



SUPERSTOCK 600cc



**National Motorcycle
Championship 2018/2019**

600cc SUPERSTOCK 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 Superstock Championship is open to competitors riding in the Superstock 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.

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.



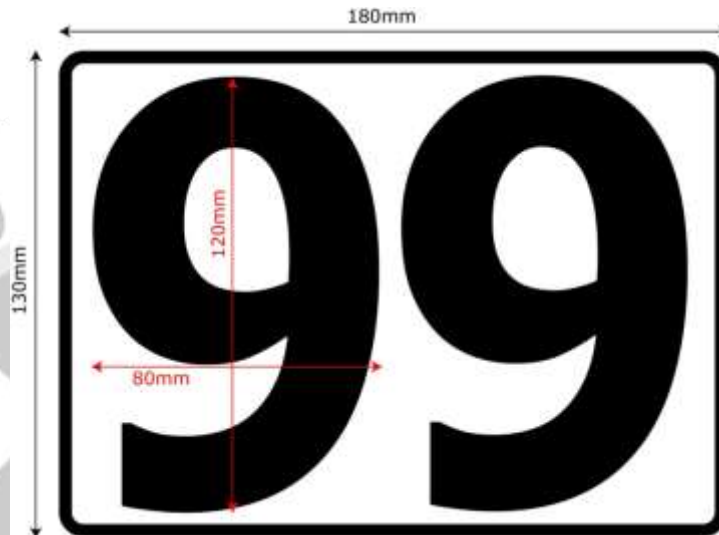
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4 Number plate Colours

600cc - BLACK ON WHITE, 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 Jury's discretion.
- It is strictly forbidden to remove any advertising without written permission from the organiser.



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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.

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



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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, 2 weeks prior to round 1. (Dates and times will be communicated accordingly closer to the time). Altering or tampering with the technical scrutineer's marks and/or seals will render the engine ineligible.

9 Vehicle Specifications

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

10 Tyres - General Conditions

- There will be controlled Pirelli tyres (SC1 and SC2 of size: 120/70/R17 & 180/55/R17).
- 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 races.
- The motorcycle must race on the same set of tyres for race 1 and 2, unless deemed unsafe by the scrutineer and tyres will be marked accordingly.
- Old marked tyres maybe used and re-marked.
- The use of tyre warmers is allowed however the use of tyre warmers will not be allowed on the grid.
- Tyre changing facilities on the evening of practice and race day



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11 Engine

- **Carburetion Instruments / Fuel Injection System**

Carburetion instruments refer to throttle bodies and variable length intake track devices. Carburation instruments must remain as homologated. Bell mouths must remain as originally produced by the manufacturer for the homologated machine. The injectors must remain standard units as on the homologated motorcycle.

- **Cylinder Head**

No modifications are allowed. No material may be added or removed from the cylinder head. The head gaskets cannot be changed from the standard homologated one. The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, spring base and spring retainers must be as originally produced by the manufacturer for the homologated machine. Valve spring shims are not allowed.

- **Camshaft**

No modifications are allowed. At the technical checks: for direct cam drive systems, the cam lobe lift is measured; for non-direct cam drive systems (i.e. rocker arms) the valve lift is measured.

The timing of the camshaft cannot be altered from the manufacturers homologated timing.

- **Cam Sprockets or Gears**

No dimensional modifications are allowed.

- **Cylinders**

No modifications are allowed.

- **Pistons**

No modifications are allowed (including polishing and lightening).

- **Piston Rings**

No modifications are allowed.



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- **Piston Pins and Clips**

No modifications are allowed.

- **Connecting Rods**

No modifications are allowed (including polishing and lightening).

- **Crankshaft**

No modifications are allowed (including polishing and lightening).

12 Crankcase/Gearbox housing

No modification to the crankcases are allowed (including painting, polishing and lightening).

It is not allowed to add a pump used to create a vacuum in the crankcase. If a vacuum pump is installed on the homologated motorcycle then it may be used only as homologated.

13 Lateral covers and protection

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 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.

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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Transmission/Gearbox

- No modifications or alterations are allowed to the gears, gearbox or gear ratios.
- Quickshifters will be allowed on the basis that the original wiring loom must remain unmodified.
- Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed. The sprocket cover can be modified or eliminated.

15 Clutch

No modifications are allowed. Only friction and drive discs may be changed but their numbers must remain as original. Clutch springs may be changed but the number must remain as that on the homologated model.

The clutch secondary (or spider) slipper clutch springs may be changed or modified and the number can change from that initially supplied on the homologated model.

16 Oil Pumps and Oil Lines

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

17 Radiator and oil coolers

- **The only liquid engine coolants permitted will be water.**
- The radiator tubes/hoses to and from the engine can be changed but the system must be maintained, with its original tanks. Protective meshes can be added in front of the oil and/or water radiator(s). Additional radiators and / or oil coolers are not allowed.
- Radiator fan and wiring may be removed.



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18 Air Box

- The air box must remain as originally produced by the manufacturer for the homologated machine but the air box drains must be sealed. The air filter element may be modified or replaced.
- All motorcycles must have a closed breather system. All the oil breather lines must be connected and discharged into the airbox.

19 Fuel Supply

An additional control unit to change the fuel mixture may be installed and must be fitted to the original connectors, the unit must not be able to perform any other function. (The original wire-loom must remain unmodified).

20 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.
- Footrest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points. Their two original mounting points of fixture (on foot controls and on the shift shaft) must remain as original.

21 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. Handlebars may be replaced (does not include brake master cylinder).
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.



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- Handlebar controls
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). Clutch and brake lever may be exchanged with a suitable aftermarket set.

22 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 completely 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, fairing bottom etc.). The materials may be changed. 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.



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- Front mudguards may be replaced with a cosmetic duplicates of the original parts and may be spaced upwards for increased tyre clearance.
- 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.

23 Seat

The appearance from both front rear and profile must conform to the homologated shape. Seat, seat base and associated body work may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated machine. The top portion of the rear bodywork around the seat may be modified to a solo seat. The homologated seat locking system (with plates, pins, rubber pads etc.) may be removed. All exposed edges must be rounded.

24 Fasteners

Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners may not be used. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing. Fasteners may be drilled for safety wire, but intentional weight saving modifications are not allowed. Fairing/body work fasteners may be changed to the quick disconnect type. Aluminium fasteners may only be used in nonstructural locations.

26 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.



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- Fuel tanks with a direct tank breather pipe 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.
- 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.

27 Exhaust System

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

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.

29 Ignition/Engine Control System (ECU)

Spark plugs may be replaced.

The central unit (ignition/engine control unit/**ECU**) must stay as homologated.

The rev limit must be as the standard homologated ECU and may be checked for compliance.



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30 Generators

No modifications allowed. The electric starter must operate normally and always be able to start the engine during the event (including at pre and post race inspections).

31 Additional Equipment

The following items may be altered or replaced from those fitted to the homologated motorcycle:

- A special one way valve can be fitted to the crankcase oil filler opening (to avoid oil spillage).
- Any type of lubrication, brake or suspension fluid may be used.
- Gasket and gasket materials (with the exception of the cylinder base gasket and head gasket).
- Use of a lap timer display is permitted. This must be a standalone, self-powered device. All such systems must be approved by Technical Control. The addition of a device for infra red (IR) transmission of a signal between the racing rider and his team, used exclusively for lap timing, is allowed.
The addition of a GPS unit for lap timing/scoring purposes is allowed.
- Telemetry is not allowed.
- Instrument bracket(s)

NB: Only the “dash” from the homologated model can be used. Use of an aftermarket supplied “dash” is not permitted.

32 Frame and Body

The frame must remain as originally produced by the manufacturer for the homologated machine.

For the avoidance of doubt machine models fitted with steering head cap bearing inserts, the manufacturer's standard original fitted homologated inserts for that model are the only ones allowed.



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The sides of the frame-body may be covered by a protective part made of composite material. These protectors must fit the form of the frame. Holes may not be drilled on the frame.

Nothing can be added by welding or removed by machining from the frame body. All motorcycles must display the manufacturers' vehicle identification number on the frame body (chassis number), with the exception of a spare frame used as a result of damage (the relevant certificate to be supplied to technical control).

Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine. Rear sub frames must remain as originally produced by the manufacturer for the homologated machine but may be replaced with replica aftermarket frames in the event that the original is damaged. These need to be of the same weight as the original and not made of light weight composite materials. Additional seat brackets may be added.

Bolt on accessories to the rear sub-frame may be removed. The paint scheme is not restricted but polishing the frame body or the sub frame is not allowed.

Exhaust hanger brackets may be replaced with aftermarket substitutes but need to be mounted in the original position. No light weight composite materials will be allowed.

33 Front Forks

Forks (stanchions, stem, wheel spindle, upper and lower crown, etc.) must remain as originally produced by the manufacturer for the homologated motorcycle. The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated motorcycle.

A steering damper may be added or replaced with an after-market damper. The steering damper cannot act as a steering lock limiting device.

Fork internals on the mechanical forks may only be modified or replaced by cartridges to allow for additional adjustment. (This does not include the mechanical fork leg that is part of the homologated fork set).

ELECTRONIC SUSPENSION: No aftermarket or prototype electronically controlled suspension parts may be used.



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34 Rear Fork (Swing arm)

The rear fork must remain as originally produced by the manufacturer for the homologated motorcycle.

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

Rear swing arm pivot position must remain in the homologated position (as supplied on the production machine). If the standard machine has inserts then the orientation/position of the original inserts may be changed but the inserts cannot be replaced or modified. Rear fork pivot bolt must remain as originally produced by the manufacturer for the homologated motorcycle.

Rear wheel stand brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed.

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

35 Rear Suspension Unit

Rear suspension unit (shock absorber) may be modified or replaced, but the original attachments to the frame and rear fork (swing arm) must be as homologated. All the rear suspension linkage parts must remain as originally produced by the manufacturer for the homologated motorcycle.

ELECTRONIC SUSPENSION: No aftermarket or prototype electronically controlled suspension parts may be used.



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36 Wheels

Wheels must remain as originally produced by the manufacturer at the time of sale into the dealer/distributor network for the homologated machine.

The speedometer drive may be removed and replaced with a spacer.
If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated machine.

No modifications of the wheel-axles or any fixing and mounting points for front and rear brake calipers are allowed.

Wheel diameter and rim width must remain as originally homologated.
Any inner tube (if fitted) or inflation valves may be used.
Wheel balance weights may be discarded, changed or added to.

37 Brakes

- Brake discs cannot be replaced by aftermarket discs and need to remain the same as those provided by the manufacturer on the homologated machine.
- Anti lock systems (ABS) can be disconnected and the ABS ECU can be dismantled.
- **The ABS pump may be removed.** The ABS rotor wheel can be deleted, modified or replaced.
- Front and rear brake calipers (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine.
- The front and rear master cylinder must remain as originally produced by the manufacturers for the homologated machine.
- Front and rear brake fluid reservoirs may be changed with an aftermarket product.
- 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).
- Quick (or “dry-brake”) connectors in the brake lines are not allowed.



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- Front and rear brake pads may be changed.
- Additional air scoops or ducts are not allowed.
- Front brake lever guard – All motorcycles must be fitted with a brake lever guard and may not be made of light weight composite materials.
- Brake lever guard 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.

38 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 (if bolted)
- Passenger foot rests
- Passenger grab rails
- Safety bars, centre and side stands must be removed (fixed brackets must remain)

39 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.
- The following must be safety-wired:

Drain plugs



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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.
- 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 solid that does not protrude from the profile of the fairing material.
- 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.

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Responsibility

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