

MOTOR CYCLE UNION OF IRELAND

STANDING REGULATIONS FOR ROAD RACES AND SHORT CIRCUITS AND PRE 1973 CLASSIC RACING

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CHAPTER 1

STANDING REGULATIONS FOR ROAD RACES AND SHORT CIRCUITS

1. ANNOUNCEMENT ON OFFICIAL DOCUMENTS.

All Supplementary Regulations, Programmes, Announcements, Entry Forms or other official communications relating to any competition shall give a description of the Competition, whether it is International, National, Restricted or Closed, and shall be conspicuously marked with the words: "Held under the "General Competition Rules and Standing Regulations of the MCUI.", and the Centre concerned (if applicable). In the case of any documents relating to an International Competition, the words shall be: "Held under the International Sporting Code of the F.I.M. and the General Competition Rules, and Standing Regulations of the MCUI", and the Centre concerned (if applicable).

2. SUPPLEMENTARY REGULATIONS.

The Supplementary Regulations shall contain the following information together with any other information which the promoters wish to convey to entrants or competitors.

- (a) Name of Promoters.
- (b) Name and Title of competition.
- (c) Name of Centre issuing the Permit, and permit number.
- (d) Stewards of the meeting and appointing authority.
- (e) Clerk of the Course and Licence number.
- (f) Secretary of the meeting, with official address.
- (g) Date and Venue of the Competition.
- (h) Statement that Competition is held under the rules set out in 1
- (i) Type of competition.
- (j) Persons eligible to compete.
- (k) Type of vehicle eligible to compete.
- (l) Awards.
- (m) Address to which entries are to be sent.
- (n) Date and time of closing of entry list.
- (o) Amount of entry fee, and other charges.
- (p) Maximum and minimum number of entries acceptable.
- (q) Right of refusal of entry.
- (r) Time limit for drivers finishing after the winner.
- (s) Statement regarding issue and wearing of identity discs.
- (t) Statement as to type of insurance affected by promoter for drivers. Where handicap races are run, either separately, or in conjunction with scratch races, the Supplementary Regulations shall contain the following clause:
DETERMINATION OF PLACING ON HANDICAP. In determining placings on handicap, every driver who is still riding when flagged off the course at the completion of the race, i.e. when the first driver has completed the race distance will, for the purposes of handicap, be regarded as a finisher, provided he has completed not less than 3/4 of the full distance. If the number of laps then covered by the driver is less than full distance, the time taken by him to cover his last completed lap will be added to the time for his completed laps, in respect of each uncompleted lap, and the sum of these rules will be regarded, as the driver's time for the purpose of computing his handicap position only. In addition the type of handicap and method of notification to the driver must be clearly stated.

THE COURSE

The following particulars shall be stated in the Supplementary Regulations or the final instructions.

- (a) Length of course.
- (b) Nature of course, and direction of racing.
- (c) Method of warming up.
- (d) Method of starting.
- (e) Order of starting.
- (f) Maximum number of starters permitted.
- (g) Method of practising.
- (h) Method of driver rescue.
- (i) Arrangements for refuelling, if any.

3. ELIGIBILITY. For national competitions, entrants, drivers and passengers must hold a valid National or International Competition Licences issued by the MCUI or any other FMN. Entrants, drivers and passengers must hold International Licences for International events.

Riders not holding an MCUI Licence must carry proof of Insurance and a written Start Permission document issued by their FMN.

Any further eligibility requirements will be set out in the Supplementary Regulations for the event and, if applicable, any championship regulations for which the event is a counting round. (ICC Jan. 2009)

4. ENTRIES.

A closing date will be set for receipt of entries, which shall, in the case of National Road Races, be not less than 14 days before the start of practice. Entries accepted after the closing date may incur a late entry fee at the total discretion of the Promoting Club.

Entry forms accompanied by the correct fees as laid down in the Supplementary Regulations, complete in every detail, and signed by the driver and entrants (if any) shall be forwarded to the Secretary of the Meeting by this date Current competition licence numbers for the driver and entrant must be stated, the statement applied for" not being acceptable. (ICC December 2015)

5. MEDICAL EXAMINATIONS.

Every entrant must furnish to the promoters a Medical Certificate in respect of each and every driver nominated by him, or in respect of himself, if the driver.

This certificate shall be on the prescribed form, and furnished at the entrant's expense.

No driver will be allowed to start in a competition unless this certificate has been produced. Notwithstanding anything contained in the above, the promoters have the

right to call upon any driver to be examined by a doctor appointed by them, and at their expense at any time during a competition.

6. CHANGE OF DRIVER, PASSENGER OR MOTORCYCLE

(1) It is not permitted to change a driver, passenger, make or capacity of motorcycle, after the start of and competition unless such change is authorised in the Supplementary Regulations.

(2) Unless specifically prohibited, or otherwise provided for in the Supplementary Regulations, a change of driver, passenger, or the make or capacity of motorcycle may be considered by the Secretary of the Meeting after entries have closed, provided the entrant notifies him in writing at least twenty-four hours before the official starting time of the competition of some good and sufficient reason why,

(a) the entered driver, or passenger is unable to take part in any competition on that date, or,

(b) the entered motorcycle cannot be produced on that date.

(3) If the composition of any team is affected by changes as authorised above, the entrant of that team, or his representative, may, up to the official starting time of the competition, replace the driver so affected, by any other entered driver otherwise eligible for the team, including the driver substituted for the original entry, provided always that the Supplementary Regulations do not otherwise provide for alterations for the composition of nominated teams.

(4) A change of both driver and make of motorcycle is not permitted unless the authority granting the permit has specifically approved the Supplementary Regulations providing for such changes being made.

(5) In the event of a change of rider, the replacement rider MUST be allocated a new number.

7. LEGAL REQUIREMENTS.

Every motorcycle which takes part in a competition on a public road, other than when a road is closed to traffic by virtue of a Road Closing Order, shall comply with all legal requirements.

8. POSITIONS OF DRIVER AND PASSENGER.

During a race drivers should adopt a position with their feet on the footrests. If a driver adopts any other position, and this is deemed dangerous, he/she must be excluded by the Clerk of" the Course. During a race the passenger, if any, must be effectively and continuously carried on the vehicle in the place provided for him/her. He/she may, however leave his/her seat when starting or on the bends of the course and when the motorcycle is stationary. The penalty of a breach of this rule is exclusion.

9. FALLEN RIDERS

Once a Rider has fallen from their machine they are not permitted remount and continue in that race or qualifying/ practice session. The machine must be rechecked and passed by a Scrutineer before the rider can continue in the meeting. (ICC Dec. 2014)

10. SCRUTINY.

All motorcycles, protective clothing, including boots, gloves and helmets shall be worn by the competitor, and be presented to the official scrutineers prior to the start of practice or racing, to ensure that they are in a safe condition, and comply with the regulations. Machines must be presented with the fuel tank ready for removal, to facilitate inspection of the headstock for cracks, etc. Any protest against the decision of a scrutineer, must be made immediately to the Clerk of the Course for transmission to the Stewards of the Meeting. Notwithstanding anything contained in the above, the Clerk of the Course may exclude any machine the construction, or condition of which he deems to be dangerous.

11. FINAL EXAMINATION OF MACHINES.

Every motorcycle finishing in a competition must, if so required, be submitted for final examination, and any motorcycle may be retained by the promoters for such period, as may be necessary for its examination. Such period shall not be unreasonable.

12. MEASUREMENT OF ENGINES.

Where it may be necessary for promoters to verify the fact, this shall be done at the cost of the driver. If the measurement is to determine a protest, the party against whom the decision is made shall bear the costs, and the motorcycle may if the engine is found to be outside the category limits, be retained by the promoters until such costs are paid. If during the final examination, any component of a machine is found to differ in a material way from that stated on the entry form then the driver shall be excluded from any award to which he might otherwise have been entitled, and shall be reported to his F.M.N.

The cost payable shall be a maximum of £150 (or the euro equivalent) for 2 Strokes and £250 ((or the euro equivalent) for 4 Strokes machines. The costs shall be payable in the currency of the Centre in which the event took place unless the parties agree between themselves to settle in the other currency. (ICC Jan. 2009)

13. METHOD OF STARTING. There shall only be one method of starting-

(i) The "Clutch Start".

The aforementioned method shall be subject to the limitations detailed in the following paragraphs.

(a) Races containing Solo Machines up to, and including 500cc only ALL races shall be a clutch start.

(b) Races containing any Solo Machine of over 500cc.

(b.1) **Short Circuits.** All races shall be a clutch start.

Group starts will be permitted, provided that the total number of starters does not exceed the maximum as stated on the Track Certificate.

There shall be no more than two groups.

The interval between groups shall not be less than 10 seconds

(ICC December 2015)

(b.2) **Road Races.** Clutch starts in groups will be permitted, provided that each group shall be up to a maximum of one third of the total number of starters permitted for a "push" massed start; the actual number per group to be specified on the Track Certificate. The interval between groups shall not be less than fifteen seconds.

(c) **Sidecar Races.** All races shall be a clutch start. Grids to be as laid down on the Track Certificate. The use of a mechanical or electrical starter shall only be permitted in 'Endurance Races' and only then if the Supplementary Regulations for the event so provide. Cycle cars shall start from the back of the grid with the driver normally seated.

(ii) **Grid Formation.** The starting grid shall be formed in the following way:

- The width available on the starting line will be divided into lanes taking into consideration the number of drivers' per row, mentioned in the SR, and the interval of the drivers in the second row.
 - the minimum width available is: for solo machines column of 2.40m
 - for sidecars column of 3.00m
 - length of track available for each row: 7.00m
 - machines must be positioned on the grid in staggered lines thus leaving the space in front of each machine free in the preceding row.
 - the maximum number of solo drivers in the front row - 5
 - the maximum number of sidecars on the first row - 3

14. STARTERS ORDERS. Only those drivers in the starting area, or on a grid, will be deemed to be under Starter's Orders. No other driver is subsequently permitted to start in a race.

15. FLAG SIGNALS. Flags will be used during practice, and the race itself, and will have the same meaning.

Dimensions of Flags

Signalling Flags	60cm x 80cm (Minimum)
Red Flag	80cm x 100cm

16. FLAGS USED TO PROVIDE INFORMATION TO RIDERS – NO FLAG SIGNAL, ALL CLEAR.

Yellow Flag with Red Stripes	Warning of slippery surface. (e.g. oil, rain, dirt, etc.) The adhesion on this section of the track could be affected by any reason. This flag is shown motionless at the marshals post
White Flag	Warning that a non-competing vehicle is on circuit. This could be for example an official vehicle such as a safety car, an ambulance, etc.
Yellow Flag with Black Cross	Last Lap flag, this flag is displayed to the rider from the start finish line and indicates that the rider is commencing his/her last racing lap of the circuit.

17. FLAGS USED TO PROVIDE DIRECT INSTRUCTION TO RIDERS – NO SIGNAL, ALL CLEAR.

Yellow Flag – Held Motionless Or Steady Yellow Light	The Yellow Flag held motionless is a direct instruction to the rider to Slow Down. Overtaking is Forbidden. Should a rider inadvertently gain a position (i.e. A preceding rider slows at a faster rate), once it is safe to do so, he or she should return to the original position and may raise his/her hand to indicate same.
Yellow Flag – Waved Or Flashing Yellow Light	The Yellow Flag waved is a direct instruction to the rider to Slow Down and Prepare to stop, Overtaking is Forbidden Should a rider inadvertently gain a position (i.e. A preceding rider slows at a faster rate), once it is safe to do so, he or she should return to the original position and may raise his/her hand to indicate same.
* Red Flag Or Red Light	The use of the red flag indicates that Racing has been Stopped. Overtaking is forbidden. Riders shall slow down and may be instructed to return to the starting grid or paddock, as decided by the Clerk of Course (COC). A rider and may raise his/her hand to acknowledge a red flag.
Black Flag	The Black Flag will be displayed motionless with a board displaying a rider's race number (usually at start finish line). There is a Serious Problem and the rider must pull off the racing line and stop in a safe position with the utmost care and attention. The Rider must report to the COC.
Chequered Flag	When the leading rider has completed the required number of laps (s)he will be shown the chequered flag by an official standing at the start finish line. The chequered flag will continue to be shown to all subsequent riders. Once a rider receives the chequered flag (s)he must proceed safely to the paddock using the designated route.
National Flag	The national flag may be used to start the race, In the event of the national flag being used you will receive clear instruction from the race starter.
Green Flag	This flag will be shown motionless at each Flag Marshal Post for the first lap of each practice session and of the warm-up, for the sighting lap(s) and for the warm-up lap.

* **RED FLAG or RED LIGHT:** To be shown on the authority of the Clerk of the Course at designated signalling posts when racing or practice, has been interrupted. (ICC December 2015)

18. FALSE START.

A false start occurs when a driver under Starter's Orders moves forward from his prescribed position before the signal of start is given.

19. PENALTY FOR FALSE START.

- **Road Races.** In the case of a massed start the driver concerned shall be penalised by the addition of one minute to the time taken by him/her to complete the course.

-**Short Circuits.** In the case of a massed start the driver concerned shall be penalised by the addition of twenty seconds to the time taken by him/her to complete the course.

In the case where the Supplementary Regulations provide, the Clerk of the Course shall have the power to increase the amount of the above penalty, or to impose other penalties within the limits prescribed in such Supplementary Regulations where applicable, any such penalty shall immediately be notified to the depot, or the representative of the driver concerned.

20. FINISH OF A RACE.

When the leading driver on the track has completed the designated number of laps or duration for the race, a chequered flag will be displayed as that driver crosses the finish line. The chequered flag will continue to be displayed to the subsequent drivers, until the last driver completes that lap. The onus of completing the required number of laps rests with the driver, but no driver will be allowed to start a fresh lap after the chequered flag has been displayed.

In case of a photo-finish between two, or more, drivers, the decision shall be taken in favour of the driver whose front wheel leading edge crosses the plane of the finish line first. In case of ties, the drivers concerned will be ranked in the order of the best lap time made during the race.

Should for any reason the chequered flag be given before the leading driver completes the scheduled number of laps or duration, the race will be deemed to have finished. If the chequered flag is given to the leader then a result will be drawn accordingly, but if the chequered flag is given to a driver other than the leader then the result will be taken when the leader last crossed the finish line before the signal was given. Should the end of race signal be delayed for any reason, the race will be deemed to have finished when it should have finished and the drivers classified accordingly.

The results will be based on the most number of laps completed in the least time, corrected for group start time differences. To be counted as a finisher in the race and be included in the results a driver must have:

- i.) completed 75% of the number of laps carried out by the winner.
- ii.) crossed the finish line on the race track (not in the pit lane) after the race winner within 5 minutes. The driver (and passenger) must be in control of the machine when taking the chequered flag.

21. STOPPING AND RE-STARTING A RACE

- (a) Only the Clerk of the Course (or in their unavoidable absence the Deputy Clerk of the Course) may decide to stop a race prematurely.
- (b) A red flag will be shown at the start line and simultaneously at all other designated Red Flag posts. If Red Lights are available then these may also be switched on.
- (c) When these signals are displayed all drivers must stop racing and return slowly to the Start/Pits area as directed by the course marshals under the instruction of the Clerk of the Course.

21.1 The conditions under which a race will be restarted depend on the status of the race and are detailed in 21.1.1, 21.1.2, and 21.1.3.

- (a) If a race includes more than one class, which may have been started separately, then all classes will be considered as a single race for the purposes of applying Standing Regulations 21.1.1, 21.1.2 and 21.1.3
- (b) The term 'leader' or 'race leader' shall mean the leader on the road who will not necessarily be the leader on corrected time.

21.1.1 If a race has to be stopped with less than 3 laps of its duration completed by the race leader it will, in normal circumstances, be considered null and void and will be restarted.

- (a) The race will be restarted as quickly as possible, consistent with track conditions allowing.
- (b) All drivers originally eligible to start may re-start
- (c) Motorcycles may be repaired or changed subject to having passed scrutineering examination.
- (d) Refuelling is permitted under instruction from the Clerk of the Course.
- (e) In principle the restarted race shall be for the full race distance
- (f) The Clerk of the Course may reduce the race distance:
if condition have changed to wet or damp conditions
if there are time constraints
in lieu of additional sighting and/or warm up laps.

- (g) In exceptional circumstances if it is not possible to restart the race an order of classification may be prepared for the purpose of making awards (financial and otherwise), subject to the approval of the Stewards of the Meeting. This classification will be based upon the order of last crossing the finish line prior to the showing of the red flag, applying Standing Regulation 20. Drivers not actively involved in the race at the time when the red flag is displayed will not be classified.
- (h) In all cases if it is not possible to restart the race, no points will be awarded towards any championship involved.

21.1.2 If a race has to be stopped between 3 laps and two-thirds race distance rounded down to the nearest whole number of laps, by the race leader then the race will be restarted.

- (a) The race will be started as quickly as possible, consistent with track conditions allowing.
- (b) Drivers will be restarted from a grid based on the finishing order of the previous part of the race. The place of any driver unable to restart shall be left vacant.
- (c) The finishing order of the previous part of the race will be based upon the order of last crossing the finishing line prior to the showing of the red flag. Drivers who are not actively competing in the race at the time when the red flag is displayed will not be classified.
- (d) Motorcycles may be repaired subject to having passed scrutineering examination.
- (e) Refuelling is permitted under instruction of the Clerk of the Course.
- (f) In principle the number of laps of the restarted race shall be the number of laps required to complete the original race distance.
- (g) The Clerk of the Course may reduce the race distance:
 - if conditions have changed to wet or damp conditions;
 - if there are time constraints;
 - in lieu of additional sighting and/or warm-up laps.
- (h) There must be a minimum of 3 laps excluding any sighting and/or warm-up laps.
- (i) The final result will be based on the classification of the restarted race, applying Standing Regulations 20&21.
- (j) If the restarted race is stopped it may further restarted as required at the discretion the Clerk of the Course, applying Standing Regulation 21.1.1 and 21.1.2, over a minimum of 3 laps.
- (k) If it is not possible to restart the race and complete two-thirds race distance by the race leader, the result of the last race where the race leader completed more than 3 laps will count. Half points will be awarded towards any championship for which the race counts.

21.1.3 If a race has to be stopped after the race leader has completed two-thirds race distance, rounded down to the nearest whole number of laps, it will be considered to have finished:

- (a) The order of classification shall be based upon the order of last crossing the finishing line prior to the showing of the red flag. Drivers who are not actively competing in the race at the time when the red flag is displayed will not be classified.
- (b) Full points will be awarded towards any championship for which the race counts.

21.1.4 If a race has to be stopped after the leader(s) on the road have taken the chequered flag they will be classified as having finished the race.

- (a) The order of classification for those drivers who have not taken the chequered flag shall be based upon the order of last crossing the finishing line prior to the showing of the red flag. Drivers who are not actively competing in the race at the time when the red flag is displayed will not be classified.
- (b) Full points will be awarded towards any championship for which the race counts.

(ICC December 2015)

STOPPED RACE READY RECKONER

Laps Completed b1y Leader	RACE DISTANCE														
	3 Laps (2/3+2)	4 Laps (2/3=2)	5 Laps (2/3=3)	6 Laps (2/3=4)	7 Laps (2/3=4)	8 Laps (2/3=5)	9 Laps (2/3=6)	10 Laps (2/3=6)	11 Laps (2/3=7)	12 Laps (2/3=8)	13 Laps (2/3=8)	14 Laps (2/3=9)	15 Laps (2/3=10)		
0 Laps	restart	restart	restart	restart	restart	restart	restart	restart	restart	restart	restart	restart	restart	restart	
1 Laps	restart *	restart *	restart *	restart *	restart *	restart *	restart *	restart *	restart *	restart *	restart *	restart *	restart *	restart *	
2 Laps	restart *	restart *	restart *	restart *	restart *	restart *	restart *	restart *	restart *	restart *	restart *	restart *	restart *	restart *	
3 Laps	result 3/2 Laps	result 3/2 Laps	result 3/2 Laps	2nd part 3 Laps	2nd Part 4 Laps	2nd Part 5 Laps	2nd Part 6 Laps	2nd Part 7 Laps	2nd Part 8 Laps	2nd9 Part 9 Laps	2nd Part 10 Laps	2nd Part 11 Laps	2nd Part 12 Laps	2nd Part 12 Laps	
4 Laps		result 4/3 Laps	result 4/3 Laps	result 4/3 Laps	result 4/3 Laps	2nd Part 4 Laps	2nd Part 5 Laps	2nd Part 6 Laps	2nd Part 7 Laps	2nd Part 8 Laps	2nd Part 9 Laps	2nd Part 10 Laps	2nd Part 11 Laps	2nd Part 11 Laps	
5 Laps			result 5/4 Laps	result 5/4 Laps	result 5/4 Laps	result 5/4 Laps	2nd Part 4 Laps	2nd Part 5 Laps	2nd Part 6 Laps	2nd Part 7 Laps	2nd Part 8 Laps	2nd Part 9 Laps	2nd Part 10 Laps	2nd Part 10 Laps	
6 Laps				result 6/5 Laps	result 6/5 Laps	result 6/5 Laps	result 6/5 Laps	result 6/5 Laps	2nd Part 5 Laps	2nd Part 6 Laps	2nd Part 7 Laps	2nd Part 8 Laps	2nd Part 9 Laps	2nd Part 9 Laps	
7 Laps					result 7/6 Laps	result 7/6 Laps	result 7/6 Laps	result 7/6 Laps	result 7/6 Laps	2nd Part 5 Laps	2nd Part 6 Laps	2nd Part 7 Laps	2nd Part 8 Laps	2nd Part 8 Laps	
8 Laps						result 8/7 Laps	result 8/7 Laps	result 8/7 Laps	result 8/7 Laps	result 8/7 Laps	result 8/7 Laps	2nd Part 6 Laps	2nd Part 7 Laps	2nd Part 7 Laps	
9 Laps							result 9/8 Laps	result 9/8 Laps	result 9/8 Laps	result 9/8 Laps	result 9/8 Laps	result 9/8 Laps	2nd Part 6 Laps	2nd Part 6 Laps	
10 Laps								result 10/9 Laps	result 10/9 Laps	result 10/9 Laps	result 10/9 Laps	result 10/9 Laps	result 10/9 Laps	result 10/9 Laps	
11 Laps									Result 11/10 Laps	Result 11/10 Laps	Result 11/10 Laps	Result 11/10 Laps	Result 11/10 Laps	Result 11/10 Laps	
12 Laps										Result 12/11 Laps	Result 12/11 Laps	Result 12/11 Laps	Result 12/11 Laps	Result 12/11 Laps	
13 Laps											Result 13/12 Laps	Result 13/12 Laps	Result 13/12 Laps	Result 13/12 Laps	
14 Laps												Result 14/13 Laps	Result 14/13 Laps	Result 14/13 Laps	
15 Laps													Result 15/14 Laps	Result 15/14 Laps	

restart * = dispensation to prepare an order of classification in exceptional circumstances if it is not possible to restart the race.

(ICC Dec. 2015)

22. OUTSIDE ASSISTANCE.

If a driver receives outside assistance during a race, other than any provided by the organisers for the removal of himself, or his machine from the course in the interests of safety, he shall be excluded from the results.

23. FOUL, UNFAIR OR DANGEROUS DRIVING.

The Clerk of the Course shall immediately exclude any driver who, in his opinion, is guilty of any foul, unfair or dangerous driving, either in practice or during the actual race. Deliberate lifting of the front wheel (Wheelieing) by a driver for the purposes of showmanship may result in exclusion, or any other action the Clerk of the Course may feel necessary.

24. ALTERATION OF PROGRAMME.

In the event of a race being cancelled due to insufficient entries having been received, the promoters shall have the right to offer the race time and prizes for a race of similar length, for machines in another class or category.

25. ABANDONMENT.

The promoters shall have the right, subject to the approval of the Stewards of the Meeting, to cancel, postpone, or abandon any event, or the competition itself, if circumstances should arise which, in their opinion, render such action necessary.

26. ADVERTISING. Advertising may be displayed on a motorcycle, and on the driver's and/or passenger's clothing, and helmet in any competition held under the permit of the MCUI, or a Centre of the MCUI, subject to the following conditions.

- (a) No advertisement shall be displayed within 5cms of any plate or number panel.
- (b) No advertisement shall be displayed on a driver's or passenger's clothing below the knee
- (c) The name of the motorcycle and/or sidecar and/or the name of the driver will not be regarded as advertising.
- (d) Notwithstanding the above conditions the promoters of any competition may, at their sole discretion, prohibit the display of any advertisement, or any particular advertisement, on any motorcycle, or on the clothing or helmet of any driver or passenger.
- (e) Where advertising, or any particular advertisement, is prohibited, all drivers will be notified at least seven days before the date of the meeting.
- (f) The MCUI may prohibit the display of any advertisement, which it deems to be offensive, or not in the best interests of the sport.

NOTE: Advertising at International Competitions must be in accordance with provisions of the International Sporting Code.

27. INSTRUCTIONS TO DRIVERS.

Any instructions to drivers issued after the Supplementary Regulations have the same force as these Standing Regulations and the Supplementary Regulations.

28. PROTESTS.

Every protest shall be in writing, signed by the entrant, or driver, making the protest, clearly specify the matter protested against, which shall refer to a single subject only, and be accompanied by a fee of £25 the protest fee will only be returned if the protest shall be to be justified, or upon a direction by the Stewards of the Meeting, a Centre, or the MCUI.

During a meeting, protests shall be handed to the Clerk of the Course, or his representative, for transmission to the Stewards of the Meeting. At all other times protests shall be addressed to the Secretary of the Meeting for transmission to the Stewards of the Meeting.

A protest, as to the validity of entry, eligibility of entrant, or driver or vehicle, shall be lodged at least twenty-four hours before the start of any National Competition, save when the conditions under which the Competition is held render this impracticable.

In such circumstances the protest shall be made with the minimum of delay, and at the latest within half an hour of the conclusion of the competition.

A protest against a decision of a Scrutineer, or of an Official measurement, shall be lodged immediately after the decision. A protest against any mistake, or irregularity, alleged to have occurred during the course of a race must be made within ten minutes of the finish of a race. No protest lodged after this time shall be considered, except with the special permission of the Stewards of the Meeting, who, before admitting a protest, must be satisfied that there has been no unnecessary delay on the part of the protester.

A protest concerning the results of a competition, and any matter not referred to above, shall be lodged within three days of the publication of the detailed results unless for any special reason, of which the Stewards of the Meeting shall be the sole judges, it could not have been lodged within that time. The results of a competition shall be deemed to have been published 24 hours after the date of dispatch to entrants and drivers. Proof of dispatch is to be furnished by the promoters if required.

29. INTERPRETATION.

The decision regarding the interpretation of the GCR, these Standing Regulations the Supplementary Regulations, and any Instructions to Drivers, shall rest entirely with the Stewards of the Meeting, whose decision shall be final and binding subject to the provisions of the General Competition Rules.

30. DISCLAIMER.

It is a condition of acceptance of entry that the promoters shall not be responsible for any damage to any motorcycle, or its accessories, howsoever caused, nor for the theft of any motorcycle during the meeting.

31. LIABILITY FOR DAMAGE.

An entrant shall be liable for any damage caused by himself, his driver, or passenger or any agent, representative or servants, acting on their behalf, during the meeting. The promoters shall be empowered to act as agents for such persons, to agree and pay for any damage, and entrants shall on demand reimburse the promoters for any such sum so paid.

32. COMPLIANCE WITH REGULATIONS.

Each and every entrant, driver, and passenger by entering, or being entered or nominated to take part in a competition thereby acknowledges that he will be bound by the General Competition Rules of the MCUI, these Standing Regulations, the Supplementary Regulations for the Competition, and any instructions to Drivers that may be issued, to all of which he undertakes to submit. He also expressly renounces the right to have recourse to any tribunal, or arbitration not provided for in the aforesaid Rules and Regulations.

33. MACHINE ELIGIBILITY. Only purpose built machines are acceptable in Road Races and Short Circuits. Exceptions to this rule will only be permitted if the machine is certified as suitable by the Technical Committee. The decision of the Technical Committee of either Centre or Centres is final.

34. WET RACES.

The clerk of course allows riders time for change of tyres. Clerk of Course decision is final.

35. NEWCOMERS TO SHORT CIRCUIT RACING.

All newcomers to short circuit racing must complete a training day before being allowed to enter their first race.

36. SIGNING ON AT ROAD RACES.

Competitors at all road races are required to 'sign on' only once, this will cover both days racing. Competitors must report to race secretary on race day to receive race permit. If a competitor is not going to compete on race day, they must inform race secretary in writing 30 minutes before road closing time. No exceptions to the above rule.

37. COMMON START AT ROAD RACES UNIFORMITY.

Clubs must have the start flag / lights and the finish flag on the same side of the road, so that there can be no confusion with riders. Only Red flag to be used to stop a race prematurely.

38. NOISE LEVELS.

All machines must be silenced as per MCUI rules. This includes Classic Bikes. Maximum 105dba.

39. CHAIN GUARDS.

Compulsory fitting of a chain guard to all machinery from the rear fork (swinging arm) in front of the rear drive sprocket to beyond the lower chain run so that nothing can be caught between the chain and sprocket. Exclusion at scrutineering if not fitted.

40. LINE JUDGES.

Each promoting club will have a line judge for both the start and finish of racing.

41. ELIGIBILITY FOR PRE INJECTION CLASS.

Any machine whose engine is normally aspirated through carburettors and is between Class (A) 201/600cc. Class (B) Over 630cc-1000cc

No 250cc GP / 500cc GP machines are permitted.

(ICC Dec 2019)

42. PADDOCK AND PIT AREA SAFETY

- 42.1 **GENERAL.** Competitors must observe all instructions given to them by the promoting club, the Clerk of the Course and other Grid, Paddock and Pit Area officials as to how and where to park their vehicles (and those of their assistants and sponsors in the paddock) in the paddock, machine holding areas, the dummy grid, the grid and the designated pit area.

Competitors and their assistants and sponsors, must also observe any other regulations and protocols stipulated by the promoters/circuit owners in relation to 'curfew times' for movement of vehicles in the paddock, the type and number of vehicles allowed in the paddock, generator switch off times, etc.

- 42.2 **FIRE EXTINGUISHERS.** All competitors' vehicles must carry a dry powder fire extinguisher, of minimum capacity 2.5kg, which must bear a current Inspection Certificate. The fire extinguisher must be easily accessible and readily available.
- 42.3 **STORAGE OF FUEL IN THE PADDOCK AND REFUELLING.** Fuel must be stored in a well ventilated area. Only approved fuel storage containers to be used. No Smoking / No open flames in the areas of fuel storage and during refuelling.
- 42.4 **PROHIBITION OF SMOKING.** Smoking is prohibited in all machine holding areas, the dummy grid, the grid and the designated pit area.
- 42.5 **PARKING OF MACHINES AND STORAGE OF EQUIPMENT IN THE PADDOCK.** Competitors must park their machine(s) and store their equipment beside their vehicle(s), in a space consistent with number of machines the competitor has, and in such a manner as not to endanger other competitors, officials or spectators.
- 42.6 **EQUIPMENT IN MACHINE HOLDING AREAS, THE DUMMY GRID, THE GRID AND THE DESIGNATED PIT AREA.** The competitor's assistant(s)/pit attendant(s) must ensure that all equipment taken into these areas is controlled in such a manner as not to endanger other competitors, officials or spectators.
- 42.7 **PREVENTION OF ELECTROCUTION/ELECTRICAL SHOCK.**

To minimize the chances of electrocution/electrical shock, all power supplies from generators must be controlled by a 30 mA Residual Current Device (RCD)/Power Breaker. If the generator is not fitted with an RCD of this type, a 30 mA RCD must be fitted to the power cable at a maximum length of 50cms from the generator power output point, and preferably also mounted on the generator. Where the competitor is using a Power Supply provided by the Promoter/Circuit owner, under arrangement, the competitor must still ensure that the supply is controlled by an RCD. However, in this case the responsibility for the provision and installation of the circuit breaker rests with the Promoter/Circuit owner.

Where the competitor is using a Power Supply provided by the Promoter/Circuit owner, under arrangement, the competitor must still ensure that the supply is controlled by an RCD. However, in this case the responsibility for the provision and installation of the circuit breaker rests with the Promoter/Circuit owner.

Competitors must ensure that all that all cables, sockets and plugs used by them and their teams are in good and safe condition and free from breakages. Also that cable runs are kept to the minimum length possible and are positioned so as not to endanger, themselves, their assistants, other competitors, officials and spectators.

It is recommended that all electric cables, electrical sockets and plugs on electrical equipment used in the paddock, machine holding areas, the dummy grid, the grid and the designated pit area are of industrial type and waterproof. This will minimise the likelihood of the RCD on the power supply de-activating the supply due to fractures or adverse weather conditions.

Should the Clerk of the Course or the Appointed Safety Officers at an event consider a competitor or his/her team to be in breach of this regulation; the competitor shall immediately switch off all the electrical equipment and will not switch it on again until the breach has been remedied. Any competitor failing to do so immediately may be excluded from the meeting or subject to such other disciplinary action, consistent with the GCRs, that the Clerk of the Course and Stewards of the Meeting decide on.

(ICC Jan. 2009)

43.

Carbon/composite wheels are not permitted on any motorcycle for use in competition in any road race. They are permitted for any short circuit event if allowed within the class homologation rules
(ICC Dec 2022)

Agreed to reclassify 'Road Racing Task Force Regulations' which are currently contained within Standing Regulation 41 as Chapter 1A to allow addition of new Standing Regulations without impacting Task Force Regulations

(ICC Jan. 2009)

CHAPTER 1A ROAD RACING TASK FORCE REGULATIONS.

The following regulations were first approved by the MCUI Inter Centre Conference in 2001 and revised as indicated at Special Conference of the MCUI on 9th March 2008

No	Recommendation/Regulation
Course Improvements	
1	Close Temple Course (Saintfield circuit).
2	Close Leitrim Course.
3	Independent Risk Analysis to be completed every five years.
4	Promoters Risk Assessment to be completed annually.
5	Annual MCUI/Road Service inspection of each course to be completed.
6	Short Term Action List to be implemented following risk assessment.
7	Outstanding issues arising from risk assessments to be incorporated into routine maintenance by Roads Services and utility providers.
8	Safety and medical equipment needs to be identified and resourced.
9	Photographic record of all course furniture to be established and maintained.
10	Speeds to be artificially reduced at potentially dangerous locations as identified by independent risk analysis
11	Additional protective measures to be introduced to potentially dangerous locations - as identified in the risk analysis
12	Preference is for an independent common official to be responsible for safety measures at all courses. (Special Conference 9th March 2008)
13	Paddock procedures and protocols to be developed.
Rider Improvements	
14	MCUI approved helmets, boots and protective clothing including gloves to be
15	Accident-involved helmets to be permanently marked.
16	100% scrutineering for helmets. Zero tolerance to impact damage. (Special Conference 9th March 2008).
17	Use of back and chest protectors are compulsory from 2020 at all tarmac events. (ICC Dec 2019)
18	Licence system to be reviewed to provide for restrictions, upgrades, and endorsements
19	Coloured jacket system to be strictly enforced for practice only, with riders having the option to wear the jacket during racing. (Special Conference 9th March 2008)
20	All event organisers to appoint a rider welfare officer reporting to the common official.
21	All riders to be provided with a prohibited substances list and random dope testing to be introduced to all events. All competitors to be bound by the MCUI anti-doping policy, whose policy will determine sanctions imposed.
22	Random alcohol testing to be introduced to all events. Zero tolerance.
23	Compulsory course induction and familiarization to be introduced for all Newcomers. (Special Conference 9th March 2008)
24	Previous evening or day practice to be compulsory for riders and promoters. No practice, no race. Exceptions will only be allowed for reasons of "force majeure" which mean that practice cannot be completed on the previous day, such exceptions to be approved by the Stewards of the Meeting". Reasons for 'force majeure' must be genuine, e.g. inclement weather, delays for accidents, etc.; but not delays caused by poor course preparation, or poor organisation by the promoter. (Special Conference 9th March 2008)
25	All riders to have a minimum of 5 laps practice.

26	All riders to have a minimum of one sighting lap.
27	All competitors in their first year in Irish National Road Racing are restricted to the class shown on their Competition Licence. Senior Support Class. 'A' licence holders are ineligible to ride in this class. Exceptions to the above will only be permitted if approved by the MCUI Road Race Commission. (ICC December 2019)
28	Competitors in their second year of Irish Road Racing (National or International) are restricted to a maximum of 3 races per day. (Special Conference 9th March 2008)
29	No rider to be permitted to enter more than 5 races per day.
30	Slow riders to be flagged off.
31	Rider training packages regarding fitness, mental preparation and riding techniques to be developed.
32	Both centres to provide an annual rider training programme.
33	Pump fuel to be required for all classes. Pump fuel is defined as fuel of maximum of 102 RON. (Special Conference 9th March 2008)
34	The feasibility of central fuel supplies being made available through the paddocks to be investigated.
35	Establish, via FIM research, some guidelines on tyre usage and practice.
36	Develop best practice guidelines for use of protective safety material (bales etc.).
37	Develop best practice guidelines for the design and construction of chicanes and other speed restricting devices.
Official and Marshalling Improvements	
38	Introduce up to 3 common officials.
39	Introduce rider welfare officer at each event.
40	Introduce and train a team of travelling marshals which shall include riders who have been competitive riders within the last 5 years.
41	Establish written guidelines for all officials.
42	Produce a motor cycle road racing marshal's handbook.
43	Run an annual safety seminar for marshals.
44	Run an annual seminar for clerks of courses and common officials.
45	Establish a small marshal's focus group.
46	Establish a qualification for, and a database of tutors.
47	Develop a recognised qualification for rider coaches.
48	Require annual training and / or a refresher course for all officials and marshals.
49	Review syllabi content, tutor training and resource material for (a) Clerk of Course training (b) Stewards' training (c) Marshal and flag marshal training (d) Spectator marshal training (e) First aid and medical training
50	Each course and each race to have prescribed maximum number of starters
51	Novices to have separate starts. (Special Conference 9th March 2008)
52	The number of classes to be prescribed at all events.
53	Investigate the possibility of establishing helicopter stand-by for all events.
54	Establish an all-Ireland safety commission and require a formal annual report.
55	Establish a small medical and first aid committee.
56	Review and standardise general course instructions.
57	Computerise and extend accident reports.
58	Revise records to include race miles actually ridden per event (and if possible per machine).
59	Design and implement a new entry form
60	Review first aid management and rewards.
61	Establish a forum or small focus group for:
62	(1) Riders.
63	(2) Stewards.
64	(3) Clerks of the course and common officials.
65	Commission an economic impact study.
66	Review MCUI structure.
67	Review club structure.

CHAPTER 2

STANDING REGULATIONS FOR PRE 1973 CLASSIC RACING MACHINES

1. CATEGORIES.

A machine is categorised by the first year of manufacture, i.e. the chassis is the machine. Should the engine and/or proprietary parts post-date the chassis, the age of the machine shall be determined by the engine and/or proprietary parts. Proprietary parts shall mean the brakes, engine, frame, gearbox, front and rear suspension units and wheels. The parts must be of a design that was manufactured and available within the relevant classic period.

The categories shall be as follows:

- (a) British and European four stroke machines up to and including 31st December 1972.
- (b) Japanese four stroke machines with no more than two cylinders up to and including 31st December 1968.
- (c) Japanese two stroke machines up to and including 31st December 1967.
- (d) British and European two stroke machines up to and including 31st December 1968.
- (e) Japanese four stroke machines with single cylinder, single overhead cam, up to 250cc manufactured up to 31st December 1972
- (f) Honda four stroke twin cylinder machines-CD/CL/CB 175 K3-K7 models manufactured between 1969-79 will be eligible for competition within 250cc Pre 73 classic Class from 1st January 2020

(ICC December 2019)

2. CLASSES

To facilitate rebore, capacity may be enlarged with the following class limitations:

- (a) Lightweight (up to 262cc)
- (b) Junior (263-367cc)
- (c) Senior (440-525cc)
- (d) Unlimited (526-1059cc)

(ICC Dec 2024)

3. ENGINE.

Internal modifications will be permitted at the discretion of the owner. However, the external design of the engine may not be changed unless a similar modification was carried in the period for which the machine is eligible under Rule 1.

(Special ICC March 2009)

4. IGNITION. Modern ignition systems can be used provided it is single map as per Classic FIM rules.

(ICC March 2018)

5. CARBURETTORS. The carburettor(s) may be changed.

(Special ICC March 2009)

6. BELT DRIVES. The use of belt drives is permitted.

(Special ICC March 2009)

7. FUEL. As per MCUI rules.

(Special ICC March 2009)

8. TWIN OR MULTI CYLINDER TWO STROKE MACHINES.

All twin or multi cylinder two stroke powered machines above the swept volume of 250cc will be deemed ineligible for classic racing after 1st January 1993.

For all twin or multi cylinder two stroke powered machines up to, and including the swept volume of 250cc:

- (a) Carburettors and inlet choke dimensions must not exceed a maximum of 30mm.
- (b) The external appearance of the engine parts/castings must remain as per the manufacturer's specification.

9. NORTON COMMANDO ENGINE.

The 850cc Norton Commando engine will, as a special dispensation, be accepted as a continuation of the 750cc Commando model.

(Special ICC March 2009)

10. WHEELS. The wheels must be of wire spoke construction.

(Special ICC March 2009)

10A. BRAKES. Any pre 73 drum type brake may be fitted, the only disc brake callipers permitted are:

- AP Lockheed 2 piston calliper
- Honda single piston calliper
- Brembo or Grimeca (Moto Guzzi T3)
- Dunstall (Integral with slider)
- Yamaha (XS650)

Floating rotors are not permitted

(ICC December 2019)

11. WHEEL RIM SIZES.

The maximum rim sizes allowed on Classic race machines up to and including, 500cc shall be WM3; over 501cc and up to 1000cc shall be WM4.

(Special ICC March 2009)

12. TYRES. Slicks or hand-cut slicks are not permitted.

(Special ICC March 2009)

13. TANKS/SEATS/FAIRINGS.

These shall be of a style and pattern in use within the period specified for the category of machine as mentioned in Rule 1.

(Special ICC March 2009)

14. 'K' MODEL HONDAS

All 'K' model Honda machines manufactured after the 31st December 1968 will be accepted as a continuation run of the 'K' model.

Front forks and/or front wheel can be changed but the exchange units must be of a type available in the period pre-dating 31st December 1968. Any change of frame must be of a design and type manufactured in the period up to, and including, the 31st December 1968 cut-off date.

(Special ICC March 2009)

15. NO RACING WITH OTHER MACHINES.

Pre 1973 Classic machines must not be run in the same race at the same time as other classes of machines.

(Special ICC March 2009)

16. REGISTRATION OF MACHINES.

All machines must be registered with, and approved by, the M.C.U.I. which shall issue a Certificate of Registration in respect of each machine registered.

Riders of Classic machines taking part in a Classic race will have to produce their machine registration card in conjunction with their competition licence and medical certificate when signing on.

(Special ICC March 2009)

17. BELLY PAN

All four stroke Classic machines must be fitted with a belly pan.

(ICC 6th December 2014)

18. Additional machines to be included within Classic Pre-73 "Unlimited" class.

(A) To include the following 4-cylinder Honda machines:

CB750/4 CB500/4 cylinder (and CB550/4 as continuation of model)

CB350/4 cylinder (and CB400/4 as continuation of model) CB750/4 machines are 736cc standard and are permitted to rebore plus 1mm increasing capacity to 760cc

(ICC Dec 2024)

(B) All machines to be single overhead cam only

(C) No slipper clutch allowed

(D) *Frame must be of a type and model used within appropriate period for the model and must maintain the manufacturer's original dimensions and shape.*

(E) Brakes -- Must be of a period design

(F) Wheels – As per section 11

(G) Tyres - -As per section 12

(H) Ignition - As per section 4

(I) Carburettors: Must be of a period Pre-73 design.

(J) Suspension: Front forks to be of period look telescopic design

Maximum stanchion diameter 35mm No External reservoir on rear shocks.

(K) Exhaust Systems: Exhaust can be 4 into 4 /4 into 2 or 4 into 1

Must not exceed 105dB when measured

(L) Oil containment as per Section 17

Machines must display Unlimited class number plates - -White Background Black Numbers

Machines Must be registered as per MCUI GCR's

In the event of class oversubscribed, grid to be filled using appropriate individual class qualifying time

Other Machines to be included in classic unlimited class will include period replica and original models of multi cylinder exotica Pre-1973 Grand Prix racing machines such as the following:

MV500/4, MV 500/3, Paton500 twin, Benelli 500/4, Benelli 350/4, Benelli 250/4, Gilera 500/4

(ICC Dec 2018)

19. Tyre warmers are not permitted to be used on Pre73 Classic machines in MCUI events

(ICC Dec 2024)

CHAPTER 3 (Updated February 2025)

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MCUI TECHNICAL REGULATIONS: 'MOTO-ONE'

All items not mentioned in the following articles must remain as originally produced by the Manufacturer for the homologated machine. Everything that is not authorised and prescribed in these rules is strictly forbidden. All motorcycles must comply in every respect with all the requirements for racing as specified in the Technical Regulations, unless it is equipped as such on the homologated machine.

1. Machines:

For 2 Stroke / 4 Stroke machines with water cooled engine as per list below may be used, provided it adheres to the following regulations.

2. PERFORMANCE/OUTPUT:

All machines must be limited to 43bhp at the rear wheel. A tolerance of 1bhp will be permitted to allow for climatic and output irregularities between various dyno machines. The results of the MCUI official dyno test machine will be final.

Machines attributed to these Regulations are:

KAWASAKI NINJA 250R

KAWASAKI NINJA 300R

KTM RC390

YAMAHA YZF-R3

Tianda TDR300

Aprilia RS125

3. Carburation Instruments:

Carburation instruments must remain as homologated.. Carburettor jets and needles may be replaced. No modification, polishing or cutting is allowed. Only the standard bodied carburettor or throttle body/injector is permitted for the machines listed.. Electronic or mechanical enriching devices must remain installed and active. Bell mouths must be as originally produced by the manufacturer for the homologated machine. Throttle must be standard, quick action throttles are not permitted unless fitted as standard. Injection machines are permitted to use a power commander unit for fuel mapping

4. Frame Body and Rear Sub-Frame:

Fairing, mudguards and seat unit may be altered or replaced. Windscreen, if fitted, may be replaced with transparent material only. The original instruments and fairing brackets may be removed or replaced. The petrol tank must remain as originally produced by the manufacturer for the homologated machine although it may be refinished if required. The position of the tank mounting points on the frame must remain as standard. The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing. The lower fairing must incorporate a hole of 25 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions as declared by the Race Director.

5. Front Forks:

Forks structure (spindle, stanchions, bridges, stem etc.) must remain as originally produced by the manufacturer. Standard original internal parts of the forks may be modified. Aftermarket damper kits or valves may be installed. The fork caps can be modified or changed to add spring preload/compression and damping adjusters. Dust seals can be modified changed or removed providing the fork remains totally oil sealed. Any quantity or quality of oil can be used in the front forks. The height and position of the front fork in relation to the fork crowns is free. A steering damper may be added but may not act as a steering lock device.

6. Rear Suspension Unit:

Rear suspension unit (shock absorber) may be modified or replaced, but the original attachments to the frame and rear fork must be used and the rear suspension linkage must remain as originally produced. Rear suspension spring may be changed.

7. Wheels:

Wheels must remain as originally produced by the manufacturer (any wheel from eligible models may be used). The speedometer drive may be replaced with a spacer. The cushion drive for the rear wheel must remain as originally produced for the standard wheel. No modification of the wheel axles or any fixing or mounting points for front brake callipers are authorised. Spacers can be modified. Modifications to the wheels to keep spacers in place are permitted.

8. Brakes:

Brake discs must remain as originally produced by the manufacturer. The front and rear calliper (mount, carrier, hanger) must remain as originally produced. The front master cylinder may be changed but the rear master cylinder must remain as originally produced. Both reservoirs may be changed for aftermarket products. Front and rear hydraulic lines may be changed for aftermarket braided hoses. Front and rear brake pads may be changed. Air scoops are not permitted.

9. Tyres: Tyres can be treaded, slick or rain tyres

(NOM Feb 2024)

10. Foot Rests/Foot Rest Controls:

Foot rests/Foot rest controls may be relocated but brackets must be mounted to the frame at the original mounting points.

11. Handle Bars and Hand Controls:

Handle bars may be replaced. Handle bars and hand controls may be relocated. Un-used switches can be removed but electric starter switch and engine stop switch must be located on the handlebars in accordance with MCUI Standing Regulations.

12. Fairing/Bodywork/Fuel Tank Cover:

Fairing, seat, bodywork and fuel tank cover, may be replaced with cosmetic duplicates for racing purposes. The use of carbon fibre or exotic materials is forbidden. The original combination instrument cluster and bracket must remain standard. All other fairing brackets

may be altered or replaced. Exotic materials are forbidden. The original air ducts must remain standard. Particle grills (if installed) may be removed. Front mud guards may be replaced with a cosmetic duplicate of the original and may be spaced to allow correct tyre clearance. Rear mudguard fixed on the swing arm can be modified or changed but the original profile must remain. Exotic materials are forbidden.

13. Seat and Support:

Seat base and associated body work may be replaced with parts of similar appearance. These may be modified to lower the seat height for smaller riders, under no circumstances may the sub-frame be altered to accommodate such changes. The appearance from both sides and rear must conform to the original silhouette.

14. Wiring Harness:

The original wiring loom may only be modified as follows: The unused wire loom elements supplying current to indicators, horn, ignition contact and lights etc. may be unplugged and or removed (no cutting is allowed). The wiring loom may be relocated on the machine but no cutting of any wires is permitted. Quick-shifters are not permitted.

15. Battery:

The battery may be replaced but must remain in the standard location.

16. Air Box:

The air box must remain as originally produced by the manufacturer (no modifications are permitted). The air filter element may be modified, removed or replaced.

17. Cylinder Head:

No modifications permitted

18. Crankshaft:

Must remain as standard. Polishing and lightening of cranks is not permitted.

19. Connecting Rod:

Must remain as standard. Polishing and lightening of conrods is not permitted.

20. Pistons:

Must remain as standard. Other manufacturers pistons are permitted but bore and stroke must remain as standard.

21. Piston Rings:

No modifications are allowed.

22. Piston Pins and Clips:

No modifications are allowed

23. Cylinder:

No modifications are allowed.

24. Crank Case and all other Engine Cases:

No modifications to these parts are allowed except polishing and matching.

All lateral covers/engine cases containing oil on 4 stroke machines and which could come in contact with the ground during a crash, must be protected by a second cover made from composite materials, aluminium or steel plates and or bars are also permitted.

All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely.

Where secondary covers are not commercially available, engine case guards in the form of strengthened engine side covers may be installed.

The countershaft cover may be removed. The addition of a crankcase protector at the countershaft is allowed.

25. Transmission/Gearbox:

No modifications to the gearbox or selector mechanism are allowed. Counter shaft, sprockets, chain pitch and size may be changed. The sprocket cover can be modified or removed. No quick-shifters or ignition interruption systems are permitted.

26. Clutch:

No modifications are allowed, except for replacing the friction and drive plates (the number of plates and their ratio must remain as the standard model). Clutch springs may be replaced.

27. Ignition/Engine Control System: (CDI/ECU)

The ECU unit must remain standard in every other respect. A Power commander is permitted to alter fuelling on injection machines, The use of a quick shifter is prohibited,

28. Generator, Alternator & Electric Starter:

No other modifications are permitted. The electric starter must operate normally and always be able to start the engine throughout the event. The standard connections must be maintained to both the starter and generator.

29. Ignition Switch and Key:

These parts must remain on the bike and in working order

30. Exhaust System:

Exhaust pipe and silencers may be altered or replaced from those fitted to the homologated motorcycle. This must adhere to the maximum noise regulations of 105db. The number of final exit(s) to the exhaust may be altered from that of the homologated machine. Wrapping of exhaust systems is permitted.

31. Fasteners:

Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners may not be used. The strength and design of any replacement must be at least equal to the original part. Fairing/bodywork fasteners may be changed to the quick connect type, but aluminium fasteners may only be used in non-structural locations.

32. The Following Items May Be Altered Or Replaced From Those Fitted To The Homologated Machine:

Any type of lubrication, brake or suspension fluid may be used. Any type of spark plug may be used. Any inflation valves may be used. Wheel balance weights may be discarded, changed or added to. Any type of gaskets and gasket materials may be used.

33. The Following Items Must Be Removed: Headlamp, rear lamp and turn signal indicators, rear view mirrors, horn, license plate bracket, toolbox, helmet hooks and luggage carrier hooks, passenger footrests, passenger grab rails, safety bars, centre and side stands (fixed frame brackets must remain).

34. Additional Equipment: Additional equipment not on the original homologated motorcycle may not be added (i.e. data acquisition, computers, recording equipment etc.). Telemetry is not allowed. The only potentiometers and sensors allowed are those fitted as original equipment on the motorcycle as homologated.

35. Replacement and Repairs:

Where necessary, parts from an older or newer version of the same model may be used. No advantage may be gained from these changes.

36. Chain Guards:

A guard must be fitted in such a way as to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

37. Fuel:

Fuel as per Technical Fuel regulations as per Chapter 12 within MCUI GCR's. (ICC December 2019)

38. Race Numbers & Backgrounds: As per MCUI regulations

ALL MACHINES MUST HAVE**39. Rear Safety Light**

Red Rear Warning Light (Rain Light) Ref CGR Chapter12-6

40. Handlebar Lever Protection

All motorcycles must be equipped with a brake lever protection, intended to prevent the handlebar brake lever from being accidentally activated in the case of collision with another motorcycle. Motorcycles with handlebar mounted rear brakes using full size levers must also be protected, Thumb style brakes are not included

(NOM Feb 2024)

MCUI SUPERSPORT 300 / Junior Supersport TECHNICAL REGULATIONS**EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THESE REGULATIONS IS STRICTLY FORBIDDEN.**

Supersport 300 motorcycles require an FIM homologation. All machines must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Regulations unless they are already equipped as such on the homologated model. The appearance from the front, rear and the profile of Supersport 300 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.

1. Motorcycle specifications

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

2. Eligible Machines

The class is based around the MCRCB/MSVR Junior Supersport & FIM SS300 Technical Regulations. The MCUI has the right to decide which machines will be eligible in the class. The following machines will be legal. This list can be amended at any time by the MCUI

- Honda CBR500R
- Kawasaki Ninja 300 (EX300ADF)
- Kawasaki Ninja 400 (EX400)
- KTM RC390 - KTM RC390R
- Yamaha YZF-R3

3. Balancing various motorcycle concepts

The MCUI reserve the right to applying balancing to the machines in the class as they see fit in order to maintain equality amongst models, in principle this will follow the FIM World Supersport 300 Championship regulations, but at all times the determination of the MCUI will prevail.

Methods may include but are not limited to the following:

- Rev Limit
- Weight limit change
- Approved parts, see relevant MCUI bulletin.

The decision to apply the handicap will be taken by the MCUI at any time deemed necessary to ensure fair competition.

Balancing parts and modifications published in line with FIM updates will be documented and published by the MCUI in format of technical bulletin and supersede all following regulations throughout the season

Only applicable to Kawasaki Ninja 400 (EX400)

Inlet restrictor must be fitted between the inlet manifold and cylinder head. It will be supplied by MSS Kawasaki and has an area equivalent to a 30mm diameter circle. No Alternative part may be used. No sealant or other material may be used to "flow" or "streamline" the restrictor. Only restrictors with serial numbers may be used.

4. Minimum weight (Subject to change in order to conform to FIM/MCRCB Regulations)

The minimum weight for each model is as follows:

- Honda CBR500R 147Kg
- Kawasaki Ninja 300 (EX300ADF) 133Kg
- Kawasaki Ninja 400 137Kg
- Yamaha YZF-R3 137Kg
- KTM RC390 133Kg

At any time of the event, the weight of the whole motorcycle (including the tank and its contents) must not be lower than the minimum weight. There is no tolerance on the minimum weight of the motorcycle. During the final technical inspection at the end of the race, the selected motorcycles will be weighed in the condition they finished the race, and the established weight limit must be met in this condition. Nothing may be added to the motorcycle. This includes all fluids.

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

The use of ballast is allowed to stay over the minimum weight limit and may be required due to the handicap system.

The use of must be declared to the Chief Technical Officer at the preliminary checks.

5. Numbers and number plates for font type and size see MCUI Standing Regulations, Technical Regulations Handbook. In case of a dispute concerning the legibility of numbers, the decision of the Technical Steward or Scrutineer will be final.

Manufacturer Number Background

- Honda White Red
- Kawasaki White Green
- Yamaha White Blue
- KTM White Orange

6. Fuel

Fuel as per Technical Fuel regulations as per Chapter 12 within MCUI GCR's.

7. Tyres

Tyres can be treaded, slick or rain tyres

The use of tyre warmers is allowed.

Any modification (cutting, grooving) is forbidden. (ICC December 2019)

8. Engine

Machines will be randomly chosen for dyno testing.

9. Fuel injection system

- a. The original homologated fuel injection system must be used without any modification.
- b. The fuel injectors must be stock and unaltered from the original specification and manufacture.

- c. Air Funnels must remain as originally produced by the manufacturer for the homologated motorcycle.
- d. Butterfly valves cannot be changed or modified.
- e. Secondary throttle valves plates may be removed or fixed in the open position and the electronics may be disconnected or removed. The secondary throttle shaft(s) must remain in place.
- f. All the parts of the variable intake tract device must remain and operate exactly as homologated. They cannot be added if not fitted to the homologated machine.
- g. Air and air/fuel mixture can go to the combustion chamber exclusively through the throttle body butterflies.
- h. Electronically controlled throttle valves, known as 'ride-by-wire', may only be used if the homologated model is equipped with the same system. Software may not be modified and all the safety systems and procedures designed by the original manufacturer must be maintained.

10. Cylinder Head

- a. Must be the originally fitted and homologated part with no modification allowed.
- b. The exhaust air bleed system must be blocked and the external fittings on the cam cover(s) may be replaced by plates.
- c. Valve spring shims maybe changed freely.
- d. See MCUI authorised Parts List for head and base gasket information this will follow MSVR/FIM.
- e. A restrictor may be required to be fitted between the cylinder head and inlet manifold. It will be a flat plate. No blending or filling will be allowed with sealant or otherwise. See MCUI Authorised Parts List

11. Camshaft Assembly

- a. Must be the originally fitted and homologated part with no modification allowed.
- b. At the technical checks: for direct cam drive systems, the cam lobe lift is measured; for non-direct cam drive systems (i.e. with rocker arms), the valve lift is measured.

12. Cam sprockets or gears

- a. Cam sprockets may be slotted to allow the adjustment of cam timing.
- b. Pressed on cam sprockets may be replaced with an adjustable boss and cam sprocket.
- c. The cam chain and tensioner must remain as homologated.

13. Cylinders

Must be the originally fitted and homologated part with no modification allowed.

14. Pistons

Must be the originally fitted and homologated part with no modification allowed.

15. Piston rings

Must be the originally fitted and homologated part with no modification allowed.

16. Piston pins and clips

Must be the originally fitted and homologated part with no modification allowed.

17. Connecting rods

Must be the originally fitted and homologated part with no modification allowed.

18. Crankshaft

Must be the originally fitted and homologated part with no modification allowed.

19. Crankcase / Gearbox housing

Must be the originally fitted and homologated parts with no modification allowed.

20. Lateral covers and protection

See MCUI General Rules, Chapter 12 Technical Rules, Paragraph 9

21. Transmission / Gearbox

- a. Must be the originally fitted and homologated parts with no modification allowed except:
 - i. The positive neutral selector mechanism may be removed.
 - ii. Shift star/indexer and detent may be replaced but must function as originally designed.
- b. Quick-shift (upshift) systems are allowed. The unit must be the MCUI; MCRCB/MSVR approved quickshifter/rev limiter.
- c. Downshift blipping is not allowed.
- d. Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.
- e. The sprocket cover may be modified or eliminated.
- f. Chain guard as long as it is not incorporated in the rear fender may be removed.

22. Clutch

- a. Clutch system (wet or dry type) and the method of operation (by cable or hydraulic) must remain as homologated.
- b. Friction and drive discs may be changed.
- c. Clutch springs (and number) may be changed.
- d. The clutch basket (outer) must be the originally fitted and homologated part but may be reinforced.
- e. The original clutch inner assembly may be modified or replaced by an aftermarket clutch, also including back torque limiting capabilities (slipper type).

23. Oil pumps and oil lines

Must be the originally fitted and homologated part with no modification allowed.

24. Cooling System

- a. The only liquid engine coolant permitted is water.
- b. Protective meshes may be added in front of the oil and/or water radiator(s).
- c. The cooling system hoses and catch tanks may be changed.
- d. Radiator fan and wiring may be removed. Thermal switches, water temperature sensor and thermostat may be removed inside the cooling system.
- e. Radiator cap is free.
- f. An additional water radiator may be fitted but the appearance of the front, the rear and the profile of the motorcycle must not be changed. Extra mounting brackets to accommodate the additional radiator are permitted.

25. Air box

- a. The air box must be the originally fitted and homologated part with no modification allowed.
- b. The air filter element may be modified or replaced but not eliminated and must be mounted in the original position.
- c. The air box drains must be sealed.
- d. All motorcycles must have a closed breather system. All the oil breather lines must be connected, may pass through an oil catch tank and must exclusively discharge in the airbox.
- e. No heat protection may be attached to the airbox.

26. Fuel supply

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

27. Exhaust system

- a. Exhaust pipes and silencers may be modified or changed. Catalytic converters must be removed.
- b. 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.
- c. For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.
- d. Wrapping of exhaust systems is not allowed except in the area of the rider’s foot or an area in contact with the fairing for protection from heat.
- e. The noise limit for Supersport 300 is 105 dB/A
- f. The test RPM will be as follows:

Machine RPM

Honda CBR500R 5,000

Kawasaki Ninja 300 (EX300ADF) 6,500

Kawasaki Ninja 400 (EX400) 6,500

Yamaha YZF-R3 7,500

KTM RC390 5,500

28. Ignition / Engine Control System (ECU)

- a. The engine control system (ECU) must be either:
 - i. The FIM Supersport 300 Control Electronics System. See art 5.5.9.2
 - ii. The original system (with the production ECU and no change of software or manufacturers authorised software) with an MCRCB authorised external fuel injection module. See Art. 5.5.9.3

b. Rev Limits:

With HM firmware 3.0

Machine:

Max rpm, with Solosystem, HM Firmware 3.1 or higher

Honda CBR500R	10,000rpm	9,800rpm
Kawasaki Ninja 300 (EX300ADF)	13,000rpm	12,800rpm
Kawasaki Ninja 400 (EX400)	10,350rpm	10,150rpm
Yamaha YZF-R3	13,300rpm	13,100rpm
KTM RC390	11,150rpm	10,950rpm

FIM Control Electronics System

- a. The ECU/Dashboard/Harness must be the World Supersport 300 Control Electronic System. The MCRCB have adopted the FIM’s official supplier of the Control Electronics System is Solo Engineering. www.soloengineering.com, sales@solengineering.com as documented in the MCRCB Authorised Parts List.
- b. The software and firmware used must be from the list of legal software/firmware versions on the MCRCB Authorised Parts List.
- c. **The ECU must have the ‘FIM Settings’ section up to date at all times –it is the teams responsibility to ensure that this is done.**
- d. Optional equipment sold by the motorcycle Manufacturer for the homologated model is considered not homologated with the bike and must follow the requirements for authorised electronics.
- e. At any time during an event the Chief Technical Officer has the right to make a team substitute their ECU with a Solo Engineering supplied sample.
- f. Sensors may not be replaced, modified or substituted unless noted and the allowed OEM ECU sensors / channels are:
 - a. Throttle position Sensor(s)
 - b. Grip position sensor – see MCRCB Authorised Parts List for substitutions
 - c. Map sensor, Map Sync (pressure sensor on the intake port used to synchronize the engine during the start)
 - d. Airbox Pressure
 - e. Engine pick-ups (Cam, crank)
 - f. Twist grip position
 - g. Front Speed (from ABS sensor)
 - h. Rear Speed (from ABS sensor)
 - i. Gearbox output shaft speed

- j. Gear position
 - k. Barometric air pressure
 - l. Water temperature
 - m. Air temperature
 - n. Oil Pressure Switch
 - o. Tip-Over Switch (Internal to ECU)
- The following may be added:
- p. Gear shift load cell / switch (signal to ECU only)
 - q. Lambda sensor (Bosch LSU4.9)
 - r. Left and Right Hand switches (may be replaced from kit)
 - s. Fork position (teams choice)*
 - t. Shock position (teams choice)*
 - u. Front brake pressure sensor (teams choice)*
 - v. Transponder / Lap time signal
 - w. GPS receiver unit

* (note logging is not allowed but these sensors may remain fitted).

g. If handlebar switches are replaced from those supplied in the kit then they must meet the specification documented on www.soloengineering.com Their basic layout, switch function, position and colour must follow those supplied in the kit.

h. No external modules may be fitted except:

- a. Part of a quickshifter where the module may only provide a signal to the control ECU and only be connected to the battery and the quickshift connector on the harness.
- b. Championship mandated devices (e.g. 2 way RF system).
- i. Data logging is not allowed.
- j. Plug cap must remain as homologated
- k. Spark plugs may be replaced.
- l. Battery is free.

MCUI Original Junior Supersport Electronics Systems

a. The engine control system (ECU) must be either:

- i. The original system as homologated, with no change of software or with a manufacturers authorised software.
- ii. The original system (with the production ECU and no change of software or manufacturers authorised software) (option i) with an MCRCB authorised external fuel injection module added.

iii. During an event MCUI will exchange ECU's with samples held by MCUI. The exchange will take place on the grid or in a holding area before the pit lane opens. The team will have the option to use the same ECU in the morning warm up and it will be impounded between warm up and the race. Also see point g.

b. The software and the firmware must be supplied and authorised by the machines manufacturer. The Technical Steward must be supplied with the software/firmware and it must be added to the authorised parts list before it may be used.

c. The manufacturer must provide the MCUI with the tools/software to perform software checks.

d. Throughout the season the manufacturer may update the software and the updates must be made available simultaneously to all users of the system with no charge, updating by a team is not compulsory.

e. Central unit (ECU) may be relocated.

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

g. At any time during an event the Chief Technical Officer has the right to make a team substitute their ECU or external module with the MCUI sample.

h. Sensors may not be replaced, modified or substituted unless noted and the allowed OEM ECU sensors / channels are:

- a. Throttle position (multiple allowed)
- b. Map sensor, Map Sync (pressure sensor on the intake port used to synchronize the engine during the start)
- c. Airbox Pressure
- d. Engine pick-ups (Cam, crank)
- e. Twist grip position
- f. Rear Speed Only (from ABS sensor) (No front speed sensor permitted)
- g. Gearbox output shaft speed
- h. Gear position
- i. Air pressure
- j. Water temperature
- k. Air temperature
- l. Tip-Over Switch (No lean angle)
- m. Gear shift load cell / switch (Championship MCUI Authorised part – see k)
- n. Lambda sensor (may be OEM or a replacement sensor. It may be connected to the original harness/ECU or to an authorised lambda control module.

i. No extra sensors may be added for control strategies except the shift rod sensor of the MCUI revlimiter / quickshifter

j. The MCUI authorised external fuel injection modules may not alter any sensor signal relating to the ride by wire system or control/actuate any part of the machine excepting the fuel injectors. No fuel module may add traction control strategies. The modules may only connect to the fuel injectors, lambda sensor, power supply and 'piggyback the Throttle Position, Gear and RPM signals'. Lambda closed loop/auto tuning is permitted. ONLY MCUI authorised auto tuning units may be used.

k. A compulsory MCRCB rev limiter / quickshift unit must be fitted, it is the teams discretion whether to use the quickshift function. This must remain fitted and active at all times. It must only be installed as detailed in the supplied instructions.

Contact: info@hmquickshifter.com +44 (0)

1795 429168

Machine: Part Number

Honda CBR500R HMGP-HO1016

Kawasaki Ninja 300 (EX300ADF) HMGP-KA1016

Kawasaki Ninja 400 (EX400) HMGP-KA1712

Yamaha YZF-R3 HMGP-YA1016

KTM RC390 No ABS HMGP-KT1016A

KTM RC390 ABS HMGP-KT1016B

KTM RC390R 2017 (Euro 4) HMGP-KT1712

HM Quickshifter wheel speed kits may be fitted as noted on the MCUI

Authorised parts list.

l. It is the team's responsibility to inform the Technical Steward or his appointed staff if they believe that the rev limiter is not acting correctly.

m. The following strategies are NOT allowed:

a. Traction control (including anti-spin / rate of change of rpm)

b. Launch Control

c. Anti Wheelie

d. Closed loop Engine Brake Control

e. Corner by Corner / Distance based adjustments

f. Rider adjusted trims

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

o. 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.

p. Data logging is not allowed

q. Telemetry is not allowed.

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

s. Harness:

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

ii. Cutting and removal of excess and unused wiring in the original wiring harness is allowed. All connectors must remain as originally fitted. No wires may be added.

iii. MCUI authorised manufacturer Kit Harness is allowed.

t. To be authorised samples of external modules with their tuning tools must be sent by the Manufacturers to the Chief Technical Officer at least 3 weeks before the beginning of the Championship, with technical data and selling price. The manufacturer must provide the CTO with the tools to control the module.

u. Dashboard is free however it may only replace the functions of the standard dashboard (including switch logic and display) and may not perform any other logic function on the bike. The dashboard may only display those channels noted in 5.5.9.3.h and lap times. There must remain a working Tachometer display.

v. A lap timer may be fitted from MCRCB authorised lap timer list.

w. Spark plugs may be replaced.

x. Battery is free.

29. Generator, alternator, electric starter

a. Must be the originally fitted and homologated part with no modification allowed.

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

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

d. During parc fermé the starter must crank the engine at a suitable speed for starting for a minimum of 2 seconds without the use of a boost battery. No boost battery may be connected to the machine after the end of the session.

30. Main frame

During the entire duration of the event, each rider can only use one complete motorcycle as presented for Technical Control

31. Frame body and sub frames

a. The frame must be the originally fitted and homologated part with no modification allowed.

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

c. The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame. Crash protectors may be fitted to the frame using existing points (max. length: 50 mm), or pressed into the ends of the wheel axles (max. length: 30mm). Without exception, the wheel axles cannot be modified.

d. The sidestand bracket may be cut or removed.

e. Nothing else may be added or removed from the main frame body.

f. All motorcycles must display a vehicle identification number punched on the frame body (chassis number).

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

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

i. Rear Sub Frame:

1. If removable it may be changed or altered, but the type of material must remain as homologated, or be material of a higher specific weight.

2. If part of the main frame assembly then it may not be altered except as noted below.

3. Additional seat support 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.

j. The paint scheme is not restricted but polishing the frame body or sub frames is not allowed

32. Suspension - General

a. Participants in the Supersport 300 class must only use the standard homologated or approved suspension units as laid down by MCUI Regulations for that season.

b. No type of electronic suspension may be used even when fitted to the homologated machine.

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

33. Front Forks

a. Forks (stanchions, stem, wheel spindle, upper and lower crown, etc.) Must be the originally fitted and homologated part with the following modifications allowed:

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

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

d. A steering damper may be added or replaced with an after-market damper.

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

f. 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).

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

h. Original internal parts of the homologated forks may be modified or changed. Approved aftermarket damper kits or valves may be installed. The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed. (See 5.5.10.2.a)

i. Electronic forks must have their complete internal parts (including all electronic control) replaced with a conventional damping system.

34. Rear fork (Swing-arm)

a. The rear fork must be the originally fitted and homologated part with no modification allowed.

b. Rear fork pivot bolt Must be the originally fitted and homologated part with no modification allowed.

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

d. 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.

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

f. 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

a. Rear suspension unit (shock absorber) may be replaced with an approved unit (see MCRCB Rag's), but the original attachments to the frame and rear fork (swing arm) (or linkage) must be as homologated.

b. All the rear suspension linkage parts must be the originally fitted and homologated part with no modification allowed.

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

d. Rear suspension unit and spring may be changed. An electronic shock absorber can be replaced with a mechanical one.

36. Wheels

a. Wheels must be the originally fitted and homologated part with no modification allowed.

b. The wheel may be overpainted but the original finish cannot be removed.

c. A non-slip coating / treatment may be applied to the bead area of the rim.

d. If the original design includes a cushion drive for the rear wheel, it must remain as originally produced for the homologated motorcycle.

e. Wheel axles and retaining nuts (or bolts) must remain as homologated, wheel spacers may be modified or replaced.

f. Bearing spacers must remain as homologated.

g. Wheel balance weights may be discarded, changed or added to. Any inflation valves may be used but 90 degree aluminium or steel inflation valves are compulsory.

37. Brakes

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

a. Brake discs must retain the same material as the homologated disc or be steel (max. carbon content 2.1 wt %).

b. 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.

c. The outside diameters of the brake disc must not be larger than the homologated disc.

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

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

B. The front and rear brake calliper (mount, carrier, hanger) must be the originally fitted and homologated part with no modification allowed.

C. In order to reduce the transfer of heat to the hydraulic fluid it is permitted to add metallic shims to the callipers, between the pads and the callipers, and/or to replace light alloy pistons with steel pistons made by the same manufacturer of the calliper.

D. The rear brake calliper bracket may be mounted fixed on the swing-arm, but the bracket must maintain the same mounting (fixing) points for the calliper as used on the homologated motorcycle.

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

F. The front and rear master cylinder must be the originally fitted and homologated part with no modification allowed.

- G. Front and rear brake fluid reservoirs may be changed.
- H. Front and rear hydraulic brake lines must be replaced by braided lines. NO alloy or titanium banjo bolts are permitted.
- I. The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (lower triple clamp).
- J. "Quick" (or "dry-break") connectors in the brake lines are not allowed.
- K. Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.
- L. Additional air scoops or ducts are not allowed.
- M. The Antilock Brake System (ABS) must be removed. The ABS units electronic board may remain fitted to stop ECU errors.
- N. Motorcycles must be equipped with brake lever protection (see MCUI GCR's, Chapter 12 Technical Rules, paragraph 7)
- O. MCUI pure road racing events only – MCUI Technical will permit the change of the front brake calliper to an after market 4 piston type with associated mounting brackets

38. Handlebars and hand controls

- a. Handlebars may be replaced (except for the brake master cylinder).
- b. Handlebars and hand controls may be relocated.
- c. Throttle controls must be self-closing when not held by the hand.
- d. 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.
- e. Clutch and brake lever may be replaced with an after-market model. An adjuster to the brake lever is allowed.
- f. Switches may be changed but the electric starter switch and engine stop switch must be located on the handlebars.
- g. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. The button or switch must be RED.

39. Foot rest / Foot controls

- a. Foot rests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must be mounted to their original frame mounting points.
- b. Foot controls; gear shift and rear brake must remain operated manually by foot.
- c. Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
- d. The end of the foot rest must have at least an 8 mm solid spherical radius.
- e. Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or an equivalent type material (minimum radius 8mm). The plug surface must be designed to reach the widest possible area. Chief Technical Officer has the right to refuse any plug not satisfying this safety aim.

40. Fuel tank

- a. Fuel tank must be the originally fitted and homologated part with no modification allowed.
- b. All fuel tanks must be completely filled with fire retardant material (opencelled mesh, i.e. Explosafe).
- c. 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.
- d. 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.
- e. A rider spacer/pad may be fitted to the rear of the tank with nonpermanent adhesive. It may be constructed of foam padding or composite material.
- f. The tank may not have a cover fitted over it unless the homologated machine also features a full cover.
- g. 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.

41. Fairing / Bodywork

- a. Fairing and bodywork may be replaced with exact cosmetic duplicates of the original parts, but must appear to be as originally produced by the manufacturer for the homologated motorcycle, with slight differences due to the racing use (different pieces mix, fixing points, fairing bottom, etc.). The material may be changed. The use of carbon fibre or carbon composite materials is not allowed. Specific reinforcements in Kevlar® or carbon are allowed locally around holes and stressed areas.
- b. Overall size and dimensions must be the same as the original part, with a tolerance of +/-5mm, respecting the design and features of the homologated fairing as far as possible. The overall width of the frontal area may be +5mm maximum. The decision of the Technical Stewart is final.
- c. 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 25mm to allow clearance for the rider. The edge of the screen must have no sharp edges
- d. Fairing brackets may be altered or replaced.
- e. The ram-air intake must maintain the originally homologated shape and dimensions.
- f. 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 grilles or "wire-meshes" originally installed in the openings for the air ducts may be removed.
- g. The lower fairing must be constructed to hold, in case of an engine breakdown minimum 4 litres. The lower edge of all the openings in the fairing must be positioned at least 70 mm above the bottom of the fairing.
- h. 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 $\leq 90^\circ$.
- i. Original openings for cooling in the lateral fairing/bodywork sections may be partially closed only to accommodate sponsors' logos/lettering. Such modification shall be made using wire mesh or perforated plate. The material is free but the distance between all opening centres, circle centres and their diameters must be constant. Holes or perforations must have an open area ratio $> 60\%$.
- j. 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.
- k. Front mudguards may be replaced with a cosmetic duplicate of the original parts and may be spaced upward for increased tyre clearance.
- l. Rear mudguard fixed on the swing arm may be modified, changed or removed. The chain guard may be removed as long as it is not

incorporated in the rear fender.

42. Seat

- a. Seat, seat base and associated bodywork may be replaced
- b. The appearance from front, rear and profile must conform to the homologated shape
- c. The top portion of the rear bodywork around the seat may be modified to a solo seat.
- d. The homologated seat locking system (with plates, pins, rubber pads etc.) may be removed.
- e. Material as Fairing
- f. All exposed edges must be rounded.

43. Fasteners

- a. Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners cannot be used. The strength and design must be equal to or exceed the strength of the standard fastener.
- b. Fasteners may be drilled for safety wire, but intentional weight-reduction modifications are not allowed.
- c. Thread repair using inserts of different material such as helicoils and timeserts.
- d. Fairing / bodywork fasteners may be replaced with the quick disconnect type.
- e. Aluminium fasteners may only be used in non-structural locations.

44. Rear Safety Light

See MCUI GCR's, Chapter 12 Technical Rules, paragraph 6

45. The following items MAY be altered or replaced from those fitted to the homologated motorcycle

- a. Any type of lubrication, brake or suspension fluid may be used.
- b. Gaskets and gasket materials.
- c. 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.
- d. 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.

46. The following items MAY BE Removed

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

47. The following items MUST BE Removed

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

48. The following items MUST BE Altered

- a. All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases).
- b. Motorcycles must be equipped with a red light on the instrument panel that will illuminate in the event of oil pressure drop. (ICC December 2018)

49. All motorcycles must be equipped with a brake lever protection, intended to prevent the handlebar brake lever from being accidentally activated in the case of collision with another motorcycle. Motorcycles with handlebar mounted rear brakes using full size levers must also be protected, Thumb style brakes are not included

(ICC December 2022)

MCUI 125GP & 250GP TECHNICAL REGULATIONS

1. Classes:

The following classes will be accommodated, which will be designated by engine capacity:

125GP Over 80cc up to 125cc Maximum one cylinder

250 GP Over 175cc up to 250cc Maximum two cylinders

2. Engines:

Engines may operate on the two stroke only. Engines must be normally aspirated. Cubic capacity of the engine will be defined by the swept volume of the cylinder, i.e. the area of the bore of the cylinder multiplied by the stroke. No tolerance on capacities is permitted.

Engine capacity must be measured at ambient temperature.

3. Gears:

There must be a maximum of six gears.

4. Weights:

The following are the minimum weights permitted:

125cc motorcycle + rider 136 kg

250cc motorcycle 100 kg

Ballast may be added to achieve the minimum weights.

Weight may be checked at the initial technical control, but the main control of weight will be made at the end of practice sessions or at the end of the race. The weight of the motorcycle will be that measured in the form that the motorcycle participated, with fuel tank on and including normal levels of oil and water, and all additional equipment attached to the motorcycle, for example timekeeping senders, camera equipment, electronic telemetry equipment etc. For the 125cc class the weight checked will be the total of the rider with full protective clothing plus the weight of the motorcycle. Random weight controls may be carried out during practice in a designated weighing area.

5. Fuel Tanks:

Fuel caps must be leak proof and have a positive closing device. Fuel tank breather pipes must include a non-return valve. Fuel tank breather pipes must discharge into a suitable container, one per motorcycle with a minimum capacity of 200cc and a maximum capacity of 250cc.

Except for the case that a fuel tank is fixed on the chassis with bolts, all fuel lines from the fuel tank to the engine/carburettor system should have a self-sealing breakaway valve. This valve must separate at less than 50% of the load required to break any part of the fuel line or fitting or to pull it out of the fuel tank.

6. Exhausts:

The outlet of the exhaust must not extend behind a line drawn vertically through the edge of the rear tyre. For safety reasons the exposed edge of the exhaust pipe outlet must be rounded to avoid any sharp edges.

7. Footrests:

Footrests must have rounded ends with a minimum solid spherical radius of 8mm

8. Handlebar Levers:

Levers must not be longer than 200mm measured from the pivot point.

9. Bodywork:

The windscreen edge and the edges of all other exposed parts of the streamlining must be rounded. The maximum width of bodywork must not exceed 600mm. The width of the seat or anything to its rear shall not be more than 450mm (exhaust pipes excepted).

Bodywork must not extend beyond a line drawn vertically at the leading edge of the front tyre and a line drawn vertically at the rearward edge of the rear tyre. The suspension should be fully extended when the measurement is taken.

When viewed from the side, it must be possible to see:

- At least 180 degrees of the rear wheel rim.
- The whole of the front rim, other than the part obscured by the mudguard, forks or removable air-intake.
- The rider, seated in a normal position with the exception of the forearms.

No transparent material may be used to circumvent the above rules.

The seat unit shall have a maximum height of the (approximately) vertical section behind the rider's seating position of 150mm. The measurement will be taken at a 90° angle to the upper surface of the flat base at the rider's seating position, excluding any seat pad or covering. Any on-board camera/antenna mounted on the seat unit is not included in this measurement.

Mudguards are not compulsory. When fitted, front mudguards must not extend:

- In front of a line drawn upwards and forwards at 45 degrees from a horizontal line through the front wheel spindle.
- Below a line drawn horizontally and to the rear of the front wheel spindle.

The mudguard mounts/brackets and fork-leg covers, close to the suspension leg and wheel spindle, and brake disc covers are not considered part of the mudguard.

Wings may be fitted provided they are an integral part of the fairing or seat and do not exceed the width of the fairing or seat or the height of the handlebars. Any sharp edges must be rounded. Moving aerodynamic devices are prohibited. The lower fairing should incorporate a maximum of two holes of 25mm. These holes must remain closed in dry conditions and must be only opened in wet race conditions, as declared by the Race Director.

10. Clearances:

The motorcycle, unloaded, must be capable of being leaned at an angle of 50 degrees from the vertical without touching the ground, other than with the tyre. There must be a clearance of at least 15mm around the circumference of the tyre at all positions of the motorcycle suspension and all positions of the rear wheel adjustment.

11. Breather Pipes:

Any breather pipe from the engine or gearbox must discharge into a suitable container with a minimum capacity of 250cc. There must be a separate container for each breather pipe.

MCUI 125GP & 250GP TECHNICAL REGULATIONS (Continued)

12. Materials:

The use of titanium in the construction of the frame, the front forks, the handle-bars, the swinging arm spindles, and the wheel spindles is forbidden. For wheel spindles, the use of light alloys is also forbidden. The basic structure of the crankshaft and camshafts must be made from steel or cast iron. Pistons, cylinder heads and cylinder blocks may not be composite structures which use carbon or aramid fibre reinforcing materials.

Brake callipers must be made from aluminium materials with a modulus of elasticity no greater than 80 Gpa. No parts of the motorcycle or engine may be made from metallic materials which have a specific modulus of elasticity greater than 50 Gpa / (g/cm³).

13. Rims:

Maximum rim widths are as follows:

Front:

125cc 2.5"

250cc 4.0"

Rear:

125cc 3.5"

250cc 5.5"

14. Tyres:

No restriction on tyres.

15. Noise Tests:

The maximum noise levels at all times are 105 dB/A

16. Throttle Twist Grips:

Throttle twist grips must close automatically when released.

17. Steering:

Handlebars must have a width of not less than 450mm and their ends must be solid or rubber covered. The width of the handlebar is defined as the width measured between the outside of the handlebar grips or throttle twist grips. There must be at least 15 degrees of movement of the steering each side of the centre line. Stops must be fitted to ensure a clearance of at least 30mm between the handlebar and the fuel tank frame and/or bodywork when at the extremes of steering lock.

18. Brakes:

Motorcycles must have a minimum of one brake on each wheel that is independently operated. In the 125cc and 250cc classes, only brake discs of ferrous materials are allowed.

19. Fasteners:

Standard fasteners may be replaced with fasteners of any material and design. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing for structural applications. The use of titanium in the swing arm spindles and the wheels spindles is forbidden. For wheel spindles the use of light alloys is also forbidden. The use of titanium alloy nuts and bolts is allowed. Aluminium fasteners may only be used in non-structural locations.

20. Chain Guards:

A guard must be fitted in such a way as to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

21. Fuel:

Fuel as per Technical Fuel regulations as per Chapter 12 within MCUI GCR's.

(ICC December 2019)

22. Radiator and Oil Cooler:

The original radiator or oil cooler may be modified to aid cooling. Radiator hoses may be replaced with those of a similar internal diameter. The use of coolants is prohibited, water only to be used.

23. Bore and Stroke:

Bore and Stroke details must be displayed on the motorcycle.

24. Race Numbers & Backgrounds:

As per MCUI rules.

ALL MACHINES MUST HAVE

25. Rear Safety Light

Red Rear Warning Light (Rain Light) Ref CGR Chapter12-6

26. Handlebar Lever Protection

All motorcycles must be equipped with a brake lever protection, intended to prevent the handlebar brake lever from being accidentally activated in the case of collision with another motorcycle. Motorcycles with handlebar mounted rear brakes using full size levers must also be protected, Thumb style brakes are not included

MCUI MOTO 450 TECHNICAL REGULATIONS

1. Eligible Machines:

Single cylinder 450cc machines listed by the FIM or UEM for Motocross or Supermoto competition from 2002 onwards.

2. Frame & Swinging Arm:

The standard frame and swinging arm may be changed to alternative design and construction

3. Wheels & Tyres:

Only 17inch rims may be used. No restrictions on tyres.

5. Clutches:

Slipper clutches are permitted.

6. Engine:

Tuning of engine is permitted

7. Weight:

Minimum weight of machine at post race control is 100kg.

8. Noise Limit:

Maximum noise level of 105dB

9. Chain Guards:

A guard must be fitted in such a way as to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

10. Fuel:

Fuel as per Technical Fuel regulations as per Chapter 12 within MCUI GCR's. (ICC December 2019)

11. Radiator and Oil Cooler:

The original radiator or oil cooler may be modified to aid cooling. Radiator hoses may be replaced with those of a similar internal diameter. The use of coolants is prohibited, water only to be used.

12. Bore and Stroke:

Bore and Stroke details must be displayed on the motorcycle.

13. Race Numbers & Backgrounds:

As per MCUI rules.

14 Breather pipes**Breather Pipes:**

Any breather pipe from the engine or gearbox must discharge into a suitable container with a minimum capacity of 250cc. There must be a separate container for each breather pipe.

ALL MACHINES MUST HAVE**15. Rear Safety Light**

All motorcycles must have a functioning red light mounted at the rear of the seat to be used during wet practice/races or in low visibility conditions as declared by the Clerk of the Course.

1. the lighting direction must be parallel to the centre line of the motorcycle (running direction) and it must be clearly visible from the rear, at least 15 degrees to both the left and right sides of the centre line of the motorcycle.

2. it must be safely mounted on the very end of seat/rear bodywork and approximately on the centre line of the motorcycle.

3. the power output/luminosity must be equivalent to approximately 10-15W (incandescent) or 3-5W (led).

4. the light must be able to be switched on and off.

16. Handlebar Lever Protection

All motorcycles must be equipped with a brake lever protection, intended to prevent the handlebar brake lever from being accidentally activated in the case of collision with another motorcycle. Motorcycles with handlebar mounted rear brakes using full size levers must also be protected, Thumb style brakes are not included

17. Engine Protection.

All lateral covers/engine cases containing oil on 4 stroke machines, and which could come in contact with the ground during a crash, must be protected by a second cover made from composite materials, aluminum or steel plates and/or bars are also permitted.

All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely.

Where secondary covers are not commercially available, Engine case guards in the form of strengthened engine side covers may be installed.

The countershaft cover may be removed. The addition of a crankcase protector at the countershaft is allowed.

(ICC Dec 2022)

MCUI LIGHTWEIGHT SUPERSPORT TECHNICAL REGULATIONS

All items not mentioned in the following articles must remain as originally produced by the Manufacturer for the homologated machine. Anything that is not authorised and prescribed in these rules are strictly forbidden. All motorcycles must comply in every respect with all the requirements for racing as specified in the Technical Regulations, unless it is equipped as such on the homologated machine.

Eligible Machines

Any 2 cylinder two stroke or 4 cylinder four-stroke motorcycles originally produced for road use with a water cooled engine between 201– 415cc & Aprilia 450cc V twin 4 stroke motorcycles provided they adhere to the following regulations. and Single cylinder 450cc mx/enduro machines with open frame choice will be included in these class regulations, (NOM Feb 2024).

Older models may be updated with genuine parts found on a newer version of the same model and newer models may use parts from older machines. All parts must be used as intended for the homologated machine and in accordance with the manufacturer's recommendations.

1. Frame:

Frame must remain as originally produced by the manufacturer for the homologated machine. Nothing may be added or removed from the frame body with the exception of a steering damper bracket. Rear sub frame may be replaced or modified. Refinishing of frame to a suitable standard is acceptable.

2. Swingarm:

No restrictions

2. Suspension:

Forks may be replaced. Steering damper may be added although it cannot act as a steering lock device. Rear suspension unit can be changed or modified.

3. Wheels:

Wheels may be changed but must be 17". Wheel bearings and spacers may be modified or changed where required. The speedometer drive may be removed and replaced with a spacer. The refinishing of wheel rims to a suitable standard is acceptable. 18" Rear wheel may be replaced with a suitable 17". Modifications can be made in order to accept safety retention devices.

4. Brakes:

Front and rear brake discs may be changed. Only ferrous materials are allowed for brake discs. Front and rear brake calipers may be changed. Front and rear master cylinders may be changed. 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 (bottom yoke). Front and rear brake pads may be changed.

5. Tyres:

Tyres can be treaded, slick or rain tyres

6. Controls:

Footrest and foot controls may be replaced or relocated but brackets must be mounted to the frame at the original mounting points. Handlebars, hand controls and cables may be altered or replaced (this does not include brake master cylinders) from those fitted to the homologated motorcycle. Electric stop switch must be located on the handlebars and must be operational.

7. Fairing and Seat Unit:

Fairing, mudguards and seat unit may be altered or replaced. Windscreen, if fitted, may be replaced with transparent material only. The original instruments and fairing brackets may be removed or replaced. The petrol tank must remain as originally produced by the manufacturer for the homologated machine although it may be refinished if required. The position of the tank mounting points on the frame must remain as standard. The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing. The lower fairing must incorporate a hole of 25 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions as declared by the Race Director.

8. Wiring Harness and Battery:

The wiring harness may be altered or replaced. Additional wiring may be added where required, with the exception of the following: Electric stop switch must be fitted and working.

The size and type of battery may be changed and or relocated.

9. Air Box / Carburetion / Fuel Injection:

The air box may be altered or replaced from that fitted to the homologated motorcycle. The air filter element may be removed or replaced with an aftermarket item. Carburetors must be the standard units as on the homologated model. Throttle bodies for fuel injected machines must be as on the homologated model. Carburetor jets and needles may be replaced. Resizing of the air metering holes in CV carburetors slide control is permitted. No other alterations are permitted to the air intake or carburetion system. Bell mouths may be added, altered or replaced from those fitted to the homologated motorcycle. The fuel injection management system may not be altered or replaced other than the remapping of internally stored fueling maps.

10. Engine:

Must not exceed cc as stated above. Cylinder head, camshafts, cam sprockets, crankshaft, rods, pistons, valves, cylinders and all other engine components may be modified. Polishing and lightening of engine parts is permitted. Balancing or gas flow modifications normally associated with individual tuning is permitted. Compression ratio of the engine maybe changed. Camshaft timing may be changed. The crankcase/gearbox casing, clutch and generator covers may be protected by additional means, e.g. protective covers made of stainless steel or carbon/Kevlar composites. The thermostat may be removed from the housing to aid cooling, if required.

11. Transmission:

An addition to the gearbox or selector mechanism, such as quick shift systems is permitted. Clutch Springs, friction and drive plates may be replaced. The use of slipper clutches is permitted Gear shift detent spring may be replaced with a heavy duty item. Front and rear external drive sprockets, chain pitch and chain length can be changed.

12. Ignition and Engine Control System:

Ignition and engine control system (CDI) may be modified or changed. All units must remain fully interchangeable with available control units. Modifications or alterations, whether electronic or mechanical, are permitted to the motorcycle to alter the engine ignition timing. The fitting of a curve changer is not permitted on 4 stroke machines.

13. Generator:

The generator, starting system, starter crank gear and starter shaft may be replaced, modified or removed from those fitted to the homologated motorcycle.

14. Exhaust System:

Exhaust pipe and silencers may be altered or replaced from those fitted to the homologated motorcycle. This must adhere to the maximum noise regulations of 105db as set out in the MCUI Standing Regulations. The number of final exit(s) to the exhaust may be altered from that of the homologated machine. Wrapping of exhaust systems is permitted.

15. Fasteners:

Standard fasteners may be replaced with fasteners of any material and design. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing for structural applications. The use of titanium in the swing arm spindles and the wheels spindles is forbidden. For wheel spindles the use of light alloys is also forbidden. The use of titanium alloy nuts and bolts is allowed. Aluminium fasteners may only be used in non-structural locations.

16. The Following Items MUST BE Removed:

Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials. Rear view mirrors, horn, license plate bracket, tool box, 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).

17. The following items MAY BE removed:

Instruments, instrument bracket and associated cables, horn, license plate brackets, tool kit, tachometer, speedometer and wheel spacers, radiator fan and wiring, passenger foot rests, passenger grab rails and upper chain guard.

18. The following items MUST BE adhered to:

Motorcycle must be equipped with a functional ignition kill switch mounted on the handlebar that is capable of stopping a running engine. Side stand must be removed. All drain plugs must be safety wired. External oil filter screws and bolts that enter the oil or water cavities must be safety wired. Head lamp, rear lamp and turn indicators must be removed. A suitable material must cover the openings. Mirrors must also be removed.

19. Replacement and Repairs:

Where necessary, parts from an older or newer version of the same model maybe used.

20. Chain Guards:

A guard must be fitted in such a way as to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

21. Fuel:

Fuel as per Technical Fuel regulations as per Chapter 12 within MCUI GCR's.

(ICC December 2019)

22. Radiator and Oil Cooler:

The original radiator or oil cooler may be modified to aid cooling. Radiator hoses may be replaced with those of a similar internal diameter. The use of coolants is prohibited, water only to be used.

23. Bore and Stroke:

Bore and Stroke details must be displayed on the motorcycle.

24. Race Numbers & Backgrounds:

As per MCUI rules.

ALL MACHINES MUST HAVE

25. Rear Safety Light

Red Rear Warning Light (Rain Light) Ref CGR Chapter12-6

26. Handlebar Lever Protection

All motorcycles must be equipped with a brake lever protection, intended to prevent the handlebar brake lever from being accidentally activated in the case of collision with another motorcycle. Motorcycles with handlebar mounted rear brakes using full size levers must also be protected, Thumb style brakes are not included

27. Engine Protection.

All lateral covers/engine cases containing oil on, 4 stroke machines, and which could come in contact with the ground during a crash, must be protected by a second cover made from composite materials, aluminum or steel plates and/or bars are also permitted.

All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely.

Where secondary covers are not commercially available, Engine case guards in the form of strengthened engine side covers may be installed.

The countershaft cover may be removed. The addition of a crankcase protector at the countershaft is allowed.

MCUI MOTO 3 TECHNICAL RULES

Engine; AS MOTO 3 IS FIM CLASS (MCUI) WILL ALLOW USE OF MOTO CROSS ENGINES

Frames will be free but must comply to scrutineering

- 4-stroke reciprocating piston engines only.
- Engine capacity: maximum 250cc.
- Single cylinder only.
- Maximum bore size: 81mm. No oval pistons.
- Engines must be normally aspirated. No turbo-charging, no super-charging.
- Crankshaft speed limited to maximum: 14,000 rpm.*
- Maximum of 1 ignition driver.*
- Maximum of 5 valves.
- Pneumatic and/or hydraulic valve systems are not permitted.
- Valves timing system drive must be by chain.
- Variable valve timing and/or variable valve opening systems are not permitted.

Engine Supply

- The engine is defined as the complete engine including intake system (throttle body, injectors), and one complete transmission.

Inlet & Fuel System

- Variable-length inlet tract systems are not permitted.
- Only one throttle control valve is permitted, which must be controlled exclusively by mechanical means (e.g. cable) operated by the rider only. No other moving devices (except injectors) are permitted in the inlet tract before the engine intake valve. No interruption of the mechanical connection between the rider's input and the throttle is allowed.
- Idle speed adjustment by means of an air bypass system, controlled by the ECU is allowed.*
- Fuel injectors must be located upstream of the engine intake valves.
- Maximum of 2 fuel injectors and 2 independent fuel injector drivers.*
- Fuel pressure must not exceed 5.0 bar.
- Other than engine sump breather gases, only air or air/fuel mixture is permitted in the inlet tract and combustion chamber.
- Fuel as per Technical Fuel regulations as per Chapter 12 within MCUI GCR's. (ICC December 2019)

Exhaust system

- Variable length exhaust systems are not permitted.
- Noise limit will be a maximum of 105 dB/A, measured in a static test.
- No moving parts (e.g. valves, baffles...) are allowed in the exhaust system.

Transmission

- A maximum of 6 gearbox speeds is permitted.
- Electro-mechanical or electro-hydraulic clutch actuating systems are not permitted.

Chassis

- Chassis can be of a prototype, the design and construction of which is free within the constraints of the FIM Grand Prix Technical Regulations.
- Minimum total weight of Motorcycle + Rider:
- Brake discs must be made from an iron-based alloy.
- Suspension systems must be of a conventional passive, mechanical type. Active and semi-active suspension systems and/or electronic control of any aspect of the suspension and ride height is not permitted. Springing must be by means of coil springs made of Iron-based alloys.

Wheels & Tyres

- The only materials allowed for the wheels rims are Mg and Al alloys.
- The only permitted wheel rim sizes are:

Front, 2.50" x 17"

Rear, 3.50" x 17"

- Tyres as per MCUI rules.

Material & Construction

- Construction materials must comply with Article 2.7.10 of the FIM Grand Prix regulations.
- Camshafts, crankshafts, piston pins must be made from Iron-based alloys.
- Engine crankcases, cylinder blocks and cylinder heads must be made from cast aluminium alloys.
- Pistons must be made from an aluminium alloy.
- Connecting rods, valves and valve springs must be made from either Iron-based based alloys. MCUI will allow Motocross type engines.

The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (bottom yoke). Front and rear brake pads may be changed.

ALL MACHINES MUST HAVE

Rear Safety Light

Red Rear Warning Light (Rain Light) Ref CGR Chapter12-6

Handlebar Lever Protection

All motorcycles must be equipped with a brake lever protection, intended to prevent the handlebar brake lever from being accidentally activated in the case of collision with another motorcycle. Motorcycles with handlebar mounted rear brakes using full size levers must also be protected, Thumb style brakes are not included

Engine Protection.

All lateral covers/engine cases containing oil on, 4 stroke machines, and which could come in contact with the ground during a crash, must be protected by a second cover made from composite materials, aluminum or steel plates and/or bars are also permitted.

All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely.

Where secondary covers are not commercially available, Engine case guards in the form of strengthened engine side covers may be installed.

The countershaft cover may be removed. The addition of a crankcase protector at the countershaft is allowed

MCUI TECHNICAL REGULATIONS: MOTO 3 (Standard)

The following rules are intended to permit limited changes to the homologated motorcycle in the interests of safety and improved competition.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THESE REGULATIONS IS STRICTLY FORBIDDEN.

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

The only model homologated is Honda NSF 250 R (Type MR03). All machines must be normally aspirated. All motorcycles must comply in every respect with all the requirements for racing as specified in these Technical Regulations, unless they are already equipped as such on the homologated model.

The appearance from both front, rear and the profile of the 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.

1. Motorcycle specifications

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

2. Displacement capacities: Honda NSF 250 R 4-Stroke 1 Cylinder

3. Fuel

Fuel will be as per MCUI rules- Max 102 octane,

4. Tyres

Tyres will be open to brand, slick, treaded and rain tyres are permitted

The use of tyre warmers is allowed

5. Engine

- a) At any time, the Chief Technical Officer, under the supervision of Race Direction, may request a team that the engine used during a Qualifying Practice (QP) to be sealed and checked after the completion of the meeting. This request must be submitted at any moment during the event and the team has the right to work in the engine maintenance until two (2) hours after this notification. This maintenance must be done with a technical steward present. At the end of this maintenance, the engine will be resealed.

Fuel Injection System

- a) The original homologated fuel injection system must be used without any modification.
- b) The fuel injectors must be stock and unaltered from the original specification and manufacture.
- c) Air Funnels must remain as originally produced by the manufacturer for the homologated motorcycle.
- d) Butterfly valves cannot be changed or modified.
- e) Air and air/fuel mixture must go to the combustion chamber exclusively through the throttle body.
- f) Electronically controlled throttle valves, known as 'ride-by-wire', cannot be used.

5.1 Cylinder Head

- a) Must be the originally fitted and homologated part with no modification allowed.
- b) The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, rocker arms, spring base and spring retainers must be as originally produced and in the original position as supplied by the manufacturer of the homologated motorcycle.
- c) Only normal maintenance interventions as prescribed by the Manufacturer in the service manual of the motorcycle are authorized.
- d) Valve spring shims are not allowed.

5.2 Camshafts

Must be the originally fitted and homologated part with no modification allowed.

5.3 Cam sprockets

- a) Must be the originally fitted and homologated part with no modification allowed.
- b) The cam chain and tensioner must remain as homologated.

5.4 Cylinder

Must be the originally fitted and homologated part with no modification.

The cylinder must be used in conjunction with standard homologated head and base gaskets.

5.5 Pistons

Must be the originally fitted and homologated part with no modification allowed.

5.6 Piston rings

Must be the originally fitted and homologated part with no modification allowed.

5.7 Piston pin and clips

Must be the originally fitted and homologated part with no modification allowed.

5.8 Connecting rod

Must be the originally fitted and homologated part with no modification allowed.

5.9 Crankshaft

Must be the originally fitted and homologated part with no modification allowed.

5.10 Crankcase/Gearbox housing

- a) Crankcases must remain as homologated. No modifications are allowed (including painting, polishing and lightening).
- b) It is not allowed to add a pump used to create a vacuum in the crankcase.

5.11 Lateral covers and protection

- a) Lateral (side) covers may not be altered, modified or replaced.
- b) All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from metal, such as aluminium alloy, stainless steel, steel, titanium or composite material.
- c) The secondary cover must cover a minimum of 1/3 of the original cover. It must have no sharp edges to damage the track surface.
- d) 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.
- e) MCRCB approved covers will be permitted without regard of the material.
- f) These covers must be fixed properly and securely with a minimum of three (3) case cover screws that also mount the original covers/engine cases to the crankcases.
- g) Oil containing engine covers must be secured with steel bolts.
- h) The Chief Technical Officer has the right to refuse any cover not satisfying this safety purpose.

5.12 Transmission/Gearbox

- a) Must be the originally fitted and homologated part with no modifications allowed.
- b) Quick-shift systems are allowed (including wire and potentiometer).
- c) Countershaft sprocket, rear wheel sprocket, rear sprocket carrier hub, chain pitch and size may be changed.

5.13 Clutch

- a) The clutch centre must be the originally fitted and homologated part with no modification allowed.
- b) The clutch basket may be changed to one from the BSB BTC approved parts list.
- c) Friction and drive discs may be changed, but their number must remain as original.
- d) Helical clutch springs may be changed, but only the non-helical clutch springs can be eliminated.

5.14 Oil Pumps and Oil Lines

Must be the originally fitted and homologated part with no modification allowed.

5.15 Radiator and cooling system

- a) The only liquid engine coolants permitted is water.
- b) The water radiator must be the originally fitted and homologated part with no modification allowed.
- c) Protective meshes may be added in front of the water radiator.
- d) The cooling system hoses and catch tanks may be changed.
- e) Radiator cap is free.

5.16 Air Box

- a) The air box (and its included ram-air intake) must remain as originally produced by the manufacturer on the homologated motorcycle.
- b) The air filter element may be modified or replaced but must be mounted in the original position. This element cannot be used to modify the air flow inside/outside the airbox.
- c) The air box drains must be sealed.
- d) All motorcycles must have a closed breather system. All the oil breather lines must be connected, may pass through an oil catch tank and must exclusively discharge in the airbox.
- e) No heat protection may be attached to the airbox.

5.17 Fuel supply

- a) Fuel pump and fuel pressure regulator must remain as homologated.
- b) The fuel pressure must be as homologated.
- c) Fuel lines from the fuel tank to the delivery pipe assembly (excluded) may be replaced and must be located in such a way that they are protected from crash damage.
- d) Quick connectors or dry break connectors may be used.
- e) Fuel vent lines may be replaced.
- f) Fuel filters may be added.

5.18 Exhaust System

- a) Exhaust pipes and silencers must be standard.
- b) For safety reasons, the exposed edges of the exhaust pipe outlet must be rounded to avoid any sharp edges.
- c) 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.
- d) Coating of exhaust systems is not allowed.

5.19 Sound limits in force

Noise will be controlled at: Max. 105 dB/a measured in a static test at 5.500rpm (with a 3 dB/A tolerance after the race only).

In a competition which requires a final examination of machines before the results are announced, this examination can include a noise control measurement of at least the first three machines listed in the final classification. At this final test, there will be a 3 dB/a tolerance. There is also an equipment tolerance of 2 dB/A, the actual maximum reading before a practice or race is 109 dB/A and after the race or practice being 112 dB/A.

6. Electrics and Electronics

6.1 Ignition/Engine Control System (ECU)

- a) Central unit (ECU) must be the originally fitted and homologated part with no modification allowed.
- b) It isn't allowed to add injection modules that modify the inputs/outputs of the Central unit (ECU).
- c) The software used to modify the ECU must be the originally produced by the manufacturer for the homologated motorcycle.
- d) The parameters that the software itself provides for adjustment, cannot be extended and/or exceeded under any circumstances.
- e) The Chief Technical Officer could, at its discretion, download and analyse the files and maps of the Central Unit

- (ECU).
- f) During an event the Chief Technical Officer has the right to ask a team to substitute their ECU with the sample received from the Manufacturer. The change has to be done before Sunday warm up.
 - g) The data logging system is free. The data logger may not act to control any strategy or setting in the ECU. The logger may not automate these setting changes. The maximum number of inputs by external sensors allowed are:
 - 1) Position and speed by GPS
 - 2) Engine temperature (water)
 - 3) Lambda signal
 - 4) TPS signal
 - 5) Engine RPM
 - 6) Rear Wheel speed
 - 7) Front Wheel speed
 - 8) Front brake pressure
 - 9) Rear brake pressure
 - 10) Front fork position
 - 11) Rear damper position
 - h) The addition of a device for infrared (IR) transmission of a signal between the racing rider and his team, used exclusively for lap timing, is allowed.
 - i) The addition of a GPS unit for lap timing/scoring purposes is allowed.
 - j) Telemetry is not allowed.
 - k) Harness must be the originally fitted and homologated part with no modification allowed except:
 - a) Modifications are only allowed for data download proposal (Datalogger).
 - b) These modifications must be authorized by the Chief Technical Officer.
 - c) Map Selector and Pit-limiter switches are considered homologated parts of the harness.
 - l) The original temp meter and tachometer may be altered, replaced or eliminated. It can be replaced only by a unit specified in the BSB BTC Authorised parts list. Display/s for lap-timing and gear selection purposes only can be added.
 - m) The standard sensors of the ECU, cannot be changed, modified or eliminated.
 - n) Spark plug may be replaced.
 - o) A battery can be installed and connected.
- 6.2 Generators, alternator, electric starter**
- a) The generator (ACG) must be the originally fitted and homologated part with no modification allowed.
 - b) The stator must be fitted in its original position and without offsetting.

7. Main frame

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

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.

8. Frame body and Rear sub frame

- a) The frame must remain as originally produced by the manufacturer for the homologated motorcycle.
- b) Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).
- c) The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame, but they must leave an empty place to add the technical control sticker close to the right side of the pivot frame.
- d) Crash protectors may be fitted to the frame, using existing points, or pressed into the ends of the wheel axes.
- e) Nothing else may be added or removed from the frame body.
- f) All motorcycles should display a vehicle identification number (chassis number).
- g) Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.
- h) Rear sub frame may be changed or altered, to allow different riders, but the type of material must remain as homologated, or material of a higher specific weight.
- i) 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.
- j) The paint scheme is not restricted but polishing the frame body or sub frame is allowed with the sole aim of improving its aesthetics.

9. Front Forks

- a) Forks (stanchions, stem, wheel spindle, upper and lower crown, etc.) must remain as originally produced by the manufacturer for the homologated motorcycle.
- b) The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated motorcycle.
- c) Steering stem pivot position must remain in the homologated position (as supplied on the production bike).
- d) The steering damper may be eliminated or replaced with an after-market damper.
- e) The steering damper cannot act as a steering lock limiting device.
- f) Fork caps cannot be modified or replaced.
- g) Dust seals may be modified, changed or removed if the fork remains totally oil-sealed.
- h) The springs of the homologated forks may be modified or changed. Any quantity and quality of oil can be used. The original surface finish of the fork tubes (stanchions, fork pipes) cannot be changed. Additional surface treatments are not allowed.
- i) The inner parts of the cartridges can be modified or replaced using a kit from the BSB BTC Authorised parts list. The external aspect cannot be modified, except adding holes, or enlarging existing holes.

10. Rear fork (Swingarm)

- a) The rear fork must remain as originally produced by the manufacturer for the homologated motorcycle. The paint

- scheme is not restricted but polishing the swingarm is allowed with the sole aim of improving its aesthetics.
- b) Rear fork pivot bolt must remain as originally produced by the manufacturer for the homologated motorcycle.
 - c) Rear swingarm pivot position must remain as originally produced by the manufacturer for the homologated motorcycle.
 - d) A solid protective cover (shark fin) shall be fixed to the swing-arm, and must always cover the opening between the lower chain run, swing-arm and the rear wheel sprocket, irrespective of the position of the rear wheel.
 - e) Rear wheel stand brackets may be added in the original position. Brackets must have rounded edges (with a large radius).
 - f) The sides of the swing-arm may be covered by a protective part made of a composite material or thin vinyl cover. These protectors must fit the form of the swing-arm.
 - g) A Carbon Fibre or Fibre glass swingarm mounted mudguard ('Hugger') may be used. It must be securely fixed in place but cannot be bonded to the surface.
- 11. Rear suspension unit**
- a) Rear suspension unit (shock absorber) can be replaced with a part from the BSB BTC Authorised Parts list. The original attachments to the frame and rear fork (swing arm and linkage) must be as homologated.
 - b) All the rear suspension linkage parts must remain as originally produced by the manufacturer for the homologated motorcycle.
 - c) Rear suspension spring may be changed. Any quantity and quality of oil can be used.
 - d) The inner valves and piston of the hydraulic components can be modified or replaced.
 - e) The total length of the shock absorber must remain between the limits recommended by the manufacturer for the homologated motorcycle (Max. length between the mounting hole centres is 312mm).
- 12. Wheels**
- a) Wheels can be changed or modified, but the only material allowed is aluminium alloy.
 - b) The only permitted wheel rim sizes are:
Front 2.50" x 17"
Rear 3.50" x 17"
 - c) A non-slip coating / treatment may be applied to the bead area of the rim.
 - d) Wheel axles, bearings and wheel spacers may be modified or replaced.
 - e) The use of titanium and light alloys in the construction of the wheel axes is forbidden.
 - f) Wheel balance weights may be discarded, changed or added to.
 - g) Aluminium or steel inflation valves are compulsory. Angled valves are recommended.
 - h) The use of any device on the wheel to adjust the tyre pressure whilst on track is prohibited.
- 13. Brakes**
- a) Brake discs may be replaced by aftermarket discs which comply with following requirements:
 - i. Brake discs must retain the same material as the homologated disc and carrier or Steel (max. carbon content 2.1 wt%).
 - ii. The outside diameter of the front brake disc must be between 290 and 300 mm.
 - iii. The thickness is limited to 5.5 mm.
 - b) The front and rear brake caliper must remain as originally homologated.
 - c) In order to reduce the transfer of heat to the hydraulic fluid it is permitted to add metallic shims to the calipers, between the pads and the caliper.
 - d) The front and rear master cylinder may be changed with parts listed in the MCRCB BTC Approved parts list. Front and rear brake fluid reservoirs may be changed with aftermarket products.
 - e) Front and rear hydraulic brake lines may be changed.
 - f) Front and rear brake pads may be changed.
 - g) Additional air scoops or ducts are not allowed.
 - h) 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. The Chief Technical Officer has the right to refuse any guard not satisfying this safety purpose.
- 14. Handlebars and hand controls**
- a) Handlebars may be replaced.
 - b) Handlebars and hand controls may be relocated.
 - c) Throttle controls must be self-closing when not held by the hand.
 - d) 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.
 - e) Clutch and brake lever may be replaced with an after-market model. An adjuster to the brake lever is allowed.
 - f) Motorcycles must be equipped with a functional ignition kill switch or button mounted on the left or right hand handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. The button or switch must be RED.
- 15. Foot rest/Foot controls**
- a) Foot rests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must be mounted to their original frame mounting points.
 - b) Foot controls; gear shift and rear brake must remain operated manually by foot.
 - c) Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
 - d) The end of the foot rest must have at least an 8 mm solid spherical radius.
 - e) Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or an equivalent type material (minimum radius 8mm). The plug surface must be designed to reach the widest possible area. The Chief Technical Officer has the right to refuse any plug not satisfying this safety aim.
- 16. Fuel tank**
- a) Fuel tank must be an exact cosmetic replica of the one as originally produced by the manufacturer for the homologated motorcycle and be the same weight or heavier. It must be made of Aluminium and conform to the

MCRCB General Technical Regulations.

- b) All fuel tanks must be completely filled with fire retardant material (open-celled mesh, i.e. Explosafe).
- c) Fuel tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 200cc made of a suitable material. The original catch tank can be changed.
- d) Fuel cap must remain as originally produced by the manufacturer for the homologated motorcycle. Fuel cap when closed must be leak proof.
- e) A rider spacer/pad may be fitted to the rear of the tank with no permanent adhesive. It may be constructed of foam padding or composite material.
- f) The sides of the fuel tank may be protected with a cover made of a composite material. These covers must fit the shape of the fuel tank.

17. Frame Body and Rear Sub Frame

- a) 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 different manufacturers (different pieces mix, fixing points, etc.). The material may be changed. The use of carbon fibre or carbon composite materials is not allowed. Specific reinforcements in Kevlar® or carbon are allowed locally around holes and stressed areas.
- b) For all bodywork paint and decal design is free.
- c) Overall size and dimensions must be the same as the original part, with a tolerance of +/-10mm, respecting the design and features of the homologated fairing as far as possible. The overall width of the frontal area may be +25mm maximum. The decision of the Chief Technical Officer is final.
- d) Wind screen may be replaced with an aftermarket product. The height of the windscreen can be raised from standard. The screen cannot be lower than stock and a maximum of 30 mm higher than stock as measured from/to the upper fork bridge. The screen must conform to the same profile from the front as the original. From a top view the length of the windscreen may be shortened by 25mm to allow clearance for the rider. The edge of the screen must have no sharp edges.
- e) Fairing brackets may be altered or replaced.
- f) The lower fairing must be constructed to hold, in case of an engine breakdown minimum 2.5 litres. The lower edge of all the openings in the fairing must be positioned at least 70 mm above the bottom of the fairing.
- g) 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 $\leq 90^\circ$.
- h) 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.
- i) The lower fairing must not incorporate any drain holes.
- j) Front mudguards may be replaced with a cosmetic duplicate of the original parts and may be spaced upward for increased tyre clearance.

18. Seat

- a) Seat, seat base and associated bodywork may be replaced. The appearance from front, rear and profile must conform to the homologated shape. The length of the seat bodywork can be modified to allow taller riders.
- b) No part of the motorcycle may be behind a line drawn vertically at the edge of the rear tyre.
- c) The seat unit shall have a maximum height of the (approximately) vertical section behind the rider's seating position of 150 mm. The measurement will be taken at a 90° angle to the upper surface of the flat base at the rider's seating position, excluding any seat pad or covering.
- d) Same materials as fairings must be used (article 5.4.8.10.a).
- e) All exposed edges must be rounded.

19. Fasteners

- a) Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners cannot be used. The strength and design must be equal to or exceed the strength of the standard fastener.
- b) Fasteners may be drilled for safety wire, but intentional weight-reduction modifications are not allowed.
- c) Thread repair using inserts of different material such as helicoils and timeserts is allowed.
- d) Aluminium fasteners may only be used in non-structural locations.

20. Rear Safety Light

All motorcycles must have a functioning red light mounted at the rear of the machine to be used in rain or low visibility conditions as instructed by Race Control. The team must ensure that the light is switched on whenever a rain tyre is fitted on the motorcycle and/or when any practice or race is declared "wet" by Race Control.

The light must be able to be switched on by the rider from a handlebar mounted switch.

Lights must comply with the following:

- a) lighting direction must be parallel to the machine centre line (motorcycle running direction), and clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.
- b) mounted on the seat/rear bodywork approximately on the machine centre line, in a position approved by the Chief Technical Officer. In case of dispute over the mounting position or visibility, the decision of the Chief Technical Officer will be final.
- c) power output/luminosity equivalent to approximately: 10 - 15W (incandescent) 0.6 - 1.8 W (LED).
- d) the switch must be accessible.
- e) rain light power supply may be separated from the motorcycle main wiring and battery.

21. The following items MAY be altered or replaced from those fitted to the homologated motorcycle:

- a) Any type of lubrication, brake or suspension fluid may be used.
- b) Painted external surface finishes and decals.
- c) Material for brackets connecting non original parts (fairing, instruments, etc.) to the frame (or engine) cannot be made from titanium or fibre reinforced composites.
- d) Protective covers for the frame, etc. may be made in other materials if these parts do not replace original parts mounted on the homologated model.

22. The following items MAY BE removed

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

23. General Items

Materials

The use of titanium in the construction of the frame, the front forks, the handlebars, the swing-arms, the swing-arm spindles and the wheel spindles is forbidden. For wheel spindles, the use of light alloys is also forbidden. The use of titanium alloy nuts and bolts isn't allowed in this class.

- a) Titanium test to be performed on the track: magnetic test (titanium is not magnetic).
- b) The 3 % nitric acid test (titanium does not react. If metal is steel, the drop will leave a black spot).
- c) Specific weight of titanium alloys is between 4.5 and 5.0 kg/dm³ vs., over 7.48 kg/dm³ of steel and can be ascertained by weighing the part and measuring its volume in a calibrated glass filled with water (intake valve, rocker, connecting rod, etc.)
- d) In case of doubt, the test must take place at a Material Testing Laboratory.

Handlebars and Control Levers

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

The minimum angle of rotation of the steering on each side of the centre line or mid position must be of 15°.

Whatever the position of the handlebars, the front wheel, tyre and the mudguard must maintain a minimum gap of 10 mm.

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

Repair by welding of light alloy handlebars is prohibited.

Composite handlebars are not allowed.

All handlebar levers (clutch, brake, etc.) must be ball ended (diameter of this ball to be at least 16 mm). This ball can also be flattened, but in any case the edges must be rounded (minimum thickness of this flattened part 14 mm). These ends must be permanently fixed and form an integral part of the lever.

Each control lever (hand and foot levers) must be mounted on an independent pivot.

The brake lever, if pivoted on the footrest axis, must work under all circumstances, such as the footrest being bent or deformed.

Modified rider controls will be considered for the mobility challenged subject to a report by the Medical director, the Chief Technical Officers decision is final.

Clutch lever may have a guard fitted equivalent to a brake lever guard.

23. Compulsory safety items

- a) All drain plugs must be lock wired (safety wired). External oil filter(s), screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases). The oil filter may optionally have a secondary retention mechanism.
- b) Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained: no direct atmospheric emission is permitted.

24. Homologated Parts

Homologated parts are the OEM parts supplied fitted to the machine during manufacture and as delivered. Unless stated otherwise these parts may not be remade, refinished, treated, coated or modified in any way.

MCUI PRODUCTION TWINS TECHNICAL REGULATIONS

All items not mentioned in the following articles must remain as originally produced by the Manufacturer for the homologated machine. Everything that is not authorised and prescribed in these rules is strictly forbidden. All motorcycles must comply in every respect with all the requirements for racing as specified in the Technical Regulations, unless it is equipped as such on the homologated machine. Any four-stroke twin cylinder motorcycle originally sold for road use with a water cooled engine of up to 650cc may be used provided it adheres to the following regulations. Older models may be updated with genuine parts found on a newer version of the same model and newer models may use parts from older machines.

1. Frame and Swing Arm:

Frame and swing arm must remain as originally produced by the manufacturer for the homologated machine. Nothing may be added or removed from the frame body. Rear sub frame may be replaced or modified. The sub frame may only be altered if it was originally designed to be unbolted from the frame body. Refinishing of frame or swing arm to a suitable standard is acceptable.

2. Suspension:

Forks must remain as originally produced by the manufacturer for the homologated machine with the exception of the following. Original internal parts of the fork may be modified or replaced. Aftermarket damper kits or valves may be installed. Fork springs may be replaced. Fork caps may not be modified or replaced beyond the homologated standard to allow external adjustments. Fork stanchions must retain the original finish. No additional surface treatments are allowed. Refinishing of the outer fork tubes to a suitable standard is acceptable. Steering damper may be added although it cannot act as a steering lock device. Rear suspension unit can be changed or modified. The original attachment to the frame and swing arm must be as homologated. The rear suspension linkage must remain as originally produced by the manufacturer for the homologated machine.

3. Wheels:

Wheels must remain as originally produced by the manufacturer at the time of sale into the dealer/distributor network for the homologated machine except for the following. Wheel bearings and spacers may be modified or changed where required. The speedometer drive may be removed and replaced with a spacer. Refinishing of wheel rims to a suitable standard is acceptable. Front and rear wheel axles must remain as originally produced by the manufacturer for the homologated machine. Modifications can be made in order to accept safety retention devices.

4. Brakes:

Front and rear brake discs may be changed but must fit the original calliper and mounting. The outside diameter must remain as fitted to the homologated machine. Only ferrous materials are allowed for brake discs. Front and rear brake callipers, including mount, carrier and hanger, must remain as originally produced by the manufacturer for the homologated machine. Front and rear master cylinders must remain as originally produced by the manufacturer for the homologated machine. Front and rear hydraulic brake lines may be changed. The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (bottom yoke). Front and rear brake pads may be changed.

5. Tyres:

Tyres can be treaded, slick or rain tyres.

6. Controls:

Footrest and foot controls may be replaced or relocated but brackets must be mounted to the frame at the original mounting points. Handlebars, hand controls and cables may be altered or replaced (does not include brake master cylinder) from those fitted to the homologated motorcycle. Engine starter switch and electric stop switch must be located on the handlebars and must be operational.

7. Fairing and Seat Unit:

Fairing, mudguards and seat unit may be altered or replaced. Windscreen, if fitted, may be replaced with transparent material only. The original instruments and fairing brackets may be removed or replaced. The petrol tank must remain as originally produced by the manufacturer for the homologated machine although it may be refinished if required. The position of the tank mounting points on the frame must remain as standard. The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing. The lower fairing must incorporate a hole of 25 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions as declared by the Race Director.

8. Wiring Harness and Battery:

The wiring harness may be altered or replaced. Additional wiring may be added where required. No wiring or electronic equipment may be added or modified to alter the ignition or engine timing characteristics from those of the homologated machine with the exception of the following. The use of flash memory (flash RAM) for fuel injection mapping is allowed where the capability exists within the homologated motorcycle. 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 side stand switch, and related wiring, may be disabled or removed. Any electrical switch gear located on the handlebars or front sub frame may be unplugged or removed as required. Engine starter switch and electric stop switch must be fitted. All original electrical equipment not directly related to road use must be fully incorporated in to any modified wiring loom, including generator, CDI, regulator and starter motor. All original connections to the CDI must be retained and maintain their normal use. The size and type of battery may be changed and or relocated.

9. Radiator and Oil Cooler:

The radiator may be changed only if it fits in the standard location and does not require any modifications to the main frame or to the fairings' outer appearance. Modifications to the existing oil cooler are allowed only if it does not require any modifications to the main frame or to the fairings' outer appearance. A heat exchange (oil/water) can be exchanged by an oil cooler. Additional oil coolers are not allowed. The use of coolants is prohibited, water only to be used. (ICC Dec 2022)

10. Air Box / Carburetion / Fuel Injection:

The air box may not be altered or replaced from that fitted to the homologated motorcycle. The air filter element must be fitted but may be replaced with an aftermarket item. The air box inlet rubbers may not be removed or altered. Carburetors must be the standard units as on the homologated model. Throttle bodies for fuel-injected machines must be as on the homologated model. Carburettor jets and needles may be replaced. Resizing of the air metering holes in CV carburetors slide control is permitted. No other alterations are permitted to the air intake or carburetion system. Bell mouths may not be added, altered or replaced from those fitted to the homologated motorcycle. The fuel injection management system may not be altered or replaced other than the remapping of internally stored fuelling maps.

11. Engine:

Cylinder head, camshafts, cam sprockets, crankshaft, rods, pistons, valves, cylinders and all other engine components must be as homologated. No internal engine, gearbox and clutch parts may be altered or replaced with the exception of the gear shift detent spring, the clutch friction and drive plates and the clutch springs. Polishing and lightening of engine parts is not permitted. Balancing or gas flow modifications normally associated with individual tuning are not permitted.

Compression ratio of the engine must remain as homologated. Camshaft timing must remain as homologated. No other engine tuning or alteration from the homologated standard is permitted. The thermostat may be removed from the housing to aid cooling, if required.

12. Transmission:

Additions to gearbox or selector mechanism, such as quick shift systems, are not allowed. Clutch springs; friction and drive plates may be replaced. Clutch baskets must remain as homologated. The use of slipper clutches is prohibited unless fitted as standard. Gear shift detent spring may be replaced with a heavy duty item. Front and rear external drive sprockets, chain pitch and chain length can be changed.

13. Ignition and Engine Control System:

Ignition and engine control system (CDI) may not be modified or changed. All units must remain fully interchangeable with available control units. No modifications or alterations, whether electronic or mechanical, may be made to the motorcycle to alter the engine ignition timing. The use of flash memory (flash RAM) for fuel injection mapping is allowed where the capability exists within the homologated motorcycle. 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. Fuel injection mapping may be reprogrammed. Alterations must remain within the capability of the standard fuel injection system as fitted to the homologated machine unless overridden with a permitted control unit.

14. Generator:

The generator, starting system, starter crank gear and starter shaft may not be altered, replaced or removed from those fitted to the homologated motorcycle.

15. Exhaust System;

Exhaust pipe and silencers may be altered or replaced from those fitted to the homologated motorcycle. This must adhere to the maximum noise regulations as set out in the MCUI regulations. The number of final exit(s) to the exhaust may be altered from that of the homologated machine. Wrapping of exhaust systems is permitted.

16. Fasteners:

Standard fasteners may be replaced with fasteners of any material and design. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing for structural applications. The use of titanium in the swing arm spindles and the wheels spindles is forbidden. For wheel spindles the use of light alloys is also forbidden. The use of titanium alloy nuts and bolts is allowed. Aluminium fasteners may only be used in non-structural locations.

17. The Following Items MUST BE Removed:

Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials. Rear view mirrors, horn, license plate bracket, tool box, 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).

18. The following items MAY BE removed:

Instruments, instrument bracket and associated cables, horn, license plate brackets, tool kit, tachometer, speedometer and wheel spacers, radiator fan and wiring, passenger foot rests, passenger grab rails and upper chain guard.

19. The following items MUST BE adhered to:

Motorcycle must be equipped with a functional ignition kill switch or button mounted on the handlebar that is capable of stopping a running engine. Side stand must be removed. All drain plugs must be safety wired. External oil filter screws and bolts that enter the oil or water cavities must be safety wired. Head lamp, rear lamp and turn indicators must be removed. A suitable material must cover the openings. Mirrors must also be removed.

20. Replacement and Repairs:

Where necessary, parts from an older or newer version of the same model maybe used.

21. Chain Guards:

A guard must be fitted in such a way as to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

22. Fuel:

Fuel as per Technical Fuel regulations as per Chapter 12 within MCUI GCR's.

(ICC December 2019)

24. Bore and Stroke:

Bore and Stroke details must be displayed on the motorcycle.

25. Race Numbers & Backgrounds:

As per MCUI rules.

26. BHP

Maximum BHP 76

ALL MACHINES MUST HAVE**27. Rear Safety Light**

Red Rear Warning Light (Rain Light) Ref CGR Chapter12-6

28. Handlebar Lever Protection

All motorcycles must be equipped with a brake lever protection, intended to prevent the handlebar brake lever from being accidentally activated in the case of collision with another motorcycle. Motorcycles with handlebar mounted rear brakes using full size levers must also be protected, Thumb style brakes are not included (NOM Feb 2024)

27. Engine Protection.

All lateral covers/engine cases containing oil on, 4 stroke machines, and which could come in contact with the ground during a crash, must be protected by a second cover made from composite materials, aluminum or steel plates and/or bars are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely.

Where secondary covers are not commercially available, Engine case guards in the form of strengthened engine side covers may be installed.

The countershaft cover may be removed. The addition of a crankcase protector at the countershaft is allowed

All items not mentioned in the following articles must remain as originally produced by the Manufacturer for the approved machine. Everything that is not authorised and prescribed in these rules is strictly forbidden. All motorcycles must comply in every respect with all the requirements for racing as specified in the Technical Regulations, unless it is equipped as such on the approved machine. *Any four-stroke twin cylinder motorcycle available for purchase to the general public for road use with a water-cooled engine of up to 700cc may be used provided it adheres to the following regulations. Capacity can be increased to 700cc on older models by increase bore and/or stroke but must not exceed 700cc. Eligible machines must be, or have been available for sale to the general public and be homologated / Type approved for road use in the UK/EU. This class is for serial production machines only. One off or prototype machines are not permitted. Older models may be updated with genuine parts found on a newer version of the same model and newer models may use parts from older machines.*

Approved Manufacturers/Chassis

Kawasaki ER650/Z650

Suzuki SV650

Paton S1-R

Yamaha MT-07/R7

Aprilia 660

WK Moto 700

Other manufacturers/Chassis will be approved at the discretion of the MCUI Technical committee and update bulletins issued during the season once approved by Road race/Short circuit commission

1. Frame and Swing Arm:

F Frame must be made by the manufacturer for the homologated machine. Swinging arm can be changed or modified to a different model from the same manufacturer. Rear subframe can be made detachable from the main frame by means of repositioned lugs/mounting brackets. Sub frame material can be steel alloy construction but not composite/carbon fibre. (ICC Dec 2022)

2. Suspension:

Forks may be replaced. Original internal parts of the fork may be modified or replaced. Aftermarket damper kits or valves may be installed. Fork springs may be replaced. Fork caps may be modified or replaced beyond the approved standard to allow external adjustments. Steering damper may be added although it cannot act as a steering lock device. Rear suspension unit can be changed or modified. Rear swinging arm & linkage can be modified.

3. Brakes:

Front and rear brake discs may be changed. Only ferrous materials are allowed for brake discs. Front and rear brake callipers may be changed.

Front and rear master cylinders may be changed. Front and rear hydraulic brake lines may be changed. The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (bottom yoke). Front and rear brake pads may be changed.

4. Tyres:

Tyres can be treaded, slick or rain tyres.

5. Controls:

Footrest and foot controls may be replaced or relocated but brackets must be mounted to the frame at the original mounting points. Handlebars, hand controls and cables may be altered or replaced (does not include brake master cylinder) from those fitted to the approved motorcycle. Engine starter switch and electric stop switch must be located on the handlebars and must be operational at post race scrutineering checks. (ICC December 2019)

6. Fairing and Seat Unit:

Fairing, mudguards and seat unit may be altered or replaced. Windscreen, if fitted, may be replaced with transparent material only. The original instruments and fairing brackets may be removed or replaced. The petrol tank may be increased in size to maximum 20 litres but the silhouette must look the same as the original manufacturers tank. Tank can be made from steel or aluminium alloy but no composite fibre is permitted. The position of the tank mounting points on the frame must remain as standard. The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing. The lower fairing must incorporate a hole of 25 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions as declared by the Race Director. (NOM Feb 2024)

7. Wiring Harness, Ignition/fuel system throttle bodies and Battery:

The wiring harness may be altered or replaced. Additional wiring may be added where required. The size and type of the battery may be changed and relocated. The ECU may be standard, flashed standard or aftermarket Ignitech unit, secondary fuel and/or ignition module such as power commander are permitted. Airbox can be modified or replaced. Bell mouths may be modified, removed or replaced. (NOM Feb 2024)

8. Engine:

Cylinder head, camshafts, cam sprockets, crankshaft, rods, pistons, valves, cylinders throttle bodies and all other engine components may be changed but the capacity must not exceed 700cc. Polishing and lightening of engine parts is permitted. Balancing or gas flow modifications normally associated with individual tuning is permitted. Compression ratio of the engine maybe changed. Camshaft timing may be changed. The crankcase/gearbox casing, clutch and generator covers may be protected by additional means, e.g. protective covers made of stainless steel or carbon/Kevlar composites. The thermostat may be removed from the housing to aid cooling, if required.

9. Transmission:

Additions to the gearbox or selector mechanism, such as quick shift systems is permitted. Clutch springs; friction and drive plates may be replaced. The use of slipper clutches is permitted. Gear shift detent spring may be replaced with a heavy duty item. Front and rear external drive sprockets, chain pitch and chain length can be changed.

10. Generator:

The generator, starting system, starter crank gear and starter shaft may not be altered, replaced or removed from those fitted to the homologated motorcycle.

11. Exhaust System;

Exhaust pipe and silencers may be altered or replaced from those fitted to the approved motorcycle. This must adhere to the maximum noise regulations as set out in the MCUI regulations. The number of final exit(s) to the exhaust may be altered from that of the approved machine. Wrapping of exhaust systems is permitted. (ICC December 2019)

12. Fasteners:

Standard fasteners may be replaced with fasteners of any material and design. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing for structural applications. The use of titanium in the swing arm spindles and the wheels spindles is forbidden. For wheel spindles the use of light alloys is also forbidden. The use of titanium alloy nuts and bolts is allowed. Aluminium fasteners may only be used in non-structural locations.

13. The Following Items MUST BE Removed:

Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials. Rear view mirrors, horn, license plate bracket, tool box, helmet hooks and luggage carrier hooks, passenger foot rests, passenger grab rails, safety bars, centre and side stands must be removed (fixed brackets may remain).

14. The following items MAY BE removed:

Instruments, instrument bracket and associated cables, horn, license plate brackets, tool kit, tachometer, speedometer and wheel spacers, radiator fan and wiring, passenger foot rests, passenger grab rails and upper chain guard.

15. The following items MUST BE adhered to:

The motorcycle must be equipped with a functional ignition kill switch or button mounted on the handlebar that is capable of stopping a running engine. Side stand must be removed. All drain plugs must be safety wired. External oil filter screws and bolts that enter the oil or water cavities must be safety wired. Head lamp, rear lamp and turn indicators must be removed. A suitable material must cover the openings. Mirrors must also be removed.

16. Replacement and Repairs:

Where necessary, parts from an older or newer version of the same model maybe used.

17. Chain Guards:

A guard must be fitted in such a way as to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

18. Fuel:

Fuel as per Technical Fuel regulations as per Chapter 12 within MCUI GCR's.

(ICC December 2019)

19. Radiator and Oil Cooler:

The original radiator or oil cooler may be modified or changed. Radiator hoses may be replaced with those of a similar internal diameter. The use of coolants is prohibited, water only to be used.

20. Bore and Stroke:

Bore and Stroke details must be displayed on the motorcycle.

21. Race Numbers & Backgrounds:

As per MCUI rules.

22. Weight

Machines have no minimum weight

ALL MACHINES MUST HAVE

23. Rear Safety Light

Red Rear Warning Light (Rain Light) Ref CGR Chapter12-6

24. Handlebar Lever Protection

All motorcycles must be equipped with a brake lever protection, intended to prevent the handlebar brake lever from being accidentally activated in the case of collision with another motorcycle. Motorcycles with handlebar mounted rear brakes using full size levers must also be protected, Thumb style brakes are not included (NOM Feb 2024)

25. Engine Protection.

All lateral covers/engine cases containing oil on, 4 stroke machines, and which could come in contact with the ground during a crash, must be protected by a second cover made from composite materials, aluminium or steel plates and/or bars are also permitted.

All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely.

Where secondary covers are not commercially available, Engine case guards in the form of strengthened engine side covers may be installed.

The countershaft cover may be removed. The addition of a crankcase protector at the countershaft is allowed.

MCUI SUPERMONO TECHNICAL REGULATIONS

(ICC December 2019)

1. Displacement Capacities:

Maximum capacities:

Supermono 500cc up to 750cc Single cylinder 4 Stroke.

- (a) Engines must be normally aspirated.
- (b) No tolerance on capacities is permitted.
- (c) Engine capacity must be measured at ambient temperature.

2. Minimum Weights:

Minimum weight at post race inspection is 95kg.

Ballast may be added to achieve minimum weights, but it must be securely fixed to the frame and must be declared to the Chief Scrutineer/Technical Steward at the preliminary check.

In the final inspection at the end of the race, the machines chosen will be weighed in the condition they finished the race. Nothing may be added to the machine including water, oil, fuel or tyres. A 1kg. tolerance in the weight of the machine at the post-race control is accepted.

3. Number Plates:

Size as per MCUI Standing Regulations.

The background colours and figures for Supermono are black background with yellow numbers.

With the RAL colour table values being black 9005 and yellow being 1003.

4. Fuel:

Fuel as per Technical Fuel regulations as per Chapter 12 within MCUI GCR's.

5. Main Frame/ Chassis:

The use of titanium and/or magnesium in the construction of the frame is not permitted.

6. Front Forks:

The use of titanium in the construction of the front forks is not permitted. The surface treatment is free. There must be at least 15 degrees of movement of the steering each side of the centre line. Stops must be fitted to ensure a clearance of at least 30mm between the handlebar and the tank when at the extremes of lock. The steering damper cannot act as a steering lock limiting device.

7. Swingarm:

The use of titanium, magnesium and composites in the construction of the swingarm is not permitted.

8. Rear Shock:

No restrictions.

9. Wheels:

Maximum front wheel rim width is 4.0 in.

Maximum rear wheel rim width is 6.25 in.

Minimum Wheel diameter is 16 in.

The use of titanium or any other light alloy in the construction of the wheel spindles is not permitted.

Carbon wheels are strictly forbidden.

10. Brakes:

Supermonos must have a minimum of one brake on each wheel that is independently operated. The use of carbon fibre or carbon composite discs is not permitted.

11. Tyres:

Tyres can be treaded, slick or rain tyres. Tyre warmers are allowed.

12. Foot Rest/ Foot Controls:

Footrests may be of the folding type but in this case must be fitted with a device which automatically returns them to the normal position, and an integral protection must be provided at the end of the footrest. Non folding metallic footrests must have an end (plug) which is permanently fixed, made of plastic, Teflon or equivalent type of material (minimum radius of 8mm).

13. Handlebars and Hand Controls:

Handlebars must have a width of not less than 450mm and their ends must be solid or rubber covered. The width of the handlebar is defined as the width measured between the outside of the handlebar grips or throttle twist grips.

The use of titanium in the construction of handlebars is not permitted. Throttle controls must be self-closing when not held by the hand.

Levers must not be longer than 200mm. measured from the pivot point. Engine stop switch must be located on the handlebars.

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

14. Fairing/Bodywork:

The front wheel with the exception of the tyre and the part hidden behind the mudguard must be clearly visible from each side.

Bodywork must not extend beyond a line drawn vertically at the leading edge of the front tyre. The suspension should be fully extended when the measurement is taken. Mudguards shall not be considered as streamlining. Mudguards are not compulsory.

When fitted, front mudguards must not extend in front of a line drawn

Upwards and forwards at 45 degrees from a horizontal line drawn through the front wheel spindle or below a line drawn horizontally and to the rear of the front wheel spindle.

The windscreen edge and the edges of all other exposed parts of the streamlining must be rounded. The front inclination where the number plate is fixed must not exceed 30 degrees to the rear of the vertical.

Whatever the position of the handlebars, there must be a space of at least 20mm between the streamlining and the ends of the handlebars or other steering system, including any attachments thereto. The maximum width of bodywork must not exceed 600mm.

No part of the streamlining (fairing) must be to the rear of a vertical line drawn through the rear wheel axle. The rim of the rear wheel must be clearly visible over 180 degrees of its circumference to the rear of this line. There must be a clearance of at least 15mm around the circumference of the tyre at all positions of the motorcycle suspension and all positions of the rear wheel adjustment. No part of the motorcycle shall project to the rear of a vertical line drawn through the exterior edge of the rear tyre. The motorcycle, unloaded, must be capable of being leaned at an angle of 50 degrees from the vertical without touching the ground, other than the tyres.

Air foils or spoilers may only be fitted on solo machines when they are part of the fairing or seat. They must not exceed the width of the fairing nor the height of the handlebar. Sharp edges must be rounded off with a minimum radius of 8mm. Moving aerodynamic devices are not permitted. The rider in the normal driving position must be completely visible, with the exception of his forearms, from either

side, from the rear and from above. In a race position, the minimum space between the face of the rider, or his/ her helmet and the streaming (including the windscreen) must be 100mm. It is forbidden to use transparent materials to evade these rules. The fuel cap must be fitted in such a way that it does not protrude in relation to the tank profile and cannot be torn off in a crash. The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower fairing should incorporate a maximum of two holes of 25mm. These holes must remain closed in dry conditions and can only be opened in wet conditions as declared by the Clerk of the Course. All sharp edges must be rounded.

15. Fuel Tank:

Fuel tank must be completely filled with a fire retardant material (i.e. 'Explosafe'). 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. Fuel caps, when closed must be leak proof. The fuel cap must be fitted in such a way that it does not protrude in relation to the tank profile and cannot be torn off in a crash.

16. Seat:

The width of the seat or anything to its rear shall be more than 450mm, exhaust systems excepted. The maximum height of the back of the riders seat is 150mm. This will be measured from the lowest point of the rigid base of seat to the uppermost part of the fairing behind the rider. All sharp edges must be rounded.

17. Radiators and Oil Coolers:

Oil cooler must not be mounted on or above the rear mudguard.

18. Air Box:

The air box is compulsory and must be completely closed around the induction bell mouth and all engine breather tubes, with air ingress only above the lowest point of the bell mouth lip. Carburation instruments may be entirely within the airbox. The airbox drains must be sealed. All Supermono motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox. The breather system (airbox plus any breather oil collector box) must be capable in the event of drain pipe blockage, of retaining a minimum of 1000cc of discharged fluid.

19. Carburation Instruments:

No restrictions.

20. Oil Lines:

Oil lines containing positive pressure must be of metal reinforced construction with swaged or threaded connectors.

21. Transmission/Gearbox:

The maximum number of gears is limited to six speeds.

22. Exhaust System:

Maximum noise limit is **105db** in accordance with MCUI regulations. The correct stroke must be marked on a clearly visible position of the crankcase. The outlet of the exhaust must not extend behind a line drawn vertically through the edge of the rear tyre. The last 30mm of the pipe must be horizontal and parallel to the centre line of the motorcycle with a tolerance of +/- 10 degrees.

23. Engine Protection.

All lateral covers/engine cases containing oil on, 4 stroke machines, and which could come in contact with the ground during a crash, must be protected by a second cover made from composite materials, aluminum or steel plates and/or bars are also permitted.

All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely.

Where secondary covers are not commercially available, Engine case guards in the form of strengthened engine side covers may be installed.

The countershaft cover may be removed. The addition of a crankcase protector at the countershaft is allowed.

24. The Following Items MUST BE incorporated:

Red Rear Warning Light (Rain Light) Ref CGR Chapter12-6

25Motorcycles must be fitted with a functional ignition kill switch or button mounted on either side of the handlebar (within reach of the hand while on the grips) that is capable of stopping a running engine. Throttle controls must be self-closing when not held by the hand.

Electric fuel pumps must be wired through a circuit cut out which will operate automatically in the event of an accident.

A test procedure for the circuit cut out must be incorporated in the design of electrically operated fuel pumps for use upon inspection.

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

The breather system (airbox plus any breather oil collector box) must be capable in the event of drain pipe blockage, of retaining a minimum of 1000cc of discharged fluid.

Where an oil breather pipe is fitted, the outlet must discharge into a catch tank located in an easily accessible position and which must be emptied before the start of a race. Oil cooler must not be mounted on or above the rear mudguard.

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

(ICC December 2019)

All items not mentioned in the following articles must remain as originally produced by the Manufacturer for the homologated machine. Everything that is not authorised and prescribed in these rules is strictly forbidden. All motorcycles must comply in every respect with all the requirements for racing as specified in the Technical Regulations, unless it is equipped as such on the homologated machine. The appearance from both front, rear and the profile of motorcycles must (except when otherwise stated) conform in principle to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule. The displacement capacities must remain at the homologated size. Modifying the bore and stroke to reach class limits is not allowed.

Pre Injection:

Any machine whose engine is normally aspirated through carburettors and is between 201/600cc.

No 250cc GP / 500cc GP machines are permitted.

1. Displacement Capacities:

Over 201cc up to 600cc

2. Induction Tract Restriction:

Carburetion instruments must remain as homologated.

3. Frame Body and Rear sub-frame:

Frame must remain as originally produced by the manufacturer for the homologated machine. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount). 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. Nothing else can be added or removed from the frame body. All motorcycles must display a vehicle identification number on the frame body (chassis number). Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine. 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. The paint scheme is not restricted but polishing the frame body or sub-frame is not allowed.

4. Front Forks:

Forks must remain as originally produced by the manufacturer for the homologated machine. Standard original internal parts of the forks may be modified. After market damper kits or valves may be installed. Fork springs may be replaced. Fork caps may be modified or replaced to allow external adjustment. Dust seal can be modified, changed or removed if the fork is totally oil-sealed. The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed. The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated machine. Steering damper may be added or replaced with an aftermarket damper. The steering damper cannot act as a steering lock limiting device.

5. Rear Fork (Swing arm):

The rear fork must remain as originally produced by the manufacturer for the homologated machine. A chain guard must be fitted in such a way to reduce the possibility that any part of the riders' body must become trapped between the lower chain run and the rear wheel sprocket. Rear fork pivot bolt must remain as originally produced by the manufacturer for the homologated machine. Rear axle chain adjuster can be modified or changed. Rear wheel stand brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed. An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing-arm.

6. Rear Suspension Unit:

Rear suspension unit can be changed or modified. The original attachments of the frame and rear fork must be as homologated. Rear suspension unit spring(s) may be changed. Rear suspension linkage must remain as originally produced by the manufacturer for the homologated machine.

7. 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. Front and rear wheel axles must remain as originally produced by the manufacturer for the homologated machine. Wheel diameter and rim width must remain as originally homologated.

8. Brakes:

Front and rear brake discs may be changed but must fit the original calliper and mounting. However, the outside diameter, the ventilation system must remain as originally produced by the manufacturer for the homologated machine. Internally ventilated discs are not allowed. The brake disc carriers may be changed, but must retain the same off set and same type of mounting to the wheels. Replacement brake discs must be of ferrous material. Front and rear brake callipers as well as all the mounting points and mounting hardware (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine. The front master cylinder must remain as originally produced by the manufacturer for the homologated machine. Rear master cylinder must remain as originally produced by the manufacturer for the homologated machine. Front and rear hydraulic brake lines may be changed. The brake fluid reservoir may be replaced and/or repositioned. Quick connectors may be used. The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (lower triple clamp). Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type. Additional air ducts are not allowed.

9. Tyres:

Tyres can be treaded, slick or rain tyres.

10. Foot Rest/Foot Controls:

Foot rest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points. Foot rests may be rigidly mounted or 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 8 mm solid spherical radius. (see diagram A & C). Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or an equivalent type material (minimum radius 8mm). The plug surface must be designed to reach the widest possible area. The Technical Director has the right to refuse any plug not satisfying this safety aim.

(ICC December 2019)

11. Handle Bars and Hand Controls:

Handle bars, throttle assembly and associated cables, hand controls and levers may be replaced (does not include brake master cylinder). Handle bars and hand controls may be relocated. Electric starter switch and engine stop switch must be located on the handle bars.

12. Fairing/Body Work:

- a) Fairing, front mudguards and body work must appear to be as originally produced by the manufacturer for the homologated machine.
- b) Fairing and body work may be replaced with cosmetic duplicates of the original parts. The material may be changed. The use of carbon fibre or Kevlar® materials is allowed.
- c) Size and dimensions must be the same as the original parts without any addition or subtractions of design elements.
- d) Wind screen may be replaced with transparent material only.
- e) The original combination instrument/fairing brackets may be replaced. All other fairing brackets may be altered or replaced.
- f) The original air ducts running between the fairing and the air box may be altered or replaced.
- g) The original air ducts into the airbox may be altered or replaced.
- h) The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.
- i) The lower fairing must incorporate a hole of 25 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions as declared by the Race Director.
- j) Minimal changes are allowed to permit the use of an elevator (stand) for wheel changes and to add a small plastic protective cone to the frame or engine.
- k) Front mudguard must appear as originally supplied by the manufacturer for the homologated machine.
- l) Front mudguard may be replaced with cosmetic duplicates of the original parts.
- m) Front mudguard may be spaced upward for increased tyre clearance.
- n) Rear mudguard fixed on the swing-arm may be replaced with cosmetic duplicates of the original parts.
- o) Rear mudguards fixed on the swing-arm that incorporate the chain guard can be modified to accommodate larger diameter rear sprockets.
- p) The existing rear mudguard under the seat may be removed. A mudguard may be fitted directly onto the swing-arm (it may not cover more than 120 degrees of the wheel).

13. Fuel Tank:

Fuel tank must remain as originally produced by the manufacturer for the homologated machine. Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250 cc made of a suitable material. 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.

14. Seat:

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 use of carbon fibre or carbon composite materials is allowed. The top portion of the rear body work around the seat may be modified to a solo seat. Holes may be drilled in the seat or rear cowl to allow additional cooling. Holes which are bigger than 10mm must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material. The solo seat then must incorporate the rear number plates. The appearance from both front rear and profile must conform in principle to the homologated shape. The seat/rear cowl replacement must allow for proper number display. All exposed edges must be rounded.

15. Wiring Harness:

The wiring harness may be altered or replaced. Additional wiring harnesses may be added. Cutting of the wiring harness is allowed.

16. Battery:

The size and type of battery may be changed and relocated. Additional batteries may be added.

17. Radiator and Oil Coolers:

The radiator may be changed only if it fits in the standard location and does not require any modifications to the main frame or to the fairings' outer appearance. Modifications to the existing oil cooler are allowed only if it does not require any modifications to the main frame or to the fairings' outer appearance. A heat exchange (oil/water) can be exchanged by an oil cooler. Additional oil coolers are not allowed.

18. Air Box:

The air box must remain as originally produced by the manufacturer on homologated machine. The air filter element may be removed or replaced. The air box drains must be sealed. All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox. The original air ducts running from the fairing to the air box may be altered or replaced. The original air ducts to the airbox may be altered or replaced.

19. Fuel Supply:

Fuel lines may be replaced. Quick connectors or dry brake quick connectors may be used. Fuel vent lines may be replaced. Fuel filters may be added. Fuel petcock must remain as originally produced by the manufacturer. The fuel pump must remain as homologated. The fuel pressure regulator may be modified or changed.

20. Cylinder Head:

Cylinder head must be as homologated. The following modifications are allowed. Grinding of the cylinder head surface on the side of the gasket. Modifications of the inlet and exhaust ports by taking off or adding material (welding is forbidden). Original homologated valves guides may be cut or modified, but only on the intake or exhaust port side. Polishing of the combustion chamber. Original valve seats must be used, but modifications are allowed to the shape. Compression ratio is free, but the combustion chamber can be modified only by taking material off. It is forbidden to add any material to the cylinder head unless as described above. The compression ratio is free. The combustion chamber may be modified. Rocker arms (if any) must remain as homologated (material and dimensions). Valves may be altered or replaced and the material can be changed, but maximum diameters and minimum weights must remain as homologated. The use of titanium valves is permitted only if the homologated machines are equipped with such kind of valves. Valve springs can be changed. Valve spring retainers may be replaced or modified, but their weight must be the same or higher than the original ones.

(ICC December 2019)

21. Camshaft:

The method of drive must remain as homologated. The duration is free but the lift must remain as homologated. The cam chain or cam belt tensioning device(s) are free. At the technical checks: for direct camdrive systems, the camlobe lift is measured; for non-direct camdrive systems (i.e. with rocker arms), the valve lift is measured.

22. Cam Sprockets:

Cam sprockets can be modified or replaced to allow the degreasing of camshafts.

23. Crankshaft:

Crankshaft must remain as homologated without modification. Polishing and lightening is not allowed. Modifications of the flywheels are not allowed.

24. Oil Pumps, Water Pumps and Oil Lines:

Oil pump must remain as homologated. 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 treaded connectors. The internal parts of the water pump may be changed or modified. The drive ratio may be changed. The external appearance must remain as homologated.

25. Connecting Rods:

Connecting rods must remain as homologated. Polishing and lightening is not allowed.

26. Pistons:

Pistons must remain as homologated. Polishing and lightening is not allowed.

27. Piston Rings:

Piston rings must remain as homologated. No modifications are allowed.

28. Piston Pins and Clips:

Piston pins and clips must remain as homologated. No modifications are allowed.

29. Cylinders:

Cylinders must remain as homologated. Only the following modifications to the cylinders are allowed. Cylinder head gasket surface may be machined to allow the adjustment of compression ratio or resurfacing to repair a warped cylinder surface deck. Homologated materials and castings for cylinders must be used. The surface finish of the cylinder bore must remain as homologated. Cylinder capacity must remain at the homologated size.

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

Crankcases must remain as homologated. No modifications are allowed (including painting, polishing and lightening). Other engine cases must be made of the homologated material. 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 composite materials, type carbon or Kevlar®, aluminium or steel plates and/or bars are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely. Holes may be added in dry clutch covers to allow additional cooling. Engine case guards in the form of strengthened engine side covers may be installed. These covers must be no lighter in weight than the standard part. The countershaft cover may be removed. The addition of a crankcase protector at the countershaft is allowed.

31. Transmission/Gearbox:

All transmission/gearbox ratios are free. The number of gears must remain as homologated. Primary gears must remain as homologated. Quick-shift systems are allowed. Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.

32. Clutch:

Clutch type (wet or dry) and the way of operation (by cable or hydraulic) must remain as homologated. Friction and drive discs may be changed. Clutch springs may be changed. The clutch basket (outer) may be reinforced. The original clutch assembly may be modified for back torque limiting capabilities (slipper type). It is allowed to change to an aftermarket clutch with back torque limiting capabilities (slipper type). The use of electro-mechanical or electro-hydraulic actuating systems are not allowed.

33. Ignition/Engine Control System: (ECU)

Ignition/engine control system (ECU) may be modified or changed. Additional wiring harnesses may be added. Cutting of the wiring harness is allowed. Spark plugs and plug wires may be replaced.

34. Generator, Alternator, Electric Starter:

Generator may be modified, removed or replaced. The electric starter must operate normally and always be able to start the engine during the practices and race.

35. Exhaust System:

Exhaust pipes and silencers may be modified or changed. Catalytic converters must be removed. The number of final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) of the homologated model. For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) 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 Supersport will be 105 dB/A.

36. Fasteners:

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

37. The following items MAY BE altered or replaced from those fitted to the homologated motorcycle:

Any type of lubrication, brake or suspension fluid may be used. Any type of spark plug and plug cap may be used. Any inner tube (if fitted) or inflation valves may be used. Wheel balance weights may be discarded, changed or added to. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used. Gaskets and gasket materials. Painted external surface finishes and decals.

38. The following items MAY BE removed:

Instrument and instrument bracket and associated cables. Emission control items (anti-pollution) in or around the air box (O2 sensors, air injection devices). Tachometer. Speedometer and related wheel spacers. Radiator fan and wiring. Chain guard as long as it is not incorporated in the rear fender. Bolt on accessories on a rear sub frame.

39. The Following Items MUST BE removed:

Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials. Rear view mirrors, horn, license plate bracket, tool box, 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).

40. The following items MUST BE altered:

Motorcycles must be equipped with a functional ignition kill switch or button mounted at least on one side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. Throttle controls must be self-closing when not held by the hand. All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases, oil lines, oil coolers, etc.) All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox. Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained, no direct atmospheric emission is permitted. Oil cooler must not be mounted on or above the rear mudguard.

41. Additional Equipment:

Additional electronic hardware equipment not on the original homologated motorcycle may be added (e.g. data acquisition, computers, recording equipment). 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.

42. Replacement and Repairs:

Where necessary, parts from an older or newer version of the same model maybe used.

43. Chain Guards:

A guard must be fitted in such a way as to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

44. Fuel:

Fuel as per Technical Fuel regulations as per Chapter 12 within MCUI GCR's.

(ICC December 2019)

45. Bore and Stroke:

Bore and Stroke details must be displayed on the motorcycle.

46. Race Numbers & Backgrounds:

As per MCUI rules.

ALL MACHINES MUST HAVE

47. Rear Safety Light

Red Rear Warning Light (Rain Light) Ref CGR Chapter12-6

48. Handlebar Lever Protection

All motorcycles must be equipped with a brake lever protection, intended to prevent the handlebar brake lever from being accidentally activated in the case of collision with another motorcycle. Motorcycles with handlebar mounted rear brakes using full size levers must also be protected, Thumb style brakes are not included (NOM Feb 2024)

All items not mentioned in the following articles must remain as originally produced by the Manufacturer for the homologated machine. Everything that is not authorised and prescribed in these rules is strictly forbidden. All motorcycles must comply in every respect with all the requirements for racing as specified in the Technical Regulations, unless it is equipped as such on the approved machine. The appearance from both front, rear and the profile of motorcycles must (except when otherwise stated) conform in principle to the approved shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule. The displacement capacities must remain at the approved size. Modifying the bore and stroke to reach class limits is not allowed.

Pre Injection 1000:

Any 4 stroke machine whose engine is normally aspirated through carburettors and is between 630 to 1000cc.

No fuel injected machines are permitted.

1. Displacement Capacities:

Over 630cc up to 1000cc

2. Induction Tract Restriction:

Carburetion instruments must remain as homologated.

3. Frame Body and Rear sub-frame:

Frame must remain as originally produced by the manufacturer for the homologated machine. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount). 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. Nothing else can be added or removed from the frame body. All motorcycles must display a vehicle identification number on the frame body (chassis number). Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine. 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. The paint scheme is not restricted but polishing the frame body or sub-frame is not allowed.

4. Front Forks:

Forks must remain as originally produced by the manufacturer for the homologated machine. Standard original internal parts of the forks may be modified. After market damper kits or valves may be installed. Fork springs may be replaced. Fork caps may be modified or replaced to allow external adjustment. Dust seal can be modified, changed or removed if the fork is totally oil-sealed. The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed. The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated machine. Steering damper may be added or replaced with an aftermarket damper. The steering damper cannot act as a steering lock limiting device.

5. Rear Fork (Swing arm):

The rear fork must remain as originally produced by the manufacturer for the homologated machine. A chain guard must be fitted in such a way to reduce the possibility that any part of the riders' body must become trapped between the lower chain run and the rear wheel sprocket. Rear fork pivot bolt must remain as originally produced by the manufacturer for the homologated machine. Rear axle chain adjuster can be modified or changed. Rear wheel stand brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed. An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing-arm.

6. Rear Suspension Unit:

Rear suspension unit can be changed or modified. The original attachments of the frame and rear fork must be as homologated. Rear suspension unit spring(s) may be changed. Rear suspension linkage must remain as originally produced by the manufacturer for the homologated machine.

7. 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. Front and rear wheel axles must remain as originally produced by the manufacturer for the homologated machine. Wheel diameter and rim width must remain as originally homologated.

8. Brakes:

Front and rear brake discs may be changed but must fit the original calliper and mounting. However, the outside diameter, the ventilation system must remain as originally produced by the manufacturer for the homologated machine. Internally ventilated discs are not allowed. The brake disc carriers may be changed, but must retain the same off set and same type of mounting to the wheels. Replacement brake discs must be of ferrous material. Front and rear brake callipers as well as all the mounting points and mounting hardware (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine. The front master cylinder must remain as originally produced by the manufacturer for the homologated machine. Rear master cylinder must remain as originally produced by the manufacturer for the homologated machine. Front and rear hydraulic brake lines may be changed. The brake fluid reservoir may be replaced and/or repositioned. Quick connectors may be used. The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (lower triple clamp). Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type. Additional air ducts are not allowed.

9. Tyres:

Tyres can be treaded, slick or rain tyres.

10. Foot Rest/Foot Controls:

Foot rest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points. Foot rests may be rigidly mounted or 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 8 mm solid spherical radius. (see diagram A & C). Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or an equivalent type material (minimum radius 8mm). The plug surface must be designed to reach the widest possible area. The Technical Director has the right to refuse any plug not satisfying this safety aim.

11. Handle Bars and Hand Controls:

Handle bars, throttle assembly and associated cables, hand controls and levers may be replaced (does not include brake master cylinder). Handle bars and hand controls may be relocated. Electric starter switch and engine stop switch must be located on the handle bars.

12. Fairing/Body Work:

- a) Fairing, front mudguards and body work must appear to be as originally produced by the manufacturer for the homologated machine.
- b) Fairing and body work may be replaced with cosmetic duplicates of the original parts. The material may be changed. The use of carbon fibre or Kevlar® materials is allowed.
- c) Size and dimensions must be the same as the original parts without any addition or subtractions of design elements.
- d) Wind screen may be replaced with transparent material only.
- e) The original combination instrument/fairing brackets may be replaced. All other fairing brackets may be altered or replaced.
- f) The original air ducts running between the fairing and the air box may be altered or replaced.
- g) The original air ducts into the airbox may be altered or replaced.
- h) The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.
- i) The lower fairing must incorporate a hole of 25 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions as declared by the Race Director.
- j) Minimal changes are allowed to permit the use of an elevator (stand) for wheel changes and to add a small plastic protective cone to the frame or engine.
- k) Front mudguard must appear as originally supplied by the manufacturer for the homologated machine.
- l) Front mudguard may be replaced with cosmetic duplicates of the original parts.
- m) Front mudguard may be spaced upward for increased tyre clearance.
- n) Rear mudguard fixed on the swing-arm may be replaced with cosmetic duplicates of the original parts.
- o) Rear mudguards fixed on the swing-arm that incorporate the chain guard can be modified to accommodate larger diameter rear sprockets.
- p) The existing rear mudguard under the seat may be removed. A mudguard may be fitted directly onto the swing-arm (it may not cover more than 120 degrees of the wheel).

13. Fuel Tank:

Fuel tank must remain as originally produced by the manufacturer for the homologated machine. Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250 cc made of a suitable material. 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.

14. Seat:

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 use of carbon fibre or carbon composite materials is allowed. The top portion of the rear body work around the seat may be modified to a solo seat. Holes may be drilled in the seat or rear cowl to allow additional cooling. Holes which are bigger than 10mm must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material. The solo seat then must incorporate the rear number plates. The appearance from both front rear and profile must conform in principle to the homologated shape. The seat/rear cowl replacement must allow for proper number display. All exposed edges must be rounded.

15. Wiring Harness:

The wiring harness may be altered or replaced. Additional wiring harnesses may be added. Cutting of the wiring harness is allowed.

16. Battery:

The size and type of battery may be changed and relocated. Additional batteries may be added.

17. Radiator and Oil Coolers:

The radiator may be changed only if it fits in the standard location and does not require any modifications to the main frame or to the fairings' outer appearance. Modifications to the existing oil cooler are allowed only if it does not require any modifications to the main frame or to the fairings' outer appearance. A heat exchange (oil/water) can be exchanged by an oil cooler. Additional oil coolers are not allowed.

18. Air Box:

The air box must remain as originally produced by the manufacturer on homologated machine. The air filter element may be removed or replaced. The air box drains must be sealed. All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox. The original air ducts running from the fairing to the air box may be altered or replaced. The original air ducts to the airbox may be altered or replaced.

19. Fuel Supply:

Fuel lines may be replaced. Quick connectors or dry brake quick connectors may be used. Fuel vent lines may be replaced. Fuel filters may be added. Fuel petcock must remain as originally produced by the manufacturer. The fuel pump must remain as homologated. The fuel pressure regulator may be modified or changed.

20. Cylinder Head:

Cylinder head must be as homologated. The following modifications are allowed. Grinding of the cylinder head surface on the side of the gasket. Modifications of the inlet and exhaust ports by taking off or adding material (welding is forbidden). Original homologated valves guides may be cut or modified, but only on the intake or exhaust port side. Polishing of the combustion chamber. Original valve seats must be used, but modifications are allowed to the shape. Compression ratio is free, but the combustion chamber can be modified only by taking material off. It is forbidden to add any material to the cylinder head unless as described above. The compression ratio is free. The combustion chamber may be modified. Rocker arms (if any) must remain as homologated (material and dimensions). Valves may be altered or replaced and the material can be changed, but maximum diameters and minimum weights must remain as homologated. The use of titanium valves is permitted only if the homologated machines are equipped with such kind of valves. Valve springs can be changed. Valve spring retainers may be replaced or modified, but their weight must be the same or higher than the original ones.

21. Camshaft:

The method of drive must remain as homologated. The duration is free but the lift must remain as homologated. The cam chain or cam belt tensioning device(s) are free. At the technical checks: for direct camdrive systems, the camlobe lift is measured; for non-direct camdrive systems (i.e. with rocker arms), the valve lift is measured.

22. Cam Sprockets:

Cam sprockets can be modified or replaced to allow the degreasing of camshafts.

23. Crankshaft:

Crankshaft must remain as homologated without modification. Polishing and lightening is not allowed. Modifications of the flywheels are not allowed.

24. Oil Pumps, Water Pumps and Oil Lines:

Oil pump must remain as homologated. 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 treaded connectors. The internal parts of the water pump may be changed or modified. The drive ratio may be changed. The external appearance must remain as homologated.

25. Connecting Rods:

Connecting rods must remain as homologated. Polishing and lightening is not allowed.

26. Pistons:

Pistons must remain as homologated. Polishing and lightening is not allowed.

27. Piston Rings:

Piston rings must remain as homologated. No modifications are allowed.

28. Piston Pins and Clips:

Piston pins and clips must remain as homologated. No modifications are allowed.

29. Cylinders:

Cylinders must remain as homologated. Only the following modifications to the cylinders are allowed. Cylinder head gasket surface may be machined to allow the adjustment of compression ratio or resurfacing to repair a warped cylinder surface deck. Homologated materials and castings for cylinders must be used. The surface finish of the cylinder bore must remain as homologated. Cylinder capacity must remain at the homologated size.

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

Crankcases must remain as homologated. No modifications are allowed (including painting, polishing and lightening). Other engine cases must be made of the homologated material. 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 composite materials, type carbon or Kevlar®, aluminium or steel plates and/or bars are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely. Holes may be added in dry clutch covers to allow additional cooling. Engine case guards in the form of strengthened engine side covers may be installed. These covers must be no lighter in weight than the standard part. The countershaft cover may be removed. The addition of a crankcase protector at the countershaft is allowed.

31. Transmission/Gearbox:

All transmission/gearbox ratios are free. The number of gears must remain as homologated. Primary gears must remain as homologated. Quick-shift systems are allowed. Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.

32. Clutch:

Clutch type (wet or dry) and the way of operation (by cable or hydraulic) must remain as homologated. Friction and drive discs may be changed. Clutch springs may be changed. The clutch basket (outer) may be reinforced. The original clutch assembly may be modified for back torque limiting capabilities (slipper type). It is allowed to change to an aftermarket clutch with back torque limiting capabilities (slipper type). The use of electro-mechanical or electro-hydraulic actuating systems are not allowed.

33. Ignition/Engine Control System: (ECU)

Ignition/engine control system (ECU) may be modified or changed. Additional wiring harnesses may be added. Cutting of the wiring harness is allowed. Spark plugs and plug wires may be replaced.

34. Generator, Alternator, Electric Starter:

Generator may be modified, removed or replaced. The electric starter must operate normally and always be able to start the engine during the practices and race.

35. Exhaust System:

Exhaust pipes and silencers may be modified or changed. Catalytic converters must be removed. The number of final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) of the homologated model. For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) 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 Supersport will be 105 dB/A.

36. Fasteners:

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

37. The following items MAY BE altered or replaced from those fitted to the homologated motorcycle:

Any type of lubrication, brake or suspension fluid may be used. Any type of spark plug and plug cap may be used. Any inner tube (if fitted) or inflation valves may be used. Wheel balance weights may be discarded, changed or added to. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used. Gaskets and gasket materials. Painted external surface finishes and decals.

38. The following items MAY BE removed:

Instrument and instrument bracket and associated cables. Emission control items (anti-pollution) in or around the air box (O2 sensors, air injection devices). Tachometer. Speedometer and related wheel spacers. Radiator fan and wiring. Chain guard as long as it is not incorporated in the rear fender. Bolt on accessories on a rear sub frame.

39. The Following Items MUST BE removed:

Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials. Rear view mirrors, horn, license plate bracket, tool box, 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).

40. The following items MUST BE altered:

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

held by the hand. All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases, oil lines, oil coolers, etc.) All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox. Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained, no direct atmospheric emission is permitted. Oil cooler must not be mounted on or above the rear mudguard.

41. Additional Equipment:

Additional electronic hardware equipment not on the original homologated motorcycle may be added (e.g. data acquisition, computers, recording equipment). 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.

42. Replacement and Repairs:

Where necessary, parts from an older or newer version of the same model maybe used.

43. Chain Guards:

A guard must be fitted in such a way as to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

44. Fuel:

Fuel as per Technical Fuel regulations as per Chapter 12 within MCUI GCR's.

45. Bore and Stroke:

Bore and Stroke details must be displayed on the motorcycle.

46. Race Numbers & Backgrounds:

As per MCUI rules.

ALL MACHINES MUST HAVE

47. Rear Safety Light

Red Rear Warning Light (Rain Light) Ref CGR Chapter12-6

48. Handlebar Lever Protection

All motorcycles must be equipped with a brake lever protection, intended to prevent the handlebar brake lever from being accidently activated in the case of collision with another motorcycle. Motorcycles with handlebar mounted rear brakes using full size levers must also be protected, Thumb style brakes are not included (NOM Feb 2024)

MCUI POST CLASSIC TWIN SHOCK STANDING REGULATIONS

(ICC December 2019)

1. Any two or four stroke machine manufactured between 1.1.1973 and 31.12.1986 with a capacity of 450cc to 1000cc (Nom Feb 2024)
2. Water Cooled machines are not permitted.
3. No external modifications to cylinders, castings and casings.
4. Frames to be manufactured before cut-off date (31.12.84) or bona fide copy.
5. Alternative swinging arms are permitted if available within the period, no modifications allowed to the design to accommodate wider rear tyre.
6. Dual Shock absorber - Mono shock is prohibited. No piggy back style units.
7. Front Forks and mechanical anti dive if fitted must be of a type and model used in the era. Maximum diameter 38mm.
8. Any front brake (or period replacement) may be used. Floating discs are prohibited. Rear drum brake must be retained if fitted as standard.
9. Any carburettor available within the period including power jets is permitted.
10. Noise- All must comply with current MCUI noise regulations.
11. Wheels to be wire spoke unless otherwise fitted as standard by the manufacturer. (Riders must be aware of the dangers of using elderly cast wheels). Maximum permitted tyre widths are 125 cc =3" 250/350 cc =3" 500 cc =5" 501-1300 cc =7"
12. Ignition unit any type allowed.
13. The competitor is requested to style their machine to resemble racing machines of the era. Suitable seats, tanks, and fairings are readily available.
14. All four stroke post classic machines must be fitted with a belly pan.
15. Chain Guards: A guard must be fitted in such a way as to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.
16. Tyres – Only treaded tyres are permitted – Use of tyre warmers are not permitted
17. Fuel – Fuel as per Technical Fuel regulations as per Chapter 12 within MCUI GCR's.
18. Rear Safety Light
Red Rear Warning Light (Rain Light) Ref CGR Chapter12-6
19. Handlebar Lever Protection
All motorcycles must be equipped with a brake lever protection, intended to prevent the handlebar brake lever from being accidentally activated in the case of collision with another motorcycle. Motorcycles with handlebar mounted rear brakes using full size levers must also be protected, Thumb style brakes are not included (NOM Feb 2024)

MCUI CLASSIC GRAND PRIX STANDING REGULATIONS

(ICC December 2019)

Only genuine grand prix factory racing machines are allowed, modified street bikes are not allowed.

125, 250 and 350 machines can compete together but will be scored as separate classes.

1. 125cc disc valve twins all years and suspension types are allowed.
2. 125cc Single cylinder machines up to 1994 – Beam frames permitted.
3. 250cc and 350cc parallel or tandem twin machines up to 31st December 1984. Machines must have 16” or 18” wheels only. Frames must be steel or aluminium square or round section. No beam frames.
4. 250cc ‘V’ twin machines up to 31st December 1995, 17” wheels and beam frames are permitted. These machines will run in separate category.
5. Alternative but period and replica brake components may be used. No Radial Callipers permitted.
6. The competitor is requested to style their machine to resemble racing machines of the era. Suitable seats, tanks, and fairings are readily available.
7. Race Numbers and Backgrounds – As per MCUI Rules.
8. Tyres - Slick tyres are permitted.
9. Chain Guards: A guard must be fitted in such a way as to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.
10. Noise limit 105db.
11. Fuel – Fuel as per Technical Fuel regulations as per Chapter 12 within MCUI GCR’s.
12. Rear Safety Light
Red Rear Warning Light (Rain Light) Ref CGR Chapter12-6
13. Handlebar Lever Protection
All motorcycles must be equipped with a brake lever protection, intended to prevent the handlebar brake lever from being accidentally activated in the case of collision with another motorcycle. Motorcycles with handlebar mounted rear brakes using full size levers must also be protected, Thumb style brakes are not included (NOM Feb 2024)

MCUI SUPERSPORT (Next Gen) TECHNICAL REGULATIONS

Machines competing in Supersport at an MCUI sanctioned event must comply with the MCUI SUPERSPORT REGULATIONS. These are as follows and are correct as of the printing of these regulations but which are subject to any amendments made by the MCUI which will be issued by means of an MCUI Technical Bulletin.

All items not mentioned in the following articles must remain as originally produced by the Manufacturer for the homologated machine. Everything that is not authorised and prescribed in these rules is strictly forbidden.

1. Machine Homologation

All motorcycles must comply in every respect with all the requirements for racing as specified in the Technical Regulations, unless it is equipped as such on the homologated machine. The appearance from both front, rear and the profile of motorcycles must (except when otherwise stated) conform in principle to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule. The displacement capacities must remain at the homologated size. Modifying the bore and stroke to reach class limits is not allowed. Engine and chassis must be from the same homologated make/model and use wiring, ecu and injection/fuelling system for the specific homologated engine

2. 5.2.8.2 Balancing various motorcycle concepts

In order to equalize the performance of motorcycles used in MCUI Supersport races a system of performance enhancements or restrictions (such as but not limited to authorised parts, minimum weight, air restrictor or Rev Limit) may be developed or applied according to their respective racing performances. The decision to apply a balancing system to a motorcycle will be taken by the MCUI at any time deemed necessary to ensure fair competition.

Authorised parts and restrictions will be documented in the MCUI Authorised Parts list.

The authorised parts list supersedes all the following regulations.

3. Displacement Capacities:

Over 400cc up to 600cc 4 Stroke 4 cylinders

Over 600cc up to 636cc 4 Stroke 4 cylinders

Over 500cc up to 675cc 4 Stroke 3 cylinders

Over 650cc up to 750cc 4 Stroke 2 cylinders (ICC December 2019)

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

Machines outside of these classifications will be considered upon application to the MCUI, if approved these machines will be known as Supersport Next Generation Machines. They must be equipped with a Ride by Wire throttle system (OEM or as part of a compulsory kit). If approved these machines will be known as Supersport Next Generation Machines. Manufacturers may resubmit currently homologated machines as Supersport Next Generation.

The Specification of these machines will follow the FIM Supersport World Championship regulations unless superseded by the MCUI Authorised Parts list.

4. Minimum Weights:

The minimum weights will be: 600 cc four cylinders 161 kg

The minimum weights will be: 636 cc four cylinders 161 kg

The minimum weights will be: 675 cc three cylinders 161 kg

The minimum weights will be: 750 cc four cylinders 161 kg (ICC December 2019)

In the final inspection at the end of the race, the checked machines will be weighed in the condition they were at the end of the race. The established weight limit must be met in the condition the machine finished the race. Nothing can be added to the machine including water, oil, fuel or tyres. At any time of the event, the weight of the whole machine (including the tank and its contents) must not be less than the minimum weight with a tolerance of 1 kg. During the practice and qualifying sessions every rider may be asked to submit his motorcycle to a weight control in the pit lane. (This will be done in such a way that the rider and team will be disturbed as little as possible, but in any case the rider and team must comply with these checks.)

Bran	Bike Weight		Combined Minimum Bike and Rider Weight*
	Har Minimum	Soft Maximu	
Ducati Panigale V2*	TBC kg	TBC kg	TBC kg
Honda CBR600RR	161 kg	170 kg	239 kg
Kawasaki ZX-6R	161 kg	170 kg	239 kg
Kawasaki ZX-636R**	161 kg	170 kg	239 kg
MV Agusta	161 kg	170 kg	239 kg
MV Agusta F3	161 kg	170 kg	239 kg
MV Agusta F3	161 kg	170 kg	239 kg
Suzuki GSX-R600	161 kg	170 kg	239 kg
Suzuki GSX-R750***	161 kg	170 kg	239 kg
Triumph 675R	161 kg	170 kg	239 kg
Triumph ST765RS*	161 kg	170 kg	239 kg
Yamaha YZF-R6	161 kg	170 kg	239 kg

5. Induction Tract Restriction: Carburation instruments must remain as homologated.

6. Frame Body and Rear sub-frame:

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

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

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.

Nothing else can be added or removed from the frame body.

All motorcycles must display a vehicle identification number on the frame body (chassis number).

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

Rear sub frame may be changed or altered, but the type of material must remain as homologated, or of higher specific weight.

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.

The paint scheme is not restricted but polishing the frame body or sub-frame is not allowed.

7. Front Forks:

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

Standard original internal parts of the forks may be modified or changed. No aftermarket or prototype electronic ally-controlled suspensions can be used. If original electronic suspensions are used, they must be completely standard (any mechanical or electronic part must remain as homologated). The original electronic system must work properly in the event of an electric/electronic failure otherwise it cannot be homologated for FIM/MCUI competitions.

After market damper kits or valves may be installed. Fork springs may be modified or replaced.

Fork caps may be modified or replaced to allow external adjustment. They may extend the clamping area of the fork leg a maximum of 18mm above the standard fork tube. The fork 'drop' must never be set allowing the fork to be submerged in the top yoke/clamp. The full clamping area of the top yoke/clamp must be used.

Dust seal can be modified, changed or removed if the fork is totally oil-sealed.

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

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

Steering damper may be added or replaced with an aftermarket damper.

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

8. Rear Fork (Swing arm):

The rear fork must remain as originally produced by the manufacturer for the homologated machine. A chain guard must be fitted in such a way to reduce the possibility that any part of the riders' body must become trapped between the lower chain run and the rear wheel sprocket.

Rear fork pivot bolt must remain as originally produced by the manufacturer for the homologated machine.

Rear axle chain adjuster can be modified or changed.

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

Fastening screws must be recessed. An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing-arm.

9. Rear Suspension Unit:

Rear suspension unit can be changed or modified. The original attachments of the frame and rear fork must be as homologated.

Rear suspension unit spring(s) may be changed. No aftermarket or prototype electronic ally-controlled suspensions can be used. If original electronic suspensions are used, they must be completely standard (any mechanical or electronic part must remain as homologated).

The original electronic system must work properly in the event of an electric/electronic failure otherwise it cannot be homologated for FIM/MCUI competitions.

Rear suspension linkage must remain as originally produced by the manufacturer for the homologated machine.

10. Wheels:

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

Any inner tube (if fitted) or inflation valves may be used.

Wheel balance weights may be discarded, changed or added.

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.

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

Wheel diameter and rim width must remain as originally homologated.

11. Brakes:

Front and rear brake discs may be changed but must fit the original calliper and mounting. However, the outside diameter, the ventilation system must remain as originally produced by the manufacturer for the homologated machine. Internally ventilated discs are not allowed if not homologated in the original machine.

The brake disc carriers may be changed, but must retain the same off set and same type of mounting to the wheels.

Replacement brake discs must be of ferrous material.

Front and rear brake callipers as well as all the mounting points and mounting hardware (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine.

The front master cylinder must remain as originally produced by the manufacturer for the homologated machine.

Rear master cylinder must remain as originally produced by the manufacturer for the homologated machine.

The use of thumb or hand brakes is allowed in addition to or instead of the foot operated system. An adaptor may be fitted to the reservoir input of the OEM master cylinder to facilitate this.

Front and rear hydraulic brake lines may be changed. The brake fluid reservoir may be replaced and/or repositioned. Quick connectors may be used. The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (lower triple clamp).

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

Additional air ducts are not allowed.

In order to reduce the transfer of heat to the hydraulic fluid it is permitted to add metallic shims to the calipers, between the pads and the calipers, and/or to replace light alloy pistons with steel pistons made by the same manufacturer of the caliper.

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.

12. Tyres: Tyres can be treaded, slick or rain tyres.

13. Foot Rest/Foot Controls:

Foot rest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points.

Foot rests may be rigidly mounted or 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 8 mm solid spherical radius. (see diagram A & C).

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

14. Handle Bars and Hand Controls:

Handle bars, throttle assembly and associated cables, hand controls and levers may be replaced (does not include brake master cylinder).

Handle bars and hand controls may be relocated.

Electric starter switch and engine stop switch must be located on the handle bars.

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

15. Fairing/Body Work:

a) Fairing, front mudguards and body work must appear to be as originally produced by the manufacturer for the homologated machine.

b) Fairing and body work may be replaced with cosmetic duplicates of the original parts. The material may be changed. The use of carbon fibre or Kevlar® materials is allowed.

c) Size and dimensions must be the same as the original parts without any addition or subtractions of design elements.

d) Wind screen may be replaced with transparent material only.

- e) The original combination instrument/fairing brackets may be replaced. All other fairing brackets may be altered or replaced.
- f) The original air ducts running between the fairing and the air box may be altered or replaced.
- g) The original air ducts into the airbox may be altered or replaced.
- h) For Supersport Next Generation: The original air ducts running between the fairing and the airbox may only be replaced by exact cosmetic replicas of the original parts.
- i) The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.
- j) Minimal changes are allowed to permit the use of an elevator (stand) for wheel changes and to add a small plastic protective cone to the frame or engine.
- k) Front mudguard must appear as originally supplied by the manufacturer for the homologated machine.
- l) Front mudguard may be replaced with cosmetic duplicates of the original parts.
- m) Front mudguard may be spaced upward for increased tyre clearance.
- n) Rear mudguard fixed on the swing-arm may be replaced with cosmetic duplicates of the original parts.
- o) Rear mudguards fixed on the swing-arm that incorporate the chain guard can be modified to accommodate larger diameter rear sprockets.
- p) The existing rear mudguard under the seat may be removed. A mudguard may be fitted directly onto the swing-arm (it may not cover more than 120 degrees of the wheel).

16. Fuel Tank:

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

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

17. Seat:

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 body work around the seat may be modified to a solo seat.

Holes may be drilled in the seat or rear cowl to allow additional cooling. Holes which are bigger than 10mm must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material.

The appearance from both front rear and profile must conform in principle to the homologated shape.

All exposed edges must be rounded.

18. Wiring Harness: The wiring harness may be altered or replaced. Additional wiring harnesses may be added. Cutting of the wiring harness is allowed.

19. Battery: The size and type of battery may be changed and relocated. Additional batteries may be added.

20. Radiator and Oil Coolers (including Supersport NG):

The radiator may be changed only if it fits in the standard location and does not require any modifications to the main frame or to the fairings' outer appearance.

Modifications to the existing oil cooler are allowed only if it does not require any modifications to the main frame or to the fairings' outer appearance. A heat exchange (oil/water) can be exchanged by oil cooler.

Radiator fan and wiring may be changed, modified or removed.

Additional oil coolers are not allowed.

Oil cooler must not be mounted on or above the rear mudguard.

21. Air Box (including Supersport NG):

The air box must remain as originally produced by the manufacturer on homologated machine.

The air filter element may be removed or replaced.

The air box drains must be sealed.

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

The original air ducts running from the fairing to the air box may be altered or replaced.

The original air ducts to the airbox may be altered or replaced.

22. Fuel Injection System:

Fuel injection systems refer to throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.

Throttle bodies must be standard units as on the homologated model. Throttle bodies intake insulators may be modified. Homologated model in section 22 refers to engine and not chassis for clarification

The fuel injectors must be standard units as on the homologated motorcycle. Bell mouths may be altered or replaced from those fitted by the manufacturer on the homologated machine.

Butterfly cannot be changed or modified.

Fuel pump and fuel pressure regulator must remain as homologated.

The fuel injection management computer chip (EPROM) may be changed. The use of flash memory ("flash RAM") for fuel injection mapping is allowed.

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

23. Fuel Supply (including Supersport NG):

Fuel pump and fuel pressure regulator must remain the same as on the homologated motorcycle.

The fuel pressure must be as homologated.

Fuel lines from the fuel tank up to the injectors (fuel hoses, delivery pipe assembly, joints, clamps, fuel canister) may be replaced.

The fuel line(s) going from the fuel tank to the fuel injection system must be located in such a way that they are protected from possible crash damage.

Fuel level sensors may be removed or fixed in position.

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

24. Cylinder Head:

Cylinder head must be as homologated. The following modifications are allowed.

- a) Grinding of the cylinder head surface on the side of the gasket.
- b) Modifications of the inlet and exhaust ports by taking off or adding material (welding is forbidden).
- c) Original homologated valves guides may be cut or modified, but only on the intake or exhaust port side.
- d) Polishing of the combustion chamber.
- e) Original valve seats must be used, but modifications are allowed to the shape.
- f) Compression ratio is free, but the combustion chamber can be modified only by taking material off. It is forbidden to add any material to the cylinder head unless as described above.
- g) The compression ratio is free. The combustion chamber may be modified.
- h) Rocker arms (if any) must remain as homologated (material and dimensions).
- i) Valves may be altered or replaced and the material can be changed, but maximum diameters and minimum weights must remain as homologated. The use of titanium valves is permitted only if the homologated machines are equipped with such kind of valves. Valve springs can be changed. Valve spring retainers may be replaced or modified, but their weight must be the same or higher than the original ones.

25. Camshaft:

The method of drive must remain as homologated.

The duration is free but the lift must remain as homologated.

The cam chain or cam belt tensioning device(s) are free.

At the technical checks: for direct cam drive systems, the cam lobe lift is measured; for non-direct cam drive systems (i.e. with rocker arms), the valve lift is measured.

26. Cam Sprockets: Cam sprockets can be modified or replaced to allow the degreering of camshafts.

27. Crankshaft:

Crankshaft must remain as homologated without modification.

Polishing and lightening is not allowed.

Modifications of the flywheels are not allowed.

28. Oil Pumps, Water Pumps and Oil Lines:

Oil pump must remain as homologated. 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 treaded connectors.

The internal parts of the water pump may be changed or modified. The drive ratio may be changed. The external appearance must remain as homologated.

29. Connecting Rods:

Connecting rods must remain as homologated. Polishing and lightening is not allowed.

30. Pistons:

Pistons must remain as homologated. Polishing and lightening is not allowed.

31. Piston Rings:

Piston rings must remain as homologated. No modifications are allowed.

32. Piston Pins and Clips:

Piston pins and clips must remain as homologated. No modifications are allowed.

33. Cylinders:

Cylinders must remain as homologated. Only the following modifications to the cylinders are allowed. Cylinder head gasket surface may be machined to allow the adjustment of compression ratio or resurfacing to repair a warped cylinder surface deck.

Homologated materials and castings for cylinders must be used.

The surface finish of the cylinder bore must remain as homologated.

Cylinder capacity must remain at the homologated size.

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

Crankcases must remain as homologated. No modifications 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.

Other engine cases must be made of the homologated material.

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 composite materials, type carbon or Kevlar®, aluminium or steel plates and/or bars are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely.

Holes may be added in dry clutch covers to allow additional cooling.

Engine case guards in the form of strengthened engine side covers may be installed. These covers must be no lighter in weight than the standard part.

The countershaft cover may be removed.

The addition of a crankcase protector at the countershaft is allowed.

35. Transmission/Gearbox (including Supersport NG):

All transmission/gearbox ratios are free.

The number of gears must remain as homologated.

Primary gears must remain as homologated.

Quick-shift systems are allowed.

Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.

36. Clutch (including Supersport NG):

Clutch type (wet or dry) and the way of operation (by cable or hydraulic) must remain as homologated.

An aftermarket slipper clutch may be used but the type (Wet or Dry) and the operating method (Cable or Hydraulic) must remain as homologated.

Friction and drive discs may be changed. Clutch springs may be changed.

The clutch basket (outer) may be reinforced.

The use of electro-mechanical or electro-hydraulic actuating systems are not allowed.

37. Electrics and Electronics

The complete electronics system must be either:

i. For 'Supersport' Machines See art (A) below (may include World Supersport Control ECU)

ii. For 'Supersport Next Generation' Machines see art (B) below

(A) Supersport Electrics and Electronics:

Spark plugs and plug caps and wires may be replaced.

No additional electronics forming control systems will be allowed (i.e. external ignition/fuel cut traction control systems, engine throttle blipper servo motors or ignition expanders are allowed).

The only systems allowed are manufacturers "kit ECU", Standard ECU with fuelling module only or the series option ECU which is Motec M130 with control software/firmware provided by (Motec/MSVR).

No traction control is allowed, any ECU with this capability must have the functionality disabled.

If the manufacturers "kit ECU" is used or Series Option ECU (Motec M130) a maximum rev limit will be prescribed by MCRCB/MSVR whose decision is final, this may be checked at any time during an event.

Supersport manufacturers kit ECU authorised by the MCRCB/MSVR is subject to the manufacturer providing the organiser checking tools and other means of verification for compliance.

Additional Equipment

Additional electronic hardware equipment not on the original homologated motorcycle may be added (e.g. data acquisition, one rear wheel speed sensor for data logging ONLY, computers, recording equipment).

Note: No front wheel speed sensor is permitted in any circumstances for supersport machines, **Supersport Next Generation may use a front wheel speed sensor.**

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.

Connectors and switches are free.

(B) Supersport Next Generation Electrics and Electronics:

a. The ECU and Dashboard must be the Supersport control units as documented in the MCRCB Authorised parts list. The sole official supplier of the Control Electronic System is Solo Engineering. www.soloengineering.com, sales@soloengineering.com. Those parts are the WSS600_A (MKE7) ECU and DAS-SLOWSS3-D1 (ADU5).

b. The firmware and manufacturer (engine) map must be declared eligible by the championship and from the Authorised parts list.

c. The ECU must have the 'FIM Settings' section up to date at all times – it is the team's responsibility to ensure that this is done.

d. External quickshift modules/sensors may be fitted but may only provide a signal to the Control Supersport ECU

e. No other external modules may be fitted except:

- a. Part of a quickshifter where the module may only provide a signal to the control ECU.
- b. Championship mandated devices (e.g. 2 way RF system).
- c. Datalogger.

2 CAN connections must be made available for Championship devices. They must be located in the rear of the seat unit of the motorcycle. They must be connected to the ECU CAN bus and the TPMS system (if fitted) must be connected to the same bus. 12v power should be available switched by the main switch (not switched by the ignition switch). The devices may be championship mandated or nominated by the Chief Technical Officer

Connector spec: JST 04R-JWPF-VSLE-S

1. Ground
2. CAN Lo
3. CAN Hi
4. 12v Main Switch

f. The rain light must be powered by the ECU (as detailed in the harness schematics).

g. The ECU may be freely located but must be fitted securely, in a damped mounting without vibration.

h. During an event the Chief Technical Officer has the right to ask a team to substitute their ECU. The change has to be done before Sunday warm up.

i. During an event the Technical Director or his appointed deputy has the right to read and save the teams calibration file, it will not be shared except for conformity checks with control electronics system partners, but may be used in Dyno tests.

j. The following sensors must be connected directly to the ECU only and must be the original OEM sensors unless stated:

- a. Throttle position (multiple allowed)
- b. Map sensor, Map Sync (pressure sensor on the intake port used to synchronize the engine during the start)
- c. Airbox Pressure
- d. Engine pick-ups (Cam, crank)
- e. Twist grip position
- f. Front Speed (add only if not available OEM)*
- g. Rear Speed (add only if not available OEM)*
- h. Gearbox output shaft speed (if on OEM machine)
- i. Gear position

- j. Air pressure
- k. Water temperature
- l. Air temperature
- m. Tip-Over Switch (No lean angle – except from ECU) (all ECU's feature crash detection (by IMU).

The following can be added (and not OEM sensors):

- n. Gear shift load cell / switch (Non-OEM parts must be from the Eligible Parts for Competition List (Shift controlled by ECU only)
- o. Lambda - Bosch LSU4.9 only (one sensor only).
- p. Fork position
- q. Shock position
- r. Front brake pressure
- s. Rear brake pressure
- t. Fuel pressure (not temperature)
- u. Oil pressure
- v. Oil temperature
- w. Switches (Left and right)
- x. Rear TPMS Monitor (Temperature and Pressure, must be CAN)**
- y. Front TPMS Monitor (Temperature and Pressure, must be CAN)**

* The OEM phonic/speed sensor rings must be used (ZX636 for ZX6).

** Must be from the Authorised parts list.

k. The characteristics of eligible data logging systems must meet the following:

- a. The Data Logger unit must be available for sale to the public.
- b. The data logger may ONLY be connected to the CAN bus and to those sensors listed in section 5.2.8.9.3.\.

l. Only the following may be connected directly to the logging system.

- a. GPS Unit (Lap timing and track position)
- b. Transponder / Lap time signal
- c. Rear tyre temperature (Infra-Red)(External)(Maximum 3)
- d. Any exceptions noted in MCRCB Authorised Parts List.

m. Telemetry is not allowed.

n. 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.

o. All shift lights must be only 'White'.

p. If handlebar switches are replaced from those supplied in the kit then they must meet the specification documented on www.soloengineering.com Their basic layout, switch function, position and colour must follow those supplied in the kit.

q. Plug caps and coils must remain as homologated.

r. Electric cables, harness, connectors, battery and switches are free but the harness must comply with the wiring schematic that is available from www.soloengineering.com.

s. Spark plugs and wires may be replaced.

38. Generator, Alternator, Electric Starter:

Generator may be modified, removed or replaced.

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

39. Exhaust System (including Supersport NG):

Exhaust pipes and silencers may be modified or changed. Catalytic converters must be removed.

The number of final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) of the homologated model.

For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) 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 Supersport will be 105 dB/A.

Supersport Next Generation machines will have limitations on the exhaust specification defined at the time of the balance test and specified in the Eligible Parts list for Competition. If an exhaust system manufacturer wishes to make eligible a system that does not match the Manufacturers defined specification (or point b) then they may pay to have the (Phase 2) balancing test performed with their system. Once approved the system and its map ID will be added the MCUI Authorised Parts List.

40. Fasteners:

Standard fasteners may be replaced with fasteners of any material and design.

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

Titanium fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing.

Special steel fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing.

Fasteners may be drilled for safety wire, but intentional weight-saving modifications are not allowed.

Fairing/bodywork fasteners may be changed to the quick disconnect type.

41. The following items MAY BE altered or replaced from those fitted to the homologated motorcycle:

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

Any type of spark plug and plug cap may be used.

Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.

Gaskets and gasket materials. For Supersport Next Generation Head and Base Gaskets will be specified in the Authorised Parts List.

Painted external surface finishes and decals.

42. The following items MAY BE removed:

Instrument and instrument bracket and associated cables.

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

Tachometer.

Speedometer and related wheel spacers.

Chain guard as long as it is not incorporated in the rear fender.

Bolt on accessories on a rear sub frame.

43. The Following Items MUST BE removed:

Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.

Rear view mirrors, horn, license plate bracket, tool box, 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).

44. The following items MUST BE altered:

Motorcycles must be equipped with a functional ignition kill switch or button mounted at least on one side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.

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

All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases, oil lines, oil coolers, etc.)

All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox. Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained, no direct atmospheric emission is permitted.

Oil cooler must not be mounted on or above the rear mudguard.

It is recommended that machines be equipped with a red light on the instrument panel. This light must flash in the event of oil pressure drop.

45. Additional Equipment: Additional electronic hardware equipment not on the original homologated motorcycle may be added (e.g. data acquisition, computers, recording equipment). 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.

46. Replacement and Repairs: Where necessary, parts from an older or newer version of the same model maybe used.

47. Chain Guards: A guard must be fitted in such a way as to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

48. Fuel: Fuel as per Technical Fuel regulations as per Chapter 12 within MCUI GCR's. (ICC December 2019)

49. Bore and Stroke: Bore and Stroke details must be displayed on the motorcycle.

50. Race Numbers & Backgrounds: As per MCUI rules.

ALL MACHINES MUST HAVE

51. Rear Safety Light: All motorcycles must have a functioning red light mounted at the rear of the seat to be used during wet practice/races or in low visibility conditions as declared by the Clerk of the Course.

1. the lighting direction must be parallel to the centre line of the motorcycle (running direction) and it must be clearly visible from the rear, at least 15 degrees to both the left and right sides of the centre line of the motorcycle.

2. it must be safely mounted on the very end of seat/rear bodywork and approximately on the centre line of the motorcycle.

3. the power output/luminosity must be equivalent to approximately 10-15W (incandescent) or 3-5W (led).

4. the light must be able to be switched on and off.

52. Handlebar Lever Protection

All motorcycles must be equipped with a brake lever protection, intended to prevent the handlebar brake lever from being accidentally activated in the case of collision with another motorcycle. Motorcycles with handlebar mounted rear brakes using full size levers must also be protected, Thumb style brakes are not included (NOM Feb 2024)

MCUI SUPERSTOCK TECHNICAL REGULATIONS

(These regulations will apply to the follow Championships – Junior Superstock – Superstock 1000)

These regulations are the MCUI Superstock Regulations. The FIM regulations differ specifically regarding electronics and gearbox .We believe that Superstock regulations, as the name implies, should only allow limited modifications to the homologated machine.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THESE REGULATIONS IS STRICTLY FORBIDDEN

The motorcycles must be homologated by the original manufacturer only. The model will be eligible for Superstock competition for a maximum period of 5 years.

As the name Superstock implies, the machines used are allowed limited modifications. Most modifications that are allowed are only allowed for safety reasons.

Superstock motorcycles require FIM Homologation (see art 2.9). The MCUI/MCI may homologate machines, which comply or will comply with the principles stated by the FIM.

All machines must comply with all requirements of Road Racing as specified in the MCUI Regulations. The Appearance from front, rear and the profile of Superstock motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system and engine case and tank guards is excluded from this rule.

1. Machine Specifications:

All items not mentioned in the following articles must remain as originally produced by the manufacturer for the homologated machine.

2. Balancing various motorcycle concepts:

In order to equalize the performance of motorcycles with different engine configurations, changes in the minimum weight can be applied according to their respective racing performances. The decision about applying a handicap system to a respective class will be taken by MCUI at any time. These handicaps will follow the system like described in 2.4.4.2 of the Superbike regulation, but will be adapted to the Superstock class.

3. Displacement capacities:

The following engine configurations compose the Superstock 1000, Junior Superstock and Junior Twins.

4. Superstock 1000:

- Over 600cc up to 1000cc 4-stroke 4 cylinders maximum
- Over 750cc up to 1000cc 4-stroke 3 cylinders maximum
- Over 850cc up to 1200cc 4-stroke 2 cylinders maximum

5. Junior Superstock:

- Over 500cc up to 600cc 4-stroke 4 cylinders maximum
- Over 600cc up to 675cc 4-stroke 3 cylinders maximum
- Over 650cc up to 750cc 4-stroke 2 cylinders maximum

The displacement capacities must remain at the homologated size. Increasing the bore size to reach class limits is not allowed.

6. Minimum Weight:

- The FIM decides the minimum weight value for a homologated model as sold to the public by determining its dry weight.
- The dry weight of a homologated motorcycle is defined as the total weight of the empty motorcycle as produced by the manufacturer (after removal of fuel, vehicle number plate, tools and the main stand when fitted but with oil and radiator liquid at the prescribed level). To confirm the dry weight a minimum of three motorcycles are weighed and compared. The result is rounded off to the nearest digit.
- The minimum weight value is determined by the dry weight value (in Kg.)
- minus 12 KG for Superstock 1000.
- minus 10 KG for Junior Superstock
- In the final inspection at the end of the race, the checked machines will be weighed in the condition they were at the end of the race.
- The established weight limit must be met in the condition the machine finished the race. Nothing can be added to the machine including water, oil, fuel or tyres.
- At the time of the event, the weight of the whole machine including the tank and its contents must be not less than the minimum weight, with a tolerance of 1 kg.

During the practice and qualifying sessions every rider may be asked to submit his motorcycle to a weight control.

7. Tyres:

Tyres can be treaded, slick or rain tyres.

8. Carburetion Instruments / Fuel Injection System:

Carburetion instruments refer to throttle bodies and variable length intake track devices.

- Carburetion 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.

See also 2.7.8.17 Fuel Supply

9. Cylinder Head:

- No modifications are allowed.
- No material may be added or removed from the cylinder head.
- The cylinder head gaskets may be changed.
- The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, spring base and retainers must be as originally produced by the manufacturer for the homologated machine. Only normal maintenance interventions as prescribed by the Manufacturer in the model's Service Manual are authorized.
- Valve springs shims are not allowed.

10. 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 is free, however no machining of the camshaft sprocket is authorised.

11. Cam Sprockets or Gears: -.No dimensional modifications are allowed

12. Cylinders: - No modifications are allowed.

13. Pistons: - No modifications are allowed (including polishing and lightening).

14. Piston Rings: - No modifications are allowed.

15. Piston Pins and Clips: - No modifications are allowed.

16. Connecting Rods: - No modifications are allowed (including polishing and lightening).

17. Crankshaft: - No modifications are allowed (including polishing and lightening)

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

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

- The original lateral (side) covers may be modified without modification to the position and dimensions of the covered parts. The modified cover must have at least the same resistance to impact.

- Engine case guards in the form of strengthened engine side covers may be installed. These covers must be constructed of the same material and be no lighter in weight than the standard material.

- 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 of composite material, type injection moulded long glass fibre nylon, carbon or Kevlar® approved by the FIM or MCUJ, aluminium or steel plates and/or bars are also permitted. All these devices must be designed to be resistant against sudden shocks and fixed properly and securely. No damaged cases will be permitted unless approved by the Chief Technical Officer.

19. Transmission/Gearbox:

- The material and heat treatment of the highest 2 gear pinions may be changed, but the number of teeth has to be kept as homologated.

- Other modifications or additions to the gearbox or selector mechanism, including quick shift systems are not allowed. Quick shift systems are allowed if on the homologated model.

- Only countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.

- The sprocket cover can be modified or eliminated.

20. 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.

21. 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.

22. Radiator and oil coolers:

- Additional radiators and / or oil coolers are not allowed.

- The radiator tubes 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)

- Radiator fan and wiring may be removed

23. 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 removed or replaced.

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

24. Fuel Supply:

- The fuel injection management computer chip (EPROM) may be changed.

- The use of flash memory (flash RAM) for fuel injection mapping is allowed. 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).

- Fuel pump and fuel pressure regulator must remain as homologated.

- Fuel lines may be replaced but the fuel petcock must remain as originally produced by the manufacturer.

- Quick connectors or dry break quick connectors may be used.

- Fuel vent lines may be replaced.

- Fuel filters may be added.

See also 2.7.8.1 Carburetion Instruments/Fuel Injection

25. 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 must 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 Superstock is 105 dB/A (with a 3 dB/A tolerance after the race).

26. Ignition/Engine Control System (ECU):

- Spark plugs may be replaced.

- The central unit (ignition/engine control unit/CDI) must stay as homologated.

27. 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). The engine must start and run when the electric starter has stopped its procedure.

28. Additional Equipment:

- Additional electronic hardware equipment not on the original homologated motorcycle may be added. (i.e. data acquisition, computers, recording equipment etc.).

- 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.

29. Wiring Harness:

- The original wire-loom may be modified only as indicated hereafter:
- The unused wire loom elements supplying current to direction indicators, horn, ignition contact and key lock etc. may be unplugged and/or removed (no cutting allowed).
- Cutting of the wiring harness is not allowed but to disconnect connectors is allowed.
- The wiring harness may only be used for the purpose it is homologated for unless stated in these regulations.

30. Battery:

Battery is free but nominal capacity must be equal or higher than the homologated type.

31. Frame Body and Rear Sub Frame:

- Frame must remain as originally produced by the manufacturer for the homologated machine.
- 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 be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount)
- 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 spare frames.
- Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.
- Rear sub frame must remain as originally produced by the manufacturer for the homologated machine.
- 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.
- The paint scheme is not restricted but polishing the frame body or the sub frame is not allowed.

32. Front Forks:

- Forks structure (spindle, stanchions, bridge, stem etc.) must remain as originally produced by the manufacturer for the homologated machine.
- Standard original internal parts of the forks may be modified.
- Aftermarket damper kits or valves may be installed.
- No aftermarket or prototype electronic ally-controlled suspensions can be used. If original electronic suspensions are used, they must be completely standard (any mechanical or electronic part must remain as homologated). The original electronic system must work properly in the event of an electric/electronic failure otherwise it cannot be homologated for FIM/MCUI competitions.
- The fork caps can be modified or changed to add spring preload/compression adjusters.
- Dust seal can be modified, changed or removed if the fork is totally oil-sealed.
- Any quality and quantity of oil can be used in the front forks.
- The height and position of the front fork in relation to the fork crowns is free.
- The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated machine.
- Steering damper may be added or replaced with an after-market damper.
- The steering damper cannot act as a steering lock limiting device.

33. Rear Fork (Swing arm):

- Every part of the rear fork must remain as originally produced by the manufacturer for the homologated machine (including rear fork pivot bolt and rear axle adjuster).
- Rear wheel stand positioning (support) brackets may be added to the rear fork. Brackets must have rounded edges (with a large radius) viewed from all sides. Fastening screws must be recessed.
- For safety reasons, it is compulsory to use a chain guard fitted in such a way as to prevent trapping between the lower chain run and the final driven sprocket at the rear wheel.

34. 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 used and the rear suspension linkage must remain as originally produced by the manufacturer for the homologated machine.
- Rear suspension unit spring may be changed
- No aftermarket or prototype electronic ally-controlled suspensions can be used. If original electronic suspensions are used, they must be completely standard (any mechanical or electronic part must remain as homologated). The original electronic system must work properly in the event of an electric/electronic failure otherwise it cannot be homologated for FIM/MCUI competitions.

35. 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 calliper are authorised. Spacers can be modified. Modifications to keep spacers in place are permitted.
- 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.

36. Brakes:

- Brake discs must remain as originally produced by the manufacturer for the homologated machine. Front discs can be made floating, using original rotors and discs unmodified (washers and pins may be modified or changed)
- Front and rear brake callipers (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine.
- The rear brake calliper bracket may be fixed on the swing arm, but the bracket (support) must maintain the same mounting (fixing) points for the calliper as used on the homologated machine. A modification of these parts is authorised. The Swing arm may be modified for this reason to aid the location of the rear brake calliper bracket, by welding, drilling or using a helicoil.

- The front and rear master cylinder must remain as originally produced by the manufacturers for the homologated machine.
- Front and rear hydraulic brake lines may be changed.
- The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (lower triple clamp).
- Quick (or “dry-brake”) connectors in the brake lines are authorised.
- Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change types.
- Additional air scoops or ducts are not allowed.

37. Footrest/Foot Controls:

- 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.
- Footrest may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
- The end of the footrest must have an 8mm solid spherical radius.
- Non-folding footrests must have an end (plug) which is permanently fixed, made of plastic, Teflon® or an equivalent type material (minimum radius 8mm). The plug surface must be designed to reach the widest possible area. The Chief Technical Officer has the right to refuse any plug not satisfying this safety aim.

38. Handlebars and Hand Controls:

- Handlebars may be replaced (does not include brake master cylinder).
- Handlebars and hand controls may be relocated.
- Throttle controls must be self-closing when not held by the hand.
- Throttle assembly and associated cables may be modified or replaced.
- Clutch and brake lever may be exchanged by an aftermarket copy.
- Switches can be changed but electric starter switch and engine stop switch must be located on the handlebars.

39. Fuel Tank:

- Fuel tank filler cap may be altered or replaced from those fitted to the homologated motorcycle, by a “screw-on” type fuel cap (SAFETY).
- All fuel tanks must be completely filled with a fire retardant material (open celled mesh i.e. “Explososafe ®”).
- Fuel tank valve petcock must remain as originally produced by the manufacturer for the homologated machine.
- 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
- Fuel tanks with a 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.

40. 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.

41. Fairing/Body Work:

- a) 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. The front of the fairing may be modified to accommodate a front number plate in compliance with MCUI General Technical Regulations.
- b) Overall size and dimensions must be the same as the original part.
- c) Windscreens may be replaced with a duplicate of transparent material. The height of the windscreen is free, within a tolerance of +/- 15 mm regarding the vertical height from the upper fork bridge.
- d) Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing device, as described in (h). This device cannot exceed above a line drawn horizontally from axle to axle.
- e) 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.
- f) 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.
- g) 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.
- h) If the lower fairing should incorporate a maximum of two holes of 25mm. These holes must remain closed in all conditions.
- i) Front mudguards may be replaced with cosmetic duplicates of the original parts and may be spaced upwards for increased tyre clearance.
- j) Rear mudguards fixed on the swinging arm can be modified or changed but the original profile must be respected.
- k) All exposed edges must be rounded.
- l) Motorcycles can be equipped with 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.
- m) Screen Height - there is no FIM homologated height. An average will be determined and the results are all taken from a fixed casting point on the top fork yoke by the ignition mounting point to the top of the top of the screen.

42. 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 non-structural locations.

43. 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).
- Instrument, instrument bracket(s) and associated cables
- Painted external surface finishes and decals.
- Material for brackets connecting non-original parts to the frame (or engine) cannot be made from titanium or fibre reinforced composites.
- Protective covers for engine, frame, chain, footrests etc. can be made in other material like fibre composite material if these parts do not replace original parts mounted on the homologated model.
- Tachometer – NB this must be working so that noise limits may be measured – (MCUI Only)

44. The Following Items May Be Removed:

- Emission control items (anti-pollution) in or around the airbox and engine (O2 sensors, air injection devices)
- Instrument and instrument bracket and associated cables.
- Speedometer.
- Chain guard as long as it is not incorporated in the rear fender.
- Bolt on accessories on a rear sub frame.

45. The following items MUST BE removed:

- Headlamp and rear lamp
- Turn signal indicators (when not incorporated in the fairing). Openings must be covered with a suitable material.
- Rear view mirrors
- Horn
- Licence 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)

46. The Following Items Must Be Altered:

- Motorcycles must be equipped with a functional ignition kill switch or button mounted on either side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.
- All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases, oil lines, oil coolers, etc.)
- All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox
- Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained, no direct atmospheric emission is permitted.

47. Chain Guards:

A guard must be fitted in such a way as to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

48. Fuel:

Fuel as per Technical Fuel regulations as per Chapter 12 within MCUI GCR's.

(ICC December 2019)

49. Bore and Stroke:

Bore and Stroke details must be displayed on the motorcycle.

50. Race Numbers & Backgrounds:

As per MCUI rules.

ALL MACHINES MUST HAVE

51. Rear Safety Light

Red Rear Warning Light (Rain Light) Ref CGR Chapter12-6

52. Handlebar Lever Protection

All motorcycles must be equipped with a brake lever protection, intended to prevent the handlebar brake lever from being accidentally activated in the case of collision with another motorcycle. Motorcycles with handlebar mounted rear brakes using full size levers must also be protected, Thumb style brakes are not included

(NOM Feb 2024)

MCUI SUPERBIKE TECHNICAL REGULATIONS

All items not mentioned in the following articles must remain as originally produced by the Manufacturer for the homologated machine. Everything that is not authorised and prescribed in these rules is strictly forbidden. All motorcycles must comply in every respect with all the requirements for racing as specified in the Technical Regulations, unless it is equipped as such on the homologated machine. The appearance from both front, rear and the profile of motorcycles must (except when otherwise stated) conform in principle to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

1. Displacement Capacities:

Over 590cc up to 1010cc 4 Stroke 4 cylinders (701cc-1010cc for Clubman's Senior Championship)

Over 690cc up to 1010cc 4 Stroke 3 cylinders

Over 700cc up to 1200cc 4 Stroke 2 cylinders (1010cc limit for Clubman's Senior Championship)

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

Balancing various motorcycle concepts

2. Minimum Weight:

The minimum weights will be: 590cc/1010cc three/four cylinders 162 kg

The minimum weights will be: 700cc/1200cc two cylinders 168 kg

3. For up to 1000 cc 2 cylinders:

Carburetion instruments refer to both throttle bodies. Carburation instruments must be used un-modified either as the original homologated carburetion instrument or as the homologated optional carburetion instrument. The only modifications allowed to the homologated Carburation instruments original or optional are jets, needles, throttle valves, fuel injectors and bell mouths. Variable-length fuel injection intake tract devices that function while the engine is operating are prohibited, unless such a system is used on the homologated machine.

4. For up to 1010 cc 3 & 4 cylinders and 1200 cc 2 cylinders:

Carburetion instruments refers to throttle bodies. The original homologated carburetion instruments must be used un-modified. The use of optional homologated carburetion instruments is not allowed. The fuel injectors may be replaced, however they must fit without modification to the homologated throttle body. The carburetion instruments intake insulators may be modified. Bell mouths may be altered or replaced. Variable length intake tract devices that function while the engine is operating are not allowed, unless such a system is use on the homologated machine. Vacuum slides may be fixed in the open position Secondary throttle valves and shafts may be removed or fixed in the open position and the electronics may be disconnected or removed

5. Air restrictors for 1200 cc 2- cylinders:

Definition: An air restrictor is a metallic device with a tract of constant controlled section and which is placed in the induction duct between the carburetion instrument (throttle body) and the cylinder head. The length of the controlled tract must be at least 3 mm. No air and/or air-fuel mixture to the engine must by-pass the restrictor. No carburetion part (injector, needle, slide, etc.) must extend through the restrictor.

Application: Only the 1200 cc 2 cylinders will be fitted with air restrictors. The initial air restrictor size to be installed is equivalent to a \varnothing 50 mm circular area (1963,5 mm²). Air restrictor size will be adjusted (in steps equivalent to a change of 2 mm in diameter or equivalent circular area, upwards to \varnothing 52 mm and then to no restrictor at all, downwards to a minimum of \varnothing 46 mm), if needed during the Championship,

A motorcycle may have a non-circular air restrictor, provided that the area of this restrictor is equivalent to the area of a nominal circular restrictor.

6. Machine Specifications:

All items not mentioned in the following articles must remain as originally produced by the manufacturer for the homologated machine. The use of titanium in the construction of the front forks, the handlebars and the swing-arm spindle is forbidden.

7. Frame Body and Rear Sub-Frame:

The main frame must remain as originally produced by the manufacturer for use on the homologated machine. The main frame may only be altered by the addition of gussets or tubes. No gussets or tubes may be removed. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount). The homologated dimensions and position of bearing seats in the steering head column, and the engine, swing arm, rear shock, and suspension linkage mounting points must remain as original. Steering angle changes are permitted by fitting inserts onto the bearing seats of the original steering head, but no part of the insert must protrude axially more than 3 mm. from the original steering head. All motorcycles must display a vehicle identification number on the main frame body (chassis number). Rear sub frame may be changed or altered, but the material must remain as homologated. The paint scheme is not restricted.

8. Front Forks:

Front fork in whole or part may be changed but must be the same type homologated (leading link, telescopic, upside down, etc.). The upper and lower fork clamps (triple clamp, fork bridges) can be changed or modified. Steering damper may be added or replaced with an aftermarket damper. The steering damper cannot act as a steering lock limiting device.

9. Rear Fork (Swing-arm):

The rear fork may be altered or replaced from those fitted to the homologated motorcycle. The use of carbon fibre or Kevlar® materials is not allowed if not homologated on the original machine. A chain guard must be fitted in such a way to reduce the possibility that any part of the riders' body must become trapped between the lower chain run and the rear wheel sprocket. 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.

10. Rear Suspension Unit:

Rear suspension unit can be changed but a similar system must be used (i.e. dual or mono). The rear suspension linkage may be modified or replaced. The original fixing points in the frame (if any) must be used to mount the shock absorber, linkage and rod assembly fulcrum (pivot points).

11. Wheels:

Wheels may be replaced and associated parts may be altered or replaced from those fitted to the homologated motorcycle. Carbon fibre or carbon composite wheels are not allowed. Bearings, seals, and axles may be altered or replaced from those fitted to the homologated motorcycle. The use of titanium and light alloys is forbidden for wheel spindles (axles). Wheel rims smaller than 16 in. in diameter are not allowed. Maximum front wheel rim width : 4.00 in. Maximum rear wheel rim width : 6.25 in.

12. Brakes:

Front master cylinder may be altered or replaced from those fitted to the homologated motorcycle. Rear master cylinder may be altered or replaced from those fitted to the homologated motorcycle. Front callipers may be altered or replaced from those fitted to the homologated motorcycle. Rear callipers may be altered or replaced from those fitted to the homologated motorcycle. Brake pads or shoes may be altered or replaced from those fitted to the homologated motorcycle. Brake hoses and brake couplings may be altered or replaced from those fitted to the homologated motorcycle. The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (lower triple clamp). Brake discs may be altered or replaced from those fitted to the homologated motorcycle. Only ferrous materials are allowed for brake discs. The use of exotic alloy materials for discs and brake callipers (i.e. aluminium beryllium, etc.) is not allowed.

13. Tyres:

No restriction on tyres.

14. Foot Rest/Foot Controls:

Foot rest/foot controls may be relocated, but the original mounting points must be used. Foot rests may be rigidly mounted or 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 footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or equivalent type of material (min. radius of 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.

15. Handle Bars and Hand Controls:

Handle bars, hand controls and cables may be altered or replaced from those fitted to the homologated motorcycle Engine stop switch must be located on the handle bars.

16. Fairing/Bodywork:

Fairing, mudguards and body work must conform in principle to the homologated shape as originally produced by the manufacturer. Wind screen may be replaced. Original air ducts running between the fairing to the airbox may be altered or replaced from those fitted to the homologated motorcycle. The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (min. 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing. The lower fairing must incorporate one hole of 25 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions, as declared by the Race Director. Minimal changes are allowed in the fairing to permit the use of an elevator (stand) for wheel changes and to add plastic protective cones to the frame or the engine. Holes may be drilled or cut in the fairing or bodywork to allow additional increased intake air to the oil cooler. Holes bigger than 10mm must be covered with a particle grill or fine wire mesh. Grill/mesh must be painted to match the surrounding material. Front mudguard must conform in principle to the homologated shape originally produced by the manufacturer. Holes may be drilled in the front mudguard to allow additional cooling. Holes bigger than 10mm must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material. Rear mudguard may be added or removed. Material of construction of the front mudguard, rear mudguard and fairing may be altered or replaced from those fitted to the homologated motorcycle.

17. Fuel Tank:

Material of construction of the fuel tank may be altered or replaced from those fitted to the homologated motorcycle. The fuel tank must be fixed to the frame from the front and the rear with a crash-proof assembly system. Bayonet style couplings cannot be used, nor may the tank be fixed to any parts of the streamlining (fairing) or any plastic part. The Technical Director has the right to refuse a motorcycle if he is of the opinion that the fuel tank fixation is not safe. The original tank may be modified to achieve the maximum capacity of 24 litres, provided the original profile is as homologated. A cross over line between each side of the tank is allowed (maximum inside diameter 10 mm). Fuel tanks with tank breather pipes must be fitted with non-return valves which discharge into a catch tank with a minimum volume of 250 cc made of a suitable material. Fuel tank filler caps may be altered or replaced from those fitted to the homologated motorcycle, and when closed, must be leak proof. Additionally, they must be secured to prevent accidental opening at any time. The same size fuel tank used in practice must be used during the entire event.

18. Seat:

Seat may be altered or replaced from those fitted to the homologated motorcycle. The top portion of the rear body work around the seat may be modified to a solo seat. The solo seat then must incorporate the rear number plates. The appearance from both front rear and profile must conform in principle to the homologated shape. The seat/rear cowl must allow for proper number display. Holes may be drilled in the seat or rear cowl to allow additional cooling. Holes which are bigger than 10mm must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material. Material of construction of the seat may be altered or replaced from those fitted to the homologated motorcycle.

19. Radiator/Oil Cooler:

The original radiator or oil cooler may be altered or replaced from those fitted to the homologated motorcycle. Additional radiators or oil coolers may be added. Oil cooler must not be mounted on or above the rear mudguard. The appearance from the front, rear and profile of the machine must in principle conform to the homologated shape after the addition of additional radiators or oil coolers.

20. Air Box:

The air box may be altered or replaced from those fitted to the homologated motorcycle (a special design for racing is allowed). If fuel injectors are attached to the cover of the air box, their position must remain as original. The air filter element may be removed. The air box must be completely closed around the induction bell mouth and all engine breather tubes. Carburation instruments may be entirely within the air box. The air box drains must be sealed. All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the air box. The breather system (air box plus any breather oil collector box) must be capable in the event of drain pipe blockage, of retaining a minimum of 1000 cc of discharged fluid.

21. Fuel Supply The engine control unit (ECU):

May be modified or changed. Fuel pump and pressure regulator may be modified or changed. Fuel lines from fuel tank up to the injectors may be replaced. The fuel line(s) going from the fuel tank to the carburation instruments must be located in such a way that they are protected from possible defects. Fuel vent lines may be replaced. Fuel filters may be added. Fuel petcock may be altered or replaced from those fitted to the homologated motorcycle.

22. Engine:

The following engine components may not be altered from the homologated machine except as noted. The homologated engine design model cannot be changed. Homologated materials and castings for the crankcase, cylinder, cylinder head and gear-box housing must be used. Material for the crankcase, cylinder, cylinder head and gear-box housing may only be added by welding or removed by machining. The method of cam drive must remain as homologated unless a complete kit is available through normal commercial channels. For up to 1010 cc 3 & 4 cylinders and 1200 cc 2 cylinders aftermarket or modified cam drive components are allowed, however the cam drive must be in the homologated location. The method of valve retention must remain as the homologated model (no pneumatic valve retention devices are allowed unless fitted to the homologated model). All moving internal engine, gear-box and clutch parts may be altered or replaced including materials from those fitted on the homologated motorcycle (unless not allowed by the individual section covering the parts in question). Polishing and lightening of engine parts is permitted, except for carburation instruments (unless not allowed by the individual section covering the parts in question). For all configurations: The sequence in which the cylinders are ignited (i.e. 1-2-4-3), must remain as originally designed on the homologated model. Simultaneous (*) firing of 2 cylinders is also forbidden if not adopted on the homologated motorcycle. *up to 5 degrees firing difference in 2 cylinders is regarded as 'simultaneous' firing.

23. Cylinder Head:

The homologated cylinder head can be modified as follows:

Homologated materials and castings for the cylinder heads must be used. Material for these parts may only be added by welding or removed by machining. The induction and exhaust system including the number of valves and or ports (intake and exhaust) must be as homologated.

Porting and polishing of the cylinder head normally associated with individual tuning such as gas flowing of the cylinder head, including the combustion chamber is allowed. The compression ratio is free. The combustion chamber may be modified. The valves may be altered or replaced from those fitted to the homologated motorcycle. The valve seats may be altered or replaced from those fitted to the homologated motorcycle. The valve guide may be altered or replaced from those fitted to the homologated motorcycle. Valve springs may be altered or replaced from those fitted to the homologated motorcycle. The valve retainers may be altered or replaced from those fitted to the homologated motorcycle.

- For up to 1010 cc 3 & 4 cylinders and 1200 cc 2 cylinders

Aftermarket or modified valves, springs, retainers and other valve train components are permitted. The original number of valves must be maintained.

- a. Valve diameters, including stem, must remain as homologated.
- b. Valves must be made of the same basic material as the homologated valves.
- c. Valves must remain in the homologated location and at the same angle as the homologated valves, except for normal valve maintenance.
- d. Rocker arms (if any) must remain as homologated (material and dimensions).

24. Camshaft:

Camshafts may be altered or replaced from those fitted to the homologated motorcycle.

25. Cam Sprockets or Gears:

Cam sprockets or cam gears may be altered or replaced to allow the degreasing of the camshafts.

26. Crankshaft:

- For up to 1000 cc 2 cylinders

Crankshaft may be altered or replaced from those fitted to the homologated motorcycle. Crankshaft stroke must remain as homologated.

- For up to 1010 cc 3 & 4 cylinders and 1200cc 2 cylinders

The following modifications are allowed to the homologated crankshaft:

- a) Bearing surfaces may be polished or a surface treatment may be applied.
- b) Balancing is allowed but only by the same method as the homologated crankshaft. (for example heavy metal i.e. Mallory metal inserts are not permitted unless they are originally specified in the homologated crankshaft.)
- c) Attachment of aftermarket ignition components or sensors is permitted.
- d) Balance shaft may be removed.

27. Oil Pumps and Oil Lines:

Oil pump may be altered or replaced from those fitted to the homologated motorcycle. Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or treaded connectors.

28 Connecting Rods:

- For up to 1000 cc 2 cylinders and up to 1010 cc 3 & 4 cylinders

Connecting rod may be altered or replaced from those fitted to the homologated motorcycle. Carbon composite or carbon fibre materials are not allowed if not used in the homologated motorcycle.

- For 1200 cc 2 cylinders

Connecting rod must remain as homologated. Polishing and lightening is not allowed.

29. Pistons:

- For up to 1000cc 2 cylinders, up to 1010 cc 3 & 4 cylinders

Pistons may be altered or replaced from those fitted to the homologated motorcycle.

- For 1200 cc 2 cylinders

Standard piston or piston kit must be used.

30. Piston Rings:

Piston rings may be altered or replaced from those fitted to the homologated motorcycle.

31. Piston Pins and Clips:

Piston pins and clips may be altered or replaced from those fitted to the homologated motorcycle.

32. Cylinders:

Homologated materials and casting for the cylinder block must be used. The material for the cylinder block may only be added by welding and/or removed by machining. The sleeves or liner material may be changed and the surface finish is free. The original bore size must be retained.

33. Crankcase/Gearbox housing and lateral covers:

Homologated materials and castings for crankcase and gearbox housing must be used. Material for crankcase and gearbox housing may only be added by welding or removed by machining. Oil-pan (sump) may be altered or replaced. Lateral (side) covers may be altered, modified or replaced. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one. 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 composite materials, type carbon or Kevlar®. Plates and/or bars from aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely.

34. Transmission/Gearbox:

All transmission/gearbox ratios, shafts, drums, selector forks are free. Primary gear ratios are free. The number of gears must remain as homologated. Additions to gearbox or selector mechanism, such as quick shift systems, are allowed. Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.

35. Clutch:

Aftermarket or modified clutches are permitted. Back torque limiter is permitted.

- For up to 1000 cc 2 cylinders

Clutch system (wet or dry type) and method of operation (cable/hydraulic) may be altered or replaced from those fitted to the homologated motorcycle.

- For up to 1010 cc 3 & 4 cylinders and 1200cc 2 cylinders

Clutch system (wet or dry type) and method of operation (cable/hydraulic) must remain as homologated

36. Ignition/Engine Control System:

Ignition/engine control system (ECU) may be modified or changed. Spark plugs and plug wires may be replaced.

37. Generator, alternator, electric starter:

The generator, starting system electrical or manual including kick lever, pedal, starter crank gear and starter shaft may be altered, replaced or removed from those fitted to the homologated motorcycle.

38. Exhaust System:

Exhaust pipes, catalytic converters and silencers may be altered or replaced 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. For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) 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 Superbikes will be 105 dB/A (with a 3 dB/A tolerance after the race).

39. The following items MAY BE altered or replaced from those fitted to the homologated motorcycle:

Any type of lubrication, brake or suspension fluid may be used. Any type of spark plug and plug cap may be used. Any inner tube (if fitted) or inflation valves may be used. Gaskets and gasket material. Wheel balance weights may be discarded, changed or added to. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used. Fasteners (nuts, bolts, screws, etc.). Electronic devices, electric cables, connectors, battery and switches. External surface finishes and decals.

40. The following items MAY BE removed:

Instrument and instrument bracket and associated cables. Tachometer. Speedometer and associated wheel spacers. Radiator fan and wiring. Chain guard.

41. The Following Items MUST BE Removed:

Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials. Rear view mirrors, horn, license plate bracket, tool box, 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).

42. The following items MUST BE altered:

Motorcycles must be equipped with a functional ignition kill switch or button mounted at least on one side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. Throttle controls must be self-closing when not held by the hand. All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases, oil lines, oil coolers, etc.) All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox. Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained, no direct atmospheric emission is permitted. Oil cooler must not be mounted on or above the rear mudguard.

43. Additional Equipment:

Additional electronic hardware equipment not on the original homologated motorcycle may be added (e.g. data acquisition, computers, recording equipment). 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.

44. Replacement and Repairs:

Where necessary, parts from an older or newer version of the same model may be used.

45. Chain Guards:

A guard must be fitted in such a way as to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

46. Fuel:

Fuel as per Technical Fuel regulations as per Chapter 12 within MCUI GCR's.

(ICC December 2019)

47. Bore and Stroke:

Bore and Stroke details must be displayed on the motorcycle.

48. Race Numbers & Backgrounds:

As per MCUI rules.

ALL MACHINES MUST HAVE

49. Rear Safety Light

Red Rear Warning Light (Rain Light) Ref CGR Chapter12-6

50. Handlebar Lever Protection

All motorcycles must be equipped with a brake lever protection, intended to prevent the handlebar brake lever from being accidentally activated in the case of collision with another motorcycle. Motorcycles with handlebar mounted rear brakes using full size levers must also be protected, Thumb style brakes are not included

(NOM Feb 2024)

1. ELIGIBLE MACHINES

First Generation Classic Superbike

4-6 cylinder 4-stroke machines 600cc-1300cc built before 1st January 1994 or until equivalent production ceased.
2 cylinder 4-stroke machines 600cc-1200cc built before 1st January 1994 or until equivalent production ceased.
2 stroke unlimited cc built before 1st January 1994 or until equivalent production ceased.

Plus the following models that were basically unchanged from that period until they ceased production.

Ducati 888
Honda RC30
Honda RS250 until end 1993
Honda CBR900 until end of 1995
Kawasaki ZXR750 up to end 1995
Suzuki GSXR up to end 1995
Yamaha OWO1
Yamaha YZF750R and SP until end of production
Yamaha TZ up to end 1993

GP machines (e.g. YZR500, RG500, TZ750) up to end 1993
'specials' from in period accepted on a case by case specific basis, to be approved by technical committee.

All motorcycles must comply in every respect with all requirements for road racing as specified in the MCUI regulations.

• Second Generation Classic Superbike

4-6 cylinder 4-stroke machines 600cc-1010cc built before 1st January 1997 or until equivalent production ceased.
2 cylinder 4-stroke machines 600cc-1200cc built before 1st January 1997 or until equivalent production ceased.
2 stroke unlimited cc built before 1st January 1997 or until equivalent production ceased.

Plus the following models that were basically unchanged from that period until they ceased production.

Ducati 748 until 2002
Ducati 916 until 1998
Honda CBR900 until 2000
Kawasaki ZX7 until 2003
Suzuki GSXR 750 until 1998 carburetted only
GP machines up to the end of 1996
'specials' from in period accepted on a case by case specific basis, to be approved by technical committee.
Year eligibility to be assessed annually, by appointed committee.

(ICC Dec 2022)

2. ENGINE

Engine modification, including increase in capacity, is free within the general regulations but excludes the use of later engines and crank cases than the dates for the allowable machines.

3. MINIMUM WEIGHTS

Minimum weights are free

4. NUMBER PLATE COLOURS

Front and side number colours are: - White Backgrounds with Black Numbers. As per M.C.U.I Regulations

5. CARBURATION INSTRUMENTS

Carburation instruments are free within the constraints of equipment freely available within the up to 1994 period for First Generation, and up to 1997 for Second Generation or until equivalent production ceased.

(ICC Dec 2022)

6. FUEL

Fuel as per Technical Fuel regulations as per Chapter 12 within MCUI GCR's.

7. FRAME BODY AND REAR SUBFRAME

For all machines, the engine and frame must be from period and regulation eligible machines. Fairings and seat units should be visually appropriate for the period, the engine and frame must be from period and regulation eligible machines.

8. FRONT FORKS

Front fork as available to end of 1999 for First Generation, and up to 2003 for Second Generation. A steering damper may be added but may not act as a steering lock device.

(ICC Dec 2022)

9. REAR FORK (Swing Arm)

The rear fork unit may be modified within the limits of period availability for the model.

10. REAR SUSPENSION UNITS

Rear suspension units, including all linkages and mounting points, are free.

11. WHEELS

Wheels are free, provided they remain within the minimum size range for the machine capacity as listed in the current M.C.U.I Regulations

12. BRAKES

Brakes as available up to 1st January 2003, but no carbon or ceramic units or radial callipers are permitted

(ICC Dec 2022)

13. TYRES

Tyres can be treaded, slick or rain tyres. The use of tyre warmers is allowed.

14. WIRING HARNESS

The wiring harness is free.

15. IGNITION / ENGINE CONTROL SYSTEM (CDI/IGNITOR)

In principal the ignition control system is free, but may not contain any traction control or launch control functions not associated with the machine periods as listed above. Power Commanders and the like are permitted for altering fuelling etc.

16. OTHER NON-PERIOD MODIFICATIONS

There are numerous non-period modifications made to certain types of racing machinery, some of which are safety related and others which are performance related. In principal any safety related modification will be permitted, whereas performance related modifications not listed above will not be permitted. This does not include tuning of barrels, porting, polishing or changing any component in line with what was considered acceptable 'in period'.

Data acquisition sensors other than for road speed are not permitted. Any disputes in this area will be adjudicated upon by the M.C.U.I Technical Stewards.

17. REAR SAFETY LIGHT

Red Rear Warning Light (Rain Light) Ref CGR Chapter12-6

18. HANDLEBAR LEVER PROTECTION

All motorcycles must be equipped with a brake lever protection, intended to prevent the handlebar brake lever from being accidentally activated in the case of collision with another motorcycle. Motorcycles with handlebar mounted rear brakes using full size levers must also be protected, Thumb style brakes are not included (NOM Feb 2024)

19. ENGINE PROTECTION.

All lateral covers/engine cases containing oil on, 4 stroke machines, and which could come in contact with the ground during a crash, must be protected by a second cover made from composite materials, aluminum or steel plates and/or bars are also permitted.

All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely.

Where secondary covers are not commercially available, Engine case guards in the form of strengthened engine side covers may be installed.

The countershaft cover may be removed. The addition of a crankcase protector at the countershaft is allowed.

THE FOLLOWING ITEMS MUST BE REMOVED FROM ALL MACHINES:

Headlamp, rear lamp and turn signal indicators.

Rear view mirrors.

Horn.

License plate bracket.

Tool box.

Helmet hooks and luggage carrier hooks.

Passenger foot rests.

Passenger grab rails.

Safety bars, centre and side stands (fixed frame brackets may remain)

(ICC December 2019)

OPEN 600 AND FORMULA II SIDECAR**SPECIFICATIONS:**

Formula 1 and Formula II sidecars must comply with the general Sidecar unless changed by the following specifications:

Introduction. The object of this specification is to make use of cheaper, more readily available engine units of theoretically similar power outputs and of widely different configurations and hopefully to provide less expensive racing of a more traditional kind to the benefit of competitors, constructors and spectators.

Formula 1 chassis can be of monocoque construction and have centre hub steering. Hub centre steering is not permitted on Formula 2 machines. Remote steering linkages and the use of articulated joints in the steering mechanism are not allowed.

1. ENGINE TYPES

The only permitted engines for the Formula 2 sidecar class are:

Up to 350cc 2 stroke, twin cylinder

501-636cc, 4 stroke, 4cylinder

675cc 4 stroke 3 cylinder

900cc 4 stroke cylinder (Parallel Twin)

Production based Rotary engines are not permitted

Over-boring is not permitted.

a. The only permitted engines for Formula 1 class are:

up to 1000cc, 4 stroke, 4 cylinder, fuel injected

up to 1300cc 4 stroke 4 cylinder carburettor/naturally aspirated

Any carburettor is permitted.

501–600cc four-stroke Fuel injection engines:

Fuel injection systems are permitted using only the throttle-bodies as homologated for the engine concerned.

The injectors must be standard units as on the homologated engine.

Bell mouths, intake tract devices (Velocity stacks, air funnels) may be modified or replaced.

Variable length intake devices (Velocity stacks, air funnels) that function while the engine is operating are not allowed, unless such a system is used on homologated machine/engine. Butterfly cannot be changed or modified. Where fitted a secondary butterfly or slide may be locked in the fully open position. Any fuel pump may be used but fuel pressure must remain as homologated for that engine.

Homologated fuel pressure regulators must remain unmodified. The fuel ignition ECU and Ignition Control Unit may be changed. b.

Cylinder heads to Supersport specification allowed c. Everything below the head gasket is free. d. Fuel injection instruments/fuel injectors must remain as homologated. e. These regulations should remain unchanged for at least 3 years 2017 onwards.

2 GENERAL CONSTRUCTION

The Sidecar may be placed either side of the motorcycle. Hinged sidecars and steerable sidecar wheels are forbidden. Neither the rider nor passenger may be attached to the machine. Remote steering linkages and the use of articulated joints in the steering mechanism are not allowed. By definition an articulated joint is one allowing movement in more than one plane.

The three road wheels may be disposed as to give two or three tracks. If three tracks are made then the centres of the tracks of the motorcycle shall not be more than 75mm apart.

A passenger must be carried and must always be protected from the road wheels and both primary and final drives either by mudguard or some other means.

The main frame (See Figure 1A) must consist of a minimum, of a steering head, a frame to accommodate the engine, and a main spar to the sidecar wheel, which will be made from good quality steel tube. The tubing used for the construction of the frame may be of a circular or non-circular section. If circular, the outside diameter shall not exceed 101.6mm. If non-circular, the maximum cross section shall not exceed 101.6mm measured at right angles to any flat face.

These three components must be permanently fixed by welding or brazing.

The rear swinging arm outer pivot housings may be detachable from the main frame, the pivot housings must be made from either steel or a suitable solid aluminium alloy billet. The finished article if made from aluminium alloy must be hard anodised. The use of castings for the outer pivot housings are forbidden.

The sidecar wheel upright or flange plate at the end of the main sidecar wheel spar may be detachable, the upright flange plate must be made from either steel or a suitable solid aluminium alloy billet. The finished article if made from aluminium alloy must be hard anodised, any supporting tie rods to the upright or flange plate must be made of steel. The use of castings for the sidecar wheel upright or flange plate are forbidden.

The sidecar wheel stub axle housing may be detachable from the sidecar wheel upright/flange plate, the housing must be made from either steel or a suitable solid aluminium alloy billet. The finished article if made from aluminium alloy must be hard anodised. The use of castings for the sidecar wheel stub axle housing are forbidden.

Reinforcement of the steering head is allowed. The steering head may be fully boxed in to a maximum of 305mm, measured from any point between the top and the bottom of the steering head spindle centre line. Should any lightening or inspection holes be added to the "Fully Boxed In" section, they will be deemed as still "Fully Boxed In" and not open.

The front forks should be either a leading/trailing fork, or links with the wheel equally supported on each side. The construction of the front forks and yokes must be made of good quality steel and must be either welded or brazed during construction. The lower loop must be made of good quality steel. Minimum suspension travel to be 20mm.

The rear swinging arm must be made of good quality steel, single sided swinging arms are allowed, and must have minimum of 20mm of travel in a single plane. The rear swinging arm pivot spindle must be 90 degrees to the fore and aft centre line of the rear wheel. The swinging arm must either be welded or brazed during construction, the dimensions for the swinging arm are free. Wishbone type swinging arms fitted to monocoque chassis's are forbidden. The use of composite construction is forbidden with the exception of the sidecar platform, i.e. aluminium or carbon fibre skinned honeycomb.

The use of titanium in the construction of the frame, front forks, handlebars, swinging arm and wheel spindles is forbidden.

For wheel spindles, the use of light alloys is also forbidden. Under trays must be detachable.

Monocoque construction is forbidden.

OPEN 600 AND FORMULA II SIDECAR

3 ENGINE POSITION

The engine must be positioned in such a way that the centre line of the engine (by definition a position midway between centre lines of outermost cylinders) shall not exceed 160mm beyond the centre line of the rear wheel of the motorcycle.

The engine must be positioned behind the steering head and in front of the driver.

The drive must be transmitted to the road through the rear wheel of the motorcycle. An engine positioned behind the rider and in front of the rear wheel is forbidden.

4 DIMENSIONS

Weight (Minimum) 136.5kg, without fuel. The addition of ballast to reach this weight is forbidden.

Width (Overall Maximum) 1575mm.

Wheelbase (Maximum) 1651mm.

Track 800mm minimum, 1105mm maximum. The distance is measured from the centre of the track left by the rear wheel to the centre of the track left by the sidecar wheel.

Height (Overall Maximum) 800mm.

Ground clearance. The ground clearance measured over the entire length and width of the vehicle race ready, fully loaded with rider, passenger and fuel must be not less than 65mm with the handlebars on in a straight position. No device is permitted to reduce the 65mm ground clearance during the course of the event.

Note: The imperial measurements are no longer used so the Metric figures have been rounded up to nearest mm the differences were 0.1mm and 0.2mm.

5 STREAMLINING AND BODYWORK

The streamlining must be easily detachable for Technical Inspection. Aerofoils or spoilers are not permitted on streamlining.

The forward extremity of the streamlining shall not be more than 400mm in front of the line taken from a vertical tangent to the front tyre.

The extreme rear edge of the streamlining must not be more than 400mm to the rear of the line taken from a vertical tangent to the rear tyre.

The provision of coachwork or streamlining is optional, but the vehicle must have accommodation for a passenger and the coachwork or streamlining shall not impede complete freedom of movement by the rider or passenger at all times.

Whatever the position of the handlebars, there must be a space of at least 20mm between the streamlining and the ends of the handlebars or any other parts of the steering mechanism or front wheel.

A solid and effective protection must be fitted between the rider and the engine, this protection must prevent direct contact between the riders body or clothing and escaping flames or leaking fuel or oil.

The fairing must be mounted in such a way as to ensure the integrity of the whole installation in the event of failure of any individual mounting.

6 PASSENGER PLATFORM

Minimum dimensions 800mm by 300mm measured 150mm above the platform. The orientation is free.

RIDER The rider in the normal riding position must be completely visible, with the exception of the arms, legs, and feet from above.

PASSENGER The passenger must be able to lean out to either side of the sidecar, for this purpose the vehicle must be fitted with suitable hand-holds for the passenger to hold on to when leaning out. The hand-holds must be of the closed loop type, a single projection hand-hold is not permitted.

7 AIR INTAKES

Cooling air intakes must be so constructed that there is NO forward projection/protrusion to catch or foul in the event of accident.

8 OIL AND COOLANT CONTAINMENT

In the area directly below the engine, the oil containment tray must be constructed to hold, in case of an engine break down, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres).

The surrounding edges of the tray must be at least 50mm high measured vertically from the bottom of the tray.

The frontal edge of the oil tray wall must be extended upwards to arrive just below (within 20mm) of the exhaust ports of the engine.

Holes for the engine mounts (hangers) must be sealed.

From a vertical view, the engine must be located completely inside the oil tray platform.

The rear wheel must be protected from any possible oil spray. To make this protection, the engine and rear wheel compartment must be separated. This separation must be created by installing a solid divider (wall) running from the top of the inside of the bodywork to the bottom of the oil tray and to the full width of the rear tyre. This divider (wall) must overlap the rear edge of the oil tray down to the bottom.

All machines must use this tray.

All sidecars shall attach oil absorbent materials of no less a quality than 3M Product number T156 or CEP Sorbents product number CEP-EP100.

This material shall be securely fixed to the following areas of the sidecar.

The entire oil-tray, both the bottom and the inside walls of the same. The volume of material used in this area, according to the manufacturers specifications, shall absorb not less than 3 litres of oil.

Any bodywork directly covering the engine.

In the event that oil is absorbed by the material, it must be replaced before the next track session. The material must be attached in such a way that it should be easily replaced, yet must not become dislodged whilst on the track, and its effectiveness is not inhibited, i.e. if an adhesive is used it must not clog the material, causing it to lose its absorbent properties.

All absorbent material shall be non-flammable by design.

Oil-lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.

Oil coolers must not be mounted on or above the bodywork of the sidecar.

The location of the oil tank and the oil cooler should be placed in a location where it is least likely to be damaged on an accident.

OPEN 600 AND FORMULA II SIDECAR

For 2018 onwards all oil lines must be professionally manufactured and certified.
Sump plug, oil filters, Ignition pickup covers and Clutch centre covers should all be lockwired or lockplated.
The gear lever should exit via a rubber boot or flexible seals if the gear lever exits outside the retaining area.
The chain slot must have a flexible seal fitted.

9 AIRBOX

An airbox must be used with all four-stroke engines.

The airbox intake sizes are restricted as follows:

If 1 intake is used a maximum of 103mm Internal Diameter is permitted.

If 2 intakes are used a maximum of 73mm Internal Diameter per intake is permitted or equivalent area if none circular section(s) are used measured within 50mm of the point of entry into the airbox.

The airbox must completely close around the induction bell-mouths.

The carburettors or throttle-bodies may be entirely within the airbox.

The engine must have a closed breather system.

The engine breather must be connected and discharge in the airbox only (by a sealed catch tank if required)

The airbox must cover and collect fluids discharged from the bell-mouths.

The airbox must be constructed in such a way as to prevent any oil discharged in the airbox from spilling on the track.

This oil containment must hold a minimum of 1000cc of oil.

The airbox must be sealed to prevent spillage of oil or fuel.

10 OIL CATCH TANKS

Four-stroke motorcycles must have a closed breather system. The oil breather line must be connected and discharge into the airbox only. (by a sealed catch tank if required).

11 WHEELS

The minimum diameter of an inflated tyre must be 400mm. All wheels must be of metal construction, any modification to the rim or the spokes of the original cast composite wheel as supplied by the manufacturer is prohibited.

12 STEERING

Steering of the front wheel must be accomplished by non-adjustable handlebars securely fixed to the forks or yokes of the motorcycle.

They must be secured to steering members turning the front wheel and its supports directly with no intermediate push or pull rods.

Handlebars and all steering bearings must be located on the sprung portion of the front suspension.

Any form of remote steering is forbidden.

Handlebar width 450mm minimum.

Steering lock angle each side of straight ahead position to be 20 degrees minimum, measured at the headstock.

Whatever the position of the handlebars the front wheel must never touch the streamlining.

Handlebar clamps must be carefully radiused and engineered so as to avoid fracture points in the bar.

Any butt welded handle bars must be suitably gusseted.

13 THROTTLE CONTROLS

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

14 CONTROL LEVERS

All handlebar levers (clutch, brake etc.) must be ball ended. The ball diameter must be at least 19mm permanently fixed and forming an integral part of the lever.

15 BRAKES

All three wheels must be braked. The brake system must consist of:

One main system with at least two circuits operating separately, one of the circuits must operate on at least two of the three wheels.

If one circuit fails the other must work efficiently.

An emergency system operated by a simple circuit operating on either the front or rear wheel of the motorcycle is compulsory.

Only ferrous discs allowed.

16 TYRES

For all meetings the use of slick tyres is permitted. The wheel rim shall be at least 254mm in diameter and 64mm in width. The diameter of the tyre must be at least 400mm and the width 100mm, maximum front tyre width 220mm.

The surface of a slick tyre must contain two or more hollows at 180 degree intervals or less, indicating the limit of wear on the centre and shoulder areas of the tyre. When at least two of these indicator hollows become worn on different parts of the periphery, the tyre must no longer be used.

17 MUDGUARDS AND WHEEL PROTECTION

The rear driving wheel must be covered down to the level of the sidecar platform on the sidecar platform side of the wheel and to the centre of the driving wheel on the outermost side of the wheel.

The rear facing section of the rear seat must cover the rear driving wheel down to the level of the rear wheel rim.

The sidecar wheel must be enclosed from the sidecar platform and level with the sidecar platform on the outside and around the periphery. Provision for the checking of the sidecar wheel tyre pressure is allowed.

18 EXHAUST PIPES

The exhaust system must fulfil all the requirements concerning noise control. Exhaust fumes must be discharged in a manner so as to not raise dust, foul the tyres or brakes or inconvenience a passenger or any other driver. The furthest extremity of the exhaust pipe must not exceed a vertical line drawn at a tangent to the rear edge of the sidecar platform.

OPEN 600 AND FORMULA II SIDECAR

On the side opposite a sidecar the exhaust pipes must not extend beyond the streamlining. On the other side the exhaust pipes must not extend beyond the width of the sidecar.

Exhaust pipes must be fitted/positioned so that it is impossible for them to become entangled with another machine.

19 FUEL TANK

Fuel tanks must be sufficiently independently protected from the ground. A non-return valve must be fitted to the petrol tank breather pipe, this pipe must discharge into a suitable catch tank, minimum capacity 500ml.

The fuel filler cap must be fitted in such a way that it does not protrude from the fairing and cannot be torn off in an accident.

20 BATTERY

The battery must be covered in such a way that neither the driver nor the passenger can come into contact with the battery or its contents.

21 CUT OUT DEVICE

An ignition cut-out must be fitted to operate when the driver leaves the machine. This cut-out system must interrupt the primary circuit and must be wired for both the supply and return current. The cut-out must be placed as near to the centre of the handlebar as possible and must be operated by a non-elastic string of adequate length and thickness and strapped to the driver's body. A spiral cable (similar to that of a telephone wire) of maximum 1m extended length is permitted.

Any electric fuel feed pump must be wired in such a way as to cut out if the engine cut-out device is operated.

22 RED WARNING LIGHT

Sidecars must be equipped for all the duration of the event with a functional rear-facing red anti-fog lamp, measuring a minimum of 30 sq.cm and producing a minimum of 1500 MCD continuous light.

Pulsating lights are not permitted.

The light must be installed at least 100mm off the ground, located in the area between the back wheel and the sidecar platform.

The light must be mounted on a part of the suspended body, (not on any unsuspended parts) and ensure no obstruction from the fairing and/or the passenger.

Red lights must be switched on when a "Wet Race" is declared.

23 TRACTION CONTROL

Any electronic traction control system is forbidden. Wheel speed sensors are not permitted.

24 REAR VIEW MIRROR

External rear view mirrors having suitable dimensions and mountings may be used for closed public road races only.

(ICC December 2019)

FORMULA 1 SIDECAR

SPECIFICATIONS

Formula 1 Sidecars must comply with the general Sidecar specification unless changed by the following specifications:

25 ENGINE SPECIFICATIONS

1. Two Stroke Engines Maximum 750cc. Prototype engine design is allowed. Maximum of 4 cylinders.
2. Four Stroke Engines Motorcycles of mass production only Maximum 1000cc. Maximum 4 cylinders.
- 2A. 750cc 4 stroke 4 cylinder engines fitted within F2 specification chassis will be permitted to compete within F1 class.
3. Balancing and Lightening are permitted.
4. Con rods may be changed, however the use of carbon or titanium is not allowed in their construction. The use of exotic materials is not allowed, (i.e. ceramics, metal matrix/aluminium beryllium) unless as fitted by manufacturer to homologated engine.
5. Piston rings and pins may be changed.
6. The original cylinder head may be modified, however the number of ports and valves must remain as originally produced by the manufacturer.
7. Camshafts may be altered or replaced. Method of cam drive must remain as originally produced by the manufacturer.
8. The Ignition/Injection Engine Control system is free.
9. Maximum of 6 speed transmission.
10. The clutch may be modified but must remain either wet or dry types as originally produced.
11. The generator and/or electric starter may be removed.
12. Carburettors may be altered or replaced.
13. The use of exotic materials is not allowed, (i.e. ceramics, metal matrix/aluminium beryllium). Unless as fitted by manufacturer to homologated engine.
14. The oil lubrication system is free.

26 ENGINE

Must be positioned in front of the rear wheel in such a way that the centre line of the engine shall not extend more than 160mm beyond the centre line of the rear wheel track of the motorcycle. By definition the centre line of the engine is the position midway between the centre lines of the outmost cylinders for transverse engines, or the crankshaft for in-line engines.

27 DIMENSIONS

Overall width Maximum 1700mm (67 ins) (including exhaust system)

Overall height Maximum 800mm (31.5) (with exception of airbox max height 950mm (37.5 ins))

Overall length Maximum 3300mm (130 ins)

Overall wheelbase Maximum 2300mm (90.5)

28 STEERING

The motorcycle must be steered by a handlebar. The handlebar extremities must not be lower than the front wheel spindle (nor more than 500mm (19.7 ins) behind the front wheel spindle in the straightahead position) (the steering axis must not be offset more than 75mm (2.9 ins) from the front wheel centre line).

Any butt welded handle bars must be suitably gusseted.

29 SUSPENSION The suspension of the front wheel must be designed so that under suspension action and in the straight ahead position, the wheel shall only move vertically and in a single plane relative to the motorcycle. The plane must be on the driving direction. This must occur without changes to the camber or the tracking. The vertical travel of the front and rear wheel spindles under suspension action must be at least 20mm (0.75 ins). The use of active suspensions is forbidden.

30 WHEEL PROTECTION The rear wheel and sidecar wheel must be enclosed down to the level of the sidecar platform on the inside. The sidecar wheel on the outside must be enclosed down to the height of its axle centre-line. The rear wheel must be enclosed down to the top of the rim flange on the outside.

31 EXHAUST The exhaust pipe must not extend beyond the width of the sidecar and the furthest extremity of the exhaust pipe must not exceed the vertical line drawn at a tangent to the rear edge of the sidecar bodywork. Exhaust pipes fitted to the side of the sidecar must be covered so that it is impossible for the passenger to be burnt. The ends of the exhaust pipes fitted to the sidecar must be so positioned or protected that it is impossible for them to become entangled with another machine.

32 NOISE

Max noise limit 105db

33 FUEL

Fuel as per Technical Fuel regulations as per Chapter 12 within MCUI GCR's.

34 NUMBERS AND BACKGROUNDS

As per MCUI rules.

(ICC December 2019)

MCUI FIM MiniGP Ireland Series TECHNICAL REGULATIONS

Motorcycles participating in the **FIM Mini GP Ireland Series** must comply with the provisions of these regulations.

As set out in the Sporting Regulations, this Championship is based on the sole use of Ohvale- GP-0 160 4Speed Motorcycles

During the event a rider may only use one motorcycle, as presented for Technical Control. Except as explicitly authorised by these regulations and by the MCUI/Ohvale Ireland, all the components of the motorcycle must be kept original, therefore as originally produced by the manufacturer. If not specified, the front, side and rear views of the motorcycles will conform to the appearance of the model as originally produced by the manufacturer. The physical appearance of the exhaust system is excluded from this standard.

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

1. GENERAL

1.1. The weight of the motorcycle in running order shall not be less than values shown below:

GP-0 160 4Speed 65Kg

1.2. SEALING AND ENGINE QUOTA

1.2.1. During the whole season, each rider has the right to use, therefore to seal, a maximum of 3 engines. Riders registered as wild cards are allowed to seal a maximum of 2 engines per event and no more than 3 during the season.

1.2.2. The engines must be presented to the Official Ireland Importer (Ohvale Ireland) already provided with the identification seal affixed by the Ohvale Technical Service or Ohvale Ireland at all events.

1.2.3. Engines needing official sealing, must be presented to Ohvale Ireland at least 1 week prior to any official event and must have the bolts already drilled to be tied as follows:

1.2.4. Categories GP-0 160 4Speed, the seal will be applied to the fixing bolts of the timing cover.

Engines must only be sealed by the Official Ohvale Importer (Ohvale Ireland) as indicated in the following articles.

1.2.5. Each rider has the obligation to seal at least one engine during the technical inspections of the first event to which the rider participates.

Use on the track of an engine without seals or with damaged seals involves the immediate affixing of new seals and is equated with a technical irregularity.

1.2.6. Sealing of additional engines can occur at the end of the current event or in subsequent events, according to the rider's needs, subject to agreement with Promoter / Ohvale Ireland.

1.2.7. The engines are sealed in the rider name, the exchange of already sealed engines among riders can only be done with the knowledge and approval of the Promoter / Ohvale Ireland.

1.2.8. Applying new seals to an engine with missing, removed or damaged seals is likened to sealing of a new engine. Except for the replacement of seals removed during the Technical Inspections, provided the engine to be submitted for substitution seals within the Technical Inspections of the event following the verification.

1.2.9. The use of an engine beyond the permissible amount is penalised with starting from the last position on the grid, in the first race following the sealing request. In a case where more than one rider applying for sealing of an engine above the maximum allowed number, the starting order will be the order in which the request was made for the engine sealing (the last showing up will be in the last position, the last but one showing up before the last one, and so on).

1.2.10. All engine work to be carried out by Ohvale Ireland only.

- a) Top End - Cylinder Head
- b) Bottom End - Crank Cases
- c) Complete Strip/rebuild

1.2.11. In the instance that an engine is to be checked for conformity on a race weekend, following a protest or at the request of the organiser, Ohvale Ireland have the right to seize said engine from the rider after the final race for checks back at Ohvale Ireland HQ.

The engine is to be removed by the riders crew either at scrutineering/parc ferme or it may be taken directly to the Ohvale Ireland truck where it can be taken out by the riders crew.

The bike/engine can not go back to the riders awning. Ohvale Ireland endeavour to return the engine to the rider within 1 week.

Should the check be performed due to an organiser request there will be no charge.

Should the engine have been checked due to a protest and the engine found to be legal the cost will have been covered by the protest. If the engine is found to be illegal, the protest will be refunded and the rider in question will be liable to costs and **have all previous rounds points deducted.**

2. CHASSIS

2.1 - CHASSIS

2.1.1. The chassis must be kept original, it is only permitted to fit the chassis anti vibration plate produced in the kit by the manufacturer for the model of motorcycle in use.

The painting of the chassis is free but polishing is prohibited.

The use of covers to protect the swing arm or chassis is prohibited.

2.1.2. The only chassis permitted in the 160 categories are those of the originally produced motorcycle for these engines. No EVO or 12" GP-2 chassis is permitted.

2.2 - REAR SUBFRAME

2.2.1. The rear subframe must be kept original. The painting of the rear subframe is free but polishing is prohibited.

2.3 - FRONT SUBFRAME

2.3.1. The front subframe must be kept original. Painting of the front subframe is free but polishing is prohibited.

2.4 - SWING-ARM

2.4.1. Except as authorised in the following articles, the swing-arm and swing-arm pivot must be kept original.

2.4.2. Replacing the original chain adjusters with the racing ones produced by the manufacturer for the model of motorcycle in use is permitted.

2.4.3. All motorcycles must be equipped with a solid protective chain guard (shark fin) fixed to the swing-arm produced by the manufacturer of the motorcycle.

2.5 - STEERING PLATES

2.5.1. The upper and lower fork clamps (triple clamp, yoke), and the steering axle (head pipe) must remain as originally produced by the manufacturer on the homologated motorcycle, as well as the steering lock stops device.

2.5.2. The steering stem must remain in its original position.

2.6 - HANDLEBARS AND CONTROLS

2.6.1. Except as authorised in the following articles, the handlebars, the handlebar clamps, the manual controls (throttle control, brake and clutch levers and electric controls), and the handlebar terminal must be kept original.

2.6.2. Handlebars must stay original. They can be repositioned, but a minimum clearance of 30mm must be maintained between the tank and the handlebars, including any accessories attached to it.

2.6.3. It is forbidden to use handlebars without nylon ends.

2.6.4. It is forbidden to repair the handlebars by welding.

2.6.5. The levers on the handlebars (brake and clutch) may be changed for after-market levers but must always have rounded edges and must have a ball-form ending.

2.6.6. In any position of the steering and the front suspension, the levers on the handlebars must not touch any component of the motorcycle.

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

2.6.8. It is mandatory to use a brake lever guard for the model of motorcycle in use, which protects the front brake lever from any involuntary actuations resulting from the contact between two motorcycles.

2.7 - FOOTREST AND CONTROLS

2.7.1. Except as authorised in the following articles, the footrests, and foot control must be kept original except they must be fitted with nylon end caps to save damage to the track surface.

2.7.2. Footrests and foot controls can be repositioned only using the setting originally provided by the manufacturer.

2.7.3. Gear shift lever and the linkage can be replaced to use 'race shift' type produced by the manufacturer.

2.7.4. It is forbidden to repair the footrests by welding.

2.7.5. It is forbidden to repair the footrest support by welding.

2.7.6 Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

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

2.7.8 Non folding footrests must have an end (plug) which is permanently fixed, plastic, Teflon® or an equivalent type material (minimum radius 8mm). The plug surface must be designed to reach the widest possible area. Chief Technical Officer has the right to refuse any plug not satisfying this safety aim.

2.8 - KICK START LEVER

2.8.6 In GP-0 160 4 Speed categories, the kick start lever of the original engine must remain mounted and running and be equipped with a system that prevents accidental opening (example: elastic).

3 SUSPENSION

3.1 - FRONT SUSPENSION

3.1.1. Except as authorised in the following articles, the fork must be kept original in every component.

3.1.2. It is permissible to replace the original fork with the "+5" fork originally assembled on motorcycles produced from 2019.

- 3.1.3. Position of the fork stems in respect to the steering plates (yoke) is free (fork height).
- 3.1.4. Front springs are free.
- 3.1.5. It is permissible to add the kit pre-load adjusters produced by the manufacturer

3.2 - STEERING DAMPER

- 3.2.1. A steering damper may be fitted.
- 3.2.2. In no case may the steering damper act as a steering lock limiting device

3.3 - REAR SUSPENSION

- 3.3.1. Except as authorised in the following articles, the rear suspension must be kept original in every component.
- 3.3.2. Attachments of the Rear Suspension to the Chassis and swing arm, must be kept original.
- 3.3.3. The original shock absorber may only be used.
- 3.3.4. The length of the shock absorber, the position of the hydraulic registers, the spring weight and the preload of the mainspring of the shock absorber are free.

4 BRAKE SYSTEM

BRAKES - All motorcycles must be equipped with a brake lever protection, intended to prevent the handlebar brake lever from being accidentally activated in the case of collision with another motorcycle.

4.1 - BRAKE DISCS

- 4.1.1. The brake discs must remain as originally produced by the manufacturer for the motorcycle.
- 4.1.2. Floating discs are not allowed.

4.2 - BRAKE CALLIPERS

- 4.2.1. Except as authorised as follows, the front and rear brake callipers, as well as all the fixing points and all anchor pieces, must be kept original.
- 4.2.2. It is mandatory to mount original brake pads or, alternatively, those brake pads which are included in the Ohvale Ireland kit for the model of motorcycle in use.

4.3 - MASTER CYLINDERS

- 4.3.1. Brake master cylinders (front and rear) and the related pipes must be kept original. Braided brake lines are permissible.
- 4.3.2. Installation of a protection of the brake master cylinder positioned on the handlebar is authorised to prevent oil leaks if they break after falling.

5 - WHEELS

- 5.1. Wheel rims and their spindles must be kept original. It is allowed to drill and tap the spindle to add crash protection only. In all the dimensions of the wheel rims should be as indicated below:
Front Wheel 2,50" x 10" - Rear Wheel 3,00" x 10

6 – TYRES

- 6.1. The only tyres admitted to the championship are those indicated here below:
 - 6.1.1. Front Tyre: Pirelli Slick Diablo NHSTL SC1 DSBK 100/80 x 10
 - 6.1.2. Rear Tyre: Pirelli Slick Diablo NHSTL SC1 DSBK 120/80 x 10
- 6.2. In the event that the qualifying practices or the races are declared "wet" the use of rain tyres in the measures indicated below will be allowed:
 - 6.2.1. Front tyre: Pirelli Diablo Rain NHSTL SCR1 DB Rain 100/80 x 10
 - Rear tyre: Pirelli Diablo Rain NHSTL SCR1 DB Rain 120/80 x 10
- 6.3. For the entire duration of the event it is permitted to use up to a maximum of:
 - 1 sets of slick tyres (1 front and 1 rear) for events with a maximum of 3 races.
 - Rain Tyres are excluded from tyre allocation and will not be "stickered"
 - Tyres will be affixed with "Tyre Stickers" in Parc Ferme after the qualifying session and these must be the only tyres used during the event (unless the session is declared "wet")
- 6.4. The use of tyre warmers is allowed.

7 - TANK AND FUEL SYSTEM

7.1 - TANK

- 7.1.1. Tank and tank cap must remain as originally produced by the motorcycle manufacturer.
- 7.1.2. Fuel tank must be filled with spongy fire retardant material (such as "Explosafe").

7.3 - FUEL LINE

- 7.3.1. The fuel circuit, understood as the fuel pipe and devices (fuel tap) between the tank and the carburettor is free.
- 7.3.2. The addition of fuel filters are permitted.
- 7.3.3. Use of quick connectors for fuel pipes are permitted.

7.4 - FUEL

7.4.1. The only fuel allowed is normal unleaded or super unleaded pump fuel available from public service stations on the island of Ireland.

8 - INTAKE SYSTEM

8.1 - INTAKE SYSTEM GENERAL

8.1.1. Except as authorised in the following articles, the fuel system must be kept original.

8.2 - CARBURETTOR

8.2.1. It is mandatory to use the carburettors indicated in the following points:

a) Category GP-0 160 4Speed - KF PZ 27 (stock) or the FIM spec Keihin / DELLORTO PHBH 28 kit provided by Ohvale Ireland

8.2.2. Jets and needle are free, all other components must remain standard.

8.2.3. The use of pumps or a power-jet is not permitted.

8.3 - AIR FILTER

8.3.1. The air filter is mandatory and must be as indicated in the points below.

8.3.2. It is mandatory to use the standard metallic air filter supplied by the manufacturer.

8.3.3. Use of systems to increase the pressure inside the filter using the dynamic air pressure when the motorcycle is moving is forbidden.

9 – ENGINE

9.1 - ENGINE GENERAL

9.1.1. Except as expressly permitted in the following articles, the engine must remain completely original.

9.1.2. The only engines allowed are Category GP-0 160 4Speed - ZONGSHEN W150G

9.1.3. Bore and Stroke must remain original.

9.1.4. It is mandatory to use the clutch cover protection plate supplied by Ohvale Ireland.

9.1.5. It is mandatory to run the engine breather pipes into a recovery tank with a minimum capacity of 250cc.

9.1.6. All oil cavities – sump plug, oil filler cap and oil filter MUST be lock wired

9.2 - ENGINE HEAD

9.2.1. Except as authorised in the articles to follow, Any type of machining for the removal of material (including polishing) and application of material (including surface treatment) is prohibited.

9.2.2. Intake and Exhaust ports must remain original.

9.2.3. Valves, valve seats, valve guides, tappets, oil seals must be original. Only normal maintenance provided by the service manual is permitted.

9.2.4. The valve springs, collets and valve plates must remain original. Valve spring shims are not allowed.

9.2.5. It is allowed to rectify the head plane to restore the surfaces according to what is indicated in the technical homologations deposited by the manufacturer.

9.2.6. The volume of the combustion chamber and the height of the squish must comply with the values indicated in the following table:

Category Volume (cc) Squish* (mm)

Category GP-0 160 4 Speed 13.5 +/- 0.4 0.60

*no allowance is admitted on the height of the squish.

9.2.7. Spark plugs are free. None of the parts of the spark plug, beside electrodes, can protrude out the interior of the combustion chamber.

9.3 - VALVE TIMING

9.3.1. Any modification of the camshaft is prohibited.

9.3.2. Timing drive sprocket, must be kept original. Any modification or increase of the diameter of the fixing holes is not allowed.

9.3.3. Chain timing and the timing chain tensioner must be kept original.

9.4 - CYLINDER

9.4.1. Cylinder must be kept original.

9.4.2. Any surface treatment of the inner wall of the cylinder is prohibited.

9.5 – PISTON, Gudgeon Pin,

9.5.1. Any modification to the piston, or gudgeon pin including polishing and lightening, is prohibited.

9.5.2. Any modification to the piston ring set, pins and their holders is prohibited.

9.6 - CONNECTING ROD

9.6.1. Any modification to the rod, including lightening and polishing, is prohibited.

9.7 - CRANK SHAFT

9.7.1. Engine shaft must remain original, any modification included lightening, balancing and polishing is prohibited.

9.8 - CRANK CASE

9.8.1. The engine crankcase and engine crankcase covers must remain original, even with regard to colour and surface finishing. It is only allowed making holes on the flywheel cover to help the cooling of the internal components, according to what has been reported in the homologation files.

9.8.2. It is forbidden to repair the crankshafts and engine covers by applying material.

10 – TRANSMISSION

10.1 - PRIMARY TRANSMISSION

10.1.1. The gears of the primary drive (on the crankshaft and on the clutch) must be kept original.

10.2 - CLUTCH

10.2.1. On motorcycles in the GP-0 160 4 Speed category's, all components of the clutch (clutch bell, clutch inner drum, hub clutch, pressure plate, drive friction discs, outer friction discs, push plate and springs) must be kept original.

10.3 - GEAR BOX

10.3.1. On GP-0 160 4 Speed category's any change to the gearbox, understood as the assembly consisting of the gear selection system and drive forks, primary and secondary shafts and their gears transmission is prohibited.

10.3.2. Any kind of treatment on the surface for reducing friction (including polishing and super finishing) is forbidden.

10.4 - FINAL TRANSMISSION

10.4.1. Sprockets and chains are free.

11 - COOLING AND LUBRICATION SYSTEM

11.1 - OIL COOLER

11.1.1. The oil cooler must remain original.

11.2 - OIL CIRCUIT

11.2.1. Any modification to the oil pump is prohibited.

11.2.2. The oil pipes that connect the engine to the oil cooler must be kept original. The engine breather must be put into a tank with a minimum volume of 250cc.

11.2.3. The oil inlet and discharge plugs, the delivery and return pipes to the oil cooler and the oil filter cover screws must be perfectly sealed and secured with lock wire to prevent accidental opening.

12 - ELECTRICAL SYSTEM

12.1 - WIRING AND ELECTRIC CONTROLS

12.1.1. The main wiring must be kept original.

12.1.2. The electric controls on the handlebar can be repositioned, but not replaced or removed.

12.1.3. It is mandatory to keep the ignition kill switch mounted on the right side of the handlebar.

12.2 - ENGINE IGNITION AND CONTROL

12.2.1. Except as authorised in the following articles, the engine ignition and control system (rotor, stator engine control unit and coil) must be kept original.

12.2.2. At any time of the event, the Promoter or Ohvale Ireland has the right to request the replacement of any components of the engine ignition and control system mounted on the motorcycle. The refusal to proceed with the replacement is equated with a technical irregularity.

12.3 - ELECTRICAL INFRASTRUCTURE - N/A

12.4 - ENGINE CONTROL SENSORS

12.4.1. The use of electronic shift assistance systems (quick-shifter) is prohibited.

12.5 - ADDITIONAL EQUIPMENT

12.5.1. With the exception of what is authorised below, any electrical or electronic components (sensor, control unit, display) that are additional or not originally mounted on the motorcycle, are forbidden.

12.5.2. Use of electronic equipment with IR (infrared) technology, GPS or radio timing detection is allowed.

12.5.3. It is allowed to mount one or more systems (dashboards, displays, etc.) to display the parameters indicated in the points below:

- RPM - Oil temperature - Lap Time - Engine Hours

12.5.4. Integrated dashboards with electronic tracing function, geolocation and data acquisition, is allowed.

The data acquisition must be just limited to the channels listed below: - RPM - Oil temperature - Lap Time - Engine Hours - Position and speed (by GPS signal).

12.5.5. All motorcycles must mount the rear safety light included in the specific kit for the model of motorcycle in use. The team must ensure that the light is switched on whenever the Race Director declares a wet race or practice.

12.5.6. The presence of cables or electronic components or of not clear origin are not allowed and is considered as a technical irregularity.

13 BODY WORK

13.1 - FAIRING GENERAL

13.1.1. Except as authorised in the following articles, the fairing, the seat, the front and rear mudguard and all the superstructures that make up the motorcycle body, must be kept original.

13.1.2. Colour and graphics are free.

13.1.3. Specific graphics are required for the FIM Mini GP Ireland Series - details of logos and positions TBC

13.1.4. The use of carbon fibre components is not permitted except tank and seat protectors.

13.2 - FAIRINGS

13.2.1. Except as authorised in the following articles, the fairing must be kept original.

13.2.2. The wind shield must remain original. The wind shield can be coloured and not transparent in order to accommodate the front race number.

13.2.3. It is permitted, as well as recommended to mount protective frill's or wire mesh to protect the oil cooler.

13.2.4. The original fairing brackets/bolts can be replaced with quick-release attachments.

13.2.5. The lower fairing must have a perfect seal in order to contain lubricant leaks in the event of engine failure.

13.2.6. The lower fairing can incorporate a hole of up-to 14mm in the bottom of the front lower area. This hole must remain closed in dry and wet conditions and only opened to allow for water removal after track riding.

13.3 - MUDGUARDS

13.3.1. The front fender must be kept original.

13.3.2. The distance between the front mudguard and the tyre may be increased.

13.3.3. The rear mudguard must be kept original.

13.4 - SEAT

13.4.1. Seat foam can be changed/replaced

13.5 - NUMBER PLATE AND RACE NUMBERS

13.5.1. The colours of the number boards and race numbers are as follows

Category Plate Number

GP-0 160 4Speed Black Red

13.5.2. Front and side race numbers must have a minimum height of 90 mm and be a bold font.

14 - EXHAUST SYSTEM

14.1. The exhaust system must be kept original.

14.3. The maximum permissible noise level is 97 dB / A at a speed of 5500rpm.

15 - SCREWS, BOLTS AND FIXING ELEMENTS

15.1 - GENERAL

15.1.1. Bolts and fairing fixing elements are free but must have the same size as the originals and with a strength equal to or greater than the original. Fairings fixing elements may be replaced by fast fixing ones.

15.1.2. The use of titanium or aluminium (replacing stainless) bolts and titanium or carbon fibre and / or kevlar fasteners is prohibited.

15.2 - ENGINE BOLTS

15.2.1. The original engine bolts can be replaced with another one of equal size and strength equal to or greater than the original.

15.2.2. Where required it is permissible to drill holes for the passage of the binding threads, but any modification to lighten the bolts is prohibited.

15.2.3. Resetting the threads with the use of helicoil is permitted.

MCUI Technical Regulations Handbook



Technical Information

MCUI GUIDE TO SCRUTINEERING

Please note that this is a guide only and the list is not exhaustive.

1. Handle Bars, Grips, Bar Ends, Clearance.
2. Throttle.
3. Sump Plug. (Must be lock wired)
4. Levers, Brake and Clutch.
5. Front Wheel, Bearings, Nuts.
6. Front Tyre, Valve Cap.
7. Steering Head Stock, Fork Clamp Bolts.
8. Steering Stops.
9. Steering Damper.
10. Front Forks, Oil Seals.
11. Fairing Brackets.
12. Screen Edges.
13. Fuel Tank, Fuel Cap.
14. Seat
15. Front Mud Guard.
16. Front Sprocket.
17. Rear Wheel, Bearings, Nuts, Sprockets
18. Rear Tyre, Valve Cap.
19. Foot Pegs.
20. Rear Suspension.
21. Chain, Guard, Links.
22. Exhaust, End Can.
23. Oil Filler Cap. (Must be lock wired)
24. Oil Filter. (Must be lock wired)
25. Belly Pan, Drainage Holes. (Must be sealed in dry weather)
26. Swing Arm
27. Frame.
28. Start Button, Kill Switch.
29. Rear Brake, Pads, Callipers, Bolts, Pins, Discs, Pipes, Cylinders
30. Front Brake, Pads, Callipers, Bolts, Pins, Discs, Pipes, Cylinders.
31. Engine Cases.

MINIMUM CLEARANCES

Diagram 1

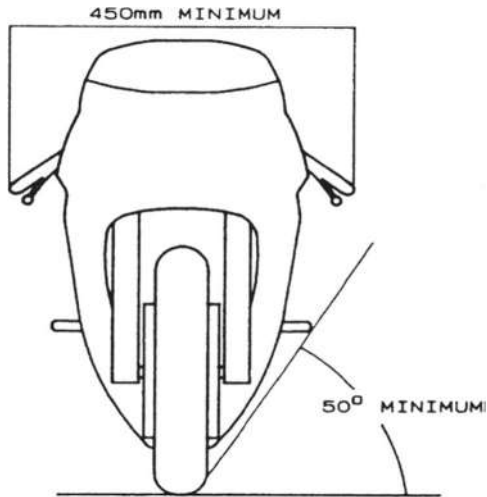


Diagram 2

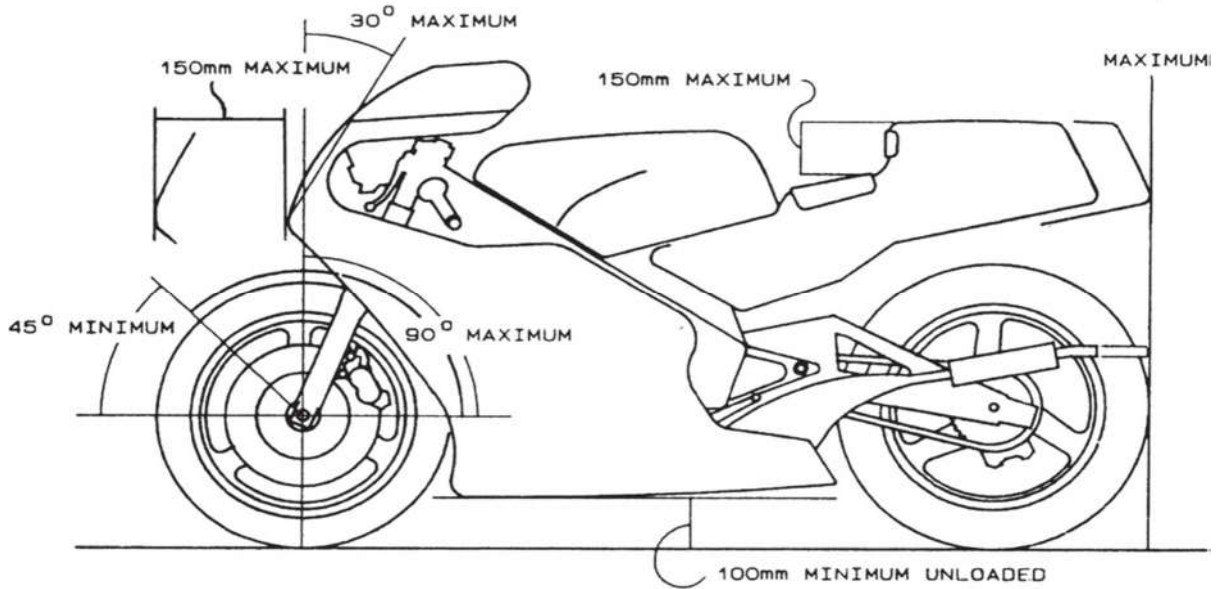
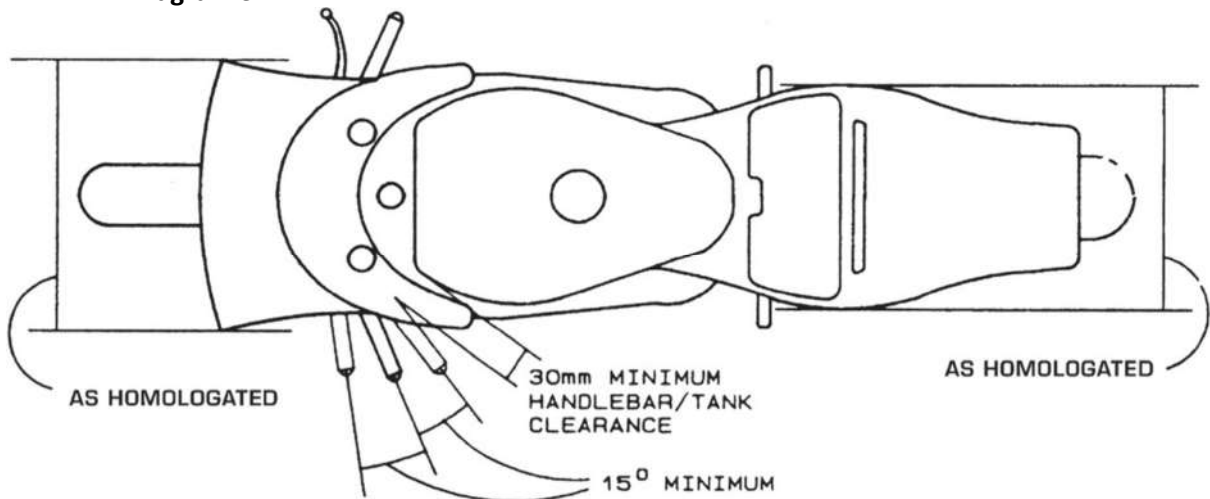
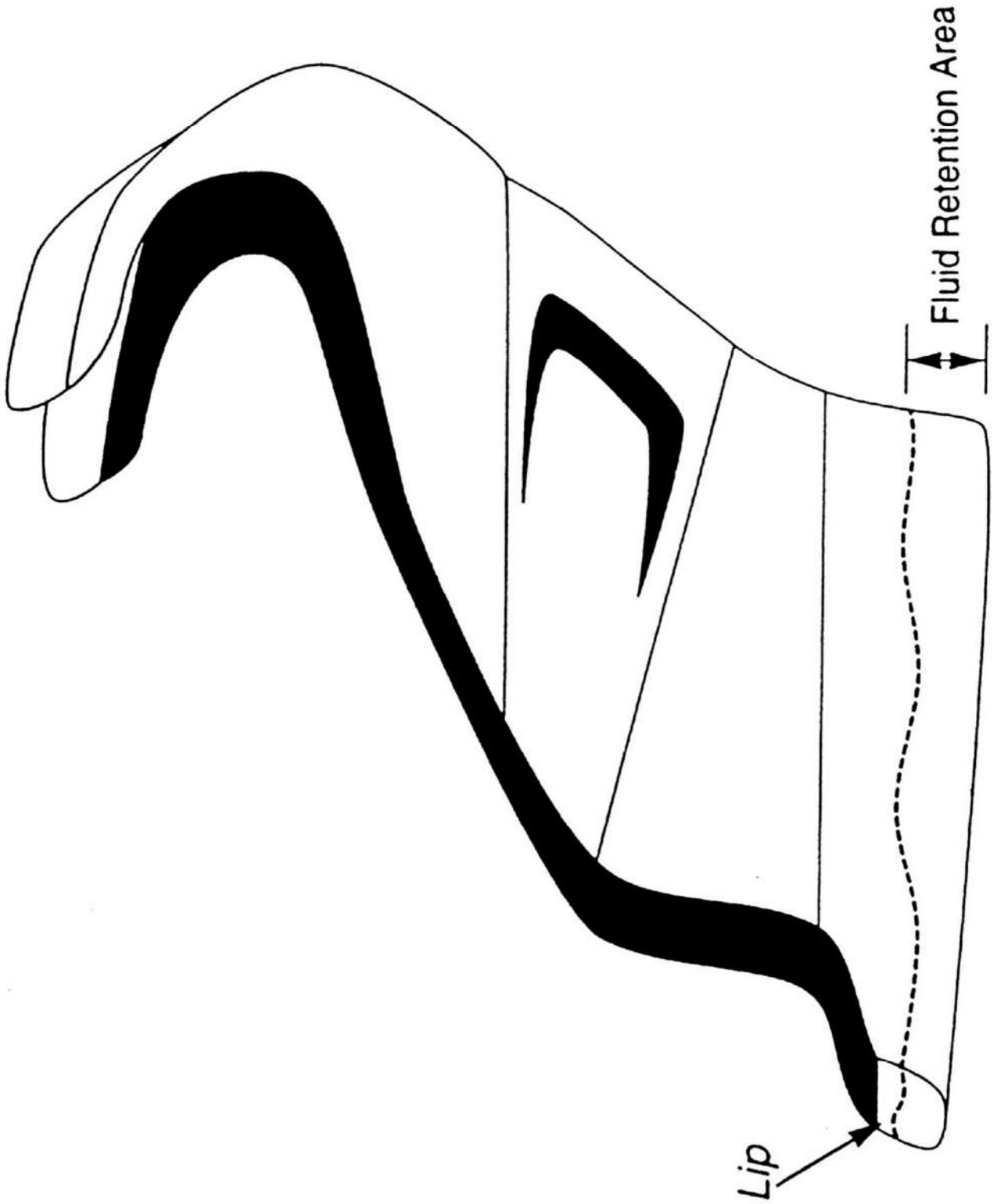


Diagram 3

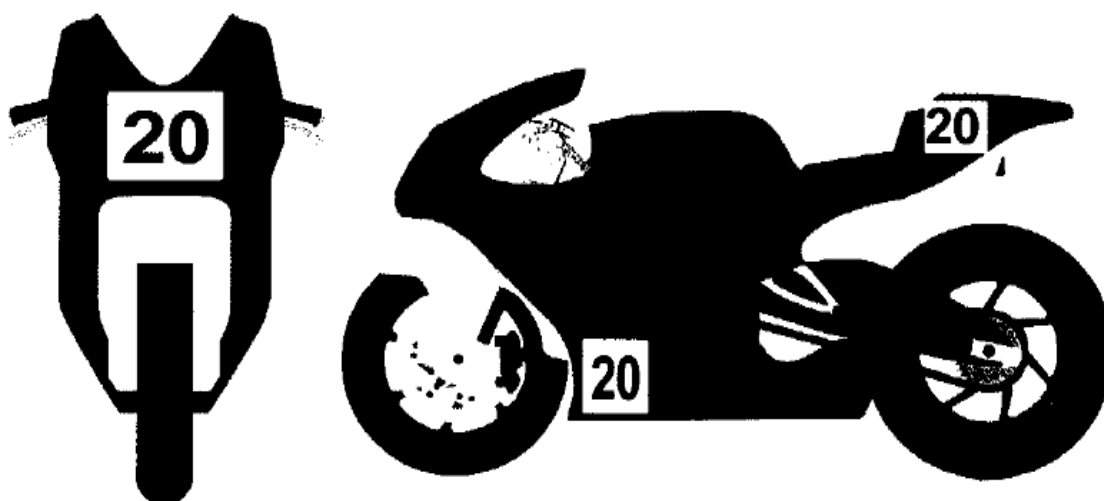




1. Number plates must be rectangular or elliptical in shape with minimum measurements of 285mm x 235mm. In place of separate plates a space of equivalent size in matt colours can be painted or fixed on the bodywork or streamlining. Plates which are just a larger outline of the number are not permitted. In the case of bodywork of a similar colour to the specified number plate background colour, there must be a minimum 5mm black line all around the perimeter of the number plate.
2. The allocated number and plate must be affixed to the front and the two sides of the motorcycle so that both front and side numbers are clearly visible to the public and officials ON BOTH SIDES OF THE TRACK as follows:

FRONT NUMBERS must be fitted directly on the front of the fairing and not to one side. All fairings may be modified to accommodate this. Where the design of the fairing makes this IMPOSSIBLE the numbers must be fixed on BOTH sides of the front fairing.

SIDE NUMBERS must be fitted to the middle or lower part of the side fairing. Side numbers can also be fitted to the seat fairing subject to being clearly visible to the public and officials.



3. The figures must be clearly legible and like the background must be in matt colours to avoid reflection from sunlight. The minimum dimensions of the numbers being: Figures to be of the form shown in the diagram at (7) and to be solid in colour - shading or outlining in a different colour is not permitted. 4. Advertising must not appear on the number plate and a space of at least 50mm must be left free around all number plates in which no advertising may appear. No advertising may appear within in the figures of the number. All other numbers or markings on a motorcycle liable to cause confusion with the number must be removed.

Height of figure:	140mm (front number)	120mm (side number)
Width of figure:	80mm (front number)	60mm (side number)
Width of stroke:	25mm	
Space between two figures:	15mm	(ICC December 2018)

4. Advertising must not appear on the number plate and a space of at least 50mm must be left free around all number plates in which no advertising may appear. No advertising may appear within in the figures of the number. All other numbers or markings on a motorcycle liable to cause confusion with the number must be removed.

5. The following matt colours, with corresponding RAL codes shall be used.

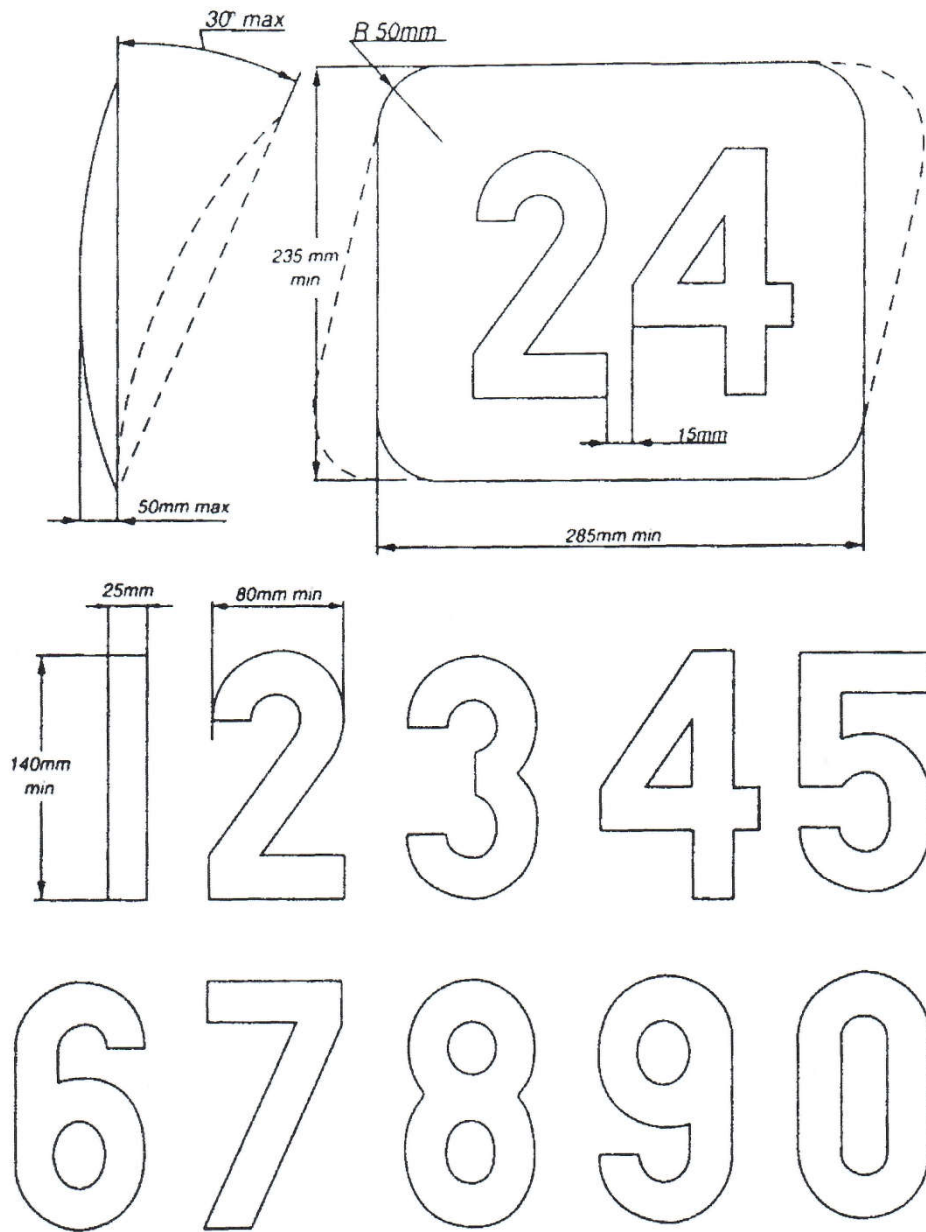
Black	RAL 9005	Red	RAL 3020
Blue	RAL 5010	Green	RAL 6002
Yellow	RAL 1003	White	RAL 9010

Background Colour	Number Colour	Classes
Black Background	White Numbers	Moto 3 /125 GP – Moto 1
Green Background	White Numbers	250 GP – Classic 250cc
Blue Background	White Numbers	350 GP – Classic 350cc – Lightweight Supersport – Supertwins
Yellow Background	Black Numbers	500 GP – Classic 500cc – Production Twins
White Background	Red Numbers	Pre-Injection 600
Yellow Background	Black Numbers	Supersport Cup - Superbike Cup
White Background	Blue Numbers	Supersport
White Background	Black Numbers	Superbike – Classic 1000cc – Sidecar
Red Background	White Numbers	Superstock 1000 - Pre Injection 1000
Black Background	Yellow Numbers	Supermono

(ICC Dec 2019)

6. Motorcycles which do not comply with these rules may not pass scrutineering and/or technical control. The decision of the Technical Steward will be final.

MCUI NUMBER PLATE, NUMBERS & FONTS GUIDE



(ICC December 2018)

Futura Heavy

0 1 2 3 4 5 6 7 8 9

Futura Heavy Italic

0 1 2 3 4 5 6 7 8 9

Univers Bold

0 1 2 3 4 5 6 7 8 9

Univers Bold Italic

0 1 2 3 4 5 6 7 8 9

Oliver Med.

0 1 2 3 4 5 6 7 8 9

Oliver Med. Italic

0 1 2 3 4 5 6 7 8 9

Franklin Gothic

0 1 2 3 4 5 6 7 8 9

Franklin Gothic Italic

0 1 2 3 4 5 6 7 8 9

NUMBER PLATES

(ICC December 2019)



<p>Background: Black Number: White</p> <p>Moto One – Moto3/125GP</p>



<p>Background: Green Number: White</p> <p>250 GP – 250 Classic</p>



<p>Background: Blue Number: White</p> <p>350GP - 350 Classic –Lightweight Supersport - Supertwins</p>
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<p>Background: Yellow Number: Black</p> <p>500GP - 500 Classic – Production Twins</p>
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<p>Background: White Number: Red</p> <p>Pre-Injection</p>
--



<p>Background: White Number: Blue</p> <p>Supersport</p>
--



<p>Background: Yellow Number: Black</p> <p>Supersport Cup – Superbike Cup</p>
--



<p>Background: White Number: Black</p> <p>Superbike - 1000 Classic – Sidecar – F1 Era</p>
--



<p>Background: Red Number: White</p> <p>Superstock 1000 – Pre Injection 1000</p>



<p>Background: Black Number: Yellow</p> <p>Supermono</p>

If Class not listed within the MCUI Technical Rules, the Technical committee will follow the FIM technical rules for the class background and number colours and issue a class specific bulletin.

(ICC December 2019)