



SUPERSPORT 600cc



National Motorcycle
Championship 2018/2019

600cc SUPERSPORT TECHNICAL REGULATIONS

1 Introduction

- 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.**
- 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.
- 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 motorcycle to an alternative class within the Championship in the interests of fair competition.
- 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.
- All vehicles must comply with the Safety Requirements and 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/her motorcycle at all times before, during or after an event. **All motorcycles in the Supersport class 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.
- If a motorcycle is found not to be in conformity with the technical regulations after a race, the
- Rider will be disqualified and possible penalties imposed.
- The below regulations are subject to amendment at any time, made by the organisers which will be issued by means of a bulletin.



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2 General Description of Vehicles

- The Supersport Championship is open to competitors riding in the Supersport class on accepted motorcycles in compliance with these regulations and below stated engine capacity regulations:

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.**
- The organisers reserve the right to add/remove any other classes to/from the Championship as they deem suitable.
- For **full technical regulations and specifications** see “Road Racing FIM Supersport World Championships Regulations 2018” available on:
<http://www.fim-live.com/en/sport/regulations-and-documents/superbike/>

The following sections from the FIM technical regulations are not applicable:
2.5.5, 2.5.7, 2.5.8 (re number of allocated engines only), 2.5.1

3 Minimum Weight

In the final inspection at the end of each race or during timed qualifying, the checked machine will be weighed in 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 Supersport Class – 161KG

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



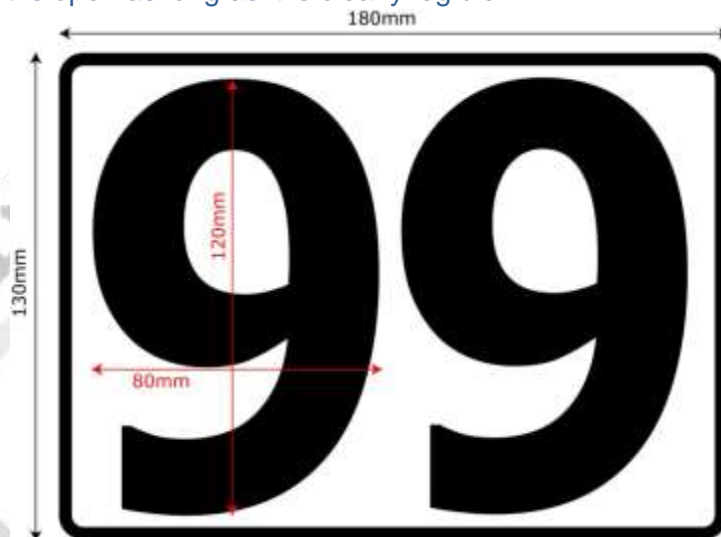
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4 Number plate Colours

600cc Supersport class – WHITE ON BLACK, the size needs to be as per the below, while the font is open as long as it is clearly legible.



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 front cowling or slightly off to the left hand 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 (bellypan).
- It is the competitor's responsibility to correctly place these on the motorcycle.
- The Organisation will determine the starting numbers from 1 up to 99.
- The Organiser will allocate every motorcycle that is registered for the event with a number that will be valid for the entire championship.
- The Organiser will supply compulsory advertising. The compulsory advertising must be present.
- Any competitor who fails to comply with this standard may not be authorised to take part in the practice sessions and/or the race. The removal of any advertising material that is handed over by the organization could lead to the qualifying times obtained during the practice sessions not being taken into account or exclusion from the placings, at the stewards discretion.



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- It is strictly forbidden to remove any advertising without written permission from the organiser.

5 Fuel

The control fuel must be used in every practice and race session. This is deemed to be pump fuel (95/98 octane).

6 Examination of Vehicles

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

Competitors must report for scrutineering with their motorcycles clean, complete in all respects, with the bellypan fairings removed. Protective equipment must also be present for the relevant safety checks.

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.

Should a motorcycle be involved in an accident at any point in time during the event, it will need to be re-inspected by the scrutineer before entering the track for the next session again. Failure to do so may result in a penalty being imposed.

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 motorcycles 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 will proceed as below in the event of a protest or suspected foul play:

- Examine the vehicle at the circuit for such period as they may reasonably require and take fuel samples and/or



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- 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
- 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.
- 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 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 compete.

Tests may be carried out by the organisers or their representatives on a rolling road 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.

7 Safety Requirements

- Suits
Only one piece full leathers with additional protection on the principal of 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(s) which may melt to the riders' skin.



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- **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:

- Europe ECE 22-05 'P'
- Japan JIS
- USA SNELL M2010
- JAPAN JIS T 8133:2007 (valid until 31.12.2019)
- JIS T 8133:2015 (only "Type 2 Full face")
- USA SNELL M 2010 (valid until 31.12.2019)
- SNELL M 2015

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.

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.

- **Visors**

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

- **Gloves and Boots**

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

8 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.



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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.

8 Vehicle Specifications

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

8 Rear Fork (Swing arm)

A chain guard (Toe guard) must be fitted in such a way as 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.

9 Tyres - General Conditions

- This will be open to competitors, however the race tyres to be used need to be "semi – slicks".
- No alteration to any of the tyres from the manufacture's specification is permitted. Re-cutting, re-grooving, buffing, or in any other way of 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.
- The dry weather tyres will be marked at scrutineering before practice.
- The use of dry-weather tyres without appropriate manufacturer identification is strictly forbidden during timed practice, qualifying and race.
- The motorcycle must race on the same set of tyres for qualifying, race 1 and 2, unless deemed unsafe by the scrutineer and tyres will be marked accordingly.



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- Old marked tyres may be used and re-marked.
- The use of tyre warmers is allowed however the use of tyre warmers will not be allowed on the grid.

10 Footrest/Foot Controls

- Footrests may be rigidly mounted or of a folding type which must incorporate a device to return them to the normal position.
- The end of the foot rest must have at least an 8mm solid spherical radius.
- 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 scrutineer has the right to refuse any plug not satisfying this safety aim.

11 Handlebars and Hand Controls

- Handlebars
Exposed handlebar ends must be plugged with a solid material or covered with rubber.
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 both handlebar and the tank when on full lock to prevent trapping of the rider's fingers.
- Handlebar controls
Switches may be changed as long as the Engine START and STOP remain in the original position on the motorcycle.
Engine stop switch must be located on the RHS handlebar (red in colour).
- 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).
- Brake lever guard – All motorcycles must be fitted with a brake lever guard (pro guard) and may not be made of light weight composite materials.



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- Brake lever fitment adaptor – Must be of the type that is rigidly fixed in a manner that will not allow the “bar end mount” to turn/twist on impact.

12 Fairing/Body Work

- 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.
- The lower fairing must be completed closed (no holes).
- 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 machine, with slight differences due to the racing use (different attachment points, bellypan etc.). The materials may be changed however the use of carbon fibre or carbon composite materials is not allowed.
- Overall size and dimensions must be the same as the original part.
- Windscreens may be replaced (transparent only).
- Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form.
- The original combination instrument/fairing brackets may be replaced, but the use of titanium and carbon (or similar composite materials) is forbidden. All other fairing brackets may be altered or replaced.
- The original air ducts running between the fairing and the air box may be altered or replaced. Carbon Fibre composites and other exotic materials are forbidden, particle grills or wire meshes, originally installed in the openings of the air-ducts, may be taken away.
- Front mudguards may be replaced with a cosmetic duplicates of the original parts and may be spaced upwards for increased tyre clearance.



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- Rear mudguards fixed on the swinging arm can be modified or changed but the original profile must be respected.
- All exposed edges must be rounded.

13 Fuel Tank

- As homologated – no modifications are allowed. After market fuel cap is permitted.
- Fuel tank petcocks must remain as originally produced by the manufacturer for the homologated machine.
- Fuel tanks with a direct tank breather pipe must be fitted with a non–return valve that discharges into a catch tank with a minimum volume of 250 cc made of a suitable material.
- The use of an FIM recognised product such as “Explosafe” is strongly recommended within the fuel tank.
- 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 exactly.

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

All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from materials such as aluminum alloy, stainless steel, steel, titanium, carbon kevlar or polypropylene.

Plates or crash bars constructed from aluminum or steel with polypropylene ends are also permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.

These covers must be fixed correctly and securely with the original case cover screws that also mount the original covers/engine cases to the crankcase.

The Scrutineering Officer has the right to forbid any cover, if evidence shows that the cover is not effective or is damaged.



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15 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)**. The inclusion of temporary parts to achieve silencing requirements is prohibited.

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

16 The removal of the following items is mandatory:

- Headlamp and rear lamp
- Turn signal indicators (when not incorporated in the fairing)
- Rear view mirrors
- Horn
- License plate bracket
- Tool kit
- Helmet hooks and luggage carrier hooks
- Passenger foot rests
- Passenger grab rails
- Safety bars, centre and side stands must be removed (fixed brackets must remain)

Any openings left by the removal of items must be covered by a suitable solid that does not protrude from the profile of the fairing material.

17 To comply with these regulations the following are mandatory:

- All motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.
- Throttle controls must be self-closing when not held by the hand.



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- The following must be safety-wired:
 - Drain plugs
 - External oil filters
 - Any screw or bolt entering an oil cavity
 - Oil filler cap
 - Sump plug
 - Front brake calliper bolts
 - Rear wheel spindle split-R-pins OR lock-wired through the spindle nut
 - Front wheel spindle split-R-pins OR pinch bolts
 - Radiator cap
 - Radiator drain plug
- All motorcycles must have a closed breather system. The oil breather line must be connected and discharge into the airbox.
- The minimum size of the catch tank needs to be 250cc for engine breather pipes.
- Electric fuel pump must be wired to an automatic and functional cut off switch, so that in the event of a motorcycle laying on its side the engine will stop running.
- Crash bungs are strongly recommended and if fitted must be on either side of the motorcycle and must be attached securely and have no sharp edges.
- In the interest of safety, paddock stand bobbins must be rounded (no sharp edges) and securely fitted, if stands are to be used.

4.17 Responsibility

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