

CHAMPIONSHIP TECHNICAL REGULATIONS

4.1 Introduction

- 4.1.1 It should be clearly understood that if the following texts do not clearly specify that you can do it **you must work on the principle that you cannot.**
- 4.1.2 The onus is on the Competitor to provide documentation, acceptable to the Organizers, to support the compliance of any part of the vehicle with these regulations.
- 4.1.3 The Organizers reserve the right to exclude any vehicle, which, in their opinion, does not comply with the spirit of the Championship/Regulations. They also reserve the right in their absolute discretion to reallocate a bike to an alternative class within the Championship in the interests of fair competition.
- 4.1.4 Where a vehicle is deemed by the organizers to have an advantage over the rest of the vehicles in its class it may have a penalty imposed at the discretion of the organisers. (i.e. additional weight). A review of the penalties/weights will be carried out on a regular basis in the light of performance or expected performance. Competitors will be formally notified in writing of any increased weight in advance of the next round in the Championship. Any ballast weight must be fitted in accordance with these Technical Regulations.
- 4.1.5 All vehicles must comply with the **UAE Motorcycle Club (UAE MC)** Safety Requirements and these Technical Regulations as relevant and as clarified in writing by the Organizers at all times while competing in practice sessions and races that are part of the Championship. The rider is responsible for the conformity of his bike at all times before, during or after an event. **All motorcycles in Superbike and Supersport must conform to FIM homologation documents.** Any motorcycle found not to be in conformity with the technical regulations during or after practices will be referred to the Stewards.
- 4.1.6 If a motorcycle is found not to be in conformity with the technical regulations after a race, the rider will be disqualified. Further penalties may also be imposed.
- 4.1.7 Any future technical bulletins issued by the organizers may supersede these regulations.

4.2 General Description of Vehicles

- 4.2.1 The UAE Sportbike Championship is open to competitors riding in Supersport and invitational non championship Superbike motorbikes accepted by the Championship Organisers which are prepared and raced in compliance with these regulations and segregated into the following groups;
- 4.2.1 DAMC reserve the right to add/remove any other classes to the Championship as they deem suitable.

THE MAXIMUM AGE OF THE BIKE ENTERED MUST BE NO OLDER THAN 8 YEARS FROM PRODUCTION DATE.

UAE Championship 600cc Supersport Class:

Engine configuration and displacement:

Over 400 to 600	Four stroke	four cylinders
Over 500 to 675	Four stroke	three cylinders
Over 600 to 850	Four stroke	two cylinders

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

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

For **full technical regulations and specifications** see "Road Racing FIM Superbike & Supersport World Championships and FIM Superstock Cup Regulations 2016" available on

file:///C:/Users/richa/Downloads/2016_SBK_REGULATIONS_version_01.05.2016.pdf

The following sections from the FIM SS technical regulations are not applicable:

2.5.5, 2.5.7, 2.5.8 (re number of allocated engines only), 2.5.10

Non Championship Invitational Superbike Class Specifications:

Engine configuration and displacement:

Over 850cc up to 1000cc	3 cylinders
1000cc	4 cylinders
Over 850 cc up to 1200cc	2 cylinders

Entrants in the 1000cc Superbike class must meet the 2016/2017 licensing requirements of the ATCUAE.

At any time during the event, the weight of the whole machine (including the tank and its contents) must not be less than the minimum weight **as per Art 4.2.2.**

For **full technical regulations and specifications** see Chapter 2 "Road Racing FIM Superbike & Supersport World Championships and FIM Superstock Cup Regulations 2016" available on

file:///C:/Users/richa/Downloads/2016_SBK_REGULATIONS_version_01.05.2016.pdf

The following sections from the FIM SBK technical regulations are not applicable:

2.4.4.2, 2.4.5, 2.4.7, 2.4.8 (re engine allocation for the season only), 2.4.8.1, 2.4.10

4.2.2 Minimum Weight

In the final inspection at the end of each race or during timed qualifying, the checked machine will be weighed the condition as per entering the designated weighing scales area. Nothing can be added or removed from the machine, including water, oil, fuel or tyres.

600cc Class – 161KG
1000cc Class – 168KG

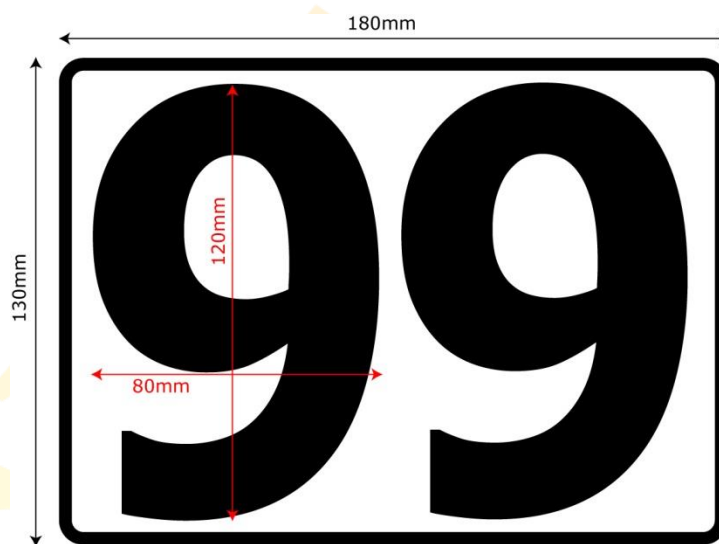
~~1000cc Class (3 cylinders) – 165KG~~
~~1000cc Class (2 cylinders) – 175KG~~

Equalisation weights may be added at the discretion of the organizers at any time.

4.2.3 Number plate Colours

600cc - BLACK ON WHITE
1000cc - WHITE ON BLACK

THE SIZES & FONT FOR ALL FRONT NUMBERS ARE AS BELOW:



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

- One at the front, either in the centre of the fairing or slightly off to the left side (frontal View)
- One 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 near the bottom.
- It is the competitor's responsibility to correctly place these on the motorcycle. Any sticker with damage to the advertising must be replaced. It is strictly forbidden to remove any advertising without written permission from DAMC.

4.2.4 ~~Technical Passports are mandatory and are available from the DAMC.~~

4.2.5 ~~The competitor must complete the Technical Passport and submit a current Rolling Road Dynamometer sheet before their first race in the Championship. No points will be awarded until this data is provided.~~

~~4.2.6 Pre Season Vehicle Examination~~

~~The organizers will set a date and location for all point scoring vehicles in the championship to be dyno'ed and scrutineered, which will be released in a championship bulletin closer to the start of the season.~~

4.2.7 Examination of Vehicles

All entered vehicles must be visually examined in the paddock or designated scrutineering area at the time stated in the event timetable.

Competitors must report for scrutineering with their motorcycles clean and complete in all respects and their protective equipment.

Identification stickers will be issued for:

- Helmets meeting requirements
- Motorcycles meeting safety and technical requirements.

These stickers **MUST NOT** be removed or covered. Entrants will not be allowed to exit the pit lane onto the track without displaying these.

The organizers, in addition to any other powers they may have under these Regulations, reserve the right before or after any race in the Championship to designate any one or more of the competing bikes for special eligibility scrutineering. Upon such selection being made the competitor shall immediately place the vehicle under the control of the organizers and be deemed to have permitted all such scrutineering, examination and testing as the organizers may responsibly require to undertake. The organizers have the right to:

- a) Examine the vehicle at the circuit for such period as they may reasonably require and take fuel samples and/or
- b) Retain the vehicle for detailed examination at premises chosen by the organizers. If the organizers elect to retain the vehicle they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship unless the vehicle is found to be in breach of these regulations and/or
- c) Seal the vehicle and its components in such a manner as they may choose and require the competitor at their own expense to present the vehicle at any other premises chosen by the organizers for detailed examination within a specified period and/or remove the vehicle by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.
- ~~d) Issue vehicle log books that identify the vehicle and its agreed specification and record its scrutineering history. Such books will remain the property of~~

~~the organizers and may only be amended with their approval but will be held by the vehicle owner.~~

The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

The organizers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

Competitors will be personally and solely responsible for ensuring that their vehicles comply with their registration details and with these regulations for each event at which they are entered. Failure to comply in either aspect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the organizers of the championship at least seven days prior to the event entered, to permit a ruling in advance of any meeting at which it is intended to complete.

Tests may be carried out by the organisers or their representatives on a rolling road nominated by DAMC to establish the power output of the vehicle at any time during the season. All costs for each test will be borne solely by the competitor.

4.3 Safety Requirements

4.3.1 Suits

Only one piece full leathers with additional protection on the principal contact points must be worn at all times, including practice, qualifying and races. A back protector is mandatory. **NO METAL KNEE SLIDERS ALLOWED.** Linings or undergarments must not be made of synthetic material which may melt to the riders' skin.

4.3.2 Helmet

Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened.
Helmets must be full face and conform to one of the following international standards (Appendix 3):

Europe ECE 22-05 'P'
- Japan JIS
- USA SNELL M2010

Any decoration, cleaning or modification made to this equipment must only be done strictly in accordance with the manufacturer's instructions.

This equipment is designed to save lives and if it is damaged in any way or is involved in an accident that gives any possible concern of damage then it should be replaced immediately. Organizers reserve the right to impound or render inoperative any equipment which may or may not have been compromised.

Equipment will be checked prior to competing in an event and the organizers reserve the right to impound and render inoperative any equipment which gives cause for concern by its apparent condition.

4.3.3 Visors

All visors must be in a good condition and scratch free.

4.3.4 Gloves and Boots

Riders must wear leather gloves and boots which with the suit provide complete coverage from the neck down.

4.4 General Technical Requirements

The General Description and Safety Requirements above must be complied with in addition to the following regulations, and together they will form the Technical Regulations of the Championship.

Unless otherwise specifically stated or otherwise agreed in writing by the organizers the Technical Regulations of the Championship apply to vehicles in all classes. Any variance between classes is only allowed where specifically stated.

Unless specifically authorized in these Regulations, the use, substitution of, and/or addition of any parts, or materials, is prohibited.

Welding or repair materials may be added, manufacturers, or other approved, replacement parts may be fitted for the sole purpose of restoring the vehicle to the manufacturers' standard specification or to comply with the safety requirements of these Regulations.

All engines will be marked and/or sealed by the technical Scrutineers

Altering or tampering with the technical scrutineers marks and/or seals will render the engine ineligible.

4.6 Use of Alternative Motorcycle

The use of a spare motorcycle and/or alternative is permitted, subject to the following:

4.6.1. Should a rider elect to use an alternative motorcycle in a race, he / she shall be required to start the race concerned from the back of the grid after written confirmation from the stewards.

4.6.2. The same tyres which have been used on the nominated race motorcycle shall be used on the alternative motorcycle. Should the tyres be damaged for any reason, the Scrutineer in conjunction with the organizers will make the decision to change

any tyre if necessary on the grounds of safety only. Failure to comply in this regard will result in the imposition of a time penalty of 30 seconds added to the race time.

4.7 Vehicle Specifications

Unless specifically mentioned within the following articles all parts must remain as produced by the manufacture for the homologated vehicle.

4.10 Rear Fork (Swing arm)

A chain guard must be fitted in such a way to reduce the possibility that any part of the rider's body must become trapped between the lower chain run and the rear wheel sprocket.

4.14 Tyres - General Conditions

4.14.1. There will be controlled Dunlop tires for each category to be notified via a bulletin.

4.14.3. No alteration to any of the tyres from the manufacture's specification is permitted. Re-cutting, re-grooving, buffing, or in any other way modifying the tread pattern is not permitted. Any form of chemical treatment is prohibited and all of the manufacture's data must be clearly visible. Buffing of sidewalls to remove data is prohibited.

4.14.4. The dry weather tyres will be marked at scrutineering before practice.

4.14.5. The use of dry-weather tyres without appropriate manufacturer identification is strictly forbidden during timed practice, qualifying and race.

4.14.6. The bike must race on the set of tires that it qualified on for the first race (unless deemed unsafe by the tyre engineer) and tires will be marked accordingly.

4.14.7. Old marked tyres maybe used and re-marked.

4.14.8 The use of tire warmers is allowed however the use of tire warmers will not be allowed on the grid.

4.15 Footrest/Foot Controls

A. Footrest may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

B. The end of the foot rest must have at least an 8mm solid spherical radius.

C. Non-folding metallic footrests must have an end (plug) which is permanently fixed, made of aluminium, Teflon® or an equivalent type material (minimum radius 8mm). The plug surface must be designed to reach the widest possible area of the footrest. The Technical director has the right to refuse any plug not satisfying this safety aim

4.16 Handlebars and Hand Controls

Handlebars - Exposed handlebar ends must be plugged with a solid material or rubber covered.

Minimum rotation of the handlebars must be 15 degrees.

Solid stops (other than steering dampers) must be fitted to ensure a minimum clearance of 30mm between handlebars and tank when on full lock to prevent trapping of the rider's fingers.

Handlebar controls - Engine stop switch must be located on the handlebars.

Control levers - All handlebar levers must be ball-ended (diameter of ball must be at least 16mm), or ball may be flattened with rounded edges (minimum thickness 14mm).

4.17 Fairing/Body Work

4.17.1. The lower fairing has to be constructed to hold, in case of engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of the openings in the fairing must be positioned at least 50mm above the bottom of the fairing.

4.17.2. The lower fairing must incorporate at least one hole of 25mm (minimum) diameter in the bottom front lower area. This hole must remain closed in dry conditions and must be fully opened in wet race conditions as declared by the Clerk of the Course.

4.18 Fuel Tank

4.18.1. As homologated – no modifications are allowed. After market fuel cap is permitted.

4.18.2. Fuel tank petcocks must remain as originally produced by the manufacturer for the homologated machine.

4.18.3. Fuel tanks with tank breather pipes must be fitted with non-return valves that discharges into a catch tank with a minimum volume of 250 cc made of a suitable material.

4.18.4. The use of an FIM recognised product such as Expolsafe is strongly recommended within the fuel tank.

4.18.5. The sides of the fuel tank may be covered by a protective part made of a composite material. These protectors must fit the shape of the tank.

4.36 Crankcase and all other Engine Cases (i.e. ignition case, clutch case)

4.36.1. All lateral covers containing oil and which could be contact with the ground during a crash, must be protected by additional means i.e. Protective covers made of stainless steel or carbon Kevlar composites or similar. All these devices must be designed to be resistant against sudden shocks and be fixed properly and securely.

4.41 Exhaust System

Exhaust system is free.

The noise limit **FOR ALL MACHINES IS A MAXIMUM OF 107 DB/A (with a 3dB/A tolerance after the race).**

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

Bikes must at all times during an event be silenced to meet a maximum level of 105 dB(A) at ¾ maximum rpm, measured at 0.5m from the end of the exhaust pipe with the microphone at exhaust outlet level at an angle of 45 degrees. The inclusion of temporary parts to achieve silencing requirements is prohibited.

4.45 The removal of the following items is mandatory:

- A. Headlamp and rear lamp
- B. Turn signal indicators (when not incorporated in the fairing)
- C. Rear view mirrors
- D. Horn
- E. License plate bracket.
- F. Tool Box
- G. Helmet hooks and luggage carrier hooks
- H. Passenger foot rests
- I. Passenger grab rails
- J. Safety bars, centre and side stands must be removed (fixed brackets must remain)

4.46 To comply with these regulations the following are mandatory:

4.46.1. All motorcycles must be equipped with a functional ignition kill switch or button mounted on either side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.

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

4.46.3. **All** drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety - wired as must the oil filler cap, sump plug, bracket to hold oil filter.

4.46.4. All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.

4.46.5. The minimum size of a catch tank shall be 250cc for gearbox breather pipes and 500cc for engine breather pipes.

4.46.6. Headlamps, rear lamps, mirrors and turn indicators must be removed, but the profile and frontal appearance, including the turn indicator shape where this is moulded into the fairing, must be retained. Any openings left by the removal of items must be covered by a suitable material.

4.46.7. Electric fuel pump must be wired to an automatic and functional cut off switch, so that in the event of a bike laying on its side the engine will stop running.

4.46.8. Lock wiring of the Ignition key in its normal operating position

4.46.9 Crash bungs are strongly recommended and if fitted must be on either side of the bikes and must be attached securely and have no sharp edges.

4.46.10 In the interest of safety, paddock stand bobbins must be installed and securely fitted if stands are to be used.

4.49 Responsibility

It is the rider's responsibility to make sure his/her equipments complies with these regulations.

