The rear swingarm must be the originally fitted or homologated part with the following modifications allowed.

8.2.36.1.1. Swing arm reinforcement by adding gusset or tubes is allowed.

8.2.36.1.1.1. Welding is permitted for this purpose

8.2.36.1.2. Rear wheel stand brackets may be added to the rear swingarm by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening bolts 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.

8.2.36.1.3. If the standard Motorcycle has inserts then the orientation/position of the original insert may be changed but the inserts cannot be replaced or modified.

8.2.36.1.4. A solid protective cover (shark fin) must 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.

8.2.36.1.5. Rear swingarm pivot position must remain in the original or homologated position.

8.2.37. Wheels

8.2.37.1. Wheels must be the originally fitted or homologated part

8.2.37.2. Wheel spacers may be modified or replaced.

8.2.37.3. Wheel balance weights may be discarded changed or added to.

8.2.37.4. A non-slip coating/treatment may be applied to the bead area of the rim.

8.2.37.5. Any inflation valves may be used.

8.2.38. Brakes

8.2.38.1. If originally fitted or homologated motorcycle has ABS, it may be deactivated.

8.2.38.2. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original calliper and mounting.

8.2.38.2.1. However, the outside diameter, offset, wheel mounting and the ventilation system must be the originally fitted or homologated dimensions and system with no modifications permitted.

8.2.38.2.2. Internally ventilated discs are not permitted if not originally fitted or homologated.

8.2.38.2.3. Only Steel (max. carbon content 2.1 wt %) brake discs is permitted for replacement.

8.2.38.2.4. The thickness of the brake disc rotor may be increased but the disc must fit into the homologated or originally manufactured brake caliper without any modifications.

8.2.38.3. The number or quantity (single or double) of brake disc rotor must be same as the originally fitted or homologated Motorcycle.
8.2.38.4. The front and rear brake calliper must be the originally fitted or homologated part with no modifications allowed
8.2.38.5. The front and rear master cylinder must be the originally fitted or homologated part with no modifications allowed.
8.2.38.6. Front and rear hydraulic brake lines may be changed. The split of the front brake lines for both front brake calipers must be made above the lower Fork Bridge (lower triple clamp).
8.2.38.7. Brake pads are free
8.2.38.8. Brake pad locking pins may be modified for a quick-change type.
8.2.38.9. In order to reduce the transfer of heat to the hydraulic fluid it is permitted to add shims to the callipers.
8.2.38.10. Additional air scoops or ducts are NOT allowed.
8.2.38.11. Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.
The MSBK Technical director has the right to refuse any guard not satisfying this safety purpose.

8.2.39. Handlebars and Hand Controls

8.2.39.1. Handlebars may be replaced
8.2.39.2. Handlebars and hand controls may be relocated.
8.2.39.3. Clutch perch, clutch lever and brake lever may be replace with after-market parts. To adjust the lever travel an adjuster to the brake lever is permitted.
8.2.39.4. Switches may be changed but the electric starter switch and engine stop switch must be located on the handlebars.
8.2.39.5. Throttle assembly and associated cables may be modified or replaced but the connection to the throttle controls must be the originally fitted or homologated system with no modifications allowed.
8.2.39.6. Cable operated throttles (grip assembly) must be equipped with both an opening and closing cable, including when actuating a remote ride by wire sensor.
8.2.39.7. Throttle controls must be self-closing when not held by the hand.
8.2.39.8. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while the hand is on the grips) that is capable of stopping a running engine. The button or switch must be RED.

8.2.40. Footrest and Foot Controls

8.2.40.1. Foot brake pedals are free.

8.2.40.2. Footrests, brackets and their fasteners may be replaced and relocated but the brackets must be fitted to the original mounting points.

8.2.40.3. Footrests may be of a rigid type or folding type. All folding type footrest must be fitted with a return mechanism.

8.2.40.4. The end of the foot rest must have at least an 8 mm solid spherical radius.

8.2.40.5. Rigid type metal footrest must have an end plug which is permanently fixed made of plastic nylon or an equivalent type material.
The MSBK Technical Director has the right to refuse any plug not satisfying this safety aim.

8.2.41. Fuel Tank

8.2.41.1. Fuel tank must be the originally fitted or homologated part with no modification allowed.

8.2.41.2. Tank Pad may be fitted to the rear of the tank with non-permanent adhesive. It may be constructed of foam padding or composite material.

8.2.41.3. Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.

8.2.41.4. Fuel caps may be changed. Fuel caps when closed must be leak proof.

8.2.41.4.1. Additionally they must be securely locked to prevent accidental opening at any time.

8.2.42. Fairing/Bodywork

8.2.42.1. Design and shape of the windscreen is FREE.

8.2.42.2. Design and shape of the Fairing/Bodywork is FREE.

8.2.42.3. The use of carbon fibre or carbon composite materials is not permitted.

8.2.42.4. Original air ducts may be removed or replaced

8.2.42.5. Specific reinforcements in Kevlar® or carbon-fibre are permitted locally around holes and stressed areas.

8.2.42.6. The original combination instrument/fairing brackets may be r eplaced but the use of titanium and carbon (or similar composite materials) is forbidden.

8.2.42.7. All other fairing brackets may be altered or replaced.

8.2.42.8. The lower fairing must to be constructed to hold in case of an engine breakdown a minimum 4 litres of oil/fluid. The lower edge of all the openings in the fairing must be positioned at least 70 mm above the bottom of the fairing. The upper edge of the rear transverse wall of the lower fairing must be at least 70 mm above the bottom. The angle between this wall and the floor must be ≤ 90°.

8.2.42.9. The lower fairing must incorporate a single opening of Ø 25 mm diameter in the front lower area. This hole must remain sealed.
8.2.42.10. Front fender/mudguards may be replaced with a cosmetic duplicate of the original part and may be spaced upward for increased tyre clearance.
8.2.42.11. The rear mudguard may be replaced or removed
8.2.42.12. The chain guard may be separate from the rear mudguard.

8.2.43. Seat
8.2.43.1. The seat base and associated seat bodywork may be replaced
8.2.43.2. The top position of the rear bodywork around the seat may be modified to a solo seat.
8.2.43.3. The seat locking system (with plates, pins rubber pads etc.) may be removed.

8.2.44. Fasteners
8.2.44.1. Standard fasteners may be replaced with fasteners of any design and material, except when there is a specific mention that titanium or other light alloy fasteners are not permitted in specific paragraphs of this Technical Specification.
8.2.44.2. The strength and design must be sufficient, equal to or exceed the strength of the standard fastener it is replacing.
8.2.44.3. Fasteners may be drilled for safety wire but intentional weight-reduction modifications are not allowed.
8.2.44.4. Fairing/bodywork fasteners may be replaced with the quick disconnect type.
8.2.44.5. Aluminium fasteners may only be used in non-structural l ocations.

8.2.45. Following items MAY BE ALTERED or replaced from those originally fitted or homologated by Motorcycle manufacturer.
8.2.45.1. Any type of lubricants, brake or suspension fluids may be used.
8.2.45.2. Any types of spark plugs are allowed.
8.2.45.3. All gaskets and its materials are free.
8.2.45.4. External paintwork decals and colour scheme is free.
8.2.45.5. Instruments, instrument bracket(s) and associated cables.
8.2.45.6. Material for brackets connecting non-original parts (fairing, exhaust, etc.) to the frame (or engine) can be made from titanium or fibre reinforced composites.
8.2.45.7. Protective covers for the frame, chain and footrests may be made in other materials like fibre composite material if these parts do not replace original parts mounted on the motorcycle.
8.2.45.8. Fuel tanks can be completely filled with fire retardant material (open celled mesh i.e. Explosafe).

8.2.46. Following Items MAY BE REMOVED

8.2.46.1. Instrument and instrument bracket and associated cables.
8.2.46.2. Tachometer and speedometer.
8.2.46.3. Radiator fan and wiring.
8.2.46.4. Thermostat, thermal switches or water temperature sensor
8.2.46.5. Bolt on accessories on rear subframe.
8.2.46.6. Redundant handlebar switches.
8.2.46.7. Emission control items (anti-pollution) in or around the air box and engine (O2 sensors air injection devices).
8.2.46.8. Top chain guard as long as it is not incorporated in the rear f ender.

8.2.47. Following Items MUST BE REMOVED

8.2.47.1. Head lamp, tail lamp and turn indicators lamps must be removed but profile and frontal appearance must be retained. The openings must be covered by a suitable material.
8.2.47.2. Rear-view mirrors.
8.2.47.3. Horn.
8.2.47.4. License plate bracket.
8.2.47.5. Toolkit.
8.2.47.6. Helmet hooks and luggage carrier hooks
8.2.47.7. Passenger's foot rests and it's removable mounting brackets (if any)
8.2.47.8. Passenger's grab rails.
8.2.47.9. Safety bars, centre and side stands must be removed (fixed brackets must remain).
8.2.47.10. Catalytic convertors.

8.2.48. Following Items MUST BE Altered.

8.2.48.1. All Motorcycles must incorporate a Closed Breather System. All oil breather pipes/lines must be connected and pass;
8.2.48.2. Through an oil catch tank and MUST exclusively discharge into the airbox.
or
8.2.48.1. Directly into an oil catch tank with a capacity of 1 litre of liquid
8.2.48.2. No breather pipes/lines should discharge directly to the atmosphere
8.2.48.3. The usage of One-Way Valve CANNOT replaced the above requirements
8.2.48.4. All breather or overflow pipes/lines must discharge via existing outlets.
8.2.48.5. The airbox drains must be sealed.
8.2.48.6. The following items must be securely safety wired
8.2.48.6.1. Oil drain plug
8.2.48.6.2. Oil filler cap
8.2.48.6.3. External Oil filter
8.2.48.6.4. All wheel axle nuts (or alternately being appropriately attached with safety pins)

8.2.49. Additional Equipment

8.2.49.1. Telemetry is NOT permitted.

8.2.49.2. NO remote or wireless connection to the motorcycle for any data exchange or setting is permitted whilst the engine is running or the motorcycle is moving

8.2.49.3. Data loggers can be used and the following 'data logging sensors (connected to the additional data logger) may be added to the original sensors on the motorcycle.

1. Fork Position Sensor
2. Shock Position Sensor
3. Front And Rear Brake Pressure Sensor
4. Brake Disc Temperature Sensor
5. Fuel Pressure Sensor (Not Temperature)
6. Oil Pressure Sensor
7. Oil Temperature Sensor
8. Transponder Or Lap Time Signal
9. GPS Unit (Lap Timing And Track Position)
10. Tyre Pressure Sensor (TPMS)

MAM MALAYSIA SUPERBIKE CHAMPIONSHIP

NOTE

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NOTE

HIGH RISK MOTORSPORTS COVERAGE

EVENT CANCELLATION/LOSS OF INCOME

ORGANISE LIABILITY/ TEAM LIABILITY

COMPREHENSIVE COVERAGE FOR RACING CARS & EQUIPMENTS

HIGH MEDICAL LIMIT REINBURSEMENT

SAM SDN. BHD.

SAFE AIM MUTUAL SDN BHD (45824-D)
Persatuan Insurans Am Malaysia - Regn No 02029-00

To learn more on how to minimise and manage the risks of your sports activities, please contact **Safe Aim Mutual Sdn Bhd** at **603-8734 8787** or email us at **saminsurance@twmr.com.my**

* Custom-made coverage covers all type of sports, events, equipment, contestants and personnel.
* Authorised agency of RHB Insurance Berhad (02029-00).