



ASIA ROAD RACING
CHAMPIONSHIP
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REGULATIONS 2020

ARRC
ASB 1000

ARRC
SS 600

ARRC
AP 250

ARRC
UB 150



PROMOTED BY



SANCTIONED BY



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



ASIA ROAD RACING CHAMPIONSHIP 2020 REGULATIONS

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**THIS BOOK PREVAILS OVER ALL OTHER FIM RULE BOOKS EXCEPT THOSE REFERRED TO
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FIM ASIA

P.O.Box 8090 Dasmariñas Village,
Makati City, 1222 Manila, Philippines
Tel: +63 9063733386
Attn: Mr.Rommel Panganiban (namssa04@hotmail.com)

TWO WHEELS MOTOR RACING SDN BHD

Lot: 12 Jalan 9/7, Seksyen 9
Kawasan Perusahaan Bandar Baru Bangi,
43650 Bangi, Selangor.
Tel: 603 87338787
Fax: 603 89261122
E-mail: info@twmr.com.my

CONTENTS

- SPORTING REGULATION
- TECHNICAL REGULATION
- DISCIPLINARY AND ARBITRATION CODE
- AMENDMENTS TO THE ASIA ROAD RACING REGULATION

GENERAL UNDERTAKINGS AND CONDITIONS

1. SPORTING REGULATIONS

- INTRODUCTION
- EVENTS
- THE PADDOCK
- OFFICIALS
- INTERNATIONAL JURY
- RACE DIRECTION
- THE FIM ASIA JURY
- THE CALENDAR
- CLASSES
- ELIGIBLE COMPETITORS
- ENTRIES
- STARTING NUMBERS
- SCHEDULE
- TECHNICAL CONTROL-MEDICAL CONTROL – DOPPING CONTROL
- MEDICAL – TECHNICAL CONTROL PRACTICE
- QUALIFICATION FOR THE RACE ALL CLASSES
- GRID POSITIONS
- RACES
- START PROCEDURE
- RIDE THROUGH PROCEDURE
- “WET” AND “DRY” RACES
- BEHAVIOURS DURING PRACTICE AND RACE
- FLAGS AND LIGHTS
- MEDICAL CARS
- FINISH OF RACE AND RACE RESULTS

- INTERRUPTION OF A RACE
- RE – STARTING A RACE THAT HAS BEEN INTERRUPTED
- CHECK AREA
- CHAMPIONSHIP POINTS AND CLASSIFICATION
- INSTRUCTION AND COMMUNICATION TO COMPETITORS
- PIT STOP
- TEAM PERSONNEL IN THE PIT LANE
- EXTRA DEPOSIT IN CASE OF A MACHINE CONTROL FOLLOWING A PROTEST
- EXTRA DEPOSIT FOR FUEL CONTROLS FOLLOWING A PROTEST
- NON PARTICIPANTS IN AN EVENT

2. TECHNICAL REGULATIONS

- ASIA SUPERBIKE 1000cc
- SUPERSPORTS 600cc
- ASIA PRODUCTIONS 250cc
- UNDERBONE 150cc

3. DISCIPLINARY AND ARBITRATION CODE

- PRINCIPLES
- PENALTIES
- THE DISCIPLINARY AND ARBITRATION BODIES
- PROTEST AND APPEALS
- PROCEDURE BEFORE ALL THE DISCIPLINARY AND ARBITRATION BODIES COSTS OF PROCEDURE
- COSTS OF PROCEDURE
- RECIPROCITY OF PENALTIES
- LAW OF MERCY
- ARBITRATION CLAUSE

4. AMENDMENTS TO THE ASIA ROAD RACING

REGULATIONS AMENDMENTS TO THE ASIA ROAD RACING REGULATIONS

The FIM Asia, the Asia Road Racing (ARRC) Permanent Bureau may at any time amend any or all provisions of the Regulations.

Any subsequent changes that take place after the printed versions are completed will be made electronically, and the on-line versions will be the prevailing versions.

The Permanent Bureau consists of:

- One Representative of the Federation International de Motorcyclisme Asia (FIM Asia)
- One Representative of Two Wheels Motor Racing (TWMR)

Which shall meet on a regular basis to discuss and decide on all issues of the ARRC pertinent to the respective interests of the members.

The procedures of the calling of meetings of the Permanent Bureau and for procedures during such meetings (which may be held by telephone or other electronic means) and for the appointment and/or vacancy of representatives and all procedures for their deliberations shall be as mutually agreed by both members from time to time. The decision from the permanent bureau is final.

GENERAL UNDERTAKINGS AND CONDITIONS

These Regulations derogate and supersede all and other previous regulations in place before the date of publication of these regulations.

All riders, team personnel, officials, promoters/organizers and all the persons involved in any capacity whatsoever participating in the Asia Road Racing Championship (hereinafter collectively referred to as the "Championship") undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:-

- **SPORTING REGULATIONS**
- **TECHNICAL REGULATIONS**
- **DISCIPLINARY AND ARBITRATION CODE**

As supplemented and amended from time to time (hereinafter collectively referred to as the "Regulations"). All the persons mentioned above may be penalized in accordance with the provisions of the regulations. Whilst the regulations may be translated into other languages, in case of any dispute regarding interpretation the Official English text will prevail.

It is the responsibility of the team to ensure that all persons concerned with its entry observe all the requirements of the Regulations. The responsibility of the rider, or any other person having charge of an entered machine during any part of the Event with respect to observance of the Regulations is joint and several with that of the team. All persons concerned in any way with an entered machine or present in any capacity whatsoever in the Paddock, Pit, Pit land or Track, must wear an appropriate pass at all times during the Event.

ANTIDOPING CODE

All the persons concerned must at all times observe the FIM Anti-Doping Code and may be penalized accordingly.

1. SPORTING REGULATIONS

1.1 INTRODUCTION

- 1.1.1 A series of motorcycle races counting toward the Championship for Riders and Teams will be organized.

1.2 EVENTS

- 1.2.1 The event shall be deemed to commence at the scheduled time for technical and Sporting Checks and finish after all the races at the expiry of the deadline for the lodging of the protest and the time at which technical or sporting verifications have been concluded, whichever is the latest. The race control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain at the circuit available to the Race Direction and FIM Asia Stewards during that period.
- 1.2.2 Events must be staged on race circuits that have been approved by The FIM Asia for the Championship.
- 1.2.3 Events must not include any other races except for support races approved by TWMR which may not alter the event schedule (1.12.)
- 1.2.4 Any activity involving 4 wheels racing vehicular use of the track during the event, including "demonstrations", displays or the such like must receive prior approval.
- 1.2.5 Organisers will be nominated by TWMR.
- 1.2.6 The Organiser is responsible for providing the facilities and personnel to ensure the smooth and efficient running of the event.
- 1.2.7 TWMR shall obtain or shall arrange for the provision by each organizer of any insurance for third party liability for each meeting to cover TWMR liability and that of all participants, the manufacturers, riders, sponsors, teams, service companies and officials in case of accidents to third parties during a meeting or during the practices. The insurance policy shall also cover any possible liability of the FIM Asia and the organizer to third parties. A copy of the policy written in English shall be made available to the organizers, TWMR and to the FIM Asia Executive Secretariat not later than 20 days prior to the event. The cover provided for each event shall be a minimum of USD500,000. The validity of the insurance must start at 08.00hrs, on the Wednesday (or Tuesday in the case of Saturday races) before the race and finish at 24.00hrs on Monday (or Sunday in the case of Saturday races) after the race. In case the organizer subscribes his own Third Party Liability Insurance in full conformity with the above specification on the present art.1.2.7, the organizer may send the certificate of insurance duly filled in, signed and stamped by an authorized Representative of the Insurance Company, to TWMR and to the FIM Asia Executive Secretariat. This original declaration (form to be provided by TWMR shall be sent to TWMR by mail or courier at least 20 days before the event.
- 1.2.8 At least 30 days prior to the Event, the Organizers of the event must submit the following information to the FIM Asia and TWMR:
- Confirmation of the name and address of the Promoters Organisers, including telephone and facsimile numbers for correspondence.

- The date and place of the Event.
 - A detailed plan of the circuit, its direction, clockwise or anti clockwise, and Length.
 - The location at the circuit on the rider information centre and the official notice board.
 - The name and address of the company providing the third party liability insurance cover and the number of the policy.
 - Name and address of FMNR.
 - The name of the Clerk of the Course (with FIM Clerk of the Course license)
 - The name, address and telephone number of the Chief Medical officer.
 - The name, address and telephone number of the hospital designated for the event.
- N.B. The organizer is not required to produce or publish any Supplementary Regulations for the event.

1.2.9 At least 14 days before the Event, TWMR must publish the above information and post it to all teams with an entry for the Event.

1.3 THE PADDOCK

- 1.3.1 The Paddock, pit boxes and all other facilities must be available to teams at least on the Tuesday prior to a Sunday race and remain available to competitors for until 0500hrs the day after the event.
- 1.3.2 Access must be available for teams arriving to set up between the hours of 07:00 and 20:30.
- 1.3.3 At all times that the Paddock is occupied there must be 24 hours attendance at the gates providing vehicular access to the circuit and paddock.
- 1.3.4 When the Paddock is occupied there must be an adequate medical and fire fighting service available to all riders, teams, manufacturers, sponsors, service companies, officials, FIM ASIA, TWMR, etc.
- 1.3.5 Full security must be supplied to the Paddock area from at least midnight of the Wednesday prior to a Sunday race until ,midnight of Sunday following the race.

1.4 OFFICIALS

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

1.4.1 **Permanent Officials**

All permanent officials shall be appointed for the Championship by the Permanent Bureau.

The following officials will be appointed to perform supervisory and executive roles. Except in care of illness or Force Majeure the Officials will be expected to be present at each event.

Race Director

Responsible for ensuring proper observance of the Regulations and efficient running of the practice and races. The Race Director has no competence for the application of sanctions.

The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:

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

Technical Director

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

Medical Director

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

Safety Officer

Responsible for the supervision of all aspects of safety.

Starter

Responsible for the start procedure.

1.4.2

Individual Event Officials

All Individual Event Officials shall be appointed for each event. They are:

- A) Officials appointed by FIM Asia
 - 1) The Jury President and two members of the International Jury (with FIM Sporting Steward license). They are responsible for ensuring that the event is conducted according to the Regulations.
- B) Officials appointed by the FMNR/Organiser.
 - 2) Clerk of the Course (with FIM Clerk of the Course license)

Responsible for:-

 - a. Ensuring that the circuit is suitably prepared for and maintained during the Event and that all legal requirements applicable for the running of the event have been complied with.
 - b. Ensuring that all officials and services are in place. The stationing of all track personnel and equipment (ie: marshals, doctors, ambulances, flags, etc) alongside the Circuit no later than 30 minutes prior to the beginning of All practice sessions and warm ups. The Race Director, the FIM Asia Safety Officer, the Clerk of the Course and the Medical Director will; make the final inspection prior to the beginning of the all practice sessions and warm ups. During the final inspection lap, the yellow flag must be waved at each flag marshal post together with the display of other flags and equipment requested by the FIM Asia Safety Officer.
 - c. Taking decisions to ensure the smooth and efficient running of the event.

- d. Ensuring that the Event is run within the Regulations.
 - e. Notification of protests to the Race Direction.
 - f. Immediate approval and signature with time of provisional results (practices, Superpoles, warm ups, starting grids and races) and presentation of reports to the International Jury.
- 3) Secretaries
Responsible for:
- a. During the event effecting communications between the various officials.
 - b. Providing secretarial support for the International Jury, the Race Direction and the FIM ASIA Jury.
- 4) Other Officials
Marshalls, Technical Scrutineer, Security Personnel, Medical Staff etc as required for the efficient running of the event. All communications between the individual Event Officials must be made via the relevant Permanent Officials.

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

1.4.4 The FIM Asia Jury
The FIM Asia Jury shall be appointed for each event by the FIM ASIA.

1.5 JURY MEMBER

1.5.1 The management of the event will be carried out by the Jury Members which will compromise the following delegates:

- The Jury President appointed by the FIM Asia – who will chair the meetings.
- One Jury Member appointed by the FIM Asia. One Jury Member appointed by host FMN
- The Delegate appointed by TWMR
- The Race Director
- The Technical Director
- The Clerk of Course
- The FIM Asia Safety Officer

1.5.2 At any time the duties of the Members of the International Jury are
To ensure the smooth and efficient running of the event.
To make recommendations to the Race Direction concerning any matter that is in contradiction to the Regulations.
To report to the Race Direction any infringements of the Regulations.

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

1.5.4 The quorum for a meeting of the International Jury is three persons.

1.5.6 The Technical and Medical FIM Asia Observer as well as the Environmental Steward may attend the Meetings of the International Jury.
The International Jury President may also invite the participation of Officials or other persons to assist in the Meetings.

- 1.5.7 The duties of the International Jury are:
To receive reports from the various Officials concerning scrutineering, practice and races.
To make recommendations to the Organiser to improve the smooth and efficient running of the event

1.6 RACE DIRECTION

- 1.6.1 The Race Direction will comprise the following persons:
The FIM ASIA Representative – who will chair the Meetings is the Safety Officer
The TWMR Representative
The Race Director
- 1.6.2 The quorum for the Meeting of the Race Direction is two persons.
- 1.6.3 Each Member has one vote. Decisions are based on a simple majority.
- 1.6.4 The Race Direction will meet at any time required during the event.
- 1.6.5 The duties of the Race Direction are:
- To take decision as provided in the Regulations.
 - To impose penalties for any infringements of the Regulations.
 - A change in conduct and/or format of the race and/or practice session based on safety considerations and provided that such decision is absolutely necessary to resolve a situation not foreseen in the Regulations. In such exceptional cases such decision may prevail over specific provisions of Regulations.
 - Provided that it is absolutely necessary to resolve a situation not foreseen in the Regulations, the Race Direction may issue pre-race instructions or clarifications and in specific cases even crate-pre-race Regulations. However such actions may only be taken within the limits set out by Regulations.
 - To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.
 - To adjudicate on any protest relating to infringements of the Regulations.

1.7 THE FIM ASIA JURY

- 1.7.1 There will be a panel of three FIM Asia Jury (with FIM Sporting Stewards licence) supervised by Jury President who will chair the Meetings.
- 1.7.2 The Jury President and other Stewards are responsible for enforcing the Regulations. All Jury officiating at more than four events in any year shall be approved by the Permanent Bureau.
- 1.7.3 The quorum for a Meeting of the FIM Asia Jury is two persons.
- 1.7.4 If the Jury President is indisposed during the Event then the second FIM Asia Jury will fill the vacancy.
- 1.7.5 Each Member has one vote. Decisions are based on simple majority. In the case of a tie, the Chairman will exercise a casting vote.

- 1.7.6 The FIM Asia Jury have no Executive role in the running of the event.
- 1.7.7 The FIM Asia Jury will meet at any time required during the event.
- 1.7.8 The FIM Jury is responsible for:
- Ensuring that the event is conducted according to the Regulations and reporting any infringement to the Race Direction.
 - Adjudicating on any appeal against the decisions of the Race Direction.
- 1.7.9 All the decisions of the FIM Asia Jury must be communicated in writing to the Race Direction and all affected parties.

1.8 THE CALENDAR

- 1.8.1 The calendar of races counting for the Championship will be, in principle, published by no later than 1st December of the preceding year.
- 1.8.2 The Permanent Bureau reserves the right to propose the inclusion, substitution or cancellation of events in the provisional calendar.

1.9 CLASSES

- 1.9.1 Classes will be for the following categories:
- Asia Superbike 1000
 - Supersports 600
 - Asia Production 250
 - Underbone 150

1.10 ELIGIBLE COMPETITORS

The rider must be in possession of the adequate FIM Asia License (Underbone, Asia Production, Supersport and Asia Superbike) issued by FMN. Licenses are issued to Riders designated by FIM Asia and TWMR can in certain circumstances, be for a single event. To receive a license, the Rider must be in possession, of a national license of FMN at no additional cost to the rider. Licenses for Underbone, Asia Production, Supersport and Asia Superbike riders are issued only when the minimum age has been attained as below:

- Underbone : 13 years
- Asia Production : 13 years
- Supersport : 16 years
- Asia Superbike : 18 years

The limit for the minimum age starts on the rider's birth year. The limit for the maximum age finishes at the end of the year in which the rider reaches the age of 50.

1.11 ENTRIES AND WILD CARD

- 1.11.1 Each team, must submit to the Secretariat of TWMR, by 1st February of the year in question, an entry form for their team which will, except when special dispensation is granted, be valid for all races in the Asia Road Racing Championship Underbone, Asia Production or Supersport or in the FIM Asia supporting event Cup. At the same time, the team must indicate the riders designated and the class in which they will participate together with the Testing Circuits designated by the team. The Underbone, Asia Production, Supersport and Asia Superbike tyre development teams approved by the FIM Asia and TWMR must designate, amongst their testing circuits, the circuits designated by the Official Tyres Supplier.

- 1.11.2 Each entry must specify, for each rider, the insurance company providing the minimum cover specified by FIM, the number of policy and the expiry date of the policy.
- 1.11.3 Each entry commits the team to compete in all the events of the FIM Asia, the Underbone, Asia Production, Supersport and Asia Superbike Championship and of the Supporting event Cup in the chosen class. Exceptions can only be made as follows:
- A team may withdraw a rider from an event which has already started due to injury of the rider, irreparable damage to the motorcycle(s) or in the case of "Force Majeure".
 - A withdrawal for medical reasons must be supported by a letter from the Chief Medical Officer of the meeting or the Medical Director.
 - A team may withdraw a rider from additional events in the Asia Road Racing Championship Underbone, Asia Production, Supersport and Asia Superbike Championship or in the FIM Asia Sporting event Cup only for Medical reasons or other reasons of "Force Majeure".
Withdrawal for medical reasons must be supported by a letter from a qualified doctor.
Teams must make every reasonable effort to provide a Qualified substitute rider, approved by FIM Asia and TWMR, to fulfil their entry obligations.
 - For reasons not being medical reasons and not being reasons of "Force Majeure", and subject to the team obtaining the approval of FIM Asia and TWMR (neither of whom shall be obliged to give reasons for any reasons to approve) a Team may replace a rider which that team has entered in the Asia Road Racing. Championship Underbone, Asia Production, Supersport and Asia Superbike or in the FIM Asia Supporting event Cup with another rider ("replacement rider") for remaining rounds of The Asia Road Racing Asia Championship Underbone, Asia Production, Supersport and Asia Superbike or in the FIM Asia Supporting event Cup. Only one replacement of a rider will be permitted per season. Exceptional circumstances will be examined by the FIM Asia and TWMR.
- 1.11.4 If a team is unable to provide a substitute rider, then the FIM Asia and TWMR may decide to allow another team to enter a rider, on an event by event basis, to reach the required number of entries. Article 1.10 will apply to all replacement and substitute riders.
- 1.11.5 Each Event Host Federation (FMNR) may nominate 4 wild card and 4 more nominations (2 by TWMR and upon approval from the Promoter 2 by hosting circuit). The same conditions apply for the Underbone 150cc and Asia Production 250 cc Class. If FMNR or the Host Circuit does not fulfill the Wild entries, the promoters can utilize the unused wild cards.
Wildcard riders must be holders of an FIM Asia "one event Road Racing or FMNR license of the host country.
Supporting event classes" license issued by any FMN and entries made must be submitted by the FMNR to the FIM Asia, on the official entry form issued by the FIM Asia, at least 30 days before the event. These entries will be submitted to the approval of the Race Direction
Wild card entries are subject to the insurance requirements under 1.11.2. Insurance of wild card riders is the responsibility of the FMNR (Federation organizing the event).



- 1.11.6 The FIM Asia may nominate 2 wild card entries for the Suportsport 600cc class and Asia Superbike 1000cc Wild card riders must be holders of an FIM Asia "one event Road Racing license issued by any FMNR license of the host country and entries must be submitted to the FIM Asia, on the official entry form issued by the FIM Asia, at least 30 days before the event.
These entries will be submitted to the approval of the Asia Road Racing Commission. Wild card riders designated by the FIM Asia are subject to the insurance requirements stipulated under article 1.11.2.
- 1.11.7 Riders must compulsorily attend any briefings organized by the Race Director and the Race Direction.
The riders will be previously informed in writing through their own Team about the place, date and time of the briefing.
Failure to attend the briefing in full will result in disqualification from the next practice session or race.
A waiver can be granted by the Race Direction.
- 1.11.8 A compulsory briefing will be held for all the riders who will be participating for the first time in the current Championship, at 17.00hrs on the day scheduled for the first briefing session. Failure to attend the briefing in full will result in disqualification from the event. A waiver can be granted to a rider by the Race Direction.
- 1.11.9 A rider shall be deemed to have taken part in the event when he enters the race track in at least, one practice session.
- 1.11.10 A rider shall be deemed to have started a race when he participates in, at least, the first lap of the race.
- 1.11.11 All riders must ensure that they have the relevant insurance coverage in respect of participation in the Championship and the minimum coverage requirements (in USD or its equivalent in other currencies) shall be as follows:
- | | |
|--------------------------|-----------------|
| a) On Death | = USD 35,000.00 |
| b) Permanent Disablement | = USD 65,000.00 |
| c) Repatriation | = USD 3,500.00 |
| d) Medical expenses | = USD 13,000.00 |
- Every rider during registration must provide a copy of their insurance & Start Permission letter from their respective FMN to the promoters. Any rider that does not provide either one of the document their entry will be rejected.
- 1.11.12 Public Pronouncements by Team and Riders.
- a) Teams and Riders must avoid any public declaration or press release which could damage or negatively affect the Asia Road Racing Championship. Accordingly, it is an obligation for all Riders, Teams and Teams' directors and/or personnel and/or representative thereof, to refrain from releasing any public pronouncement which may irresponsibly harm the lawful interests of the ARRC Members or which may be contrary to the integrity of ARRC or the sport.

- b) Public pronouncements which harm irresponsibly the lawful interest of ARRC or which are contrary to the integrity of ARRC or the sport shall include, but not be limited to:
- Public statements or comments to the media that irresponsibly attack, disparage, disrepute or damage the ARRC Members.
 - Public comments that members and Riders of the Team know, or should reasonably know, will irresponsibly harm the reputation, image or best interests of the sport and/or any of the ARRC Members are expressly covered by this regulation.
 - It is understood that responsible expressions of legitimate disagreement with the ARRC Members and/or ARRC policies are not prohibited.

1.12 SCHEDULE

1.12.1 The Provisional Event schedule will be as follows:

PROVISIONAL RACE PROGRAMME

DAY/TIME	ACTIVITIES/CLASS	STATUS	PROGRAMME
Thursday			
1000 - 1230 1400 - 1630	Rider Registration	All Classes	
1330 – 1430 (60min)	Technical & Sporting Checks	UB150 Only	
1430 – 1530 (60min)	Technical & Sporting Checks	AP250 Only	
1530 – 1615 (45min)	Technical & Sporting Checks	SS600 Only	
1615 – 1700 (45min)	Technical & Sporting Checks	ASB1000 Only	
1700	Briefing	All Riders	
Friday			
0830 – 0900 (30min)	UB150		Practice 1
0910 – 0940 (30min)	AP250		Practice 1
0950 – 1020 (30min)	SS600		Practice 1
1030 – 1110 (40min)	ASB1000		Practice 1
1120 – 1150 (30min)	UB150		Practice 2
1200 – 1230 (30min)	AP250		Practice 2
1240 – 1310 (30min)	SS600		Practice 2
Break			
1340 – 1420 (40min)	ASB1000		Practice 2
1430 – 1500 (30min)	UB150		Qualifying
1510 – 1540 (30min)	AP250		Practice 3
1550 – 1620 (30min)	SS600		Practice 3
1630 – 1710 (40min)	ASB1000		Practice 3

Saturday			
0830 – 0840 (10min)	UB150		Warm Up
0850 – 0920 (30min)	AP250		Qualifying
0930 – 1010 (40min)	SS600		Qualifying
1020 – 1050 (30min)	UB150	Top 15 Riders	SuperPole
1100 – 1140 (40min)	ASB1000		Qualifying
	Break		
1305	UB150		Race 1
1400	AP250		Race 1
1455	SS600		Race 1
1600	ASB1000		Race 1
Sunday			
0930 – 0940 (10min)	UB150		Warm Up
0950 – 1000 (10min)	AP250		Warm Up
1010 – 1025 (15min)	SS600		Warm Up
1035 – 1055 (20min)	ASB1000		Warm Up
<i>Break</i>			
1305	UB150		Race 2
1400	AP250		Race 2
1455	SS600		Race 2
1600	ASB1000		Race 2

- 1.12.2 The above schedule can only be verified as follows:
- Prior to the event by the FIM Asia and TWMR;
 - During the event by the Race Direction.
 - The Race Programme / Race schedule may change from time to time to accommodate "LIVE TV" or due to force majeure.

1.13 TECHNICAL CONTROL – DOPING CONTROL

- 1.13.1 All motorcycles should be checked by the Technical Stewards prior to first participation on safety aspects, according to the published schedule. Teams may present more than one motorcycle per rider for Technical Control which will be specially identified by the Technical Controllers.
Unless a waiver is granted by the Race Direction, teams who do not comply with the schedule for technical or medical controls will not be allowed to take part in the event.
- 1.13.2 The procedure for Technical Control is described in the Technical Regulations, articles 2.1, 2.2 and 2.3
- 1.13.3 Any rider to be tested for doping control must report to the doping control room in the Medical Centre with sufficient identification within one hour of notification. One associate may accompany the rider.

1.14 PRACTICE

- 1.14.1 Practice & Testing Restriction for UB150, AP250, SS600 and ASB1000
- a. Testing by riders in the calendar, 21 days before the Saturday of the race day unless agreed by the promoters.
- Any activities within the 21 days must be approved by the Race Direction, TWMR and FIM Asia.

- b. Exceptions to this rule may be granted, with the approval of the FIM Asia due to reasons of force majeure. For example, where a team recruits a qualified rider to replace an injured rider, the qualified rider could possibly have practiced unwillingly at a circuit included in the Championships.
- c. During the four days preceding the beginning of the official practices, non-motorised vehicle in which the riders participating in the event, are allowed to ride on the track.

Exceptions may be granted with the approval of the TWMR and FIM Asia. In the case of an infraction to the above rules, the rider's entry will be Refused or the rider will be refused from the event of the circuit concerned, depending on the date of the confirmation of the infraction.

1.14.2 Practice Sessions (warm-up inclusive)

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

1.14.3 **Motorcycles**

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

1.14.4 **Lap time**

All laps of the riders will be timed.

1.14.5 **Qualifying practices results**

The results will be based on the fastest time recorded by the riders in all qualifying practices.

In the case where all qualifying practices have been cancelled, the results will be based on the fastest time recorded by the riders in all free practices.

In the event of a tie, rider's second and subsequent best times will be taken into account.

1.15 **QUALIFICATION FOR THE RACE ALL CLASSES**

To qualify for the race, a rider must achieve a time at least equal to 107% of the time recorded by the fastest rider of his class. Any rider who fails to achieve a qualifying time will be permitted to take part in the race provided that in any of the free practice sessions and/or warm up he has achieved a time at least equal to 107% of the fastest rider in the same session. Such riders will start the race from the back of the grid.

Any rider who has not qualified at the end of the last qualifying practice cannot take any further part in the event unless allowed by the Race Director
(For UB150 an Additional Supplementary Regulations (ASR) will be provided for SuperPole Qualification).

1.16 GRID POSITIONS

- 1.16.1 The pole position, allocated to the faster rider, will be determined during the homologation of the circuit.
- 1.16.2 The Grid will be arranged in the 3-3-3 configuration "in echelon" for all classes. Each line will be offset.
There will be a distance of 9 meters between each row.
- 1.16.3 Grid positions for ASB1000, SS600 and AP250 Race 1 and Race 2 will be based on the fastest time required by the rider in the qualifying practice.
For UB150 for final grid position will be based from the top 15 of the Superpole qualifying.
- 1.16.4 In the event of a tie, riders second and subsequent best times will be taken into account.
- 1.16.5 The final grid will be published at the latest one hour before the start of each race.

1.17 RACES

- 1.17.1 The length of races must be according to the following parameters :
- UB150 : minimum 25km / maximum 50km
 - AP250 : minimum 30km / maximum 60km
 - SS600 : minimum 45km / maximum 75km
 - ASB1000 : minimum 55km / maximum 85km

And will be determined by the FIM Asia and TWMR after publication of the calendar.

- 1.17.2 The length of the race may only be verified by the Race Direction.
- 1.17.3 A visible countdown board will be shown to indicate the number of remaining laps in the race.
- 1.17.4 If the time keeping rooms are fed by normal power (electricity) supply, they must also be permanently connected to the U.P.S.
(Uninterruptable Power System) and to a generator if possible.

1.18 START PROCEDURE

- 1) Only riders who have completed at least one sighting lap will be permitted to start the race from their position published on the final grid. Under no circumstances may they push their machine onto the grid from the pit lane.
- 2) Approximately 15 minutes for UB150, AP250 and SS600 (20 minutes for ASB1000 only) (Except in the case of a restarted or rescheduled) before the Start of the Race – Pit lane exit opens for sighting lap. Green Lights on and Green Flag waved at the pit lane exit. Count-down boards of 5, 4, 3, 2 and 1 minute are shown at the pit exit. Rider may complete more than one sighting lap by passing through the pit lane where they may make adjustments, change tyre outside the pit box. No adjustment to be done inside the pit box. Any rider found doing this infringement will be penalized with a disqualification of race.



- 3) Approximately 10 minutes UB150, AP250 and SS600 (15 minutes for ASB1000 only) (Except in the case of a restarted or rescheduled) before the Start of the Race – Pit lane exit closes. Red light on the pit lane exit.
- 4) Riders who do not go on the grid may start a warm up lap from the pit lane under the instructions from the marshal positioned at the pit lane exit.
Riders starting the warm up lap from the pit lane must start the race from the back of the grid. If such rider do not respect the “back of the grid position” they will be penalized by a ride through. In the case of a restarted race within less than 3 laps, the riders will take their original grid position but the ride through penalty will be applied.
- 5) When the riders reach the grid after the sighting lap they must stop at the rear of the grid and turn off the engine. The motorcycle will then be pushed at walking pace by a team member to the grid position. The rider may dismount or remain on the motorcycle to take up their positions.
Riders may be attended by up to five persons, one of whom may hold an umbrella. All attendants on the grid must wear a “Grid Pass”. Having taken up their grid position, the riders must take off their helmets except in the case of a restarted race.
Officials will display panels at the side of the track, indicating the row of the grid, to assist riders in locating their grid position.
- 6) There will not be any declaration of wet or dry race. Please refer to Art 1.20
- 7) Riders on the grid may, at this stage, make adjustments to the machine or change tyres to suit the track conditions.
Tyre warmers may be used on the grid. No batteries or other electrical supplies are permitted on the grid. Riders may use a generator to power tyre warmers and air blowers on the grid.
Only one generator per machine may be used. The generator must be of the “hand carried” type and have a maximum output capacity of two kilowatts. The noise limit of the generator is 65dB/A.
Starter engines may also be used on the grid. Generators and starter engines should be located to the rear of the motorcycles.
All adjustments must be completed by the display of the 3 minute board. After this board is displayed, riders who still wish to make adjustments must push their machine to the pit lane. Such riders and their machines must be clear of the grid and in the pit lane before the display of the 1 minute board, where they may continue to make adjustments.
Such riders will start warm up lap from the pit lane and will start the race from the back of the grid.
- 8) Refueling or changing fuel tank on the grid is forbidden.
- 9) 5 minutes before the start of the Warm Up Lap – Display of 5 Minute Board on the grid.
- 10) 3 Minutes before the start of Warm Up Lap – Display of 3 Minute Board on the grid.
Generators must be disconnected and removed from the grid as quickly as possible.
Trolleys and air blowers must be removed from the grid as quickly as possible.
Removal of tyre warmers from the machine on the grid.
At this point, all persons except maximum two mechanics per machine, the person holding the umbrella for the rider, the television crew of the host broadcaster and essential officials must leave the grid.
Riders must put their helmets on.
No person (except essential officials) is allowed to go on the grid at this point.
- 11) 1 minute before the start of the Warm Up Lap – Display of 1 Minute Board on the grid.
At this point, all team personnel except the mechanics will leave the grid. The mechanics will, as quickly as possible, assist the rider to push start the machine and will then vacate the grid.



- 12) 30 Seconds before Warm Up Lap – Display of 30 Second Board on the grid.
All riders must be in position on the grid with engines running. No further assistance from the mechanics is permitted. Any rider who is unable to start his machine must remove it to the pit lane, under the control of grid marshals, where he may make further attempts to start it or change machine. Such riders may start with warm up lap from the pit lane and will start the race from the back of the grid.

- 13) Estimated 2 minutes before the Start of Race – Green flag waved to start the warm up lap.

Any rider who stall their engine on the grid or who has other difficulties must signal by raising an arm. Attempting to restart the motorcycles on the grid is not permitted. Under the supervision or assistance of an official the rider and machine will exit the grid to the pit lane as quickly as possible

where the pit lane and will start the race from the back of the grid, provided they exit before the pit lane closed and reach the grid before the Safety Car. If they do not exit before pit lane is closed, they will start the race from pit lane. Team Personnel are not permitted to re-enter the grid after it has been cleared, unless instructed to do so by an official. The riders will make one lap, at unrestricted speed, followed by a safety car. The safety car will overtake the slow riders.

Any rider who arrived at the pit lane entry after the safety car must enter the pit lane and start the race from there.

As soon as the riders have passed the pit lane exit Light will be turned green, and any rider waiting in the pit lane will be permitted to join the warm up lap.

Thirty seconds later, the light will turn red and the marshal will display a red flag closing the pit lane exit.

On returning to the grid the riders must take up their positions which the front wheel of their motorcycle up to or behind the front line and between the sidelines defining the grid position and keep their engines running. If two or more riders must start from the back of the grid, they will take up position in the order in which they qualified for the race.

An official will stand at the front of the grid holding a red flag motionless.

Any rider who encounters a problem with his machine on the warm up lap may return to the pit lane and make repairs.

Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means. Attempting to restart the motorcycle on the grid is not permitted.

Under the supervision or assistance of an official the rider and machine will exit the grid to the pit lane where mechanics may provide assistance.

As each row of the grid is completed, the officials will lower the panels indicating that their row is complete. Panels will not be lowered when a rider in that row has indicated that he has stalled his motorcycle or has other difficulties. When the panels have been lowered and the safety car has completed its lap, an official at the rear of the grid will wave a green flag.

The Starter will then instruct the official at the front of the grid, displaying the red flag, to walk to the side of the track.

- 14) A red light will be displayed between 2 and 5 seconds. The red light will go out to start the race.

A safety car will follow behind the motorcycles for the whole of the first lap. The Safety Car will overtake slow rider.

If the red lights device is fed by normal power (electricity) supply, it must also be connected to a set of car batteries or to an U.P.S. (uninterruptable Power System) to provide power to the starting lights device if the electric line breaks down just at the moment of the start.



Any rider who anticipates to start or who is deliberately not place in starting box will be required to carry out the ride through procedure.
The motorcycle must be stationary at the time the red lights are turned off.
Anticipation of the start is defined by the motorcycle moving forward at the time the red lights are turned off. In the case of a minor movement and subsequent stop whilst the red lights are on, the race director will be sole judge of whether as advantage has been gained.

The Race Direction will decide if a penalty will be imposed and must arrange for the team to be notified of such penalty as soon as possible.

- 15) If, after the start of the race, a rider stalls his machine, then he may be assisted by being pushed along the track until the engine starts. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance.
- 16) After the riders have passed the exit of the pit lane, the official situated at this exit will display a green light to start any riders still in the pit lane.
- 17) Should there be a problem that might prejudice safety at the start, the Starter will invoke the Start Delayed procedure as follows:
- A red flag is waived from the Starter's rostrum and the red light stays on.
 - The "Start Delayed" board is displayed from the Starter's rostrum and a marshal will waive a yellow flag at each row and the starting grid from the signaling platform.
 - Riders must stay in their grid position with helmets on, engines may be switched off.
 - The machine(s) that caused the Start Delayed procedure may be removed to the pit lane regardless what work is needed to restart the machine. If they can be restarted the rider may start the warmup lap from the pit lane, and will start the race from the back of the grid
 - After display of the Start Delayed board, a maximum of 2 mechanics per rider are allowed on the grid. Only tyre warmers, stands, started engines and hand carried tools are allowed, no generators are allowed on the grid.
 - Only essential officials are allowed on the grid, no media, guests, umbrella-holders or other team personnel will be permitted, with the exception of camera crew(s) authorized by the Organisers.
 - The start procedure will be re-commenced at the 3 minute board, which the Starter will order to be displayed as soon as possible (normally as soon as all riders on the grid are attended by their team.
 - Following the 1 minute and 30 second boards, the riders will complete an additional warm up lap. The race distance will be reduced by one lap.
 - Any person who, due to his behavior on the grid is responsible for a "start delayed, and may be penalized with one of the following penalties:
Fine - ride through – disqualification - withdrawal of Championship points.
- 18) Quick Start or Restart Procedure
When a race is stopped, riders must return to the pit lane, unless otherwise instructed by officials. If there is to be a restart, the following procedures will apply as follows:
- Upon arrival in the pit lane, repairs and adjustments may be made to the motorcycle.
 - Refueling is not permitted. Any bike that enter into the pit box will be considered retired and won't be allowed to restart.
 - When all riders have entered the pit lane the Race Director will announce the time remaining to the re-opening of the pit lane, which will be a minimum of 5 minutes



- When the time period has lapsed, the pit lane exit will be opened for SIXTY SECONDS only. Riders will make one lap at unrestricted speed to the starting grid followed by a Safety Car. Any rider delaying the progress of the sighting lap will be overtaken by the Safety Car. Any rider arriving behind the Safety Car must go into the pit lane. Such rider will have to start the warm up lap from the pit lane and will start the race from the back of the grid.
 - a) Any riders remaining in the pit lane after it has been closed will have to start the warm up lap from the pit exit and start the race from the back of the grid.
 - b) One mechanic only, per rider, may go into the grid (without tools) to primarily indicate to his rider his position on the grid. In the case that the restarted race involves new grid position, the mechanic should avail himself to his rider's new grid position (from the classification displayed on the timing screen or from officials who will be positioned at the entry point to the grid with the revised starting grid information).
 - c) Riders will arrive back on the starting grid and stop in their grid position, with engines running, no adjustments may be made. Any rider requiring repairs or adjustments on the sighting lap from the pit exit must enter to the pit lane.
 - d) As soon as the Safety Car arrives on the back of the grid, a 30 seconds board will be displayed at the front of the grid. At this point the mechanics must immediately leave the grid by the quickest route. The 30 seconds may be reduced at the discretion of the Race Direction when the grid is cleared and it is considered safe.
 - e) After 30 seconds have elapsed and/or the grid is cleared, a green flag will be shown to start the warm up
 - f) The riders will make one warm up lap at unrestricted speed, followed by a Safety Car. When the last rider has passed the pit exit it will be opened for a period of 30 seconds or released after rider waiting. After 30 seconds, the pit lane exit will remain closed until after the start of the race. Any rider not able to leave the pit exit whilst it is open will start the race from the pit exit. Any rider delaying the progress of the warm up will be overtaken by the Safety Car.
 - g) Upon arrival back at the starting grid the normal start procedure will be followed, with the start signal given in the normal manner.
 - h) Riders who started the warm up lap from the pit lane must start the race from the back of the grid as directed by officials. In the case of two or more riders, they will take up the last grid positions in order of their grid positions. Any rider arriving at the pit lane entry point after the Safety Car must enter the pit lane and start the race from the pit lane exit.
 - i) After the start signal has been given and the last rider has passed the pit exit, the pit exit will be closed. Any riders still in the pit lane may then start the race.
 - j) The Quick Start procedure may be involved by Race Direction as necessary in cases other than an interrupted race (for examples a delayed start procedure).

1.19 RIDE THROUGH PROCEDURE

During the race, the rider will be requested to ride through the pit lane, stopping is not permitted.

He may then join the race. The rider must respect the speed limit (Art.1.21.14) in the pit lane. In case of infraction of this speed limit, the ride through procedure will be repeated; in case of a second infraction of this speed limit, the black flag will be shown to the rider.

In the event of a restarted race, the above regulations will also apply. In the case of a race interrupted prior to the penalty being complied with, and if there is a second part, the rider will be required to ride through after the start of the second part of the race.



In the case of a rider carrying forward a penalty for anticipation of the start into the second part of an interrupted race and subsequently found to have anticipated the second start, the rider will be shown the black flag.

A yellow board (100cm Horizontal x 80cm Vertical) displaying the riders number (black colour) will be shown at the finish line and the information will also be displayed on the time keeping monitors.

Failure by the relevant rider to ride through, having been shown the board **3 times**, will result in that rider being shown the black flag.

In the case where the organization has been unable to carry out the Ride through penalty before the end of the race, the relevant rider will be inflicted with a time **penalty of 20 seconds**.

1.20 “WET” AND “DRY” RACE

There will not be any declaration of wet or dry race. The decision of using wet or dry tyres is solely up to the team or rider decision. A race will not be interrupted for climatic reasons except for extraordinary events and riders who wish to change tyres must enter the pits and do so during the actual race.

Only Supersport 600, ASB 1000 and UB 150 if during the ‘WARM UP’ before the race 1 or race 2 it starts to rain and up to the discretion of the race direction to decide if it is dangerous to race the slicks, the race direction will then instruct all course marshals to show the red flag. At this time all riders must enter the pits to change their tyres from slick to wet. When the last bike enters the pit lane a 7 minute countdown will start. All bikes must finish changing their tyres within the 7 minutes and must exit the pits before the 7 minutes is over. A restart will be done and there will be minus of laps depending on the circuit venue. The start of the race will then be a quick start procedure (please refer to Art.1.18 from point 3 onwards.). No refueling is allowed. Only 3 crew members is allowed to work on the bike in the pit lane.

1.21 BEHAVIOR DURING PRACTICE AND RACE

1. Riders must obey the flag signals, and the boards which convey instructions. Any infringement to this rule will be penalized according to the provisions of article 1.22
2. Riders must ride in a responsible manner which does not cause Danger to other competitors or participants, either on the track or pit lane. Any infringement of this rule will be penalized as below
 - 1.21.2.1 During practice, qualifying and warm-up:
A Fine or Fastest Lap time Cancel or start back of the grid
 - 1.21.2.2 During race :
Disqualification or Ride Through in the following race or Fine or withdrawal of 10 Overall Championship Points or Suspension.
3. Riders should use only the track and the pit lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the officials or at a place which does not provide an advantage to him.
Any infringement of this rule during the practices or warm up will be penalized by the cancellation of the lap time concerned and during the race, by a penalty decided by the Race Direction.
If a change of position penalty is imposed a board will be displayed for the rider on the finish line during a maximum of **3 laps**. If the rider did not go back after the board has been presented **3 times**, he will be penalized by a ride through.
Any infringement of this rule on the last lap of the race that may have affected a race result must indicate that the rider in question was disadvantaged by exceeding the track limits. If the Race direction decide that there is no clear



disadvantage, the rider will be penalised with a change of position or time penalty decided by Race Direction.

Additional penalties (such as penalty points – fine – ride through – disqualification – withdrawal of Championship points) may also be imposed.

4. Any repairs or adjustments along the race track must be made by the rider alone with absolutely no outside assistance. The marshal may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made.
The marshal may then assist him to restart the machine.
5. If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals. Should a rider crash during any practise or qualifying session and wish to re-join the session, then at the discretion of the track marshals, he may re-join the track and must proceed directly to the pit lane. The rider is responsible of the safety with his machine until he reaches the pit lane. His bike will be checked in the pit lane, for safety reasons, by the Technical Director (or his appointed deputy).
6. If the rider encounters a problem with the machine which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits, but should pull off the track and park his machine in a safe place as indicated by the marshals.
7. Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.
8. Riders may enter the pits during the practice & qualifying & race but taking the motorcycle inside the pit box is not permitted. Infringement of this rules will be penalized with a disqualification.
9. Riders who stop their engines in their pits may be assisted to restart their motorcycle by the mechanics.
10. Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine (exception: Another rider or by another rider after the chequered flag or red flag).
11. Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
12. No signal of any kind may pass between a moving motorcycle and the riders team or anyone connected with the motorcycle's entrant or rider, save for the signal from the time keeping transponder, from on-board cameras, or legible messages on a pit board or body movements by the rider.
13. Riders in the top 10 position may be required to carry two "on-bike" cameras on their motorcycle.
The cameras and associated equipment will be carried during all Practice sessions and the race where it is impractical to supply cameras and associated equipment for every motorcycle being used by the rider in practice or racing, then the company designated for the supply of the equipment of equivalent weight, size and mounting location to the functioning equipment.
Cameras and other equipment, functioning or dummy, will be supplied to the designated Teams by, at the latest 1400hrs on the day proceeding the first day of practice at an event.
Teams must give reasonable access and assistance to the company designated for the supply of the camera equipment to facilitate the mounting of the equipment.
14. A speed limit of 60km/h will be enforced in the pit lane at all times during the event. Riders must respect the speed limit from where the sign 60km/h is placed up to where the sign 60km/h crossed out is placed.
Any rider found to have exceeded the limit during the practice will be subject to the prevailing fine of for the first offence. Repeat offences at the same event will incur a



higher fine each time, and any rider committing 3 offences at a single event may also be subject to further penalties from the Race Direction. Excessively high speed, in the judgement of the Race Direction, and multiple repeat offences during the season may incur higher fines and may also be subject to further penalties.

Any rider who exceeds the pit lane speed limit during the race will be penalized with a ride through.

The Race Direction must communicate offence to the pit of the rider after having received the information from the Official in charge.

15. **Slowing Down for no reason and Stopping on the track during practice, qualifying and race is forbidden.**
16. During practice sessions and warm ups, practice starts are permitted;
 - a) When it is safe to do so, at the pit lane exit before joining the track or
 - b) After passing the chequered flag at the end of practice sessions and warm ups when it is safe to do so, of the racing line and only in the designated Practice Start Zone(s) and following the procedure as communicated to teams prior to the first practice session. Infringement of this rule will incur an instant fine of USD100 and further penalties may be applied.
17. If any rider wishes to parade a flag or engage in any celebration after the chequered flag, they must ride to the side of the racing surface location to collect the flag and/or perform any celebrations and then rejoin the circuit when it is safe to do so. It is forbidden to stop or slow down on the start-finish straight after the chequered flag for any celebrations of any kind.
18. Riders are strictly not allowed to change directions more than once when coming out of the last corner on the last lap before the chequered flag. A time penalty of 20 seconds will be added to the total rider's total time if the above is not observed.
19. Change of direction more than one time to defend a position is strictly prohibited. However if the rider decides to change course from left to right or right to left depending on the circuit may do so only one time.
Any infringement of this rule will be penalized with the following penalties: fine, change of position, time penalty, drop of any number of grid position at the rider's next race, withdrawal of Championship points, disqualification and or suspension. Decision of penalty by Race Direction is final and not subject to protest and/or appeal.
20. **Riders are forbidden to stop, slow down or block any other rider on the track during practices and qualifying. Any infringement of this rule will be penalized with one of the following penalties: 15 sec. added to their total best time being taken during Qualifying or Start the race from pit lane in Race 1 or fine of USD200.**
21. **After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane/parc ferme.**
22. **Any rider or team whose motorcycle spill oil on the track causing interruption of practice, warm up or race twice in the same event will be penalised with heavy penalty by the Race Direction.**
23. **Any rider whose machine enters the pit box or in the paddock during a race will be considered to have finished the race and CANNOT re-enter the track.**
24. **Any rider who enters the pit lane twice during the race, to make adjustment (for other reason than changing tyre), may be forbidden by Race Direction to re-join the race.**
25. **Riders are forbidden to cross white line after exiting pit exit at any time and will be penalised by Race Direction.**
26. **Crossing Chequered flag more than once after being shown will be penalised by Race Direction.**

1.22 FLAGS AND LIGHTS

Marshal and other officials display flags or lights to provide information and/or convey instructions to the riders.

All flags are presented waved.

1.22.1 Flags and Lights Used to provide Information.

- **Green Flag**

The track is clear.

This flag must be waved at each flag marshal post for the first lap of each practice session and of the warm up, for the sighting lap and for the warm up lap. This flag must be waved at the flag marshal post immediately after the Incident that necessitated the use of one or more yellow flags.

When the pit lane exit is open, this flag must be waved at the pit lane exit.

- **Green Light**

This light must be switched on at the pit lane exit to signal the start of each practice session and of the warm up, the start of the sighting lap and the start of the warm up lap.

Be affected by any reason other than rain.

This flag must be waved at the flag marshal post.

- **Yellow and Red Striped Flag**

The Adhesion on this section of the track could be affected by any reason other than rain.

This flag must be waved at the flag marshal post.

- **White Flag with diagonal red cross**

Drops of rain on this section of the track. The flag must be waved at the flag marshal post.

- **White Flag with diagonal red cross + Yellow and Red Striped Flag**

Rain on this section of the track. The flag must be shown together waved at the flag marshal post.

- **Blue Flag**

Shown waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken.

During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him.

During the race, the rider concerned is about to be lapped. He must allow the following rider(s) to pass him at the earliest opportunity.

Any infringement of this rule will be penalized with one of the following penalties: fine – disqualification – withdrawal of the Championship points.

At all times, this flag will be shown waved to the rider leaving the pit lane if the traffic is approaching on the track.

- **Chequered Black/White Flag**

This flag will be waved at the finish line on the track level to indicate the finish of race or practice session.



- **Chequered Black/White Flag and Blue Flag**

This chequered Black/White flag will be waved together with the Blue flag presented motionless at the finish line on track level when the rider(s) precedes closely the leader during the final lap before the finish line (see Art.1.24.1)

1.22.2 Flags Which Convey Information and Instructions.

- **Yellow Flag**

Waved at each row at the starting grid, the flag indicates that the start of the race is delayed.

A single yellow flag waved at the flag marshal post indicates that there is a danger ahead beside the track. Two yellow flags waved together at the flag marshal post indicate that there is a hazard wholly or partly blocking the track.

The riders must slow down and be prepared to stop. Overtaking is forbidden up until the point where the green flag is waved.

Any infringement of this rule during the practice & qualifying session will result in the cancellation of the current lap time lap during which the infraction occurred.

In case of infringement of this rule during the race,

i) **The rider must go back to the original positions. A board will be displayed for the rider on the finish line during the maximum of 3 laps. If the rider did not go back after the board has been presented 3 times, he will be penalized by a ride through.**

ii) **During the final lap, the penalty will be a 20 second time added to the total time.**

In both cases, further penalties (such as penalty points, fine – suspension) may also be imposed.

If immediately after having overtaken, the rider realizes that he did an infraction, he must raise his hand and let pass the rider(s) that he has overtaken. In this case, no penalty will be imposed.

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

- **Flashing Blue Lights**

Will be switched on at the pit lane exit at all times during practices and races.

- **Red Flag and Red Lights**

When the race or practice is being interrupted, the red flag will be waved at each flag marshal post and the red lights around the track will be switched on. Riders must return slowly to the pits.

When the pit lane exit is closed, this flag will be shown at the pit lane exit and the light will be switched on. Riders are not allowed to exit the pit lane.

Any infringement of this rule will be penalized with one of the following penalties: fine - disqualification – withdrawal of Championship points – suspension.

The red flag will be shown motionless on the starting grid at the end of the sighting lap and at the end of the warm up lap.

The red flag may also be used to close the track.

The red lights will be switched on at the start line for between 2 and 5 seconds to start each race.

- **Black Flag**
This flag is used to convey instructions to one rider only and is displayed waved at each flag marshal post together with the rider's number. The rider must stop at the pits at the end of the current lap and cannot restart.
This flag will be presented only after the rider's team has been notified.
Any infringement of this rule will be penalized with one of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.

- **Black Flag with orange disk (40cm)**
This flag is used to convey instructions to one rider only and is displayed waved at each flag marshal post together with the rider number. This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track.
Any infringement of this rule will be penalized with one of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.

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

1.22.4 **Flag colour**
The Pantones for the colours are as follows:
Orange : Pantone 151C
Black : Pantone Black C
Blue : Pantone 298C
Red : Pantone 186C
Yellow : Pantone Yellow C
Green : Pantone 248C
The flags colours will be checked the day preceding the day of the First practice session.

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

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

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

1.23 MEDICAL CARS

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

1.24 FINISH OF THE RACE AND RACE RESULTS

- 1.24.1 When the leading rider has completed the designated number of laps for the race, he will be shown a chequered flag and by an official standing at the finish line. The chequered flag will continue to be displayed to the subsequent riders. When the chequered flag is shown to the leading rider, no other rider will be permitted to enter the track from the pit lane. As soon as the chequered flag is shown to the leading rider, the red light will be switched on at the pit lane exit and a marshal showing a red flag will stand in the pit lane exit. If a rider(s) closely proceeds the leader during the final lap before the finish line, the official will show to the rider(s) and to the leader simultaneously the chequered flag and the Blue flag. That means that the race is finished for the leader while the rider(s) closely proceeding to the leader has (have) to complete the final lap and take the chequered flag.
- 1.24.2 In case of a photo – finish between two or more riders, the decision will be taken in favour of the competitor whose front wheel leading edge crosses the plane of the finish line first.
- In case the rider is not in contact with the machine, the finish time is determined by the front part of the rider or machine that crosses the finish line**
- In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.
- 1.24.3 The results will be based on the order in which the riders cross the line and the number of laps completed.
- 1.24.4 To be counted as a finisher in the race and be included in the results a rider must:
- Complete 75% of the race distance.
 - Cross the finish line on the race track (not in the pit lane) within 5 minutes of the race winner. The rider must be in contact with his machine.
- 1.24.5 The riders placed in the first three positions in the race will be escorted by officials, as quickly as possible, to the podium for the awards ceremony. Participation in the podium ceremony by the first three riders is compulsory.
- 1.24.6 A new lap record for the circuit can only be established by a rider during a race.
- 1.24.7 Both for the practice and the race, the lap time is the subtraction of the time between two consecutive crossings of the finish line painted on the track.

1.25 INTERRUPTION OF A RACE

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

Exception: if the race is interrupted after the chequered flag, the following procedures will apply:

- For all the riders for whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
- For all the riders for whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
- The complete classification will be established by combining both partial classifications as per the lap/time procedure.

At the time the red flag is displayed, riders who are not actively participating in the race will not be classified.

Within 5 minutes after the red flag has been displayed, riders who have not entered the pit lane, pushing and riding on their motorcycle, will not be classified.

- 1.25.2 If the results calculated show that less than **three (3) laps for ASB1000 & SS600, two (2) laps for AP250 & UB 150** have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be null and void and a completely new race will be run. The Race Direction will inform the teams and riders the new number of race laps.

If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count for the Championship.

- 1.25.3 If **three (3) laps for ASB1000 & SS600, two (2) laps for AP250 & UB 150** or more have been completed by the leader of the race and all other riders on the same lap as the leader, but less than two-thirds of the original race distance, rounded down to the nearest whole number of laps, then the race will be re-started according to article 1.26.4. If it is found impossible to re-start the race, then the results will count and half points will be awarded in the Championship.

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

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

1.26 RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

- 1.26.1 If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits the Race Director will announce a time for the new start procedure to begin which, which conditions permitting,

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

- 1.26.3 The start procedure will be the same for all classes and will follow the Quick Restart Procedure, Article 1.18 unless informed by Race Direction.



- 1.26.4 Condition for the re-started race will be as follows:
- i) In the case of situations described in article 1.25.2 above:
 - All riders may start, including riders who may not have completed the sighting or warm up lap for the original start.
 - Motorcycles may be repaired. Refueling is not permitted.
 - The number of laps of the second race will be the number of laps required to complete two thirds of the original race distance rounded down to the nearest whole number of laps with a **minimum of 4 laps**.
 - The grid position will be as for the original race.
 - ii) **In the case of situation described in article 1.25.3 (less than two thirds completed) and article 1.25.4 (two thirds completed) above;**
 - **Only riders who are classified as finishers in the first race may restart. To be able to re-start the rider must enter pit lane, riding or pushing their motorcycle, within 5 minutes after the red flag was displayed in the interrupted race.**
 - **Motorcycles may be repaired and Refueling is not permitted**
 - **The number of laps of the second race will be number of laps required to complete two third of the original race distance rounded down to the nearest whole number of laps with a minimum of 2 laps.**
 - **The grid position will be based on the finishing order of the first race.**
 - **The final race classification will be established according to the position and the consolidated number of laps of each rider at the time he crossed the finish line at the end of last part of the race. Provisions of Art 1.25.4 will apply.**
- 1.26.5 Any start position penalties applying to a rider in the first race, e.g. a drop of grid position or starting the race from pit lane, will be considered to have been served at the original race start and will not apply to the restart race.
In case of Art.1.26.2 (race Interrupted with less than 2 laps completed) the new start will be completely new race so therefore existing start position penalties will apply.
- 1.26.6 **Should a re-started race be interrupted and Race Direction deems it possible to re-started, then the conditions for a further re-start will follow Art.1.26.4 (ii), with the race distance and results defined as follows:**
- For all classes**
- **If the re-started race is interrupted when 4 or more laps for ASB1000 & SS600, more three (3) laps for AP250 & UB 150 have been completed, the race will be deemed to have been completed and full Championship points awarded. The race classification will be according to Art.1.28.**
 - **If the re-started race is interrupted when less than 4 laps for ASB1000 & SS600 have been completed, the race would be re-started a further time if possible, and Race Direction will determine the number of laps with a minimum of four(4) laps for ASB1000 & SS600, The grid will be based on the results of this interrupted race provided 3 or 4 full laps were completed (a race of less than 3 laps will be null and void and will not determine the grid or eligibility for a restarted race).**

For AP250 & UB150 when less than 3 laps have been completed, the race will not be re-started for the third race. Half Championship points will be awarded. The race classification will be according to Art.1.28. If the second race is re-started and non of the races (original or subsequent re-starts) have completed 2 or more laps, then the race is deemed to be cancelled and no Championship points will be awarded.

- If that further re-started race (third race) for ASB1000 & SS600 is interrupted when less than 4 laps have been completed, no further restarted will be made. The race results will then be determined by the first part of the race and full Championship points awarded, provided that in the first part of the race 4 laps or more have been completed.
- If the first race is re-started and non of the races (original or subsequent re-starts) have completed 5 or more laps, then the race is deemed to be cancelled and no Championship points will be awarded.
- Race Direction may reschedule re-started races in the programmed as necessary.

1.27 CHECK AREA

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

1.28 CHAMPIONSHIP POINTS AND CLASSIFICATION

1.28.1 Riders and Teams will compete for the Asia Road Racing Championship points.

1.28.2 For riders, the points will be those gained in each race.

1.28.3 For Teams, only the highest placed motorcycle of a team will gain points, according to the position in the race.

1.28.4 For each race, Championship points will be awarded on the following scale:

1st	25 points	9th	7 points
2nd	20 points	10th	6 points
3rd	16 points	11th	5 points
4th	13 points	12th	4 points
5th	11 points	13th	3 points
6th	10 points	14th	2 points
7th	9 points	15th	1 points
8th	8 points		

1.28.5 All races will count for the Asia Road Racing Championship Underbone or Asia Production or Supersport or Asia Superbike for the FIM Asia Supporting event Cup classification.

1.28.6 In the event of a tie in the number of points, the final positions will be decided on the bases of the number of best results in the races (number of first places, number of second places etc.,). In the event that there is a tie, then, the date in the Championships at which the highest place was achieved will be taken into account with precedence going to the latest results.



- 1.28.7 In the case where the rider participates on different machines, it is the make of the machine with which he obtained the most points that will appear next to his name in the final classification, without, however, modifying the calculation for the Constructors' classification.
- 1.28.8 The Asia Championships in each category or winner of the FIM Asia Championship are obliged to attend an official FIM Asia ceremony.

1.29 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 1.29.1 Instructions may be given by the Race Director and/or Clerk of the Course to Teams and/or Riders by means of special circulars in accordance with the Regulations. Circulars will be posted on the official notice board and given to each team representative.
- 1.29.2 All classifications and results or practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board.
- 1.29.3 Any communication from the Race Direction, the Permanent Officials of the Clerk of the Course to a team or rider must be communicated in writing. Similarly, any communication from a team or rider to the Race Direction, Permanent Officials or the Clerk of Course must also be in writing.

1.30 PIT STOPS

Riders may enter the pit lane (but must not cross the line into the pit box) during the race. Refueling is strictly prohibited. Any infringement of this rule will be penalized with a disqualification.

For the ASB1000 & Supersports 600cc class only, the following procedure will also apply for all seasons:

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

1.31 TEAM PERSONNEL IN THE PIT LANE

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

- 1.31.1 Team personnel will not be permitted in the pit lane during practice, warm up and race of another class unless they are making adjustments to their motorcycle.
- 1.31.2 The maximum number of team personnel per rider in the working area in front of the pits is limited to:
- 6 for SS600cc and ASB1000cc
 - 4 for AP250cc and UB150cc
- 1.31.3 The maximum of team personnel per rider on the signaling platform is limited to 4 for all the classes.

1.32 EXTRA DEPOSITS IN CASE OF MACHINE CONTROL FOLLOWING A PROTEST.

The deposit in case of dismantling and reassembling a machine to measure the cylinder capacity or etc., following a protest, is USD800. –(material included) If the party who makes the protest is the losing party, the deposit will be paid to the winning party.

If the party who makes the protest is the winning party, the deposit shall be reimbursed.

1.33 NON-PARTICIPATION IN AN EVENT

Any rider who enters an event must inform the organizer if, subsequently, he decides not to participate in the event. A rider who has submitted an entry form and fails to participate will be reported by the International Jury to the FIM Asia, who will impose the following penalties:

1.33.1 First offence: fine of USD200.

1.33.2 Subsequent offences in the same season: suspension from the next event counting towards the Championship

Upon receipt of the International Jury's Report, the Executive Secretariat will send a letter to the riders FMN asking the reasons for their non-participation; a reply should be sent within 15 days at the latest and a decision will be taken regarding the penalty.

A suspension could also be pronounced against a rider who takes part in another event on the same day.

PROTESTS / APPEALS

PROTEST Caution / Deposit USD500	Within 1 hour after result or 30 minutes after notification of Race Direction decision
▼	
RACE DIRECTION HEARING	Race Direction Meeting
▼	
APPEAL against RACE DIRECTION Caution / Deposit : USD1,000	30 minutes
▼	
FIM Asia JURY HEARING	Immediately
▼	
CONFIRMATION OF THE DECISION	YES = no more appeal
▼	
APPEAL against FIM Asia JURY DECISION Caution / Deposit: USD1,000	5 days
▼	
CDI HEARING	6 weeks
▼	
APPEAL BEFORE THE CAS	5 days

TECHNICAL REGULATIONS

2. TECHNICAL REGULATIONS - ASIA SUPERBIKE 1000 (ASB1000), SUPERSPORT 600 (SS600), ASIA PRODUCTION 250 (AP250) AND UNDERBONE 150 (UB150)

Amendments to the technical regulations may be made by the FIM Asia Road Racing (ARRC) Technical Committee at any time.

During practices: If a motorcycle is found not to be in conformity with the technical regulations during or after the practices, its rider will be given a penalty for the event such as a ride through, a drop of any number of grid positions for the next race, suspension and/or withdrawal of Championship or Cup points.

After a Race: If a motorcycle is found not to be in conformity with the technical regulations after a race, its rider will be given a penalty such as a time penalty or disqualification.

2.1 INTRODUCTION

2.1.1 Motorcycles for the ARRC must be motorcycles with valid road homologation in one of the following areas: Asia Oceania or EU. These motorcycles must be available for sale to the public in the shop and the dealerships representing the manufacturer in at least one of the above areas before the third event of the current Championship to be allowed to be used in the remaining Championship events.

2.1.2 CLASSES

- The production based racing classed will be designated by engine capacity and level of technical freedom.

2.1.3 GENERAL ITEMS

- Materials

The use of titanium in the construction of the frame, the front fork, the handlebars, the swing arms, is forbidden. The use of titanium alloy nuts and bolts is allowed in certain classes.

 - 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 Materials Testing Laboratory.

2.1.4 Handlebars and Control Levers

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

2.1.4.2 The minimum angle of the rotation of the steering on each side of the centre line or mid position must be of 15° for all motorcycles. Whatever the position of the handlebars, the front wheel, tyre and the mudguard must maintain a minimum gap of 10mm.

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

- 2.1.4.3 Repair by welding of light alloy handlebars is prohibited. Composite handlebars are not allowed in any class.
- 2.1.4.4 All handlebar levers (clutch, brake, etc.) must be ball ended (diameter of this ball to be at least 16mm). This ball can also be flattened, but in any case the edges must be rounded (minimum thickness of this flattened part 14mm). These ends must be permanently fixed and form an integral part of the lever.
- 2.1.4.5 Each control lever (hand and foot levers) must be mounted on an independent pivot.
- 2.1.4.6 The brake lever, (if pivoted on the footrest axis, must work under all circumstances, such footrests being bent or deformed.
- 2.1.4.7 Modified rider controls will be considered for the mobility subject to a report by the Medical Director, the ARRC Technical Director's decision is final.

2.1.5 **Compulsory Safety Items**

- 2.1.5.1 All drain plugs must be locked wired (safety wired. External oil filter(s), screws and bolts that enter the oil cavity must be safety wired (ie. on crankcases). The oil filter may optionally have a secondary retention mechanism.
- 2.1.5.2 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.

2.1.6 **Wheel and rims**

- 2.1.6.1 Modification of tyre retention screws sometimes used to prevent tyre movement relative to the rim is permitted. If the rim is modified for these purposes bolts, screws etc. must be fitted.
- 2.1.6.2 Rim Width Measurement: The distance between the rim walls is measured inside the flange walls in accordance with ETRTO (European Tyre and Rim Technical Organisation).

2.1.7 **Ballast**

- 2.1.7.1 The use of ballast is allowed to stay over the minimum weight limit. The use of ballast must be declared to the ARRC Technical Director at the preliminary checks. The ballast must be made of solid metallic piece/s, firmly and securely connected, either through an adapter or directly to the main frame or engine, with a minimum of 2 steel bolts (min. 8mm diameter, 8.8 grade or over).
- 2.1.7.2 Other equivalent technical solutions must be submitted to the ARRC Technical Director for his approval.
- 2.1.7.3 Fuel and fuel tank can be used as ballast. Nevertheless, the verified weight may never fall below the required minimum weight.

2.1.8 **Homologated Parts**

- 2.1.8.1 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.



2.1.8.2 Coated or modified in any way. Parts from the different homologations may not be used on the machines from another homologation including when sharing the model name but excepting when the part is superseded for production reasons and also accepted by the FIM and FIM Asia.

2.1.9 Rear Safety Lights

2.1.9.1 All motorcycles must have a functioning red light mounted at the rear, this light must be switched on when the motorcycle is on the track ONLY during poor visibility, ie: rain, fog, haze. "LIGHTS ON" board will be shown at the start of finish line and all riders on track MUST turn on their lights. All lights must comply with the following:

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

2.1.9.3 The red light must be mounted near the end of the seat/rear bodywork and approximately on the machine centre line, in a position approved by the Technical Director. In case of dispute over the mounting position or visibility, the decision of the Technical Director will be final.

- a) Power output/luminosity equivalent to approximately: 10 – 15 (incandescent), 0.6 – 1.8W (LED). The output must be continuous & no flashing light whilst on track, flashing is allowed in the pit lane when pit speed limiter is active.
- b) Safety; light power supply may be separated from the motorcycle's main battery. The minimum size is 4cm X1cm and the maximum size is 8cm X 6cm.
- c) The Technical Director has the right to refuse any light system not satisfying this safety purpose.

2.1.10 Sound Level Control

Sound limit in force:

The maximum sound level, shall be measured at a mean piston speed of 11 m/sec. The fixed RPM specified in Art.2.1.11 may be used

- With the microphone placed at 50cm from the exhaust pipe at an angle of 45 measured from the centre- line of the exhaust end and at the height of the exhaust pipe but at least 20cm above the ground. If this is not possible, the measurement can be taken at 45 upwards.
- During a sound test, motorcycles not equipped with a gear-box neutral must be placed on a stand. Motorcycles should be on neutral- gear selection and be placed on the stand during the sound test.
- The rider shall keep his engine running out of gear and shall increase the engine speed until it reaches the specified Revolutions Per Minute (RPM). Measurements must be taken when the specified RPM is reached.
- The RPM depends upon the mean piston speed corresponding to the stroke of the engine.

The RPM will be given by the relationship:

$$N = \frac{30,000 \times cm}{l}$$

In which:

- N = prescribed RPM of engine
- Cm = fixed mean piston speed in m/s
- l = stroke in mm

2.1.11 Noise control

- Noise control – ASB1000

Due to the different of the piston stroke engine configurations within the capacity classes, the noise test will be conducted at the following RPM. For reference only, the mean piston speed at which the noise test is conducted is calculated at 11 m/sec.

ASB1000	2 Cylinder	4 Cylinder
All Models		5,500 rpm
All Models	5,000 rpm	

- Noise control – SS600

Due to similarity of the piston stroke in different engine configurations within the capacity classes, the noise test will be conducted at a fixed RPM.

SS600	4 Cylinders
All model	5,500 rpm

- Noise control – AP250

Due to the different of the piston stroke engine configurations within the capacity classes, the noise test will be conducted at the following RPM. For reference only, the mean piston speed at which the noise test is conducted is calculated at 11 m/sec.

AP250	1 Cylinder	2 Cylinder
All Models	5,000 rpm	
All Models		7,500 rpm

- Noise control – UB150

Due to the similarity of the piston stroke in different engine configurations within the capacity classes, the noise test will be conducted at a fixed RPM. For reference only, the mean piston speed at which the noise test is conducted is calculated at 11 m/sec.

UB150	1 Cylinder
All Model	6,000 rpm


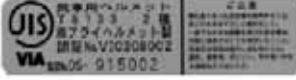





- 2.1.12 The maximum sound level for engine with more than one cylinder will be measured on each exhaust end.
- 2.1.13 A motorcycles which does not comply with the maximum sound limits may be presented several times at ore-race control.
- 2.1.14 The surrounding sound must not exceed 90 dB/A within a 5 metres radius from the power source during tests.
- 2.1.15 Apparatus for noise control must be in to international standard IEC 651, Type 1. The sound level meter must be equipped with a calibrator for control and adjustment of the meter during periods of use.
- 2.1.16 The “slow response” setting must always be used.

- 2.1.17 Sound control after the competition**
 In a competition which requires a final examination of motorcycles before the results are announced, this examination must include a sound control measurement of at least the first three motorcycles listed in the final classification.
 At the final test, there will be a 3 dB/A tolerance.
- 2.1.18 Noise control during competition**
 In a competition which requires noise control tests during the event, motorcycles must comply with the noise limits without tolerance in Article in Ref of Exhaust rules of each classes.
- 2.1.19 Guidelines for Use of Sound Level Meters**
- a) Sound level measuring equipment must include a complete calibrator, which must be used immediately before resting begins and always just prior to a re-test if a disciplinary sanction may be imposed. Two sets of equipment must be available in case of failure of tachometer, sound level meter or calibrator during technical control.
 - b) Tests may take place in rain or excessively damp conditions. Motorcycles considered excessively noisy must be individually tested if conditions allow.
 - c) In other than moderate wind, motorcycles must face forward in the wind direction (Mechanical noise will blow forward, away from microphone)
 - d) "Slow" meter response must be used.
 - e) "A" weighted setting on sound level meter.
 - f) No rounding down of the meter reading, that is: 110.9 dB/A = 110.9 dB/A.
 - g) Corrections
 Type 1 meter : deduct 1 dB/A
 - h) Precision of the method (tolerances)
 - i) All corrections are accumulative. Actions and decisions will depend on the Sporting Discipline concerned, and decisions taken during prior discussions with the ARRC Technical Director.
- 2.1.20 Protective Clothing And Helmets**
- Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, musters, hips etc.
 - Linings or undergarments must not be made of a synthetic material which might melt and cause damage to the riders' skin.
 - Riders must also wear Leather Gloves and Boots, which with the leather suit provide complete coverage from the neck down.
 - Leather substitute materials may be used, providing they have been checked by the Technical Committee.
 - Use of a Chest and Back Protector is compulsory.
 - Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened.
 - Helmets must be of the full face type (integral) and conform to one of the recognised international standards:

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

- Visors must be made of a shatterproof material.
- Disposable “tear-offs” are permitted. Any question concerning the suitability or condition of the riders clothing and/or helmet shall be decided by the Technical Director, who may, if he so wishes, consult with the manufacturers of the product before making a final decision.

Examples of labels are reported below (for Europe, the country numbers which have granted the approval are also indicated):

<p>EUROPE</p>	 <p>051406/J-1952</p> <p>a = 8 mm min.</p> <p>3/ 1 for Germany, 2 for France, 3 for Italy, 4 for the Netherlands, 5 for Sweden, 6 for Belgium, 7 for Hungary, 8 for the Czech Republic, 9 for Spain, 10 for Yugoslavia, 11 for the United Kingdom, 12 for Austria, 13 for Luxembourg, 14 for Switzerland, 15 (vacant), 16 for Norway, 17 for Finland, 18 for Denmark, 19 for Romania, 20 for Poland, 21 for Portugal, 22 for the Russian Federation, 23 for Greece, 24 for Ireland, 25 for Croatia, 26 for Slovenia, 27 for Slovakia, 28 for Belarus, 29 for Estonia, 30 (vacant), 31 for Bosnia and Herzegovina, 32 for Latvia, 33 (vacant), 34 for Bulgaria, 35 (vacant), 36 for Lithuania, 37 for Turkey, 38 (vacant), 39 for Azerbaijan, 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (Approvals are granted by its Member States using their respective ECE symbol), 43 for Japan, 44 (vacant), 45 for Australia, 46 for Ukraine, 47 for South Africa and 48 for New Zealand. Subsequent numbers shall be assigned to other countries in the chronological order in which they ratify or accede to the Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, and the numbers thus assigned shall be communicated by the Secretary-General of the United Nations to the Contracting Parties to the Agreement.</p>
<p>JAPAN</p>	
<p>USA</p>	
 <p>FIM RACING HOMOLOGATED HELMET</p>  <p>X-Fourteen XS-S-M FRNPh-01 - 2018</p>	 <p>FIM RACING HOMOLOGATED HELMET</p>  <p>SR GP S1-M FRNPh-01 - 2018</p>

ASB1000 TECHNICAL SPECIFICATIONS

The following rules are intended to permit limited changes to the homologated Motorcycle in the interests of safety and improved competition between various Motorcycle concepts.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN

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

ASB1000 motorcycles require an FIM homologation as listed in current Listing of FIM homologated motorcycles for Superbike category. All Motorcycles must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Specifications (Regulations), unless they are already equipped as such on the homologated model.

Once a motorcycle has obtained the homologation, it may be used for racing in the corresponding class for a maximum period of 8 years or until such time that the homologated motorcycle is disqualified by new rules or changes in the technical specifications of the corresponding class.

The appearance from the front, rear and the profile of ASB1000 motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

2.2 General Motorcycle Specifications

All parts and systems of the Motorcycle not specifically mentioned in the following articles must remain; As originally produced by the manufacturer.

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

2.2.1. Eligible Motorcycles

These rules are intended for production road Motorcycles only. If the Motorcycles included in the FIM Superbike homologation list does not meet the requirement of this Technical Specifications here, then the FIM ARRC Technical Committee has the right to decide which Motorcycles will be eligible or NOT eligible be used in the ASB1000 class.

The following engine configurations comprise the ASB1000 class:

- i. Over 750cc up to 1000cc, 4-stroke, 3 and 4 cylinders.
- ii. Over 850cc up to 1200cc, 4-stroke 2 cylinders

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

Note: this list can be amended at any time by The FIM ARRC Technical Committee.

2.2.2. Balancing Various Motorcycle Concepts

In order to equalise the performance of motorcycles of different makes and models, different engine configurations and other specifications, changes in the minimum weight may be applied according to their respective racing performances. The decision to apply the handicap will be taken by the The FIM ARRC Technical Committee at any time deemed necessary to ensure fair competition.

2.2.3. Minimum weight

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

- i. The minimum weight is **170 kg**
- ii. 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 permitted to stay over the minimum weight limit. The use of ballast must be declared to the FIM ARRC Technical Director whenever it is installed or used and re-inspected whenever there is a change.

2.2.4. Numbers and number plates

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

2.2.4.1. The background colour is white and the numbers are black or dark colours

2.2.4.2. The sizes for all the **front numbers** are:

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

2.2.4.3. The sizes for all the **side numbers** are:

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

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

- i. Once on the front, either in the centre of the fairing or slightly off to one side. The number must be centred on the background with no advertising within 25 mm in all directions.
- ii. Once, on each side of the motorcycle. The preferred location for the numbers on each side of the motorcycle is on the lower rear portion of the main fairing near the bottom. The number must be centred on the background.

- 2.2.4.5. The approved font types for the numbers are as following;
- i. Futura Heavy and Futura Heavy Italic
 - ii. Univers Bold and Univers Bold Italic
 - iii. Olivers Med and Olivers Med Italic
 - iv. Franklin Gothic and Franklin Gothic Italic
- 2.2.4.6. Any numbers not using these fonts must have the design of the numbers and the layout pre-approved by the FIM ARRC Technical Director a minimum of 2 weeks before the first race. All digits must be of standard form.
- 2.2.4.7. Any outlines must be of a contrasting colour and the maximum width of the outline is 3 mm. The background colour must be clearly visible around all edges of the number (including outline). Reflective or mirror type numbers are not permitted.
- 2.2.4.8. Numbers cannot overlap.
In case of a dispute concerning the legibility of numbers, the decision of the FIM ARRC Technical Director will be final.



- 2.2.5. Fuel**
All ASB1000 Motorcycles must use only normal unleaded fuel provided by Organiser or the Event Promoter and without any additional additives.
- 2.2.6. Tyres**
- 2.2.6.1. Tyres will be one make and provided by Dunlop, the Official Tyre Supplier.
 - 2.2.6.2. A maximum of 8 front and 8 rear pieces of Slick tyres is permitted for the race weekend.

- 2.2.6.3. This is the maximum number of tyres permitted during a race weekend. If allocation is to be changed the entrants will be advised.
- 2.2.6.4. A maximum of 4 sets of Wet tyres will be provided for the race weekend.
- 2.2.6.5. All used and unused tyres supplied for the race weekend MUST be return to the Official Tyre supplier after the race.
- 2.2.6.6. Any modification or treatment (cutting, grooving) is forbidden.
- 2.2.6.7. The dry-weather tyres used in the free practices, qualifying practices, warm up and race must be marked with adhesive sticker with a number allocated by the Official Tyre Supplier,
- 2.2.6.8. At the discretion of the rider or team, dry-weather or wet-weather tyres may be used for the Race weekend.
- 2.2.6.9. The allocation of tyres will be made on a random basis by the representative from the Official Tyre Supplier. The tyres identified may not be exchanged between riders including between team mates and may not be exchanged by the tyre supplier after the allocation except with the permission of the Race Direction.
- 2.2.6.10. The stickers will show an identification number for each rider and it will have a different colour on each allocation
- 2.2.6.11. The stickers must be applied to the right sidewall of the tyre.
- 2.2.6.12. Officials or Personnel nominated by the FIM ARRC Technical Director will check that all the Motorcycles in the pit lane are fitted with tyres carrying the sticker. The use of Motorcycles with unmarked tyres (e.g. without the official stickers) will be immediately reported to the Race Direction which will take appropriate action.
- 2.2.6.13. In exceptional cases, should the sticker be damaged or applied in the wrong way, up to 1 extra sticker may be provided at the sole discretion of the FIM ARRC Director.
- 2.2.6.14. However, the damaged sticker must be returned to the FIM ARRC Technical Director and/or the tyre it was applied to must be absolutely intact.
- 2.2.6.15. In case of a red flag, a damaged tyre found on motorcycles checked in pit lane, may be replaced with a new tyre. The damage must be confirmed by the Official Supplier.

2.2.7. Engine

- 2.2.7.1. A maximum of 2 engines is permitted for each race weekend. Engines will be sealed before the start of the first practice of race weekend during the scrutineering and safety checks
- 2.2.7.2. Any engine change must be accompanied by a written request stating the reason for change, all engine seals must not be removed without permission from the FIM ARRC Technical Director. The FIM ARRC Technical Director may request to examine the retired engine.
- 2.2.7.3. Apart from the above requirement, engines will be requested to be sealed at any time during the event by the FIM ARRC Technical Director when the need arises.

2.2.8. Fuel Injection System

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

- 2.2.8.2. The injectors must be the originally fitted and homologated part with no modifications permitted. The number (quantity) of injector must remain as in the homologated Motorcycles.
- 2.2.8.3. Variable intake tract device may only be used if the homologated Motorcycle model is equipped with such system and they must remain identical and operate in the same way as the homologated system.
- 2.2.8.4. The throttle bodies must be as originally produced by the manufacturer for the homologated Motorcycle.
- 2.2.8.5. Butterfly valves must be the originally fitted and homologated part with the following change(s) permitted;
- 2.2.8.6. Secondary throttle valves and shafts may be fixed in the open position and the electronics may be disconnected or removed.
- 2.2.8.7. Electronically controlled throttle valves, known as “ride-by-wire”, may only be used if the homologated model is equipped with the same system.
- 2.2.8.8. Air and air/fuel mixture can go to the combustion chamber exclusively through the throttle body butterflies.
- 2.2.8.9. Throttle body clamp may be changed.
- 2.2.8.10. Air Funnels or Bell Mouths must be as originally produced by the manufacturer for the homologated Motorcycle.

2.2.9. Fuel Supply

- 2.2.9.1. Fuel pump and fuel pressure regulator must be the originally fitted and homologated part with no modifications permitted.
- 2.2.9.2. The fuel pressure must remain same as in homologated Motorcycle
- 2.2.9.3. Fuel lines from the fuel tank to the delivery pipe assembly (excluded) may be replaced.
- 2.2.9.4. Fuel vent lines may be replaced.
- 2.2.9.5. Fuel filters may be added
- 2.2.9.6. Quick connectors may be used or added. E.g. Dry Break connectors

2.2.10. Cylinder Head

- 2.2.10.1. Cylinder head must be the originally fitted and homologated part with no modifications permitted.
- 2.2.10.2. The head gasket is free
- 2.2.10.3. The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, rocker arms, spring base and spring retainers must be the originally fitted and homologated part with no modifications permitted. and in the original position as supplied by the manufacturer of the homologated motorcycle.
- 2.2.10.4. Valve spring shims are not permitted.
- 2.2.10.5. Valve lapping as in normal service maintenance is permitted

2.2.11. Camshaft

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

2.2.12. Camshaft Sprockets or Gears

- 2.2.12.1. Cam Sprockets may be slotted to allow the adjustment of cam timing.
- 2.2.12.2. Pressed-on cam sprockets may be replaced with an adjustable boss and cam sprocket.
- 2.2.12.3. The cam must be the originally fitted and homologated part with no modifications permitted.



2.2.13. Cylinders (Cylinder Blocks)

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

2.2.14. Pistons, Piston Rings, Pins and Clips

2.2.14.1. Pistons, Piston Rings, Pins and Clips must be the originally fitted and homologated part with no modifications permitted.

2.2.14.2. All piston rings must be fitted.

2.2.15. Connecting Rod Assembly

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

2.2.16. Crankshaft

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

2.2.17. Crankcases/Gearbox Housing

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

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

2.2.18. Lateral Covers (Engine Side Covers) and Protection

2.2.18.1. Lateral covers may be altered, modified or replaced. If altered or modified, the cover must have at least the same resistance to impact as the original one.

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

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

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

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

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

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

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

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

2.2.19. Transmission and Gearbox

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

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



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

2.2.19.4. Shift rod sensor may be added

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

2.2.19.6. Electronic or hydraulic actuated shifters are not permitted.

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

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

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

2.2.20. Clutch

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

2.2.20.2. Clutch must remain as the “Wet Type” and it is prohibited to convert it into a “Dry Type”

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

2.2.20.4. Clutch operation (actuation) must remain cable operated and it is prohibited to convert into the hydraulic actuation system

2.2.20.5. Back torque limiting or slipper clutch is permitted to be used

2.2.20.6. Clutch springs are free and pre-load can be changed by adding shims.

2.2.20.7. Clutch plates are free.

2.2.20.8. Clutch cable type is free.

2.2.21. Oil Pumps and Oil Lines

2.2.21.1. Oil Pumps must be the originally fitted and homologated part with no modifications permitted.

2.2.21.2. Oil lines may be modified or replaced.

2.2.21.3. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged connectors

2.2.22. Cooling System, Radiator and Oil Cooler

2.2.22.1. **Only water** is permitted to be used inside the radiator and the entire cooling system. No additives, Antifreeze, “Radiator Coolant” or any other liquid is permitted.

2.2.22.2. Radiator cap is free.

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

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

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

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

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

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

2.2.23. Air Box

- 2.2.23.1. The air box must be the originally fitted and homologated part with the following modifications permitted
- 2.2.23.2. The air filter element is free.
- 2.2.23.3. Air box drains **MUST** be sealed.
- 2.2.23.4. The original air ducts running between the fairing and the air box must be the originally fitted and homologated part with the following modifications permitted;
- 2.2.23.5. Particle grilles or “wire-meshes” originally installed in the openings for the air ducts may be removed.
- 2.2.23.6. All engines must have a closed breather system. All oil breather lines must be connected, may pass through an oil catch tank and **MUST** exclusively discharge in the airbox.

2.2.24. Exhaust System

- 2.2.24.1. Exhaust pipes and silencers may be modified or changed. Material of exhaust pipes and silencers are free.
- 2.2.24.2. The silencer(s) must be on the same side(s) or location of the homologated Motorcycle model.
- 2.2.24.3. Catalytic converters must be removed.
- 2.2.24.4. Wrapping of exhaust systems is not permitted; except in the area of the rider’s foot or an area in contact with the fairing for protection from heat.
- 2.2.24.5. The noise limit for ASB1000 will be 107 dB/A (with a 3 dB/A tolerance after the race only). Noise level will be measured at;
- 2.2.24.6. 4 cylinder motorcycles at 5,500rpm
- 2.2.24.7. 2 cylinder motorcycles at 5,000rpm
- 2.2.24.8. For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.

2.2.25. Electrics and Electronics

2.2.25.1. Ignition/Engine Control Unit (ECU)

- 2.2.25.1.1. All Engine Control Unit (ECU) must be pre-approved by the FIM ARRC Technical Committee.
- 2.2.25.1.2. A special connector/adaptor may be used to connect the ECU(s) and the original wiring harness.
- 2.2.25.1.3. The combined retail price of the full system including software, tuning tool, download/connection cable(s), any activation, wiring harness(s) and upgrades must be a declared common price and is available for purchase to all race teams in this Championship.
- 2.2.25.1.4. The ECU (with software and activations) and harness parts must be individually priced and available separately.
- 2.2.25.1.5. The software and the firmware must be supplied and approved by the FIM ARRC Technical Committee. The FIM ARRC Technical Committee must be supplied with the software/firmware and it must be added to the approved parts list before it may be used.
- 2.2.25.1.6. The manufacturer must provide the FIM ARRC Technical Director with the tools/software to perform software checks.



- 2.2.25.1.7. Throughout the season the manufacturer may update the software and the updates must be made available simultaneously to all users of the system with no charge, updating by a team is not compulsory.
- 2.2.25.1.8. Engine Control Unit (ECU) may be relocated.
- 2.2.25.1.9. Corner by corner or distance/position based adjustments are not permitted.
- 2.2.25.1.10. Optional equipment sold by the motorcycle Manufacturer for the homologated model is considered not homologated with the motorcycle and must follow the requirements for approved electronics/data loggers.
- 2.2.25.1.11. During an event the FIM ARRC Technical Director has the right to ask a team to substitute their ECU or external module with the sample received from the manufacturer. All team must accept this interchange.
- 2.2.25.1.12. No extra sensors may be added for control strategies except shift rod sensor, wheel speed sensors and lambda sensors. Any of these sensors must be included in the ECU Kit and Harness package if required for strategies (including closed loop lambda).
- 2.2.25.1.13. Other additional electronic hardware equipment not on the original homologated motorcycle cannot be added with the exceptions noted below.
- 2.2.25.1.14. Resistors/load may be added to replace the parts of the electrical system that have been removed (including lights and lambda sensors), to prevent ECU errors.
- 2.2.25.1.15. An ABS replacement/bypass may be fitted and or the ABS unit may be dismantled to leave just its ECU.
- 2.2.25.1.16. If it is a standalone unit, the Data Logger unit must be available for sale to all race teams in this Championship and on the list of FIM ARRC approved data loggers.
- 2.2.25.1.17. The characteristics of approved data logging systems must be the following:
- 2.2.25.1.18. Retail price must be a declared common price and is available for purchase to all race teams in this Championship.
- 2.2.25.1.19. The following data logging only sensors (connected to the additional data logger) may be added to the original sensors on the motorcycle. The sensors must be from the following list:
 - i. Fork position
 - ii. Shock position
 - iii. Front brake pressure
 - iv. Rear brake pressure
 - v. Fuel pressure (not temperature)
 - vi. Oil pressure
 - vii. Oil temperature
 - viii. Transponder/Lap time signal
 - ix. GPS Unit (Lap timing and track position)
- 2.2.25.1.20. The sensors must be simple-function. No inertial platforms are permitted to be added if an inertial platform is not installed originally on the homologated motorcycle.

- 2.2.25.1.21. CAN (or other data protocol, k-line, lin) communication from the ECU to an approved data logger is permitted without any limitation in CAN channel logger number. The data logger may not act to control any strategy or setting in the ECU - except to replicate the original dashboards signals if the original dashboard is removed. The logger may not automate these setting changes.
 - 2.2.25.1.22. The maximum total price of other active/control/calculation units such as lambda driver modules, Quickshifter and analogue to CAN must be a declared common price and is available for purchase to all race teams in this Championship. These devices must be approved by FIM ARRC.
 - 2.2.25.1.23. Telemetry is NOT permitted.
 - 2.2.25.1.24. No remote or wireless connection to the motorcycle for any data exchange or setting is permitted whilst the engine is running or the motorcycle is moving.
 - 2.2.25.1.25. To be approved, samples of the ECU kits, kit harnesses and external modules with their tuning tools must be sent by the Manufacturers to the FIM ARRC Technical Committee at least 3 weeks before the beginning of the Championship, with technical data and selling price. The Motorcycle Manufacturer must provide the FIM ARRC Technical Committee with the tools to control the ECU software or work with the FIM ARRC Technical Committee to achieve this control.
 - 2.2.25.1.26. External modules may not alter any sensor signal relating to the ride by wire system or control/actuate any part of the Motorcycle excepting the ignition coils and fuel injectors.
 - 2.2.25.1.27. No external module may add traction control strategies unless originally fitted to the homologated Motorcycle.
 - 2.2.25.1.28. External downshift blip modules are NOT permitted.
 - 2.2.25.1.29. The dashboard is free, however it may only replace the functions of the standard dashboard (including switch logic and display) and may not perform any other logic function on the motorcycle unless included in the ECU Kit. If essential for the operation of the electronics it must be included in the ECU Kit. It may also contain the datalogger. There must remain a working Tachometer display.
 - 2.2.25.1.30. Spark plugs may be replaced.
 - 2.2.25.1.31. Battery is free and can be relocated.
- 2.2.25.2. Harness:**
- 2.2.25.2.1. The main wiring harness may be replaced by the kit wire harness as supplied for the Kit ECU model, produced and/or approved by the manufacturer of the motorcycle and by FIM.
 - 2.2.25.2.2. The Kit wiring harness may incorporate the data logging harness.
 - 2.2.25.2.3. A kit harness that incorporates the data logging harness may only accommodate 9 additional sensors.
 - 2.2.25.2.4. The key/ignition lock may be relocated, replaced or removed.
 - 2.2.25.2.5. Cutting of the original main wiring harness is permitted.

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

2.2.25.3. **Generator, Alternator, Electric Starter.**

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

2.2.26. **Main Frame Body and Rear Sub-Frame**

- 2.2.26.1. In case the frame will need to be replaced the rider or the team must request the use of a spare frame to the FIM ARRC Technical Director.
- 2.2.26.2. The frame must be the homologated part with minor modification permitted stated in the following;
- 2.2.26.3. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).
- 2.2.26.4. The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame.
- 2.2.26.5. Crash protectors (protective cone) may be fitted to the frame, using existing points, or pressed into the ends of the wheel axles. Without exception, the axles cannot be modified.
- 2.2.26.6. Nothing may be added or removed from the frame body with exception of the installation of a steering damper.
- 2.2.26.7. All Motorcycles must display a vehicle identification number (VIN) punched on the frame or a metal plate on the body or subframe.
- 2.2.26.8. Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.
- 2.2.26.9. Front sub frame/fairing mount may be changed or altered, but the use of titanium and carbon (or similar composite materials) is forbidden.
- 2.2.26.10. Rear sub-frame may be changed or altered and the type of material is free.
- 2.2.26.11. Additional seat brackets may be added, non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly. Bolt-on accessories to the rear sub-frame may be removed.
- 2.2.26.12. Brackets or mounting points cannot be welded onto the frame.
- 2.2.26.13. Bolt on type brackets may be replaced or modified or removed
- 2.2.26.14. Bolt-on accessories may be removed.
- 2.2.26.15. The paint scheme is not restricted but polishing the frame body or sub frame is not permitted.

2.2.27. **Pre-Assembled Spare Frame and Spare Motorcycle**

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



- 2.2.27.1. The pre-assembly of the frame shall be strictly limited to:
 - i. Main frame assembly
 - ii. Bearings (steering head bearings upper and lower triple clamps, swing-arm and etc.)
 - iii. Swing-arm
 - iv. Rear suspension linkage and shock absorber
 - v. Upper and lower triple clamps
 - vi. Wiring harness
- 2.2.27.2. The rebuilt Motorcycle must be inspected before its use by the technical stewards for safety checks and a new seal will be placed on the Motorcycle frame.
- 2.2.27.3. Complete spare Motorcycle may be used if the registered main motorcycle is damaged causing the competitor to miss a session or DNS/DNF a race. The team(s) must write-in a request to the FIM ARRC Technical Director for the damaged Motorcycle to be changed and the replacement motorcycle will need to go through to the technical scrutineering first.
- 2.2.27.4. For the remainder of the event the Motorcycle will be impounded and no part of that Motorcycle may be used for spare parts.

EXPLANATION OF THE PROCEDURES.

- Only one (1) complete Motorcycle may be presented for the preliminary technical checks and it will be the only Motorcycle permitted on the track and in the display area of pit box during the practices, qualifying, warm up and race.
- When a team decides that a crashed or damaged Motorcycle requires a change of frame it must inform the FIM ARRC Technical Director. If the Motorcycle is damaged in a crash or in any other incident, it is permitted to use the pre-assembled spare frame to rebuild the Motorcycle.
- Once the assembly of the replacement Motorcycle is completed the Motorcycle must undergo technical and safety checks and it will be officially sealed.
- The seal on the damaged Motorcycle will be destroyed by the technical staff and the chassis of this Motorcycle must not be used for the remainder of the event.
- The new serial number will be recorded by the FIM ARRC Technical Director. Parts may be transferred from the damaged Motorcycle for the assembly of the replacement motorcycle
- The replacement Motorcycle may be used on the track only after the end of the practice and qualifying sessions or race in which the damage occurred.
- The damaged Motorcycle must be removed from the pit box as soon as possible and put in storage outside the display area of the pit box.
- After the pre-assembled spare part frame has been used should it become necessary to replace the frame again because of a further crash or damage the assembly work must be done using a bare frame -with no components attached.
- The FIM ARRC Technical Director must inspect the bare frame and give his authorisation before work can start.
- Any actions contrary to these procedures will result in a penalty as described in the Sporting Regulations



2.2.28. Suspension – General

2.2.28.1. **Electronic Suspension:**

- 2.2.28.1.1. No aftermarket or prototype electronically-controlled suspensions may be used. Electronically-controlled suspension may only be used if already present on the production model of the homologated motorcycle.
- 2.2.28.1.2. The electronically-controlled valves must remain as homologated. The shims, spacers and fork/shock springs not connected with these valves can be changed.
- 2.2.28.1.3. The ECU for the electronic suspension must remain as homologated and cannot receive any motorcycle track position or sector information; the suspension cannot be adjusted relative to track position.
- 2.2.28.1.4. The electronic interface between the rider and the suspension must remain as on the homologated motorcycle. It is permitted to remove or disable this rider interface.

2.2.28.1.5. **Front - Forks and Steering Damper.**

- Steering stem pivot position must remain in the homologated position (as supplied on the production bike). If the standard motorcycle has inserts then the orientation/position of the original insert may be changed but the insert cannot be replaced or modified.
- Dust seals may be modified, changed or removed if the fork remains totally oil-sealed.
- The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are permitted.
- **Electronic forks:**
 - The electronic front suspension (including the upper and lower fork clamp) may be replaced with a mechanical system from a similar homologated model from the same manufacturer.
 - Electronic forks may have their complete internal parts (including all electronic control) replaced by conventional damping system and it will be considered as a mechanical fork.
- **Mechanical forks:**
 - Forks (stanchions, stem, wheel spindle, upper and lower crown, etc.) must be the originally fitted or homologated parts with the following modifications permitted:
 - Original internal parts of the homologated forks may be modified or changed
 - The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated motorcycle.
 - 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).
 - A steering damper may be added or replaced with a “non-electronic after market steering damper”.



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

2.2.28.1.6. Rear Swingarm (Rear fork)

- The Rear Swingarm must be the homologated part with the following modifications permitted.
- A solid protective cover (shark fin) shall be fixed to the swing-arm, and must always cover the opening between the lower chain run, swingarm and the rear wheel sprocket, irrespective of the position of the rear wheel to prevent any rider's body part that may become trapped between the lower chain run and rear wheel sprocket.
- Rear wheel stand brackets may be added to the Rear Swingarm by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening bolts must be recessed. An anchorage system or point(s) to keep the original rear brake caliper in place may be added to the rear swing-arm.
- The sides of the swing-arm may be protected by a thin vinyl cover only, no composite or structural covers are permitted.
- Rear swingarm pivot bolt must be the homologated part with no modification permitted.
- Rear swingarm pivot position must remain in the homologated position (as supplied on the production Motorcycle). If the standard Motorcycle has inserts then the orientation/position of the original insert may be changed but the inserts cannot be replaced or modified.

2.2.28.1.7. Rear Shock Absorber (Rear Suspension Unit)

- Rear Shock Absorber may be replaced but the original attachments to the frame and rear fork (swing arm) (or linkage) must be as homologated.
- All the rear suspension linkage parts must be the homologated part with no modification permitted.
- Removable top shock mounts must be the homologated part with no modification permitted. A nut may be made captive on the top shock mount and shim spacers may be fitted behind it to adjust ride height.
- **Mechanical suspension:** Rear Shock Absorber unit and spring may be changed.
- **Electronic suspension:** If the standard system has no facility for ride height adjustment the standard shock may be modified to allow shock length changes if no hydraulic parts are modified. The electronic shock absorber can be replaced with a mechanical one.

2.2.29. Wheels

- 2.2.29.1. All wheels must be the homologated part or wheels from another motorcycle of the same model or within same frame VIN will be taken as compatible and permitted to use.
- 2.2.29.2. The wheels may be overpainted but the original finish cannot be removed.
- 2.2.29.3. Bearing spacers must remain as homologated
- 2.2.29.4. The speedometer drive may be removed and replaced with a spacer.
- 2.2.29.5. Wheel spacers and collars may be modified, added or replaced.
- 2.2.29.6. Wheel balance weights may be discarded changed or added to.
- 2.2.29.7. Any inflation valves may be used.
- 2.2.29.8. Front and rear wheel axles must remain as originally produced by the manufacturer for the homologated Motorcycle.

2.2.30. Brakes

- 2.2.30.1. Brake discs may be replaced by aftermarket discs which comply with following requirements:
- 2.2.30.2. Brake discs and carrier must retain the same material as the homologated disc and carrier or steel (max. carbon content 2.1 wt%) (nb all homologated discs are steel).
- 2.2.30.3. Non-floating or single piece discs may be replaced with floating discs. The disc carrier must be the same material as the homologated carrier, steel or aluminium.
- 2.2.30.4. The outside and inner diameters of the brake disc must not be larger than the ones on the homologated disc.
- 2.2.30.5. The thickness of the brake disc may be increased but the disc must fit into the homologated brake caliper without any modification. The number of floaters is free.
- 2.2.30.6. The fixing of the carrier on the wheel must remain the same as on the homologated disc.
- 2.2.30.7. The front and rear brake caliper (mount, carrier, hanger) must be homologated part with no modification permitted.
- 2.2.30.8. 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.
- 2.2.30.9. The rear brake caliper bracket may be mounted fixed on the swingarm, but the bracket must maintain the same mounting (fixing) points for the caliper as used on the homologated motorcycle.
- 2.2.30.10. The swing-arm may be modified for this reason to aid the location of the rear brake caliper bracket, by welding, drilling or by using a helicoil.
- 2.2.30.11. The front master cylinder and its brake fluid reservoir can be changed and the attached hand and foot brake levers are free.
- 2.2.30.12. Rear master cylinder must be the originally fitted and homologated part with the following modifications permitted.
- 2.2.30.13. Front and rear hydraulic brake lines may be changed. The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (lower triple clamp).
- 2.2.30.14. "Quick" (or "dry-break") connectors in the brake lines are permitted.
- 2.2.30.15. Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.
- 2.2.30.16. Front brake system Cooling Ducts or Brake Air Scoops are permitted.



- 2.2.30.17. Permitted size: When installed, 270° of the brake disc must remain visible (taking into consideration of the view being blocked by the front fork, brake caliper and part of the front fender) *Refer Illustration – ASC 01
- 2.2.30.18. It must be fabricated from non-metallic material e.g. nylon, plastic, CRP & etc.
- 2.2.30.19. The Front Fender can be slightly modified to facilitate the implementation and installation of the Cooling Ducts or Brake Air Scoop
- 2.2.30.20. The ARRC Technical Committee reserves the right to refuse any Brake Cooling Ducts or Brake Air Scoops assy. that are deemed as dangerous.
- 2.2.30.21. The Antilock Brake System (ABS) may be used only if installed in the homologated model for road use. However, it must be completely standard (any mechanical or electronic part must remain as homologated, brake discs and master cylinder levers excluded), and only the software of the ABS may be modified.
- 2.2.30.22. The Antilock Brake system (ABS) can be disconnected and its ECU can be dismantled. The ABS rotor wheel can be deleted, modified or replaced.
- 2.2.30.23. Brake pads are free. Brake pad locking pins may be modified for a quick-change type.
- 2.2.30.24. Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle. Composite guards are not permitted. FIM approved guards will be permitted without regard of the material.
- 2.2.30.25. The FIM ARRC Technical Director has the right to refuse any guard not satisfying this safety purpose.



2.2.31. Handlebars and Hand Controls.

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

2.2.32. Foot Rest and Foot Controls

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

2.2.33. Fuel Tank

- 2.2.33.1. ***Fuel tank can be modified to hold an extra 3 litres of fuel if the stock ECU (non-kit ECU) is being utilised.***
- 2.2.33.2. All fuel tanks must be completely filled with fire retardant material (open-celled mesh, i.e. Explosafe®).
- 2.2.33.3. Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.
- 2.2.33.4. Fuel caps may be changed. Fuel caps when closed must be leak proof. Additionally they must be securely locked to prevent accidental opening at any time.
- 2.2.33.5. A rider spacer/pad may be fitted to the rear of the tank with non-permanent adhesive. It may be constructed of foam padding or composite material.
- 2.2.33.6. The tank may not have a cover fitted over it unless the homologated Motorcycle also features a full cover.
- 2.2.33.7. The sides of the fuel tank may be protected with a cover made of a composite material. These covers must fit the shape of the fuel tank.

2.2.34 Fairing and Body Work

- 2.2.34.1. Fairing and bodywork may be replaced with exact cosmetic duplicates of the original parts, but must appear to be as originally produced by the manufacturer for the homologated motorcycle, with slight differences due to the racing use (different pieces mix, fixing points, fairing bottom, etc.). Headlights must be included even when considered external.
- 2.2.34.2. For all bodywork material, paint and decal design is free.
- 2.2.34.3. Overall size and dimensions must be the same as the original part, with a tolerance of ± 10 mm, respecting the design and features of the homologated fairing as far as possible. The overall width of the frontal area may be $+10$ mm maximum. The decision of the FIM ARRC Technical Director is final.
- 2.2.34.4. Fairing brackets may be altered or replaced.
- 2.2.34.5. Wind screen may be replaced with an aftermarket product. The height of the windscreen is free, within a tolerance of ± 15 mm referred to the vertical distance from/to the upper fork bridge. The screen must conform to the same profile from the front as the original – no double bubble or wide types. From a top view the length of the windscreen may be shortened by 25 mm to allow clearance for the rider. The edge of the screen must have no sharp edges.
- 2.2.34.6. The ram-air intake must maintain the originally homologated shape and dimensions.
- 2.2.34.7. The lower fairing must be constructed to hold, in case of an engine breakdown minimum 6 litres. The lower edge of all the openings in the fairing must be positioned at least 70 mm above the bottom of the fairing. The upper edge of the rear transverse wall of the lower fairing must be at least 70 mm above the bottom. The angle between this wall and the floor must be $\leq 90^\circ$
- 2.2.34.8. There may be no exit air vents in the front half of the lower fairing below a line 40 mm below line between the wheel axles of the Motorcycle. The FIM ARRC Technical Director may give permission for the lower fairing to have additional vents added if vents have been filled to meet the these and the oil containment requirements.
- 2.2.34.9. Any added vents will not allow the exit of air in the front half of the fairing lower if they are behind a water or oil radiator.
- 2.2.34.10. Exceptions may be made to (39,i) with the sole agreement of the FIM ARRC Technical Director if a manufacturer produced and FIM approved close fitting, oil containing engine shroud is fitted in addition to the bellypan. In this case OEM shaped air vents will be permitted in the front lower half of the fairing.
- 2.2.34.11. Any vents in the fairing lower must have their inner surface finish in-line with their outer surface or overlap to reduce the risk of liquid spraying from the Motorcycle.
- 2.2.34.12. Original openings for cooling in the lateral fairing/bodywork sections may be partially closed only to accommodate sponsors' logos/lettering.
- 2.2.34.13. Such modification shall be made using wire mesh or perforated plate.
- 2.2.34.14. The material is free but the distance between all opening centres, circle centres and their diameters must be constant. Holes or perforations must have an open area ratio $> 60\%$.
- 2.2.34.15. Motorcycles may be equipped with a radiator shroud (inner ducts) to improve the air stream towards the radiator but the appearance of the front, the rear and the profile of the motorcycle must not be changed.

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

2.2.35. Seat

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

2.2.36. Wings and Aerodynamic Aids

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

2.2.37. Fasteners

- 2.2.37.1. Standard fasteners may be replaced with fasteners of any design and material; except when there is a specific mention that titanium or other specific light alloy fasteners are not permitted in a specific paragraphs of this technical rule.
- 2.2.37.2. The strength and design must be sufficient, equal to or exceed the strength of the standard fastener it is replacing.
- 2.2.37.3. Fasteners may be drilled for safety wire but intentional weight-reduction modifications are not permitted.

- 2.2.37.4. Fairing/bodywork fasteners may be replaced with the quick disconnect type.
- 2.2.37.5. Aluminium fasteners may only be used in non-structural locations.
- 2.2.37.6. The use of any type of special or custom fabricated Fasteners with intention to increase or tune engine performane is strictly not permitted.

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

- 2.2.38.1. Any type of lubrication, brake/clutch or suspension fluid may be used.
- 2.2.38.2. All gaskets and its materials is free
- 2.2.38.3. Material for brackets connecting non original parts (fairing, exhaust, instruments, etc) to the frame (or engine) cannot be made from titanium or fibre reinforced composites excepting the exhaust silencer hanger that may be in carbon.
- 2.2.38.4. Protective covers for the frame, chain and footrests may be made in other materials like fibre composite material if these parts do not replace original parts mounted on the homologated model.
- 2.2.38.5. External paintwork decals and colour scheme is free
- 2.2.38.6. Instruments, instrument bracket(s) and associated cables.

2.2.39. Following Items MAY BE Removed

- 2.2.39.1. Emission control items (anti-pollution) in or around the air box and engine (O2 sensors air injection devices).
- 2.2.39.2. Bolt-on accessories on a rear sub frame.
- 2.2.39.3. Instrument and instrument bracket and associated cables.
- 2.2.39.4. Radiator fan and wiring.
- 2.2.39.5. Thermal switches, water temperature sensor and thermostat may be removed inside the cooling system.
- 2.2.39.6. Redundant handlebar switches.

2.2.40. The Following Items MUST BE Removed

- 2.2.40.1. Head lamp rear lamp and turn indicators must be removed but profile and frontal appearance must be retained. The openings must be covered by a suitable material.
- 2.2.40.2. Rear-view mirrors.
- 2.2.40.3. Horn.
- 2.2.40.4. License plate bracket.
- 2.2.40.5. Toolkit.
- 2.2.40.6. Helmet hooks and luggage carrier hooks
- 2.2.40.7. Passenger's foot rests and it's removable mounting brackets (if any)
- 2.2.40.8. Passenger's grab rails.
- 2.2.40.9. Safety bars, centre and side stands must be removed (fixed brackets must remain).
- 2.2.40.10. Catalytic convertors

2.2.41. The Following Items MUST BE Altered

- 2.2.41.1. To prevent any oil spilling onto the track, all Motorcycles must have an oil catch tanks.
- 2.2.41.2. Where breather or overflow pipes are fitted, they must discharge via existing outlets.

- 2.2.41.3. All engines must have a closed breather system. All oil breather pipes/lines must be connected and pass through an oil catch tank and MUST exclusively discharge into the airbox. No direct atmospheric emission is permitted.
- 2.2.41.4. The airbox drains must be sealed.
- 2.2.41.5. The following items must be securely safety wired
 - i. Oil drain plug
 - ii. Oil filler cap
 - iii. External Oil filter
 - iv. All wheel axle nuts (or alternately being appropriately attached with safety pins)

2.2.42. Wings and Aerodynamic Aids

- 2.2.42.1. Wings and other aerodynamic aids will only be considered legal if originally fitted
- 2.2.42.2. To the homologated road specification Motorcycles of Asia, Oceania or EU.
- 2.2.42.3. For race use the wings must follow the dimensions and profiles homologated
- 2.2.42.4. shapes exactly (+-2mm). o The leading edges (including end plates) must have.
 - 2.2.42.5. a minimum circumference of 3mm o All wings must have a rounded end (8mm radius) or
 - 2.2.42.6. be enclosed/integrated into the fairing.
- 2.2.42.7. Alternatively the originally fitted and homologated wings may be used from the street bike without modification except to their fairing mounting.
- 2.2.42.9. The position of the wings must be +/-5mm, angle of attack +/- 2degrees.

2.2.43. Additional Equipment

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

SS600 TECHNICAL SPECIFICATIONS

The following rules are intended to permit limited changes to the homologated Motorcycle in the interests of safety and improved competition between various Motorcycle concepts.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN

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

SS600 motorcycles require an FIM homologation. All Motorcycles must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Regulations, unless they are already equipped as such on the homologated model.

Once a Motorcycle has obtained the homologation, it may be used for racing in the corresponding class for a maximum period of 8 years or until such time that the homologated motorcycle is disqualified by new rules or changes in the technical specifications of the corresponding class.

The appearance from the front, rear and the profile of SS600 Motorcycles must (except when otherwise stated) conform to the homologated or originally manufactured shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

2.3 General Motorcycle Specifications

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

As originally produced by the manufacturer.

As originally fitted or equipped on the homologated Motorcycle

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

2.3.1 Eligible Motorcycles

These rules are intended for production road Motorcycles only. The ARRC Technical Committee has the right to decide which Motorcycles will eligible be in the class.

2.31.1 400 - 600cc 4 cylinders

2.31.2 500 - 675cc 3 cylinders

2.31.3 600 - 750cc 2 cylinders

*Note: this list can be amended at any time by the FIM Asia Road Racing Technical Committee

2.3.2 Minimum Weight

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

2.3.2.1 The use of ballast is allowed to stay over the minimum weight limit. The use of ballast and weight handicap must be declared at preliminary checks.

2.3.2.2 The minimum weight for each Motorcycle is as follows:

i. 400 - 600cc 160kg 4 cylinders

ii. 500 - 675cc 165kg 3 cylinders

iii. 600 - 750cc 167kg 2 cylinders

- 2.3.2.3 During the practice and qualifying sessions, riders may be asked to submit their motorcycle to the weight control. In all cases the rider must comply with this request.
- 2.3.2.5 During the final technical inspection at the end of the race, the selected Motorcycles will be weighed in the condition they finished the race, and the established weight limit must be met in this condition. Nothing may be added to the Motorcycle. This includes all fluids.
- 2.3.2.6 There is **no tolerance** on the minimum weight of the Motorcycle.

2.3.3 Numbers and number plates

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

2.3.3.1 *The background colour is Black with White or bright numbers*

- 2.3.3.2 The sizes for all the front numbers are:
 - i. Minimum height: 140 mm
 - ii. Minimum width: 80 mm
 - iii. Minimum stroke: 25 mm
 - iv. Minimum space between numbers: 10 mm

- 2.3.3.3 The sizes for all the side numbers are:
 - i. Minimum height: 120 mm
 - ii. Minimum width: 60 mm
 - iii. Minimum stroke: 25 mm
 - iv. Minimum space numbers: 10 mm

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

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

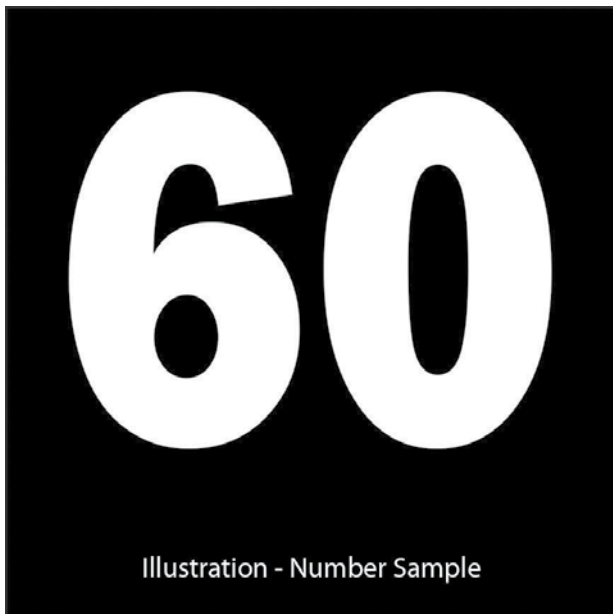
2.3.3.6 Once, on each side of the motorcycle. The **preferred location** for the numbers on each side of the motorcycle is **on the lower rear portion of the main fairing near the bottom**. The number must be centred on the background.

2.3.3.7 The approved font types for the numbers are as following;

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

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

- 2.3.3.9 Any outlines must be of a contrasting colour and the maximum width of the outline is 3 mm. The background colour must be clearly visible around all edges of the number (including outline). Reflective or mirror type numbers are not permitted.
- 2.3.3.10 Numbers cannot overlap.
In case of a **dispute** concerning the legibility of numbers, the decision of the FIM ARRC Technical Director will be final.



- 2.3.4 Fuel**
All SS600 Motorcycles must use only normal unleaded fuel provided by Organiser and without any additional additives.
- 2.3.5 Tyres**
- 2.3.5.1 Tyres and it's compound type will be provided by Dunlop, the Official Tyre Supplier
- 2.3.5.2 A maximum of 5 sets of Slick tyres is allowed for the race weekend.
- 2.3.5.3 This is the maximum number of tyres allowed during a race weekend. If allocation is to be changed the entrants will be advised
- 2.3.5.4 A maximum of 4 sets of Wet tyres will be provided for the race weekend
- 2.3.5.5 All used and unused tyres supplied for the race weekend **MUST** be return to the Official Tyre supplier after the race
- 2.3.5.6 Any modification or treatment (cutting, grooving) is forbidden.
- 2.3.5.7 The dry-weather tyres used in the free practices, qualifying practices, warm-up and race must be marked with adhesive sticker with a number allocated by the Official Tyre Supplier,
- 2.3.5.8 At the discretion of the rider or team, dry-weather or wet-weather tyres may be used for the Race weekend.

- 2.3.5.9 The allocation of tyres will be made on a random basis by the representative from the Official Tyre Supplier. The tyres identified may not be exchanged between riders including between team mates and may not be exchanged by the tyre supplier after the allocation except with the permission of the Race Direction.
- 2.3.5.10 The stickers will show an identification number for each rider and it will have a different colour on each allocation
- 2.3.5.11 The stickers must be applied to the right sidewall of the tyre.
- 2.3.5.12 Officials or Personnel nominated by the FIM ARRC Technical Director will check that all the Motorcycles in the pit lane are fitted with tyres carrying the sticker. The use of Motorcycles with unmarked tyres (e.g. without the official stickers) will be immediately reported to the Race Direction which will take appropriate action.
- 2.3.5.13 In exceptional cases, should the sticker be damaged or applied in the wrong way, up to 1 extra sticker may be provided at the sole discretion of the FIM ARRC Director.
- 2.3.5.14 However, the damaged sticker must be returned to the FIM ARRC Technical Director and /or the tyre it was applied to must be absolutely intact.
- 2.3.5.15 The tyres identified may not be exchanged between Riders including between team mates and may not be exchanged with or by the tyre supplier after the allocation except without the permission of the Race Direction.

2.3.6 Engine

- 2.3.6.1 A maximum of 2 engines is allowed for each race weekend. Engines will be sealed to the chassis at the start of each race weekend during the scrutineering and safety checks
- 2.3.6.2 Any engine change must be accompanied by a written request stating the reason for change, all engine seals must not be removed without permission from the ARRC Technical Director. The ARRC Technical Director may request to examine the retired engine
- 2.3.6.3 Apart from the above requirement, engines will be requested to be sealed at any time during the event by ARRC Technical Director when the need arises.

2.3.7 Fuel Injection System

- 2.3.7.1 Fuel injection system refers to the throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.
- 2.3.7.2 The injectors must be the originally fitted and homologated part with no modifications allowed
- 2.3.7.3 Quantity of injector must remain as the homologated or originally manufactured Motorcycle
- 2.3.7.4 The throttle bodies must be the originally fitted and homologated part with no modifications allowed
- 2.3.7.5 Bell mouths must be the originally fitted and homologated part with no modifications allowed
- 2.3.7.6 Variable intake tract devices cannot be added if they are not present on the homologated or originally manufactured Motorcycle
- 2.3.7.7 Variable intake tract device may only be used if the homologated or originally manufactured model is equipped with such system and they must remain identical and operate in the same way as the homologated or originally manufactured system.
- 2.3.7.8 All the parts of the variable intake tract device must be the originally fitted and homologated part with no modifications allowed.

- 2.3.7.9 Secondary throttle valves but not the shafts may be removed or fixed in the open position and the electronics may be disconnected or removed.
- 2.3.7.10 Air and air/fuel mixture must go to the combustion chamber exclusively through the throttle body butterflies.
- 2.3.7.11 Ride By Wire - Electronically controlled throttle valves, known as 'ride-by-wire', may only be used if the homologated or originally manufactured model is equipped with the same system. Ride by wire system including its software cannot be modified and must remain as homologated or originally manufactured.
- 2.3.7.12 Throttle body clamp may be changed.

2.3.8 Fuel Supply

- 2.3.8.1 Fuel pump and fuel pressure regulator must be the originally fitted and homologated part with no modifications allowed.
- 2.3.8.2 The fuel pressure must be the original and homologated pressure with no modifications allowed
- 2.3.8.3 Fuel lines from the fuel tank to the delivery pipe assembly (excluded) may be replaced.
- 2.3.8.4 Fuel vent lines may be replaced.
- 2.3.8.5 Fuel filters may be added.
- 2.3.8.6 Quick connectors may be used or added. E.g. Dry Break connectors

2.3.9 Cylinder Head

- 2.3.9.1 Cylinder head must be the originally fitted and homologated part with no modifications allowed.
- 2.3.9.2 No material may be added or removed from the cylinder head.
- 2.3.9.3 No additional welding is permitted.
- 2.3.9.4 The head gasket is free.
- 2.3.9.5 For only Honda CBR600RR: Valve springs can be changed to similar springs of a different spring rate.
- 2.3.9.6 The valves, valve seats, guides, springs and retainers must be the originally fitted and homologated part with no modifications allowed.
- 2.3.9.7 Valve lapping as in normal service maintenance is permitted.

2.3.10 Camshaft

- 2.3.10.1 The camshaft must remain as homologated or originally manufactured part with no modification permitted.
- 2.3.10.2 For all **camshaft replacements**; only the genuine camshaft or **strengthened version** of exactly the same lobe profile and phasing produced by the original motorcycle manufacturer can be used.
- 2.3.10.3 The strengthened camshaft along with their part number must be pre-approved for use by the ARRC Technical Committee. This is strictly approved to prevent camshaft breakage and NOT for engine performance upgrade by any means. The replacement camshaft must be of equal weight or heavier than the homologated part

2.3.11 Camshaft Sprockets or Gears

- 2.3.11.1 Camshaft Sprockets or Gears can be changed or modified for the purpose for cam timing adjustment.
- 2.3.11.2 Camshaft Sprockets or Gears can be mounted in the originally available slotted (elongated) holes.

2.3.11.3 The cam chain must remain as homologated or originally manufactured part with no modification permitted.

2.3.12 Cylinders (Cylinder Blocks)

Must be the originally fitted and homologated part with no modifications allowed

2.3.13 Pistons, Rings, Pins and Clips

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

2.3.13.2 All piston rings must be fitted.

2.3.14 Connecting Rod Assembly

Must be the originally fitted and homologated part with no modifications allowed

2.3.15 Crankshaft Assembly

Must be the originally fitted and homologated part with no modifications allowed

2.3.16 Crankcases Engine Covers and Gearbox housing

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

2.3.16.2 All crankcases or engine covers containing oil which could be in contact with the ground during a crash must be protected by an additional cover

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

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

2.3.16.5 Stick-on 'type' covers are NOT permitted.

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

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

2.3.17 Transmission and Gearbox

2.3.17.1 Must be the originally fitted and homologated part with the following modifications allowed

2.3.17.2 For safety purpose: Transmission gear material can be changed for the purpose of improving structural strength only

2.3.17.3 Gear ratio and number of speeds must be exactly the same as homologated or originally manufactured with no variation permitted.

2.3.17.4 Mechanical Quickshifter can be added.

2.3.17.5 Additions to auto selector mechanism to the gearbox is not permitted.

2.3.17.6 Electronic or hydraulic actuated shifters are not permitted.

2.3.17.7 No other modifications are permitted for the transmission and gear box

2.3.17.8 Front and rear sprockets, chain pitch and chain size maybe altered.

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

2.3.18 Clutch

2.3.18.1 Clutch must remain as the "wet" type and it is prohibited to convert into a 'dry' type

2.3.18.2 Clutch operation (actuation) must remain cable operated and it is prohibited to convert into the hydraulic actuation system

2.3.18.3 Back torque limiting or slipper clutch is permitted to be used

- 2.3.18.4 Clutch springs are free and pre-load can be changed by adding shims.
- 2.3.18.5 Clutch plates are free.
- 2.3.18.6 Clutch cable is free.

2.3.19 Oil Pumps and Oil Lines

- 2.3.19.1 Oil Pumps must be the originally fitted and homologated part with no modifications allowed
- 2.3.19.2 Metal oil lines may be welded or strengthened.
- 2.3.19.3 Oil lines containing positive pressure, if replaced, must be of braided reinforced construction with swaged or threaded connectors.

2.3.20 Radiator, Cooling System and Oil Cooler

- 2.3.20.1 **Only water** is allowed to be used inside the radiator and the entire cooling system. No additives, Antifreeze, "Radiator Coolant" or any other liquid is allowed.
- 2.3.20.2 Radiator cap is free.
- 2.3.20.3 Radiator and its mounting brackets can be changed, however the mounting point must remain at the original point as in the homologated Motorcycle.
- 2.3.20.4 Additional radiator shroud and inner air ducts to improve the air stream towards the radiator is allowed but the appearance of the front, the rear and the profile of the Motorcycle must not be changed.
- 2.3.20.5 Protective meshes may be added in front of the oil and/or water radiator(s).
- 2.3.20.6 Cooling system hoses and catch tank may be changed.

2.3.21 Air Box

- 2.3.21.1 The air box must be the originally fitted and homologated part with the following modifications allowed
- 2.3.21.2 The air filter element is free.
- 2.3.21.3 Air box drains **MUST** be sealed.
- 2.3.21.4 Original air duct at between the fairing and the air box may be modified or changed. Carbon composite and Kevlar material is not permitted for this purpose.
- 2.3.21.5 All engines must have a closed breather system. All oil breather lines must be connected, may pass through an oil catch tank and **MUST** exclusively discharge in the air box.

2.3.22 Exhaust System

- 2.3.22.1 Exhaust pipes and silencers are free.
- 2.3.22.2 Titanium and carbon exhaust and silencers are allowed.
- 2.3.22.3 Wrapping of exhaust systems is not permitted except in the area of the rider's foot or an area in contact with the fairing for protection from heat.
- 2.3.22.4 The noise emissions sound of the exhaust system must not exceed 105db/A. A tolerance of +3db/A is permitted after the race. This test will be conducted at 5500rpm.
- 2.3.22.5 For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.

2.3.23 Ignition/Engine Control System

- 2.3.23.1 ECU is free and may be replaced.
- 2.3.23.2 The competitor must provide the FIM ARRC Technical Director with the tools/software to perform software checks.

- 2.3.23.3 All forms and systems of electronic riding aids are not permitted including but not limited to the following;
 - i. Traction control
 - ii. Launch Control
 - iii. Wheelie Control
 - iv. Downshift throttle auto blippingIf such electronic riding aids are included or available in the ECU, it must be turned-off or disabled
- 2.3.23.4 Corner by corner or distance/position based adjustments are not allowed.
- 2.3.23.5 No extra sensors may be added for control strategies except shift rod sensor and lambda sensors.
- 2.3.23.6 Pit Lane speed limiter is permitted
- 2.3.23.7 ECU map selection switch can be added.
- 2.3.23.8 ECU may be relocated.
- 2.3.23.9 Other additional electronic hardware equipment not on the original homologated motorcycle cannot be added with the exceptions noted below.
- 2.3.23.10 Resistors/load may be added to replace the parts of the electrical system that have been removed (including lights and lambda sensors), to prevent ECU errors.
- 2.3.23.11 Ignition coils are free.
- 2.3.23.12 Spark plugs may be replaced.

2.3.24 Generator, Alternator, Electric Starter.

- 2.3.24.1 The generator (ACG) must be the originally fitted and homologated part with no modifications allowed.
- 2.3.24.2 The stator must be fitted in its original position and without offsetting.
- 2.3.24.3 The electric starter must operate normally and always be able to start the engine during the event.
- 2.3.24.4 During parc fermé the starter must crank the engine at a suit able speed for starting for a minimum of 2 seconds without the use of a boost battery.

2.3.25 Wiring Harness

- 2.3.25.1 The wiring harness and connectors are free.
- 2.3.25.2 The key/ignition lock may be relocated, replaced or removed.

2.3.26 Battery

- 2.3.26.1 Battery is free and can be relocated.

2.3.27 Main Frame Body and Rear Sub-Frame

- 2.3.27.1 In case the frame will need to be replaced the rider or the team must request the use of a spare frame to the FIM ARRC Technical Director.
- 2.3.27.2 The frame and rear sub frame must be the originally fitted and homologated part with the following modifications allowed
- 2.3.27.3 The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame.
- 2.3.27.4 Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).
- 2.3.27.5 Nothing may be added or removed from the frame body with exception of the installation of a steering damper.



- 2.3.27.6 All Motorcycles must display a vehicle identification number (VIN) punched on the frame or on a metal plate attached to the body or subframe.
- 2.3.27.7 Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.
- 2.3.27.8 Additional seat brackets may be added, non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly. Bolt-on accessories to the rear ub-frame may be removed.
- 2.3.27.9 The paint scheme is not restricted but polishing the frame body or sub frame is not allowed.
- 2.3.27.10 Brackets or mounting points cannot be welded onto the frame.
- 2.3.27.11 Bolt on type brackets may be replaced or modified or removed
- 2.3.27.12 Bolt-on accessories may be removed.
- 2.3.27.13 Crash protectors (protective cone) may b.e fitted to the frame, using existing points, or pressed into the ends of the wheel axles. Without exception, the axles cannot be modified.

2.3.28 Pre-Assembled Spare Frame

- 2.3.28.1 During the entire duration of the event, each rider can only use one (1) complete Motorcycle, as presented for Technical Control, with the frame clearly identified with a seal.
- 2.3.28.2 In case the frame needs to be replaced, the rider or the team must make a request to the FIM ARRC Technical Director to use the spare frame.
- 2.3.28.3 The pre-assembled spare frame must be presented to the FIM ARRC Technical Director to receive the permission to rebuild the Motorcycle.
- 2.3.28.4 The pre-assembly of the frame shall be strictly limited to:
 - i. Main frame assembly
 - ii. Bearings (steering head bearings upper and lower triple clamps, swing-arm and etc.)
 - iii. Swing-arm
 - iv. Rear suspension linkage and shock absorber
 - v. Upper and lower triple clamps
 - vi. Wiring harness
- 2.3.28.5 The rebuilt Motorcycle must be inspected before its use by the technical stewards for safety checks and a new seal will be placed on the Motorcycle frame.
- 2.3.28.6 Complete spare Motorcycle may be used if the registered main motorcycle is damaged causing the competitor to miss a session or DNF a race. Teams must write-in a request the ARRC Technical Director for the Motorcycle change.
- 2.3.28.7 For the remainder of the event the Motorcycle will be impounded and no part of that Motorcycle may be used for spare parts.

EXPLANATION OF THE PROCEDURES

- Only one (1) complete Motorcycle may be presented for the preliminary technical checks and it will be the only Motorcycle permitted on the track and in the display area of pit box during the practices, qualifying, warm up and race.
- When a team decides that a crashed or damaged Motorcycle requires a change of frame it must inform the FIM ARRC Technical Director. If the Motorcycle is damaged in a crash or in any other incident, it is permitted to use the pre-assembled spare frame to rebuild the Motorcycle.

- Once the assembly of the replacement Motorcycle is completed the Motorcycle must undergo technical and safety checks and it will be officially sealed.
- The seal on the damaged Motorcycle will be destroyed by the technical staff and the chassis of this Motorcycle must not be used for the remainder of the event.
- The new serial number will be recorded by the FIM ARRC Technical Director.
- Parts may be transferred from the damaged Motorcycle for the assembly of the replacement motorcycle.
- The replacement Motorcycle may be used on the track only after the end of the practice and qualifying sessions or race in which the damage occurred.
- The damaged Motorcycle must be removed from the pit box as soon as possible and put in storage outside the display area of the pit box.
- After the pre-assembled spare part frame has been used should it become necessary to replace the frame again because of a further crash or damage the assembly work must be done using a bare frame with no components attached.
- The FIM ARRC Technical Director must inspect the bare frame and give his authorisation before work can start.
- Any actions contrary to these procedures will result in a penalty as described in the Sporting Regulations.

2.3.29 Front Forks and Steering Damper

- 2.3.29.1 The front suspension system (including but not limited to stanchions stem, wheel spindle, upper and lower crown etc.) must be the originally fitted and homologated part with no modifications allowed.
- 2.3.29.2 Front fork Inner tube size must remain the originally fitted and homologated size with no modifications allowed.
- 2.3.29.3 The upper and lower fork clamps (triple clamp, fork bridges) must be the originally fitted and homologated part with no modifications allowed.
- 2.3.29.4 The following standard original internal parts of the forks can be modified
- 2.3.29.5 Shims, dampers, hydraulic piston, oil passages, spring and spacers.
- 2.3.29.6 After market damper kits or valves may be installed.
- 2.3.29.7 The front caps can be modified or changed.
- 2.3.29.8 Fork oil type and oil volume is free
- 2.3.29.9 The height and position of the front fork in relation to the fork crowns is free.
- 2.3.29.10 Steering damper may be added or replaced with an after-market damper.
- 2.3.29.11 After market non-electronic steering damper is permitted. The steering damper cannot act as a steering lock limiting device.
- 2.3.29.12 Electronic controlled steering damper cannot be used if not installed in the homologated or originally manufactured model for road use. However it must be the originally fitted and homologated part with no modifications allowed.
- 2.3.29.13 Dust seals may be modified changed or removed.

2.3.30 Shock Absorber (Rear Suspension Unit)

- 2.3.30.1 The shock absorber unit and spring is free
- 2.3.30.2 The mounting points and links/linkages must be the originally fitted and homologated part with no modifications allowed.
- 2.3.30.3 Electronically-Controlled Shock Absorbers are not permitted and it must be replaced with a conventional shock absorber.

2.3.31 Rear Swingarm (Rear fork)

- 2.3.31.1 The Rear Swingarm must be the originally fitted and homologated part with the following modifications allowed
- 2.3.31.2 Rear wheel stand brackets may be added to the Rear Swingarm by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening bolts must be recessed. An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing-arm.
- 2.3.31.3 All Motorcycles are required to install a chain guard fitted to rear section of the swingarm adjacent to the rear sprocket to prevent any rider's body part that may become trapped between the lower chain run and rear wheel sprocket.
- 2.3.31.4 Rear swingarm pivot position must remain in the homologated or originally manufactured position (as supplied on the production Motorcycle) with no modifications allowed.
- 2.3.31.5 If the standard Motorcycle has inserts then the orientation/position of the original insert may be changed but the inserts cannot be replaced or modified.

2.3.32 Wheels

- 2.3.32.1 All wheels must be the originally fitted and homologated part with no modifications allowed or wheels from within same frame VIN and same model name are taken as compatible and allowed to use.
- 2.3.32.2 Wheel diameter and rim width must be the originally fitted and homologated with no modifications allowed
- 2.3.32.3 Wheel spacers and collars may be modified, added or replaced.
- 2.3.32.4 If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated Motorcycle.
- 2.3.32.5 Wheel balance weights may be discarded changed or added to.
- 2.3.32.6 A non-slip coating/treatment may be applied to the bead area of the rim.
- 2.3.32.7 Any inflation valves may be used.
- 2.3.32.8 Front and rear wheel axles must remain as originally produced by the manufacturer for the homologated Motorcycle.
- 2.3.32.9 The speedometer drive may be removed and replaced with a spacer.

2.3.33 Brakes

- 2.3.33.1 If homologated or originally manufactured Motorcycle has ABS, it may be deactivated.
- 2.3.33.2 An ABS replacement/bypass may be fitted and or the ABS unit may be dismantled to leave just its ECU.
- 2.3.33.3 Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original calliper and mounting. However, the outside diameter, offset, wheel mounting and the ventilation system must remain the same as the originally fitted and homologated part with no modifications allowed. Internally ventilated discs are not allowed if not present on the homologated motorcycle.
- 2.3.33.4 Only Steel (max. carbon content 2.1 wt%) brake discs is allowed for replacement.
- 2.3.33.5 The thickness of the brake disc rotor may be increased but the disc must fit into the homologated or originally manufactured brake caliper without any modifications.
- 2.3.33.6 The front and rear brake caliper must be the originally fitted and homologated part with no modifications allowed

- 2.3.33.7 The front master cylinder can be changed and the attached hand and foot brake levers are free.
- 2.3.33.8 Rear master cylinder must be the originally fitted and homologated part with the following modifications allowed
- 2.3.33.9 Front and rear hydraulic brake lines may be changed. The split of the front brake lines for both front brake calipers must be made above the lower Fork Bridge (lower triple clamp).
- 2.3.33.10 Brake pads are free
- 2.3.33.11 Brake pad locking pins may be modified for a quick-change type.
- 2.3.33.12 In order to reduce the transfer of heat to the hydraulic fluid it is allowed to add shims to the callipers
- 2.3.33.13 Additional air scoops or ducts are NOT permitted.
- 2.3.33.14 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.
- 2.3.33.15 The technical director has the right to refuse any guard not satisfying this safety purpose.

2.3.34 Handlebars and Hand Controls

- 2.3.34.1 Handlebars may be replaced
- 2.3.34.2 Handlebars and hand controls may be relocated. (except for the brake master cylinder).
- 2.3.34.3 Clutch and brake lever may be replaced with an after-market model. An adjuster to the brake lever is allowed.
- 2.3.34.4 Switches may be changed but the electric starter switch and engine stop switch must be located on the handlebars.
- 2.3.34.5 Throttle assembly and associated cables may be modified or replaced but the connection to the throttle body and to the throttle controls must remain as on the homologated motorcycle. Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote drive by wire grip/demand sensor.
- 2.3.34.6 Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while the hand is on the grips) that is capable of stopping a running engine. The button or switch
 - 2.3.34.7 Must be RED.
 - 2.3.34.8 Throttle controls must be self-closing when not held by the hand.
 - 2.3.34.9 Motorcycles must be equipped with brake lever protection intended to protect the handlebar brake lever from being accidentally activated in case of collision with another Motorcycle.

2.3.35 Foot Rest/Foot Controls

- 2.3.35.1 Foot rest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points.
- 2.3.35.2 Footrests may be of a rigid type or folding type. All folding type footrest must be fitted with a return mechanism.
- 2.3.35.3 The end of the foot rest must have at least an 8 mm solid spherical radius.
- 2.3.35.4 Rigid type metal footrest must have an end plug which is permanently fixed made of plastic, nylon or an equivalent type material.
- 2.3.35.5 The ARRC Technical Director has the right to refuse any plug not satisfying this safety aim.

2.3.36 Fuel Tank

- 2.3.36.1 Fuel tank must be the originally fitted and homologated part with no modifications allowed.
- 2.3.36.2 Fuel caps may be changed. Fuel caps when closed must be leak proof. Additionally they must be securely locked to prevent accidental opening at any time.
- 2.3.36.3 Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.
- 2.3.36.4 Tank pad may be fitted to the rear of the tank with non-permanent adhesive. It may be constructed of foam padding or composite material.

2.3.37 Fairing and Body Work

- 2.3.37.1 Fairing and body work may be replaced with exact cosmetic duplicates of the original parts, but must appear to be as originally produced by the manufacturer for the homologated Motorcycle, with slight differences due the racing use (different piece mix, attachment points, fairing bottom, etc.).
- 2.3.37.2 The material may be changed, however the use of carbon fibre or carbon composite materials is not permitted.
- 2.3.37.3 Overall size and dimensions must be the same as the original part.
- 2.3.37.4 Fairing brackets may be altered or replaced, however, titanium and carbon fibre or similar composite materials are forbidden.
- 2.3.37.5 The original air shroud on the fairing channelling air to the engine may be removed.
- 2.3.37.6 The lower fairing must to be constructed to hold in case of an engine breakdown a minimum 4 litres of oil/fluid.
- 2.3.37.7 The lower edge of all the openings in the fairing must be positioned at least 70 mm above the bottom of the fairing.
- 2.3.37.8 The upper edge of the rear transverse wall of the lower fairing must be at least 70 mm above the bottom.
- 2.3.37.9 The angle between this wall and the floor must be $\leq 90^\circ$.
- 2.3.37.10 The lower fairing must incorporate a single opening of $\varnothing 25$ mm diameter in the front lower area.
- 2.3.37.11 This hole must remain sealed in dry conditions.
- 2.3.37.12 All exposed edges must be rounded.
- 2.3.37.13 Windscreen may be replaced with a duplicate but it must be made with transparent material
- 2.3.37.14 The height of the replacement windscreen cannot vertically higher of more than 15mm compared to the original unit. The vertical distance will be measured from the top of upper fork bridge to the lips of the windscreen
- 2.3.37.15 The original combination instrument/fairing brackets may be replaced but the use of titanium and carbon (or similar composite materials) is forbidden.
- 2.3.37.16 Machines that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing (belly pan).
- 2.3.37.17 This device cannot exceed above a line drawn horizontally from wheel axle to wheel axle.
- 2.3.37.18 Front fender/mudguards may be replaced with a cosmetic duplicate of the original part and may be spaced upward for increased tyre clearance.
- 2.3.37.19 Rear mudguard fixed on the rear fork (swingarm) that incorporates the chain guard may be modified to accommodate larger diameter rear sprockets.
- 2.3.37.20 The chain guard may be separate from the rear mudguard

2.3.38 Seat

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

2.3.39 Fasteners

- 2.3.39.1 Standard fasteners may be replaced with fasteners of any design and material, except when there is a specific mention that titanium or other light alloy fasteners are not allowed in specific paragraphs of this technical rule.
- 2.3.39.2 The strength and design must be sufficient, equal to or exceed the strength of the standard fastener it is replacing.
- 2.3.39.3 Fasteners may be drilled for safety wire but intentional weight-reduction modifications are not permitted.
- 2.3.39.4 Fairing/bodywork fasteners may be replaced with the quick disconnect type.
- 2.3.39.5 Aluminium fasteners may only be used in non-structural locations.

2.3.40 The following items MAY BE ALTERED or replaced from those fitted to the homologated or originally manufactured Motorcycle

- 2.3.40.1 Any type of lubrication brake or suspension fluid may be used.
- 2.3.40.2 Any type of spark plug is permitted.
- 2.3.40.3 All gaskets and its materials is free
- 2.3.40.4 External paintwork decals and colour scheme is free
- 2.3.40.5 The bolts and nuts may be change or replaced. But material must be kept same as originally manufactured unless it is specifically mentioned or allowed in the above rules.
- 2.3.40.6 Instruments, instrument bracket(s) and associated cables.
- 2.3.40.7 Material for brackets connecting non original parts (fairing, exhaust, instruments etc.) to the frame (or engine) can be made from titanium or fibre reinforced composites
- 2.3.40.8 Protective covers for the frame, chain and footrests may be made in other materials like fibre composite material if these parts do not replace original parts mounted on the homologated or originally manufactured model.
- 2.3.40.9 Fuel tanks can be completely filled with fire retardant material (open celled mesh i.e. Explosafe).

2.3.41 Following Items MAY BE REMOVED

- 2.3.41.1 Instrument and instrument bracket and associated cables.
- 2.3.41.2 Tachometer and speedometer.
- 2.3.41.3 Radiator fan and wiring.
- 2.3.41.4 Thermal switches water temperature sensor and thermostat may be removed inside the cooling system.
- 2.3.41.5 Bolt on accessories on a rear sub frame.
- 2.3.41.6 Redundant handlebar switches

- 2.3.41.7 Emission control items (anti-pollution) in or around the air box and engine (O2 sensors air injection devices).
- 2.3.41.8 Top chain guard as long as it is not incorporated in the rear fender.
- 2.3.41.9 Bolt-on accessories on a rear sub frame.

2.3.42 The Following Items MUST BE REMOVED

- 2.3.42.1 Head lamp rear lamp and turn indicators must be removed but profile and frontal appearance must be retained. The openings must be covered by a suitable material.
- 2.3.42.2 Rear-view mirrors.
- 2.3.42.3 Horn.
- 2.3.42.4 License plate bracket.
- 2.3.42.5 Toolkit.
- 2.3.42.6 Helmet hooks and luggage carrier hooks
- 2.3.42.7 Passenger's foot rests and it's removable mounting brackets (if any)
- 2.3.42.8 Passenger's grab rails.
- 2.3.42.9 Safety bars centre and side stands must be removed (fixed brackets must remain).
- 2.3.42.10 Catalytic converters

2.3.43 The Following Items MUST BE Altered

- 2.3.43.1 To prevent any oil spilling onto the track, all Motorcycles must have an oil catch tanks.
- 2.3.43.2 Where breather or overflow pipes are fitted, they must discharge via existing outlets.
- 2.3.43.3 All engines must have a closed breather system. All oil breather pipes/lines must be connected and pass through an oil catch tank and MUST exclusively discharge into the airbox. No direct atmospheric emission is allowed.
- 2.3.43.4 The airbox drains must be sealed.
- 2.3.43.5 The following items must be securely safety wired
- 2.3.43.6 Oil drain plug
- 2.3.43.7 Oil filler cap
- 2.3.43.8 External Oil filter
- 2.3.43.9 All wheel axle nuts (or alternately being appropriately attached with safety pins)

2.3.45 Additional Equipment

Data loggers can be used and Telemetry is NOT allowed. 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.

AP250 TECHNICAL SPECIFICATIONS

The following rules are intended to permit limited changes to the homologated Motorcycle in the interests of safety and improved competition between various Motorcycle concepts.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN

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

AP250 motorcycles requires the homologation ARRC FIM Asia Technical Committee. All Motorcycles must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Specifications (Regulations), unless they are already equipped as such on the homologated model.

Once a Motorcycle has obtained the homologation, it may be used for racing in the corresponding class for a maximum period of 8 years or until such time that the homologated motorcycle is disqualified by new rules or changes in the technical specifications of the corresponding class.

The appearance from the front, rear and the profile of AP250 Motorcycles must (except when otherwise stated) conform to the homologated or originally manufactured shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

2.4 General Motorcycle Specifications

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

- As originally produced by the manufacturer.
- As originally fitted or equipped on the homologated Motorcycle
- All Motorcycles must be normally aspirated.
- Interchange of any parts between the Motorcycles within same model name and or same frame VIN (Vehicle Identification Numbers) where they are homologated separately and at different years are not allowed. Wheel rims are excluded from this rule.

2.4.1. Eligible Motorcycles

For 2020 the following Motorcycles are approved to compete:

- i. Honda CBR250RR (2016 onwards)
- ii. Kawasaki Ninja 250R
- iii. Yamaha YZF-R25
- iv. Honda CBR300R
- v. TVS Apache RR310

These rules are intended for production road Motorcycles only. Production street enduro / motocross based off-road Motorcycles are specifically excluded. The FIM Asia Road Racing Technical Committee has the right to decide which Motorcycles will eligible be in the class.

Note: this list can be amended at any time by the FIM Asia Road Racing Technical Committee

2.4.2. Minimum Weight Limit

At any time of the event, the *Motorcycle Weight and the *Combined Weight must not be lower than the following minimum weight limit;

*Definitions;

Motorcycle Weight – is defined as the whole motorcycle weight including the fuel inside the tank.

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

2.4.2.1. Twin Cylinder Motorcycles

- 2.4.2.1.1. Honda CBR250RR and Kawasaki Ninja 250R
- i. Minimum Motorcycle Weight: 135kg
 - ii. Minimum Combined Weight 200kg

2.4.2.1.2. Yamaha YZF R25

- i. **Minimum Motorcycle Weight: 130kg**
- ii. **Minimum Combined Weight 195kg**

2.4.2.2. Single Cylinder Motorcycles

- i. **Minimum Motorcycle Weight: 127kg**
- ii. **Minimum Combined Weight 192kg**

2.4.2.3. The use of ballast is permitted to conform to the minimum weight limits stated for each motorcycle model.

2.4.2.4. The use of ballast must be declared to the ARRC Technical Director at the preliminary checks.

2.4.2.5. If the Combined Weight is below its minimum limit although after the motorcycle weight has been increased to 5kg above of the Minimum Motorcycle Weight limit ($\geq 140\text{kg}$) than there will not be any additional weight penalty.

2.4.2.6. During the final technical inspection at the end of the race, the selected Motorcycles will be weighed in the condition they finished the race, and the established minimum weight limits must be met in this condition. Nothing may be added to the Motorcycle. This includes all fluids.

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

2.4.3. Numbers and number plates

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

2.4.3.2. The background colour is white and the numbers are black or dark colours

2.4.3.3. The sizes for all the **front numbers** are:

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

2.4.3.4. The sizes for all the **side numbers** are:

- i. Minimum height: 120 mm
- ii. Minimum width: 60 mm
- iii. Minimum stroke: 25 mm
- iv. Minimum space between numbers: 10 mm



- 2.4.3.5. The allocated number (& plate) for the rider must be affixed on the motorcycle as follows:
- Once on the front, either in the centre of the fairing or slightly off to one side. The number must be centred on the background with no advertising within 25 mm in all directions.
 - Once, on each side of the motorcycle. The preferred location for the numbers on each side of the motorcycle is on the lower rear portion of the main fairing near the bottom. The number must be centred on the background.
- 2.4.3.6. The approved font types for the numbers are as following;
- Futura Heavy and Futura Heavy Italic
 - Univers Bold and Univers Bold Italic
 - Olivers Med and Olivers Med Italic
 - Franklin Gothic and Franklin Gothic Italic
- 2.4.4. Any numbers not using these fonts must have the design of the numbers and the layout pre-approved by the FIM ARRC Technical Director a minimum of **2 weeks before** the first race. All digits must be of standard form.
- 2.4.4.1. Any outlines must be of a contrasting colour and the maximum width of the outline is 3 mm. The background colour must be clearly visible around all edges of the number (including outline). Reflective or mirror type numbers are not allowed.
- 2.4.4.2. Numbers cannot overlap.
In case of a **dispute** concerning the legibility of numbers, the decision of the FIM ARRC Technical Director will be final.



2.4.5. Fuel

All AP250 Motorcycles must use only normal unleaded fuel provided by Organiser

2.4.6. Tyres

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

2.4.6.2. 4 sets dry-weather tyres and 2 sets wet-weather tyres will be assigned for each race weekend. This is the maximum number of tyres permitted during a race weekend. If allocation is to be changed the entrants will be advised.

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

2.4.6.4. No other tyres are allowed.

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

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

2.4.6.7. The allocation of tyres will be made on a random basis by the representative from the Official Tyre Supplier. The tyres identified may not be exchanged between Riders including between team mates and may not be exchanged by the tyre supplier after the allocation except with the permission of Race Direction.

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

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

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

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

2.4.6.12. In exceptional cases, should the sticker be damaged or applied in the wrong way, up to 1 extra sticker may be provided at the sole discretion of the FIM ARRC Director. However, the damaged sticker must be returned to the FIM ARRC Technical Director and/or the tyre it was applied to must be absolutely intact.

2.4.6.13. The tyres identified may not be exchanged between Riders including between team mates and may not be exchanged with or by the tyre supplier after the allocation except without the permission of the Race Direction.

2.4.7. Engine(s)

2.4.7.1. All engines will be sealed after the end of the Qualifying session and may not be changed except in the case of engine damage.

2.4.7.2. Any engine changes after qualifying must be accompanied by a written request stating the reason for change, the engine seals may not be removed until approved, the ARRC Technical Director may request to examine the engine.

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



2.4.8. Fuel Injection System

- 2.4.8.1. Fuel injection system refers to the throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.
- 2.4.8.2. Injector may be replaced but it must be mass production type.
- 2.4.8.3. Quantity of injector must remain as the homologated or originally manufactured Motorcycle.
- 2.4.8.4. Injector cannot be relocated and must be fitted at same location as the homologated or originally manufactured Motorcycle
- 2.4.8.5. Air funnel is free.
- 2.4.8.6. Variable intake tract devices cannot be added if they are not present on the homologated or originally manufactured Motorcycle.
- 2.4.8.7. Variable intake tract device may only be used if it is originally fitted or homologated with such system and they must remain identical and operate in the same way as the originally fitted or homologated system. All the parts of the variable intake tract device must remain exactly as the originally fitted or homologated system with no modifications allowed.
- 2.4.8.8. Maximum throttle body intake size is as following;
- 2.4.8.9. Single Cylinder Motorcycles : 46mm
- 2.4.8.10. Twin Cylinder Motorcycles : 32mm on each (of the 2 throttle bodies)
- 2.4.8.11. The throttle body intake size measuring point is at butterfly valve venturi.
- 2.4.8.12. Throttle bodies from other production Motorcycles can be used.
- 2.4.8.13. After market or custom build throttle bodies are not allowed.
- 2.4.8.14. All teams that changes throttle bodies from other production Motorcycles must be declared (to the FIM ARRC Technical Team) and provide detailed information and part numbers of the throttle bodies' origin motorcycle model.**
- 2.4.8.15. Both originally fitted and/or throttle bodies from other production Motorcycles cannot be modified.**
- 2.4.8.16. Secondary throttle valves but not the shafts may be removed or fixed in the open position and the electronics may be disconnected or removed.
- 2.4.8.17. Air and air/fuel mixture can go to the combustion chamber exclusively through the throttle body butterflies only.
- 2.4.8.18. Ride By Wire - Electronically controlled throttle valves, known as 'ride-by-wire', may only be used if the homologated or originally manufactured model is equipped with the same system.
- 2.4.8.19. Ride by wire system including its software may be modified but all the safety systems and procedures, designed by the original manufacturer must be maintained.

2.4.9. Fuel Supply

- 2.4.9.1. Fuel pump and fuel pressure regulator must be the originally fitted or homologated system with no modifications allowed.
- 2.4.9.2. The fuel pressure must remain the same as in the originally fitted or homologated system with no modifications allowed.
- 2.4.9.3. Fuel lines from the fuel tank up to the injectors (fuel hoses, delivery pipe assembly, joints, clamps, fuel canister) may be replaced and must be located in such a way that they are protected from crash damage.
- 2.4.9.4. Fuel vent lines may be replaced.
- 2.4.9.5. Fuel filters may be added
- 2.4.9.6. Quick connectors may be used or added. E.g. Dry Break connectors

2.4.10. Cylinder Head

- 2.4.10.1. Cylinder Head must be the originally fitted or homologated part with the following modifications allowed;
 - i. Machining cylinder head deck surface is permitted to modify compression ratio
 - ii. Porting and polishing is allowed. Modifying the intake and exhaust ports is permitted by removing material and adding epoxy to change port shape
- 2.4.10.2. No additional welding is allowed.
- 2.4.10.3. Valves must be the originally fitted or homologated part with no modifications allowed.
- 2.4.10.4. Valve springs can be changed to similar springs of a different spring rate and the number of springs must remain as originally fitted or homologated part with no changes permitted.
- 2.4.10.5. Valve lapping (the valves and valve seats) as in a normal service maintenance is allowed.
- 2.4.10.6. The head gasket is free.

2.4.11. Camshaft

- 2.4.11.1. The camshaft must be the originally fitted or homologated part with no modifications allowed.
- 2.4.11.2. For all camshaft replacements; only the genuine camshaft or their strengthened version of exactly the same lobe profile and phasing produced by the original motorcycle manufacturer can be used.
- 2.4.11.3. The strengthened camshaft along with their part number must be pre-approved for use by the ARRC Technical Committee.
- 2.4.11.4. This is strictly approved to prevent camshaft breakage and NOT for engine performance upgrade by any means. The replacement camshaft must be of equal weight or heavier than the homologated part

2.4.12. Camshaft Sprockets or Gears

- 2.4.12.1. Camshaft sprockets or gears can be modified for the purpose for cam timing adjustment.
- 2.4.12.2. The cam chain must be the originally fitted or homologated part with no modifications allowed.
- 2.4.12.3. Cam chain tensioner must be the originally fitted or homologated part with no modifications allowed.

2.4.13. Cylinders (Cylinder Blocks)

- 2.4.13.1. Cylinders must be the originally fitted or homologated part with the following modifications allowed.
 - Machining the cylinder block deck or base surface is permitted to modify compression ratio

2.4.14. Pistons

- 2.4.14.1. Twin Cylinder Motorcycles
- 2.4.14.2. Pistons must be the originally fitted or homologated part with no modifications allowed.



2.4.14.3. Single Cylinder Motorcycles

For reliability purposes, aftermarket Piston is permitted and must adhere to the following;

- i. Shape must be similar or same as the standard unit**
- ii. It must be weigh equal or heavier than the standard unit**
- iii. Piston material and fabrication method is free (forged, billet, etc.)**
- iv. Surface treatment must be as per the standard piston**
- v. These pistons, along with their part numbers and specifications must be submitted to the ARRC Technical Committee for approval to use.**

2.4.15. Piston Rings, Pins and Clips

- 2.4.15.1. Piston Rings, Pins and Clips must be the originally fitted or homologated part with no modifications allowed.
- 2.4.15.2. All piston rings must be fitted.

2.4.16. Connecting Rod Assembly

Connecting Rod Assembly must be the originally fitted or homologated part with no modifications allowed.

2.4.17. Crankshaft

Must be the originally fitted or homologated part with no modifications allowed.

2.4.18. Crankcases, Engine Covers

- 2.4.18.1. Must be the originally fitted or homologated part with the following modifications allowed.
- 2.4.18.2. The mating surface of the crankcases to the cylinder block may be machined to allow changing of compression ratio.
- 2.4.18.3. Oil containing engine covers must be secured with steel bolts.
- 2.4.18.4. All engine covers (lateral covers) containing oil and which could be in contact with the ground during a crash, must be protected by an additional cover made from metal, such as aluminium alloy, stainless steel, steel or titanium
- 2.4.18.5. The additional cover must cover a minimum of 1/3 of the original cover. It must have no sharp edges to damage the track surface.
- 2.4.18.6. These covers must be fixed properly and securely with a minimum of 3 case cover bolts that also mount the original covers/engine cases to the crankcases.
- 2.4.18.7. Stick-on 'type' additional covers are NOT permitted.
- 2.4.18.8. FIM approved covers will be permitted without regard of the material or its dimensions and
- 2.4.18.9. The Technical Director has the right to refuse any protection covers not satisfying this safety purpose
- 2.4.18.10. If the fairing covers a minimum of 1/3 of the original engine cover, no additional cover is required
- 2.4.18.11. Plates or crash bars made from aluminium or steel also are permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.

2.4.19. Transmission and Gearbox

- 2.4.19.1. The transmission and gearbox must be the originally fitted or homologated part with the following modifications permitted for safety purpose:
- 2.4.19.2. Redesigning of the gears



- 2.4.19.3. Transmission gear material can be changed for the purpose of improving structural strength only
- 2.4.19.4. Gear ratio and number of speeds must be the originally fitted or homologated with **no variation** allowed.
- 2.4.19.5. Quick Shift systems are allowed
- 2.4.19.6. Electronic or hydraulic actuated shifters are not permitted and gearshift must remain operated manually by foot
- 2.4.19.7. Front and rear sprockets, chain pitch and chain size maybe altered.
- 2.4.19.8. Top chain guard may be removed.as long as it is not incorporated in the rear fender

2.4.20. Clutch

- 2.4.20.1. Clutch must remain as the “wet” type and it is prohibited to convert into a ‘dry’ type
- 2.4.20.2. Clutch operation (actuation) must remain cable operated and it is prohibited to convert into the hydraulic actuation system
- 2.4.20.3. Back torque limiting or slipper clutch is permitted to be used
- 2.4.20.4. Clutch springs are free and pre-load can be changed by adding shims.
- 2.4.20.5. Clutch plates are free.
- 2.4.20.6. Clutch cable is free.

2.4.21. Oil Pumps and Oil Lines

Oil Pumps and Oil Lines must be the originally fitted or homologated part with no modifications allowed.

2.4.22. Radiator, Cooling System and Oil Cooler

- 2.4.22.1. Only water is permitted to be used inside the radiator and the entire cooling system.
- 2.4.22.2. No Additives, Antifreeze, “Radiator Coolant” or any other liquid is allowed.
- 2.4.22.3. Protective meshes may be added in front of the oil and/or water radiator(s).
- 2.4.22.4. The radiator may be changed with an aftermarket radiator or an additional radiator added that fits in the standard location and does not require any modifications to the main frame.
- 2.4.22.5. Extra mounting brackets to accommodate the additional radiator are allowed.
- 2.4.22.6. Radiator cap is free.
- 2.4.22.7. Additional oil cooler may be added.
- 2.4.22.8. For any additional oil coolers that are fitted to the Motorcycles with flexible oil line connections, all oil lines must be of a reinforced type and externally shielded material and of high quality standards matching original factory fitment standards.
- 2.4.22.9. All oil line connections must be swaged type. Screw clamps type is prohibited.
- 2.4.22.10. Where the oil line runs in close proximity to a frame member, bolt or other protrusion it must be retained by a strap, clamp or other mechanical device.
- 2.4.22.11. All cooling system hoses and catch tanks may be changed.

2.4.23. Air Box

- 2.4.23.1. The air box can be modified to incorporate a Ram Air system
- 2.4.23.2. The air filter element is free and is permitted to be removed



- 2.4.23.3. All Motorcycles must have a closed breather system. All oil breather lines must be connected, may pass through an oil catch tank and exclusively discharge in the airbox.
- 2.4.23.4. The airbox drains must be sealed.

2.4.24. Exhaust System

- 2.4.24.1. Exhaust pipes and silencers are free
- 2.4.24.2. For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.
- 2.4.24.3. Wrapping of exhaust systems is not permitted except in the area of the rider's foot or an area in contact with the fairing for protection from heat.
- 2.4.24.4. The noise emissions of the exhaust system must not exceed 115db/A.
 - 2.4.24.4.1. A tolerance of +3db/A is permitted after the race.
 - 2.4.24.4.2. The noise test RPM is as the following;
 - i. Yamaha YZF-R25 7,500 rpm
 - ii. Kawasaki Ninja 250R 7,500 rpm
 - iii. Honda CBR250RR 7,500 rpm
 - iv. **Honda CBR300R/TVS RR310 5,000 rpm**

2.4.25. Ignition and Engine Control Unit (ECU)

2.4.25.1. ARRC Technical Committee has approved ONLY the aRacer System listed below and it must be used by all competitors. The following are the approved parts;

- i. aRacer RC Super2 ECU**
- ii. aRacer Quick Shifter Module and Sensor**
- iii. aRacer Spec SpeedTuning Super2 – Calibration Tool**
- iv. aRacer Link – Communication Cable for ECU & PC**
- v. aRacer Race Function Module – GPS and Gyro Module**
- vi. aRacer Monitor Logger – Data Logger.**

2.4.25.2. At any time during the event, the ARRC Technical Committee or their authorised ECU technician has the right to request for:

- i. Data log download to check for irregularity**
- ii. To adjust rev limit of the machine for the purpose of equalising performance**
- iii. To exchange the ECU hardware and related parts**
- iv. To change or update ECU software**
- v. To change to another to another ECU supplier of hardware or software.**
If such a change is required, all competitors ECU hardware or software will be similarly changed

2.4.25.3. Wiring harness and wiring connectors must be the originally fitted part with the following modifications allowed.

- i. Permitted to be modified to connect to the approved ECU, Quickshifter and all the approved module/sensors**
- ii. Unused and/or redundant wire harnesses and connectors may be removed/disconnected**

- 2.4.25.4. ECU map switch can be added
- 2.4.25.5. Ignition coils and Spark Plugs are free.
- 2.4.25.6. The key/ignition lock may be relocated, replaced or removed.



2.4.26. Generator, Alternator, Electric Starter

- 2.4.26.1. These components must be the originally fitted or homologated part with no modifications allowed.
- 2.4.26.2. The stator must be fitted in its original position and without offsetting.
- 2.4.26.3. The electric starter must operate normally and always be able to start the engine during the event.
- 2.4.26.4. During parc fermé the starter must crank the engine at a suitable speed for starting for a minimum of 2 seconds without the use a boost battery.

2.4.27. Battery

The Battery is free

2.4.28. Main Frame Body and Rear Sub-Frame

- 2.4.28.1. The frame must be the originally fitted or homologated part with the following modifications allowed.
- 2.4.28.2. Crash Protectors may be fitted to the frame, using existing mounting points or pressed in to the ends of the axles
- 2.4.28.3. The main frame reinforcement is permitted by adding gusset or tubes.
- 2.4.28.4. Welding is permitted for this purpose
- 2.4.28.5. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).
- 2.4.28.6. The sides of the frame-body may be covered by a protective part made of a composite material.
- 2.4.28.7. These protectors must fit the form of the frame.
- 2.4.28.8. Engine mounting brackets or plates must be the originally fitted or homologated part with no modifications allowed
- 2.4.28.9. Brackets or mounting points cannot be welded onto the frame.
- 2.4.28.10. Bolt on type brackets may be replaced, modified or removed.
- 2.4.28.11. Bolt-on accessories may be removed.
- 2.4.28.12. 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.
- 2.4.28.13. Subframe is FREE on both the removable or fixed type.
- 2.4.28.14. Subframe is defined as - The triangular and the twin parallel steel tubes beneath the seat, the rear seat cowling and the rear part of fuel tank, attached or welded to the main frame at points near to the shock absorber top mount and near to the swingarm pivot.
- 2.4.28.15. The use of carbon composite material to construct or fabricate the subframe is allowed.
- 2.4.28.16. All Motorcycles must display a vehicle identification number (VIN) punched on the frame or a metal plate on the body or subframe.
- 2.4.28.17. In the case of changing or modifying the subframe under approved rules, motorcycles with original VIN located at the original subframe can be removed and reposition to the new subframe to within a position of 30 cm from original location and must be visible from the same angle and side during inspection.

2.4.29. Pre-Assembled Spare Frame

- 2.4.29.1. During the entire duration of the event, each rider can only use one (1) complete Motorcycle, as presented for Technical Control, with the frame clearly identified with a seal. In case the frame needs to be replaced, the rider or the team must make a request to the FIM ARRC Technical Director to use the spare frame.
- 2.4.29.2. The pre-assembled spare frame must be presented to the FIM ARRC Technical Director to receive the permission to rebuild the Motorcycle.
- 2.4.29.3. The pre-assembly of the frame shall be strictly limited to:
 - 2.4.29.4. Main frame assembly
 - 2.4.29.5. Bearings (steering head bearings upper and lower triple clamps, swing-arm and etc.)
 - 2.4.29.6. Swing-arm
 - 2.4.29.7. Rear suspension linkage and shock absorber Upper and lower triple clamps
 - 2.4.29.8. Wiring harness
 - 2.4.29.9. The rebuilt Motorcycle must be inspected before its use by the technical stewards for safety checks and a new seal will be placed on the Motorcycle frame.
- 2.4.29.10. For the remainder of the event the Motorcycle will be impounded and no part of that Motorcycle may be used for spare parts.

2.4.30. Complete Spare Motorcycle

- 2.4.30.1. Changing to a Complete Spare Motorcycle is NOT allowed.
- 2.4.30.2. Complete motorcycle can only function or serve as spare parts to be removed individually for replacement to the registered Race Motorcycle.

EXPLANATION OF THE PROCEDURES

Only one (1) complete Motorcycle may be presented for the preliminary technical checks and it will be the only Motorcycle permitted on the track and in the display area of pit box during the practices, qualifying, warm up and race.

When a team decides that a crashed or damaged Motorcycle requires a change of frame it must inform the FIM ARRC Technical Director. If the Motorcycle is damaged in a crash or in any other incident, it is permitted to use the preassembled spare frame to rebuild the Motorcycle.

Once the assembly of the replacement Motorcycle is completed the Motorcycle must undergo technical and safety checks and it will be officially sealed.

The seal on the damaged Motorcycle will be destroyed by the technical staff and the chassis of this Motorcycle must not be used for the remainder of the event.

The new serial number will be recorded by the FIM ARRC Technical Director.

Parts may be transferred from the damaged Motorcycle for the assembly of the replacement Motorcycle

The replacement Motorcycle may be used on the track only after the end of the practice and qualifying sessions or race in which the damage occurred.

The damaged Motorcycle must be removed from the pit box as soon as possible and put in storage outside the display area of the pit box.

After the pre-assembled spare part frame has been used should it become necessary to replace the frame again because of a further crash or damage the assembly work must be done using a bare frame with no components attached.

The FIM ARRC Technical Director must inspect the bare frame and give his authorisation before work can start.

Any actions contrary to these procedures will result in a penalty as described in the Sporting Regulations.

2.4.31. Front Forks and Steering Damper

- 2.4.31.1. The front suspension system (including but not limited to Inner tube, wheel spindle, etc.) must be the originally fitted and homologated or originally manufactured part with the following modifications allowed;
- 2.4.31.2. The forks can be internally modified to adjust damping
- 2.4.31.3. Internal dampers can be modified, replaced or added.
- 2.4.31.4. Internal fork spring(s) can be changed to other similar springs of a different rate.
- 2.4.31.5. Internal fork spring(s) can be added or removed.
- 2.4.31.6. The upper and lower fork clamps (triple clamp fork bridges) may be replaced or modified.
- 2.4.31.7. Fork caps (on the top of the forks) can be modified or replaced to allow for external adjustment of spring pre-load and/or damping.
- 2.4.31.8. Electronic Control Steering Damper cannot be used if not originally fitted (or homologated) by the manufacturer for road use.
- 2.4.31.9. It must remain as the originally fitted or homologated system with no modifications allowed
- 2.4.31.10. Aftermarket non-electronic steering damper is allowed. The steering damper cannot act as a steering lock limiting device.
- 2.4.31.11. Dust seals may be modified changed or removed.
- 2.4.31.12. Oil seals must remain intact and the front forks must be properly oil-sealed.

2.4.32. Shock Absorber (Rear Suspension Unit)

- 2.4.32.1. The shock absorber unit and spring is free
- 2.4.32.2. The mounting points and links/linkages must remain as the originally or homologated location with no modifications allowed.
- 2.4.32.3. Electronically-controlled Shock Absorbers are not permitted and it must be replaced with a conventional shock absorber

2.4.33. Rear Swingarm (Rear fork)

- 2.4.33.1. The rear swingarm must be the originally fitted or homologated part with the following modifications allowed.
- 2.4.33.2. Swing arm reinforcement by adding gusset or tubes is allowed.
- 2.4.33.3. Welding is permitted for this purpose
- 2.4.33.4. Rear swingarm pivot position must remain in the original or homologated position
- 2.4.33.5. If the standard Motorcycle has inserts then the orientation/position of the original insert may be changed but the inserts cannot be replaced or modified.
- 2.4.33.6. Rear wheel stand brackets may be added to the rear swingarm by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening bolts must be recessed. An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing-arm.
- 2.4.33.7. A solid protective cover (shark fin) must be fixed to the swing-arm, and must always cover the opening between the lower chain run, swingarm and the rear wheel sprocket, irrespective of the position of the rear wheel.

2.4.34. Wheels

- 2.4.34.1. Wheels can be replaced. Aftermarket wheels must be made of aluminium alloys
- 2.4.34.2. Wheel diameter must be the originally fitted size or homologated size with the following variations allowed



- 2.4.34.3. Maximum permitted wheel rim width is as following;
- 2.4.34.4. Front wheel maximum width: 3.0 inch
- 2.4.34.5. Rear wheel maximum width: 4.5 inch
- 2.4.34.6. Wheel spacers may be modified or replaced.
- 2.4.34.7. Wheel balance weights may be discarded changed or added to.
- 2.4.34.8. The original sprocket carrier may be replaced.
- 2.4.34.9. A non-slip coating/treatment may be applied to the bead area of the rim.
- 2.4.34.10. Any inflation valves may be used.

2.4.35. Brakes

- 2.4.35.1. If originally fitted or homologated motorcycle has ABS, it may be deactivated.
- 2.4.35.2. Front and rear brake discs may be replaced with aftermarket brake discs that must fit the original calliper and mounting.
- 2.4.35.3. However, the outside diameter, offset, wheel mounting and the ventilation system must be the originally fitted or homologated dimensions and system with no modifications permitted
- 2.4.35.4. Internally ventilated discs are not permitted if not originally fitted or homologated.
- 2.4.35.5. Only Steel (max. carbon content 2.1 wt%) brake discs is permitted for replacement
- 2.4.35.6. The thickness of the brake disc rotor may be increased but the disc must fit into the homologated or originally manufactured brake caliper without any modifications.
- 2.4.35.7. The number or quantity (single or double) of brake disc rotor must be same as the originally fitted or homologated Motorcycle.
- 2.4.35.8. The front and rear brake calliper must be the originally fitted or homologated part with no modifications allowed
- 2.4.35.9. The front and rear master cylinder must be the originally fitted or homologated part with no modifications allowed.
- 2.4.35.10. Front and rear hydraulic brake lines may be changed. The split of the front brake lines for both front brake calipers must be made above the lower Fork Bridge (lower triple clamp).
- 2.4.35.11. Brake pads are free
- 2.4.35.12. Brake pad locking pins may be modified for a quick-change type.
- 2.4.35.13. In order to reduce the transfer of heat to the hydraulic fluid it is permitted to add shims to the callipers
- 2.4.35.14. Additional air scoops or ducts are NOT allowed.
- 2.4.35.15. Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.
- 2.4.35.16. The technical director has the right to refuse any guard not satisfying this safety purpose.

2.4.36. Handlebars and Hand Controls

- 2.4.36.1. Handlebars may be replaced
- 2.4.36.2. Handlebars and hand controls may be relocated.
- 2.4.36.3. Clutch perch, clutch lever and brake lever may be replace with after-market parts. To adjust the lever travel an adjuster to the brake lever is permitted
- 2.4.36.4. Switches may be changed but the electric starter switch and engine stop switch must be located on the handlebars.



- 2.4.36.5. Throttle assembly and associated cables may be modified or replaced but **the connection** to the throttle controls must be the originally fitted or homologated system with no modifications allowed
- 2.4.36.6. Cable operated throttles (grip assembly) must be equipped with both an opening and closing cable, including when actuating a remote ride by wire sensor.
- 2.4.36.7. Throttle controls must be self-closing when not held by the hand.
- 2.4.36.8. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while the hand is on the grips) that is capable of stopping a running engine. The button or switch must be RED.

2.4.37. Footrest and Foot Controls

- 2.4.37.1. Foot brake pedals are free.
- 2.4.37.2. Footrests, brackets and their fasteners may be replaced and relocated but the brackets must be fitted to the original mounting points.
- 2.4.37.3. Footrests may be of a rigid type or folding type. All folding type footrest must be fitted with a return mechanism.
- 2.4.37.4. The end of the foot rest must have at least an 8 mm solid spherical radius.
- 2.4.37.5. Rigid type metal footrest must have an end plug which is permanently fixed made of plastic nylon or an equivalent type material.
- 2.4.37.6. The FIM ARRC Technical Director has the right to refuse any plug not satisfying this safety aim.

2.4.38. Fuel Tank

- 2.4.38.1. Fuel tank must be the originally fitted or homologated part with no modification allowed.
- 2.4.38.2. Tank pad may be fitted to the rear of the tank with non-permanent adhesive. It may be constructed of foam padding or composite material.
- 2.4.38.3. Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.
- 2.4.38.4. Fuel caps may be changed. Fuel caps when closed must be leak proof.
- 2.4.38.5. Additionally they must be securely locked to prevent accidental opening at any time.

2.4.39. Fairing/Bodywork

- 2.4.39.1. Design and shape of the Fairing/Bodywork is FREE.
- 2.4.39.2. Design and shape of the windscreen is FREE.
- 2.4.39.3. The use of carbon fibre or carbon composite materials is not allowed.
- 2.4.39.4. Original air ducts may be removed or replaced
- 2.4.39.5. Specific reinforcements in Kevlar® or carbon-fibre are permitted locally around holes and stressed areas.
- 2.4.39.6. The original combination instrument/fairing brackets may be replaced but the use of titanium and carbon (or similar composite materials) is forbidden.
- 2.4.39.7. All other fairing brackets may be altered or replaced.
- 2.4.39.8. The lower fairing must to be constructed to hold in case of an engine breakdown a minimum 4 litres of oil/fluid. The lower edge of all the openings in the fairing must be positioned at least 70 mm above the bottom of the fairing. The upper edge of the rear transverse wall of the lower fairing must be at least 70 mm above the bottom. The angle between this wall and the floor must be $\leq 90^\circ$.



- 2.4.39.9. The lower fairing must incorporate a single opening of \varnothing 25 mm diameter in the front lower area. This hole must remain sealed.
- 2.4.39.10. Front fender/mudguards may be replaced with a cosmetic duplicate of the original part and may be spaced upward for increased tyre clearance.

2.4.39.11 The rear mudguard may be replaced or removed

- 2.4.39.12. The chain guard may be separate from the rear mudguard.

2.4.40. Seat

- 2.4.40.1. The seat base and associated seat bodywork may be replaced
- 2.4.40.2. The top position of the rear bodywork around the seat may be modified to a solo seat.
- 2.4.40.3. The seat locking system (with plates, pins rubber pads etc.) may be removed.

2.4.41. Fasteners

- 2.4.41.1. Standard fasteners may be replaced with fasteners of any design and material, except when there is a specific mention that titanium or other light alloy fasteners are not permitted in specific paragraphs of this technical rule.
- 2.4.41.2. The strength and design must be sufficient, equal to or exceed the strength of the standard fastener it is replacing.
- 2.4.41.3. Fasteners may be drilled for safety wire but intentional weight-reduction modifications are not allowed.
- 2.4.41.4. Fairing/bodywork fasteners may be replaced with the quick disconnect type.
- 2.4.41.5. Aluminium fasteners may only be used in non-structural locations.

- 2.4.42. Following items **MAY BE ALTERED** or replaced from those originally fitted or homologated by Motorcycle manufacturer.

- 2.4.42.1. Any type of lubricants, brake or suspension fluids may be used.
- 2.4.42.2. Any types of spark plugs are allowed.
- 2.4.42.3. All gaskets and its materials are free.
- 2.4.42.4. External paintwork decals and colour scheme is free.
- 2.4.42.5. Instruments, instrument bracket(s) and associated cables.
- 2.4.42.6. Material for brackets connecting **non-original parts (fairing, exhaust, etc.)** to the frame (or engine) can be made from titanium or fibre reinforced composites.
- 2.4.42.7. Protective covers for the frame, chain and footrests may be made in other materials like fibre composite material if these parts **do not replace original parts** mounted on the motorcycle.
- 2.4.42.8. Fuel tanks can be completely filled with fire retardant material (open celled mesh i.e. Explosafe).

- 2.4.43. Following Items **MAY BE REMOVED**

- 2.4.43.1. Instrument and instrument bracket and associated cables.
- 2.4.43.2. Tachometer and speedometer.
- 2.4.43.3. Radiator fan and wiring.
- 2.4.43.4. Thermostat, thermal switches or water temperature sensor
- 2.4.43.5. Bolt on accessories on rear subframe.
- 2.4.43.6. Redundant handlebar switches.
- 2.4.43.7. Emission control items (anti-pollution) in or around the air box and engine (O2 sensors air injection devices).
- 2.4.43.8. Top chain guard as long as it is not incorporated in the rear fender.



2.4.44. Following Items **MUST BE REMOVED**

- 2.4.44.1. Head lamp, tail lamp and turn indicators lamps must be removed but profile and frontal appearance must be retained. The openings must be covered by a suitable material.
- 2.4.44.2. Rear-view mirrors.
- 2.4.44.3. Horn.
- 2.4.44.4. License plate bracket.
- 2.4.44.5. Toolkit.
- 2.4.44.6. Helmet hooks and luggage carrier hooks
- 2.4.44.7. Passenger's foot rests and it's removable mounting brackets (if any)
- 2.4.44.8. Passenger's grab rails.
- 2.4.44.9. Safety bars, centre and side stands must be removed (fixed brackets must remain).
- 2.4.44.10. Catalytic convertors.

2.4.45. Following Items **MUST BE Altered**

- 2.4.45.1. To prevent any oil spilling onto the track, all Motorcycles must have an oil catch tanks.
- 2.4.45.2. Where breather or overflow pipes are fitted, they must discharge via existing outlets.
- 2.4.45.3. All engines must have a closed breather system. All oil breather pipes/lines must be connected and pass through an oil catch tank and **MUST** exclusively discharge into the airbox. No direct atmospheric emission is allowed.
- 2.4.45.4. The airbox drains must be sealed.
- 2.4.45.5. The following items must be securely safety wired
- 2.4.45.6. Oil drain plug
- 2.4.45.7. Oil filler cap
- 2.4.45.8. External Oil filter
- 2.4.45.9. All wheel axle nuts (or alternately being appropriately attached with safety pins)

2.4.46. **Additional Equipment**

- 2.4.46.1. Data Logging connectors are permitted. All motorcycles must be installed with aRacer Monitor Logger module for data download purposes by the ARRC Technical crew or appointed aRacer technicians
- 2.4.46.2. The recommended installation point is at dashboard. The module needs to be installed at an easily accessible location to facilitate swift download from all motorcycles after Qualifying & Race sessions.
- 2.4.46.3. The aRacer Monitor Logger module remains the property of the ECU Supplier/Vendor must be returned to the them respectively upon request
- 2.4.46.4. Telemetry is **NOT** allowed.

2.4.47. Balancing Various Motorcycle Concepts

UPDATE 2020

FIM Asia together with ARRC Technical Committee reserves the right to apply balancing methods to the Motorcycles in the class as they see fit in order to maintain equality amongst Motorcycles. FIM Asia together with ARRC Technical Committee will review the position of the performances of the Motorcycles. The following are the methods assigned for 2020

Balancing Performance Method by adjusting RPM Ceiling Limit and this will be implemented by utilising the ARRC aRacer Spec ECU system.

- 2.4.47.1. The base RPM Ceiling Limit is as following;
- | | |
|--|-------------------|
| i. Kawasaki Ninja 250R | 14,750 rpm |
| ii. Honda CBR250RR | 14,600 rpm |
| iii. Yamaha YZF R25 | 15,200 rpm |
| iv. Single Cylinder Motorcycles | Unlimited |

2.4.47.2. First Equaliser

The First Equaliser will be executed;

- i. Once a **25 points** lead is acquired by the **top 1st to 5th** competitors over the other competitors(s) in within the **top 6** in the Overall Points of the Championship.
- ii. The affected Lead Competitor's Motorcycle(s) will be applied a 500rpm reduction to its' RPM Ceiling Limit on **the next Race** (including if the next race is Race 2).
- iii. The adjusted RPM Ceiling Limit will stay throughout the race season or to be further adjusted if they are affected by the Second Equaliser where they will be adjusted accordingly.

2.4.47.3. Second Equaliser

- i. The Second Equaliser will be executed;
- ii. Once a **50 points** lead is acquired by **the top 1st to 5th** competitors over the other competitors(s) in within **the top 6** in the Overall Points of the Championship.
- iii. The affected Lead Competitor's Motorcycle(s) will be applied a 500rpm reduction to its' RPM Ceiling Limit on **the next Race** (including if the next race is Race 2).
- iv. The adjusted RPM Ceiling Limit will stay throughout the race season.

* Note: There will be NO Third Equaliser.
Refer to APPENDIX AP2.0 for more information

APPENDIX AP2.0

Simulation – 1/2020						
RANK	RIDER	RD.1		TOTAL	RD.2	
		R1	R2	POINTS	R1	
1	SPENCER	20	20	40		EQ2
2	KATAYAMA	25	5	30		NORMAL
3	ROBERTS	13	16	29		NORMAL
4	LAWSON	0	25	25		NORMAL
5	MAMOLA	16	0	16		NORMAL
6	FONTAN	9	0	9		NORMAL

- a) Spencer • Status: **Acquired Equaliser 1**
 • Starts@ Race 1 of Round 2
 • Reason: Gained ≥ 25 points over the 6th position rider (Fontan)

Simulation – 2/2020							
RANK	RIDER	RD.1		RD.2		TOTAL	RD.3
		R1	R2	R1	R2	POINTS	R1
1	SPENCER	20	20	25	0	65	EQ2
2	LAWSON	0	25	16	20	61	EQ1
3	KATAYAMA	25	5	1	13	44	NORMAL
4	ROBERTS	13	16	0	9	38	NORMAL
5	MAMOLA	16	0	9	10	35	NORMAL
6	FONTAN	9	0	11	11	31	NORMAL

- a) Spencer • Status: **Retains Equaliser 1**
 b) Lawson • Status: **Acquired Equaliser 1**
 • Starts@ Race 1 of Round 3

Simulation – 3/2020											
RANK	RIDER	RD.1		RD.2		RD.3		RD.4		TOTAL	RD.5
		R1	R2	R1	R2	R1	R2	R1	R2	POINTS	R1
1	SPENCER	20	20	25	0	10	11	25	16	127	EQ2
2	ROBERTS	13	16	0	9	8	20	13	25	104	NORMAL
3	MAMOLA	16	0	9	10	16	13	20	20	104	EQ1
4	LAWSON	0	25	16	20	25	0	11	0	97	EQ1
5	KATAYAMA	25	5	1	13	9	8	10	0	71	NORMAL
6	FONTAN	9	0	11	11	4	7	16	8	66	NORMAL

- a) Spencer • Status: **Acquired Equaliser 2**
 • Starts@ Race 1 of Round 5
 • Reason: Gained ≥ 50 Points over the 6th Position Rider
 b) Lawson • Status: **Retains Equaliser 1**
 c) Mamola • Status: **Acquired Equaliser 1**
 • Starts@ Race 1 of Round 5

UB150 TECHNICAL SPECIFICATIONS

The following rules are intended to permit limited changes to the homologated Motorcycle in the interests of safety and improved competition between various Motorcycle concepts.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN

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

UB150 motorcycles requires the homologation ARRC FIM Asia Technical Committee. All Motorcycles must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Specifications (Regulations), unless they are already equipped as such on the homologated model.

Once a Motorcycle has obtained the homologation, it may be used for racing in the corresponding class for a maximum period of 5 years or until such time that the homologated motorcycle is disqualified by new rules or changes in the technical specifications of the corresponding class.

The appearance from the front, rear and the profile of UB150 Motorcycles must (except when otherwise stated) conform to the homologated or originally manufactured shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

The appearance from the front, rear and the profile of UB150 Motorcycles must (except when otherwise stated) conform to the homologated or originally manufactured shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

2.5 General Motorcycle Specifications

- All parts and systems of the Motorcycle not specifically mentioned in the following articles must remain;
- As originally produced by the manufacturer.
- As originally fitted or equipped on the homologated Motorcycle
- All Motorcycles must be normally aspirated.

2.5.1 Eligible Motorcycles

The following Motorcycles are approved to compete:

136cc to 150cc Underbone Motorcycles with 4-Stroke vertical-inclined engine.

These rules are intended for production road Motorcycles only. Production street enduro / motocross based off-road Motorcycles are specifically excluded. The FIM Asia Road Racing Technical Committee has the right to decide which Motorcycles will eligible be in the class.

2.5.2 Weight Control

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

2.5.2.1 The use of ballast is permitted to conform to the minimum motorcycle weight.

- Ballast may be added to conform to the combined target weight; a total maximum of 5kg may be added.

2.5.2.2	Minimum Motorcycle weight:	98 kg
2.5.2.3	Maximum Motorcycle target weight:	103kg
2.5.2.4	Total *Combined Target Weight:	158 kg

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

- 2.5.2.5 If the combined weight is less than 158kg and when maximum motorcycle weight is already 103kg or more, there will not be any additional weight penalty
- 2.5.2.6 During the practice and qualifying sessions, riders may be asked to submit their Motorcycle to the weight control. In all cases the rider must comply with this request.
- 2.5.2.7 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.

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

2.5.3 Starting Numbers

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

2.5.3.1 The background colour is Black with White or bright coloured numbers

- 2.5.3.2 The size for all the **Front numbers** is:
- i. Minimum height: 140 mm
 - ii. Minimum width: 80 mm
 - iii. Minimum stroke: 25 mm
 - iv. Minimum space between numbers: 10 mm

- 2.5.3.3 The sizes for all the **Side numbers** are:
- i. Minimum height: 120 mm
 - ii. Minimum width: 70 mm
 - iii. Minimum stroke: 25 mm
 - iv. Minimum space between numbers: 10 mm

- 2.5.3.4 Recommended Fonts types are;
- i. Futura Heavy and Futura Heavy Italic
 - ii. Univers Bold and Univers Bold Italic
 - iii. Olivers Med and Olivers Med Italic
 - iv. Franklin Gothic and Franklin Gothic Italic

- 2.5.3.5 The allocated number for the rider must be affixed on the Motorcycle as follows:
- 2.5.3.6 Once on the front, either in the centre of the Front Panel or slightly off to one side; the number must be centred to their background.
- 2.5.3.7 Once, on each side of the side body panels. The number must be centred to their background.

- 2.5.3.8 Any outlines must be of a contrasting colour and the maximum width of the outline is 3mm.
- 2.5.3.9 Numbers cannot overlap.
- 2.5.3.10 The background colour must be clearly visible around all edges of the number (including outline). Reflective or mirror type numbers are not permitted.
- 2.5.3.11 In case of a dispute concerning the legibility of numbers, the decision of the FIM Asia Road Racing Technical Director will be final.



2.5.4 Fuel

All UB150 Motorcycles must use only normal unleaded fuel provided by Organiser

2.5.5 Tyres

- 2.5.5.1 Tyres will be one make and provided by Dunlop, the Official Tyre Supplier.
- 2.5.5.2 A maximum of 2 front and 3 rear pieces of Slick tyres is permitted for the race weekend.
- 2.5.5.3 A maximum of 1 front and 2 rear pieces of Wet tyres is permitted for the race weekend.
- 2.5.5.4 This is the maximum number of tyres permitted during a race weekend. If allocation is to be changed the entrants will be advised.
- 2.5.5.5 All used & unused tyres supplied for the race weekend MUST be return to the Official Tyre supplier after the race.
- 2.5.5.6 Any modification or treatment (cutting, grooving) is forbidden.
- 2.5.5.7 The dry-weather tyres used in the free practices, qualifying practices, warm-up and race must be marked with adhesive sticker with a number allocated by the Official Tyre Supplier,

- 2.5.5.8 At the discretion of the rider or team, dry-weather or wet-weather tyres may be used for the Race weekend.
- 2.5.5.9 The allocation of tyres will be made on a random basis by the representative from the Official Tyre Supplier. The tyres identified may not be exchanged between riders including between team mates and may not be exchanged by the tyre supplier after the allocation except with the permission of the Race Direction.
- 2.5.5.10 The stickers will show an identification number for each rider and it will have a different colour on each allocation
- 2.5.5.11 The stickers must be applied to the right sidewall of the tyre.
- 2.5.5.12 Officials or Personnel nominated by the FIM ARRC Technical Director will check that all the Motorcycles in the pit lane are fitted with tyres carrying the sticker.
- 2.5.5.13 The use of Motorcycles with unmarked tyres (e.g. without the official stickers) will be immediately reported to the Race Direction which will take appropriate action.
- 2.5.5.14 In exceptional cases, should the sticker be damaged or applied in the wrong way, up to 1 extra sticker may be provided at the sole discretion of the FIM ARRC Director.
 - However, the damaged sticker must be returned to the FIM ARRC Technical Director and/or the tyre it was applied to must be absolutely intact.
- 2.5.5.15 The tyres identified may not be exchanged between Riders including between team mates and may not be exchanged with or by the tyre supplier after the allocation except without the permission of the Race Direction.

2.5.6 Engines

- 2.5.6.1 Type of Engine: 4-Stroke Vertical Inclined layout.
- 2.5.6.2 All engines will be sealed after the end of the Qualifying session.
- 2.5.6.3 Apart from the above requirement, engines will be requested to be sealed at any time during the event by ARRC Technical Director's when the need arises.
- 2.5.6.4 Engine seals should not be tampered or removed until the end of the race.

2.5.7 Fuel Injection System

- 2.5.7.1 Fuel injection system refers to the throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.
- 2.5.7.2 Only butterfly valve type throttle bodies are permitted.
- 2.5.7.3 Maximum throttle body size is 32mm
- 2.5.7.4 The measuring point is at venturi adjacent to the butterfly valve.**
- 2.5.7.5 Throttle bodies from other production Motorcycles and aftermarket butterfly valve type throttle bodies are permitted.
- 2.5.7.6 Custom build or prototype throttle bodies are not permitted.
- 2.5.7.7 Air and air/fuel mixture must go to the combustion chamber exclusively through the throttle body butterflies.
- 2.5.7.8 Quantity of injector must remain as the homologated or originally manufactured Motorcycle
- 2.5.7.9 Injector may be replaced but it must be mass production type.
- 2.5.7.10 Air Funnels or Velocity Stacks are free.
- 2.5.7.11 The ECU controlling the fuel delivery system and ignition system is free. Fuel map is free.



- 2.5.7.12 Wiring harness to the fuel pump is free.
- 2.5.7.13 Intake pipe or intake manifold its' insulator plate is free.
- 2.5.7.14 Variable length intake track devices are not permitted.

2.5.8 Fuel Supply

- 2.5.8.1 Fuel pump and fuel pressure regulator must be the originally fitted and homologated or originally manufactured part but can be modified.
- 2.5.8.2 Fuel lines from the fuel tank up to the injectors (fuel hoses, delivery pipe assembly, joints, clamps, fuel canister) may be replaced and must be located in such a way that they are protected from crash damage.
- 2.5.8.3 Fuel vent lines may be replaced.
- 2.5.8.4 Fuel filters may be added
- 2.5.8.5 Quick connectors may be used or added. E.g. Dry Break connectors

2.5.9 Cylinder Head

- 2.5.9.1 Cylinder Head must be the originally fitted and homologated part with the following modification permitted;
 - 2.5.9.1.1 Cylinder head surface can be machined to adjust compression ratio. Compression ratio is free.
 - 2.5.9.1.2 Modifying the intake & exhaust ports is permitted by removing material (porting & polishing) and adding epoxy to change port shape.
 - 2.5.9.1.3 Position of both intake and exhaust port may be altered and/or changed
- 2.5.1.2 No welding is permitted.
- 2.5.1.3 Valve seats material is free
- 2.5.1.4 Valve angles cannot be altered.
- 2.5.1.5 Cylinder heads' nuts and washers are free.
- 2.5.1.6 Valve cotter pin and its' material must remain standard
- 2.5.1.7 Maximum permitted valve size is:
 - 2.5.1.7.1 Intake valve : 22 mm
 - 2.5.1.7.2 Exhaust valve: 19 mm
- 2.5.1.8 Valve material is free and its' weight must **not be lighter than 13 grams**
- 2.5.1.9 Valve inspection caps (intake and exhaust) are free
- 2.5.1.10 Both Intake and Exhaust Valve Seals may be replaced and must be installed.
- 2.5.1.11 Valve springs can be changed to similar springs of a different spring rate
- 2.5.1.12 Valve guides must be the originally fitted and homologated part but it is permitted to be cut and ground.

2.5.2 Camshaft and Camshaft Sprockets or Gears

- 2.5.2.1 Camshaft is free
- 2.5.2.2 Camshaft cover or cam sprocket inspection cap can be modified or changed
- 2.5.2.3 Camshaft chain guide and tensioner are free.
- 2.5.2.4 Camshaft sprockets or gears is free
- 2.5.2.5 Camshaft bearings are free.

2.5.3 Rocker Arm and Rocker Arm Shaft

- Rocker arm and rocker arm shaft is free

2.5.4 Timing Chain and Timing Chain Guide

- Timing chain and timing chain guide is free

2.5.5 PAIR Valve (To Air Cleaner Box) - (Closed Air breather system)

"PAIR Valve" may be dismantled or sealed

2.5.6 Cylinders (Cylinder Blocks)

- 2.5.6.1 Cylinders must be the originally fitted and homologated or originally manufactured part with no modification permitted.
- 2.5.6.2 Skimming cylinder block deck or base surface is permitted to increase compression ratio
- 2.5.6.3 Material and thickness of cylinder gasket is free

2.5.7 Piston and Piston rings

- 2.5.7.1 Piston & Piston Ring material is free, however the piston must have 3 ring grooves & all piston rings must be fitted.
- 2.5.7.2 Piston surface is free and the depth width and height of the piston is free.
- 2.5.7.3 Piston ring is type is free.
- 2.5.7.4 There is no maximum limit on the number of piston rings used but minimum is 3 rings.
- 2.5.7.5 Piston pin & piston pin clips are free.

2.5.8 Connecting Rods

- 2.5.8.1 Must be the originally fitted and homologated or originally manufactured part with no modification permitted.
- 2.5.8.2 Connecting rod small end hole may be machined to a bigger diameter to accommodate bigger piston pin.
- 2.5.8.3 Connecting rod bearings are free.
- 2.5.8.4 Connecting big end pin must be the originally fitted and homologated or originally manufactured part

2.5.9 Crankshaft Assembly

- 2.5.9.1 Crankshaft must be the originally fitted and homologated or originally manufactured part with no modification permitted.
- 2.5.9.2 No machining or polishing is permitted on the crankshaft flywheel.
- 2.5.9.3 Crankshaft balancer gear may be remove or modified

2.5.10 Crankcases Engine Covers

- 2.5.10.1 Must be the originally fitted and homologated or originally manufactured parts with the following modifications permitted.
- 2.5.10.2 Additional protective covers to the crankcase cover is highly recommended
- 2.5.10.3 The mating surface of the crankcases to the cylinder block may be machined to allow changing of compression ratio.
- 2.5.10.4 Magneto/stator engine cover may be drilled. However for safety reasons, the holes must not be bigger than 10mm in diameter.
- 2.5.10.5 The ignition timing inspection cap may be removed.
- 2.5.10.6 Magneto/stator engine cover may be replaced a similar part from a different model of the same engine series.
- 2.5.10.7 All drain plugs (engine oil release screw) must be properly & tightly safety wired.

2.5.11 Front Sprocket Protective Cover

- 2.5.11.1 For safety reasons, the originally fitted and homologated or originally manufactured front sprocket cover must be installed
- 2.5.11.2 The cover may be drilled or machined with holes not bigger than 10mm in diameter.

2.5.12 Oil Seal

All Oil Seals attached to the crankcase are free.

2.5.13 Bearings

All Bearings are free.

2.5.14 Transmission and Gearbox

- 2.5.14.1 Gear ratio is free
- 2.5.14.2 The maximum number of speed is six (6) only.
- 2.5.14.3 Kick starter assembly may be removed.
- 2.5.14.4 Kick starter shaft hole at the engine cover may be sealed.
- 2.5.14.5 Starter motor may be removed.
- 2.5.14.6 Starter one way clutch may be removed.
- 2.5.14.7 Starter gear and bearing may be removed.
- 2.5.14.8 Construction of gearshift forks and gearshift shafts are free.
- 2.5.14.9 Construction and material of countershaft is free.
- 2.5.14.10 Construction and mechanism of gearshift cam is free
- 2.5.14.11 Mechanical quick-shifter can be added.
- 2.5.14.12 Electronic or hydraulic actuated shifters are not permitted
- 2.5.14.13 Front and rear sprockets, chain pitch and chain size maybe altered.
- 2.5.14.14 Top chain guard as long as it is not incorporated in the rear fender may be removed.

2.5.15 Clutch

- 2.5.15.1 Clutch system must remain as the "wet type".
- 2.5.15.2 Hydraulic clutch system is not permitted.
- 2.5.15.3 Slipper clutch or back torque limiting systems is permitted.
- 2.5.15.4 Other clutch components are free.

2.5.16 Primary Drive

- 2.5.16.1 Primary drive ratio cannot be changed
- 2.5.16.2 Machining or skimming down the primary drive & driven gears to reduce weight is permitted

2.5.17 Oil Pump

- 2.5.17.1 Oil pump and oil pump gear assembly must be the originally fitted and homologated or originally manufactured part with no modification permitted.
- 2.5.17.2 Oil filter is free.

2.5.18 Radiator and Cooling System

- 2.5.18.1 Radiator size, location and mount point may be changed.
- 2.5.18.2 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.
- 2.5.18.3 Radiator cap is free.
- 2.5.18.4 Protective meshes may be added in front of the oil and/or water radiator(s).

- 2.5.18.5 Water pump can be changed
- 2.5.18.6 Electrical water pump can be fitted to replace original water pump
 - Plumbing and fitment adaptors can be fabricated for this purpose
- 2.5.18.7 Wiring harness can be modified for this purpose
- 2.5.18.8 Only water is permitted to be used inside the radiator & the entire cooling system.
 - No additives, antifreeze, "radiator coolant" or any other liquid is permitted.
- 2.5.18.9 Radiator fan is free
- 2.5.18.10 Extra mounting brackets to accommodate the additional radiator are permitted.
- 2.5.18.11 Motorcycles may be fitted with a radiator shroud and inner ducts to improve the air stream towards the radiator and as a result of these fittings, the appearance of the front, rear and side profile of the Motorcycle must not be changed

2.5.19 Air Box

- 2.5.19.1 Ram Air System is not permitted.
- 2.5.19.2 No Protruding Ducts are permitted from and at the air box.
- 2.5.19.3 Air Box must not have any air ducts connected except to the throttle body.
- 2.5.19.4 Air Box construction or shape is free and must adhere to the above restrictions

2.5.20 Exhaust System

- 2.5.20.1 Exhaust pipes and silencers are free
- 2.5.20.2 Material to construct the exhaust is free. Titanium is permitted.
- 2.5.20.3 The discharge of the exhaust must be backward and in a position as not to annoy other riders.
- 2.5.20.4 For safety reasons, the exposed edges of the exhausts pipe(s) **outlet must be rounded** to avoid any sharp edges.
- 2.5.20.5 The rear edge of the exhaust pipe must not exceed the rear wheel.
- 2.5.20.6 The orientation of the exhaust pipe must remain original.
- 2.5.20.7 The exhaust must be securely mounted.
- 2.5.20.8 The material for mounting stays/brackets of the exhaust and muffler are free.
- 2.5.20.9 The noise emissions of the exhaust system must not exceed 130db/A (6,000rpm)
 - A tolerance of +3 db/A is permitted after the race.

2.5.21 Ignition & Engine Control System (ECU)

- 2.5.21.1 Magneto (rotor) system and charging system is free
- 2.5.21.2 CPU/ECU is free.
- 2.5.21.3 Fuel and Ignition maps are free
- 2.5.21.4 Traction and launch control system is permitted.
- 2.5.21.5 Ignition coil and its' lead wire is free.
- 2.5.21.6 Spark plug and spark plug cap is free.
- 2.5.21.7 The key/ignition lock may be relocated, replaced or removed.
- 2.5.21.8 All other components must be the originally fitted and homologated or originally manufactured part with no modification permitted.



2.5.22 Electrical

- 2.5.22.1 Wire harness is free.
 - For safety reasons, the wire harness must be securely routed and check for any current leakage.
- 2.5.22.2 Battery type is free it must be securely mounted and must not be externally exposed.
- 2.5.22.3 Regulator/rectifier is free.

2.5.23 Chassis

- 2.5.23.1 Chassis frame must be the originally fitted and homologated part
- 2.5.23.2 Chassis frame may be strengthened.
- 2.5.23.3 Unused Stays may be cut and removed
- 2.5.23.4 Head set bearing may be changed.
- 2.5.23.5 Modification for relocation of rear absorber mounting is permitted.
- 2.5.23.6 Modification to facilitate the installation of a bigger diameter rear shock absorber and shock spring is permitted**
- 2.5.23.7 The rear part of the bike chassis frame may be cut and removed for the purpose of reducing weight.
- 2.5.23.8 Holes may be drilled in the frame for the purpose of mounting approved components (i.e. fairing, steering damper, sensors)

2.5.24 Complete Spare Motorcycle

- 2.5.24.1 Changing to a Complete spare motorcycle is NOT permitted.
- 2.5.24.2 Complete motorcycle can only function or serve as spare parts to be removed individually for replacement to the registered Race Motorcycle

2.5.25 Front Forks and Steering Damper

- 2.5.25.1 Fork oil type and fork oil volume is free.
- 2.5.25.2 Internal spring and dampers system can be modified or changed.
- 2.5.25.3 Original (Stock) Cap Bolt/Upper Spring Seat can be modified to facilitate spring preload and damping adjustment**
- 2.5.25.4 Alternatively, the Original (Stock) Cap Bolt/Upper Spring Seat can be replaced with an aftermarket item that provides additional spring preload and damping adjustment functions only**
- 2.5.25.5 Additional external damper units are not permitted
- 2.5.25.6 Dust seals may be modified changed or removed.
- 2.5.25.7 All forks must be properly oil-sealed
- 2.5.25.8 The wheel spindle shaft hole at the lower front fork outer tube may be machined to accommodate bigger spindle shaft.
- 2.5.25.9 For **Half Front Fork** Motorcycle Models
 - i. The "Under bracket complete" (fork clamps) is free including custom fabrication of a whole fork clamp comp. unit.
 - ii. Maximum fork inner tube diameter is 31mm.
 - iii. 31mm front forks from another Asian production make and models can be used.
- 2.5.25.10 For **Full Front Fork** Motorcycle Models
 - i. The front fork assembly (top bridge, fork yoke, inner tube and outer tubes) must be the originally fitted and or originally manufactured part.
- 2.5.25.11 Aftermarket non-electronic steering damper is permitted, can be clamp and mounted directly on the front fork inner tube but it cannot act as a steering lock limiting device.



2.5.26 Shock Absorber (Rear Suspension Unit)

- 2.5.26.1 The shock absorber unit and spring is free
- 2.5.26.2 Top & bottom shock absorber mounting can be relocated
- 2.5.26.3 There should be only one mounting point at any time.
- 2.5.26.4 Adjustable mounting points are not permitted.

2.5.27 Swing Arm

- 2.5.27.1 Attachment of stabilizer or Brace to strengthen the swing arm is permitted.
- 2.5.27.2 The dimension limitation of the added material(s) (of brace) must not be larger than that of the original swing arm.
- 2.5.27.3 Reinforcement by adding ferrous material gussets and tubes is permitted. Welding is permitted for this task.
- 2.5.27.4 Modification to the swing arm by relocating of rear absorber mounting is permitted.

2.5.27.5 Modification to the swing arm to facilitate the installation of a bigger diameter rear absorber and shock spring is permitted

- 2.5.27.6 Swing arm bushes & collar is free.
- 2.5.27.7 The diameter of the swing arm pivot shaft must remain standard as homologated.
- 2.5.27.8 Modification to chain adjustment slot to adjust wheel base is permitted.
- 2.5.27.9 Final drive chain guide may be altered, removed or replaced.

2.5.28 Wheels

- 2.5.28.1 Wheels can be changed to aftermarket wheels of cast aluminium type must be of the homologated diameter and adhere to the following width;
 - 2.5.28.1.1 Front - minimum is 2.15 and maximum 2.50 inches.
 - 2.5.28.1.2 Rear – minimum is 3.00 and maximum 3.50 inches.
- 2.5.28.2 The minimum weight of the wheel assy. (wheel assy. is inclusive of wheel, tire, inner tube (if any), air inflation valve, brake disc/rotor, pre-installed wheel balance weights and bearings) are;
 - 2.5.28.2.1 Front is 6 kg.
 - 2.5.28.2.2 Rear is 7.5 kg.
- 2.5.28.3 Apart from cast aluminium type wheels, spokes type wheels may be used.
 - 2.5.28.3.1 Wheel hubs may be changed or altered for spokes type wheels.
 - 2.5.28.3.2 Wheel diameter must remain as the originally fitted and homologated.
- 2.5.28.4 If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated motorcycle.
- 2.5.28.5 For the purpose of wheel balancing, wheel balance weights may be added, discarded or changed.
- 2.5.28.6 The balancing lead weights must be securely installed & safety taped
- 2.5.28.7 A non-slip coating/treatment may be applied to the bead area of the rim.
- 2.5.28.8 Any inflation valve type may be used.
- 2.5.28.9 The speedometer drive may be removed and replaced with a spacer.
- 2.5.28.10 Wheel spacers & collars may be modified, added or replaced.
- 2.5.28.11 Front wheel spindle shaft size is free and must be of ferrous material, including sus (stainless steel).
- 2.5.28.12 Wheel bearings and the wheel bearing sizes are free.



2.5.29 Brakes

- 2.5.29.1 Aftermarket non-ceramic type brake disc rotor and aftermarket disc carrier is permitted.
- 2.5.29.2 The quantity of the brake disc (single or double) must be same as the homologated or originally manufactured motorcycle.
- 2.5.29.3 Front discs can be made floating, using original rotors and mounting points.
- 2.5.29.4 The number of floaters is free.
- 2.5.29.5 The dimensions of the disc rotors are free.
- 2.5.29.6 Front brake system Cooling Ducts or Brake Air Scoops are permitted.**
- 2.5.29.7 Permitted size: When installed, 270° of the brake disc must remain visible (taking into consideration of the view being blocked by the front fork, brake caliper and part of the front fender) *Refer Illustration – UB150-1.0**
- 2.5.29.8 It must be fabricated from non-metallic material e.g. nylon, plastic, CRP & etc.**
- 2.5.29.9 The Front Fender can be slightly modified to facilitate the implementation and installation of the Cooling Ducts or Brake Air Scoop.**
- 2.5.29.10 The ARRC Technical Committee reserves the right to refuse any Brake Cooling Ducts or Brake Air Scoops assy. that are deemed as dangerous.**

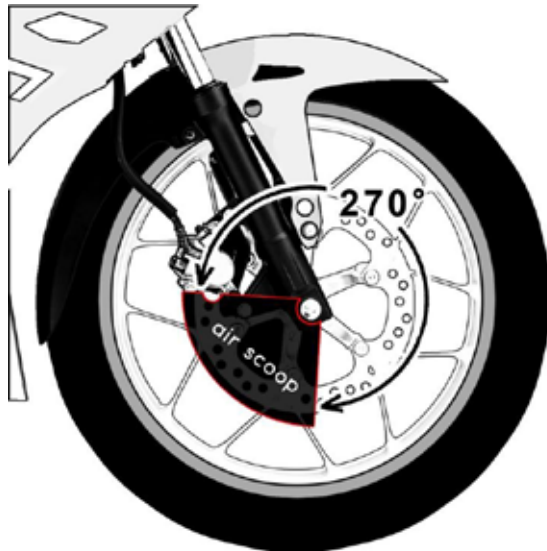


illustration - UB150-1.0

2.5.30 Handlebars and Hand Controls

- 2.5.30.1 Handlebars may be replaced.
- 2.5.30.2 Handlebars and hand controls may be relocated. (Except for the brake master cylinder).

- 2.5.30.3 Brake and clutch levers may be replaced. However, the edge of the lever should be round with a minimum diameter of 16mm and a minimum thickness of 14mm.
- 2.5.30.4 The length of the brake and clutch levers should not be more than 200mm measuring from centre of pivot point.
- 2.5.30.5 To adjust the lever travel an adjuster to the brake lever is permitted
- 2.5.30.6 Throttle cable may be replaced.
- 2.5.30.7 For safety reasons, the throttle cable must be routed neatly as not to endanger the rider or other competitors.
- 2.5.30.8 Quick-throttle type of throttle systems is permitted.
- 2.5.30.9 Throttle controls must be self-closing when not held by the hand.
- 2.5.30.10 Switches may be changed but the engine stop switch must be located on the handlebars.
- 2.5.30.11 Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while the hand is on the grips) that is capable of stopping a running engine. The button or switch must be in red colour.
- 2.5.30.12 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.
- 2.5.31 **Foot Rest and Foot Controls**
 - 2.5.31.1 Footrest may be relocated but the bracket must be rigidly mounted.
 - 2.5.31.2 Footrests must be of a rigid type.
 - 2.5.31.3 All types of folding footrest are not permitted.
 - 2.5.31.4 End of footrest must maintain a minimum 15mm in diameter without any sharp edges.
 - 2.5.31.5 Footrest must have an end plug which is permanently fixed made of plastic, nylon or an equivalent type material.
 - 2.5.31.6 The end plug should have a minimum of 8mm radius.
The ARRC technical director has the right to refuse any plug not satisfying this safety aim.
 - 2.5.31.7 Rear brake pedal is free.
 - 2.5.31.8 Gear shift lever is free.
 - 2.5.31.9 Quick shift systems are permitted.

2.5.32 Fuel Tank

- 2.5.33 Fuel tank must be the originally fitted and homologated or originally manufactured part with no modification permitted.
- 2.5.34 Relocation of the fuel tank is not permitted except for models which have the fuel tank mounted at the front.
- 2.5.35 The position, mounting method and tank used will be specified by the ARRC Technical committee.
- 2.5.36 Modification to the existing fuel tank to bigger volume size is permitted.
- 2.5.37 Fuel caps may be changed. Fuel caps when closed must be leak proof.
- 2.5.38 Additionally they must be securely locked to prevent accidental opening at any time.

- 2.5.39 Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.
- 2.5.40 Addition of fins is permitted in the fuel tank to reduce fuel sloshing.
- 2.5.41 Fuel hose and its' clips may be replaced. The size and length of the fuel hoses is free.
- For safety reasons, the hoses must not disrupt the rider's movement any time.
- 2.5.42 "Quick connectors" may be use along with the fuel hose.
- 2.5.43 A functional fuel cock must be fitted.
- For safety reasons, the fuel cock must be securely mounted and be easily accessible.
- 2.5.44 Bodywork (Covers, Panel, Leg Shield and etc.,)**
- 2.5.44.1 A single-seater cover may be added.
- 2.5.44.2 It is permitted to combine single seater cover with the tailpiece, LH & RH side panels to form a single unit.
- 2.5.44.3 Carbon Fibre and Kevlar are NOT permitted to be utilised for the construction of bodywork.
- 2.5.44.4 The outlook of the replaced bodywork should look the same as production motorcycle.
- 2.5.44.5 All bodywork (including leg shields, body panels, handle covers) can be replaced, slightly trim, drilled or cut, while maintaining the original silhouette & outlook.
- 2.5.44.6 The seat unit is free.
- 2.5.44.7 The front fender may be replaced with a similar duplicate.
- 2.5.44.8 All edges of covers must be rounded for safety reasons.
- 2.5.44.9 Front Visor Screen may be added to handle cover.
- 2.5.45 Fasteners**
- 2.5.45.1 Fasteners can be used to replace bolts & nuts for bodyworks.
- 2.5.45.2 Standard fasteners may be replaced with fasteners of any design and material (including Titanium).
- 2.5.45.3 The strength and design must be equal to or exceed the strength of the standard fastener it is replacing.
- 2.5.45.4 Fasteners may be drilled for safety wire but intentional weight-reduction modifications are not permitted.
- 2.5.45.5 Fairing/bodywork fasteners may be replaced with the quick disconnect type.
- 2.5.45.6 Aluminium fasteners may only be used in non-structural locations.
- 2.5.46 The following items MAY BE ALTERED or replaced from those fitted to the homologated or originally manufactured Motorcycle**
- 2.5.46.1 Any type of lubrication brake or suspension fluid may be used.
- 2.5.46.2 Any type of spark plug is permitted.
- 2.5.46.3 Wheel balance weights may be discarded changed or added to.
- 2.5.46.4 All gaskets and its materials are free.
- 2.5.46.5 External paintwork decals and colour scheme is free.
- 2.5.46.6 The bolts and nuts may be change or replaced. But material must be kept same as originally manufactured.
- 2.5.46.7 Instruments, instrument bracket(s) and associated cables.



- 2.5.46.8 Material for brackets connecting non-original parts (fairing, instruments etc.) to the frame (or engine) cannot be made from titanium or carbon fibre or similar composites unless it is clearly stated they can - E.g. exhaust.
- 2.5.46.9 Protective covers for the frame chain and footrests may be made in other materials like fibre composite material if these parts do not replace original parts mounted on the homologated or originally manufactured model.
- 2.5.46.10 Fuel tanks can be completely filled with fire retardant material (open celled mesh i.e. Explosafe).

2.5.47 Following Items MAY BE REMOVED

- 2.5.47.1 Instrument and instrument bracket and associated cables.
- 2.5.47.2 Tachometer & speedometer.
- 2.5.47.3 Radiator fan and wiring.
- 2.5.47.4 Thermal switches water temperature sensor and thermostat may be removed inside the cooling system.
- 2.5.47.5 Bolt on accessories on a rear sub frame.
- 2.5.47.6 Redundant handlebar switches
- 2.5.47.7 Emission control items (anti-pollution) in or around the air box and engine (O2 sensors air injection devices).
- 2.5.47.8 Top chain guard as long as it is not incorporated in the rear fender.
- 2.5.47.9 Bolt-on accessories on a rear sub frame.
- 2.5.47.10 Small secondary covers that does serve any function or purposes may be removed; however it must not affect the outlook or silhouette of the motorcycle.

2.5.48 The Following Items MUST BE REMOVED

- 2.5.48.1 Head lamp and turn indicators must be removed but profile and frontal appearance must be retained. The openings must be covered by a suitable material.
- 2.5.48.2 Rear-view mirrors.
- 2.5.48.3 Horn.
- 2.5.48.4 License plate bracket.
- 2.5.48.5 Toolkit.
- 2.5.48.6 Helmet hooks and luggage carrier hooks.
- 2.5.48.7 Passenger's foot rests & its removable mounting brackets (if any).
- 2.5.48.8 Passenger's grab rails.
- 2.5.48.9 Safety bars centre and side stands must be removed (fixed brackets must remain).
- 2.5.48.10 Catalytic converters.

2.5.49 The Following Items MUST BE Altered

- 2.5.49.1 All 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.
- 2.5.49.2 All drain plugs (engine oil release screw) must be tightly lock-wired.
- 2.5.49.3 External oil filter(s) bolts that enter an oil cavity must be safety wired (i.e. on crankcases).
- 2.5.49.4 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.
- 2.5.49.5 Breather & overflow pipes must be clamped with a hose clip

- 2.5.49.6 To prevent any oil spilling onto the track Motorcycle must have oil catch tanks. This oil catch tank shall hold a minimum of 500cc of oil.
- 2.5.49.7 All Motorcycles are REQUIRED to install a Belly Pan (Lower Fairing) and it must be constructed to hold in case of an engine breakdown a minimum 1 litre of oil/fluid.
- 2.5.49.8 The lower edge of all the openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.
- 2.5.49.9 The upper edge of the rear transverse wall of the lower fairing must be at least 50 mm above the bottom and the angle between this wall and the floor must be $\leq 90^\circ$.
- 2.5.49.10 The lower fairing must incorporate a single hole of $\varnothing 15$ mm diameter in the front lower area and this hole must remain sealed in dry conditions
- 2.5.49.11 This seal must be removed when WET RACE or WET PRACTICE is declared
- 2.5.49.12 All Motorcycles are REQUIRED to install a chain guard fitted to rear section of the swingarm adjacent to the rear sprocket to prevent any rider's body part that may become trapped between the lower chain run and the rear wheel sprocket.

2.5.50 Additional Equipment

- 2.5.50.1 Data loggers are permitted
- 2.5.50.2 Telemetry is NOT permitted.
- 2.5.50.3 No remote or wireless connection to the bike for any data exchange or setting is permitted whilst the engine is running or the bike is moving.

2.5.51 Balancing Various Motorcycle Concepts

- 2.5.51.1 FIM Asia together with ARRC Technical Committee will review the position of the performances of the Motorcycles after Round 3 and Round 6
- 2.5.51.2 The ARRC Technical Committee reserve the right to applying balancing to the Motorcycles in the class as they see fit in order to maintain equality amongst Motorcycles.
- 2.5.51.3 Methods may include but are not limited to the following:
- 2.5.51.4 Engine Rev Limit.
- 2.5.51.5 Motorcycle weight-limit change.
- 2.5.51.6 Engine mechanical dimension limits e.g. valve size or valve lift restrictions.
- 2.5.51.7 Intake size limits or restrictors.
- 2.5.51.8 The decision to apply the balancing concept will be taken by the ARRC Technical Committee at any time deemed necessary to ensure fair competition.

FIM ASIA ROAD RACING**Disciplinary and Arbitration****3. DISCIPLINARY AND ARBITRATION CODE****3.1 PRINCIPLES**

The obligations incumbent upon the participants, officials and organisers are set out in these Regulations published by the FIM Asia.

Proven violation or non-observance of these obligations will be subject to the penalties laid down in this chapter.

3.2 PENALTIES

The penalties are:

- warnings.
- fines
- ride through
- change of position
- time penalties
- disqualification
- withdrawal of Championship points
- suspension
- exclusion

3.2.1 Definition and application of penalties

- warnings: can be made privately or publicly
- fines: cash penalty from USD50.-up to USD10'000.
- ride through (see Art.1.19).
- change of position (see Art.1.22.2)
- time penalties: the imposition of time affecting the rider's.
- actual result up to 2 minutes and the cancellation of time.
- disqualification: disqualification from an event, practice sessions (black flag, black flag with orange disc), race (black flag, black flag with orange disc) or from its results.
- withdrawal of championship: the loss of points from the points: Championship races already run.
- suspension: the loss of rights to participate the Championship may be applied to one or more races.
- exclusion: the final and complete of all rights of participation in any activity under FIM Asia control.

3.2.2 Plurality of penalties

Any offender may have several penalties pronounced against him according to the circumstances.

3.3 The Disciplinary and Arbitration Bodies

The disciplinary and arbitration bodies of the FIM Asia, qualified to deal with disciplinary and arbitration matters are:

- The Race Direction.
- The FIM Asia Jury.
- The FIM Asia Disciplinary Court (CDI).

3.3.1 The Race Direction

- Constitution.
The Constitution of the Race Direction is in accordance with the requirements laid down in Article 1.6.
- Authority and Competence.
The Race Direction has the authority to penalize automatically riders, teams' personnel, officials, promoters/organisers and all the persons involved in any capacity whatsoever in an event or in the Championship for:
Infringements of the Regulations.
Any voluntary or involuntary action or deed accomplished by a person or a group of persons during a meeting, contrary to the current regulations or instructions given by an official of the meeting.
Any corrupt or fraudulent act, or any action prejudicial to the interest of the meetings or of the sport, carried by a person or a group of persons occurring during an event.
The Race Direction is competent to adjudicate upon a protest relating to infringements of the Regulations.
- Penalties that may be pronounced by the Race Direction.
The following penalties may be pronounced by the Race Direction:
 - a) a warning
 - b) a fine
 - c) a ride through
 - d) a change of position
 - e) time penalty
 - f) a disqualification
 - g) a withdrawal of Championship points.
 - h) a suspension.

Furthermore, the Race Direction can refer the case to the International Disciplinary Court (CDI) in order to impose a higher penalty than the Race Direction is empowered to do.

3.3.2 The FIM Asia Jury Panel

- Constitution.
The Constitution of the FIM Asia Jury Panel is in requirements laid down in Article 1.7.
- Competence.
The FIM Asia Jury Panel will hear any appeals against decisions taken by the Race Direction.
- Penalties that may be pronounced by the FIM Asia Jury Panel only following an appeal:
 - a) a warning
 - b) a fine
 - c) a time penalty
 - d) a disqualification
 - e) a withdrawal of Championship points.
 - f) a suspension

Furthermore, the FIM Asia Jury Panel can refer the case to the FIM Asia Disciplinary Court (CDI) in order to impose a higher penalty than the FIM Asia Jury Panel is empowered to do.

3.3.3 **FIM Asia Judicial Panel**

The FIM Asia Judicial Panel (CJI) is composed of qualified persons from which the members of the CDI are nominated.

- **Constitution**

The FIM Asia Judicial Panel shall consist of members nominated by FMNs

Each FMN may nominate one or several members having the nationality of that FMN. The appointments shall be confirmed by the General Assembly for 4 year periods.

- **Qualifications.**

In order to qualify for appointment to the International University level. He must be able to express himself in at least one of the official languages of the FIM. H cannot however be an officer or a license holder of the FIM.

3.3.4 **The FIM Asia Disciplinary Court (CDI)**

- **Appointment of the Members.**

The President of the International Judicial Panel of the FIM Asia will appoint, each time, the President and the members who will constitute the CDI.

- **Procedures**

The names of the members appointed must be communicated to all interested parties in the case, who have the right to make a duly documented objection to the composition of the Court, either in total or in part, within three days after having received the information. If the Executive Board of the FIM Asia considers that a reasonable objection is made, he must appoint the necessary replacements.

Otherwise he rejects the objection and fixes the date for the hearing.

The Court may request the opinion of an expert or summon a witness who it considers useful.

- **Authority and Competences.**

The CDI will hear any appeals against decisions taken by the FIM Asia Stewards. The CDI adjudicates upon request or the Race Direction or the FIM Asia Steward Panel.

After a meeting, the President of the FIM Asia, the Executive Board or the Management Council may, within 5 days refer to the CDI all matters of violation or infringement of the FIM Asia Regulations.

3.3.5 **The FIM Asia as a Party in the Legal Proceedings**

- **Function.**

For all the appears to the CDI, the FIM Asia is entitled to assets its interests or to explain its position by means of a prosecution address.

- **Appointment.**

The Executive Board shall appoint in each case, the person who will represent the FIM Asia.

- **Procedure.**

The intervention of the FIM Asia is optional and is left to the appreciation of the Executive Board.

As a party, the FIM Asia enjoys the same rights and obligations as the other parties.

The FIM Asia may present in person at a hearing or may present its claims in writing.

- **PROTEST AND APPEAL.**

3.4.1 **Right of protest**

Any natural or juridical person rider, team, manufacturer, official, etc.

- Affected by a decision taken under the authority of FIM Asia, has the right to protest against that decision.

No protest may be lodged against a Statement of Fact of the Race Direction entailing or not.

- A change of position.
- A ride through.
- A disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- A fine for speeding in the pit lane.

No protest may be lodged against a Statement of Fact of the Race Direction based on a photo finish.

3.4.2 **Right of appeal**

The rules concerning appeals against FIM Asia disciplinary decisions are:

Against the decision of the Race Direction upon a protest only, to the FIM Asia Stewards.

No appeal may be lodged against a decision of the FIM Asia Stewards if they confirm the previous decision of the Race Direction. Their decision is final.

Penalties Which cannot Be Protest Or Appealed.

- A fine for speeding in the pit lane, pit exit line violation, or practice start violation.
- A change (drop) in position.
- A time penalty given in lieu of either: a ride through penalty, of a change (drop) of position penalty.
- A ride through (Stop and Go in Endurance).

A cancellation of the lap time concerned for a rider exceeding the track limits during practices.

- A disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- A grid penalty for the race of event.

Against the decision of the FIM Asia Stewards if they do not confirm the decision of The Race Direction to the CDI shall be final.

3.4.3 **Procedure and time limit for protests**

All protests must be submitted and signed only by the person directly concerned.

Each protest must refer to a single subject only and must be presented within 1 hour at the latest after the publication of the results nor the notification of a Race Direction decision. Protests must be handed to a responsible official (Clerk of the Course, Race Director or Secretary of the Meeting) together with the security deposit of USD500 – or equivalent. Teams and riders contracted to compete in the Championship may submit a Letter of Guarantee from TWMR in lieu of payment.

A protest against the eligibility of a rider, team or a motorcycle entered, must be made before the start of the official practice.

3.4.4 **Hearing of a protest**

After a hearing, the Race Direction must make a decision on any protest presented.

The protest has to be judged according to the provisions of the Regulations.

3.4.5 **Effect of a decision upon a protest**

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



3.4.6 **Time limits for the lodging of an appeal**

The time limit for the lodging of a statement of appeal is:

- against the decision of the Race Direction - 30 Minutes
- against the decision of the FIM Asia Stewards - 5 days
- Statement of Appeal before the Court of Arbitration for Sports (CAS) - 5 days

The time limits shall be taken from the date and time of receipt of the decision by the appellant.

3.4.7 **Lodging of an appeal**

To be admissible, the Statement of Appeal must be submitted by letter (appeal before the FIM Asia Stewards) or sent by registered letter or special Courier to the FIM Asia Executive Secretariat and post marked (appeal before the CDI). The correct security deposit for the appeal must be handed to the FIM Asia Chief Steward (appeal before the FIM Asia Stewards) or paid in to the FIM Asia Executive Secretariat (appeal before the CDI), as the case may be. Within 10 days following the Statement of Appeal before the CDI the appellant assigns to the FIM Asia Executive Secretariat a brief of appear stating the facts.

If the appeal was not lodged and/or the security deposit for appear not paid within the deadline specified in Article 3.4.6, the appeal will be declared inadmissible without hearing.

- Security deposit appeals.
The amount of the security deposit is USD1,000.
Teams and riders contracted to compete in the Championships may submit a Letter of Guarantee from TWMR in lieu of payment.
- Security deposit payable upon an adjournment if an adjournment to call further witnesses is ordered upon the request of one of the parties involved, this party must provide an additional financial Guarantee within a time limit to be fixed by the disciplinary body. The hearing will not be continued until this Guarantee has been paid. In case of no provisions of the Guarantee within the time limit, the disciplinary board will make a determination on the appeal based on the evidence of the original witness.
- Time limits to be observed for appear hearings.
The FIM Asia Stewards must be convened to examine an appear immediately after the Brief of Appear is received.
The CDI must be convened to examine an appeal not later than 6 weeks after the Brief of Appeal is received.
- The FIM Asia Stewards and the CDI must in all cases pronounce a decision.

3.4.8 **Effect of an appeal**

On request of the appellant, the FIM Asia Stewards Panel may decide a stay of the provisional execution adjudicated by the Race Direction or in its decision.

On request of the appellant, the International Disciplinary Council (CDI) may decide a stay of the provisional execution adjudicated by the FIM Asia Stewards Panel by Injection or its decision.

3.5 **PROCEDURE BEFORE ALL THE DISCIPLINARY AND ARBITRATION BODIES**

3.5.1 **Right to a hearing**

It shall be the unquestionable right of any person or body charged with any offence under the Regulations to defend themselves, either in person or by proxy.

Any party convened before a disciplinary or arbitration body has the right to be represented by one Defence Counsel of its own choice and at its own expense. Adequate notice of this intention must be given in order that this may also be notified to all other parties in the case.

Failure to do this may result in the disciplinary or arbitration body upholding an objection to such representation.

If any of the parties duly convened do not appear, Judgment can be rendered by Default.

The disciplinary or arbitration bodies may decide that the hearing take place by means of a telephone conference call or through any other means or communication using telephone or electronic device. Such a method of conducting a hearing shall only take place with the consent of all parties involved.

3.5.2 **The hearing**

The hearing shall be public unless the disciplinary or arbitration body itself decided otherwise in exceptional circumstances.

The hearing shall be conducted in one of the official languages of the FIM Asia.

Should one of the parties wish to use another language, it shall provide the necessary interpreters at its own costs.

The appellant must be duly present or duly represented, failing which, the protest will not be admissible and the costs shall be borne by the appellant.

Once the President has opened the proceedings, he will invite the parties involved to state their respective cases without the witnesses being present.

After statements of the parties concerned, the disciplinary or arbitration body shall hear the various and experts in order to complete the evidence. The parties involved in the case shall have the right to question all witnesses and experts on their evidence.

Any member of the disciplinary or arbitration body may, at any time during the hearing and with the President's approval, question any of the parties involved, the witnesses and experts.

3.5.3 **Witness and Experts**

Each party is responsible for the convening an appearance of its own witnesses, as well as their expenses unless decided otherwise by the Court.

The disciplinary or arbitration body has no authority to oblige with witnesses to swear on oath,; therefore, testimony shall be given freely.

The witnesses may only testify to the facts they know and shall not be allowed to express an opinion. Unless the disciplinary or arbitration body should regard them as experts on a particular subject and should ask them to do so.

After having made their statements, the witnesses may not leave the Courtroom and shall not be allowed to speak to any other witness who has still to give evidence.

The Court may summon experts.

3.5.4 **Judgement**

Decisions of all disciplinary or arbitration bodies will be reached in camera by a simple majority of votes (exception: see Article 1.6.4 "Race Direction"). All members will have equal voting rights which must be exercised when a decision is required.

Abstention is not permitted.

Each member disciplinary or arbitration body binds himself to keep all deliberations secret.

3.5.5 **Notification of Judgements**

The decisions of the Race Direction or of the FIM Asia Stewards must be notified directly at the event venue, or failing that, addressed by Registered letter with acknowledgement of receipt.

All Judgements of the International Disciplinary Court (CDI) must be notified in writing, by registered letter with acknowledgement of receipt in order to inform all the parties concerned.

3.5.6 **Publication of Judgements**

The disciplinary or arbitration body imposing a penalty or adjudicating a protest or an appeal must have its findings published and quote the names of all parties concerned. The persons or bodies quoted in these statements have no right of action against FIM Asia nor against any person having published the statement.

Furthermore, final decisions will be published in the Media Centre and in the FIM Asia Magazine unless the Court itself decides otherwise.

3.6 **COSTS OF PROCEDURE**

The costs of the disciplinary or arbitration decision will be assessed by the FIM Asia Executive Secretariat and will be awarded against the losing party, unless the Court decides otherwise.

3.6.1 **Payment of fines and costs**

If the penalty is definitive, all fines and costs must be paid to the FIM Asia Executive Secretariat within 30 days of notification of the judgment decision according to Article 3.5.5.

The person or body affected by the decision shall be automatically suspended from participation in all FIM Asia activities, until time as full payment has been received.

3.7 **RECIPROCITY OF PENALTIES**

As a consequence of the agreement of reciprocity concluded on April 30th, 1949, between the 4 organizations controlling motorized sports internationally, i.e. in addition to the FIM, namely

- the Federation International del' Automobile (FIA)
- the Federation Aeronautique Internationale (FAI)
- the Union Internationale Motonautique (UIM)

Penalties or suspension or exclusion may also be applied to one or another of the sports represented by the above organizations, upon request of the FIM.

3.8 **LAW OF MERCY**

The Management Council, after consultation with the CJI President or upon his proposal, may mitigate or completely forgive the penalty of a person or group of persons after having exhausted all the appeal procedures.

3.9 **ARBITRATION CLAUSE**

Final decisions handed down by the disciplinary bodies or the General Assembly of the FIM Asia shall be referred to the Court of Arbitration for Sport within the time limit of appeals as laid down by Article 3.4.6 which shall have exclusive authority to impose a definitive settlement in accordance with the Code of Arbitration applicable to sport.

4. CIRCUITS STANDARDS

Circuit standards will be defined by the “FIM Standards of Road Racing Circuits” (SRRC) Road Racing Rules.

4.1 Title and General

The FIM Asia holds an Asia Road Racing Championship, Asia Dream Cup and Suzuki Asian Challenge is organized each year by the FMN which riders and manufacturers compete which is promoted by Two Wheels Motor Racing Sn Bhd.

4.2 Motorcycle and Classes

4.2.1 Motorcycles

The races are open to motorcycle as defined in Appendix of the ‘Asia Road Racing Championship Technical Rules’.

4.2.2 Classes

The classes will be as follows:

- Underbone 150cc
- Asia Production 250cc
- Suppersports 600cc
- Asia Superbike 1000cc

4.3 Riders

4.3.1 License

Riders must be a holder of a valid continental license issued by Continental Union (CONU). FMNR riders in host country can participate with their FMNR License. Riders holders of annual Grand Prix (MotoGP class only), Superbike World Championship (SBK class only) License will not be allowed to participate, with the exception of riders holders of licenses of FMNR without gaining any points but prizes.

4.3.2 Riders under Contract

30 days before each event, the FIM Asia and the promoter will publish a list of riders under contract.

4.3.3 Acceptation and refusal of entries

The riders must be made according to the following priorities:

- Riders under contract
- Riders having obtained points in the Championship.
- Rider appearing on the national grading lists.
- Other riders.

4.3.4 Back Protector and a Chest Guard

All riders are compulsory to use a “Full Scale” hard plastic back protector and a Chest Guard.

4.4 Time Table

The time table will be published in the supplementary regulations of each event, in accordance with the following scheme, however, please note that the following are just guidelines and may be subjected to change.

Thursday	Arrival and setting Up of Teams
	1400 – 1700 Technical and Sporting Checks and other formalities
Friday	Scrutineering and other formalities
	Free Practice (Morning)
	Qualifying Practice (Afternoon)
Saturday	Free Practice (Morning)
	Qualifying Practice (Afternoon & Evening)
	Races (Afternoon)
Sunday	Warm Up (Morning)
	Races (Afternoon)

4.5 PRACTICE & RACES

4.5.1 Admission to the Start

The maximum qualification time must be equal to the best time plus 7%.

4.5.2 Race Distances

Races must be run according to the following:

- Underbone : minimum 25 km - maximum 50 km
- Asia Production : minimum 30 km - maximum 60 km
- Supersport 600 : minimum 50 km - maximum 90 km
- ASB1000 : minimum 55 km - maximum 95 km

4.5.3 Start of Races

The start is made with engine running in accordance with the FIM Road Racing Rules.

4.5.4 Track close

Circuit closed to all participants participating in the race weekend from Monday of the week of the race.

4.6 PRIZES

4.6.1 The prizes are as follows for each race for the riders:-

Underbone 150cc

1. USD 300 + Trophy
2. USD 200 + Trophy
3. USD 125 + Trophy
4. USD 75
5. USD 50

Supersports 600cc

1. USD 500 + Trophy
2. USD 375 + Trophy
3. USD 250 + Trophy
4. USD 150
5. USD 75

Asia Production 250cc

- 1st Placed Finisher = USD 400.00 & Trophy
- 2nd Placed Finisher = USD 300.00 & Trophy
- 3rd Placed Finisher = USD 200.00 & Trophy
- 4th Placed Finisher = USD 125.00
- 5th Place Finisher = USD 75.00

Asia Superbike 1000cc

- 1. USD 1,500.00 + Trophy
- 2. USD 900.00 + Trophy
- 3. USD 500.00 + Trophy
- 4. USD 300.00
- 5. USD 200.00
- 6. USD 125.00
- 7. USD 75.00

4.6.2 The prizes are as follows for each race for the Teams Contracted to the following series. Only teams that has paid their deposit to follow the series will get the rewards.

Underbone 150cc

- 1. USD 300 + Trophy
- 2. USD 200
- 3. USD 125
- 4. USD 75
- 5. USD 50

Supersports 600cc

- 1. USD 500 + Trophy
- 2. USD 375
- 3. USD 250
- 4. USD 150
- 5. USD 75

Asia Production 250cc

- 1. USD 400.00 & Trophy
- 2. USD 300.00
- 3. USD 200.00
- 4. USD 125.00
- 5. USD 75.00

4.7 ENTRY FEE

The entry fee, non-refundable is as follows: Contract Riders/Team

- 1. Underbone 150cc - USD 350 /per entry
- 2. Supersports 600cc - USD 1,500/per entry
- 3. Asia Production 250cc - USD 1,070/per entry
- 4. Asia Superbike 1000cc - USD 2,350/per entry

Non-Contract Riders/Teams

- 1. Underbone 150cc - USD 650 /per entry
- 2. Supersports 600cc - USD 2,550/per entry
- 3. Asia Production 250cc - USD 1,650/per entry
- 4. Asia Superbike 1000cc - USD 3,650/per entry

4.8 CHAMPIONSHIP POINTS AND CLASSIFICATIONS

Points will be awarded only for each respective race of the Championship. The total points from all rounds of the championship with each race awarding points.

In the event of a tie in the number of points, the final positions will be decided on the basis of the number of best results in the races (number of first places, number of second places, etc).

In the event there is still a tie, then the date in the championship at which the highest place was achieved will be taken into account with precedence going to the earliest result.

In the event if the entries is less than 12 for any class the promoter will have the right to change the prize money.

4.8.1 **Championship Prize Money**

Underbone 150cc - Riders Classification

1. USD 900.00 + Trophy + Overall Trophy
2. USD 500.00 + Trophy
3. USD 350.00 + Trophy
4. USD 200.00
5. USD 125.00

Underbone 150cc - Teams Classification

1. USD 900.00 + Trophy
2. USD 500.00 + Trophy
3. USD 350.00 + Trophy
4. USD 200.00
5. USD 125.00

Asia Production 250cc - Riders Classification

1. USD 1,200.00 + Trophy + Overall Trophy
2. USD 700.00 + Trophy
3. USD 500.00 + Trophy
4. USD 350.00
5. USD 125.00

Asia Production 250cc - Team Classification

1. USD 1,200.00 + Trophy
2. USD 700.00 + Trophy
3. USD 500.00 + Trophy
4. USD 350.00
5. USD 125.00



Supersports 600cc - Riders Classification

1. USD 1,500.00 + Trophy + Overall Trophy
2. USD 900.00 + Trophy
3. USD 500.00 + Trophy
4. USD 375.00
5. USD 200.00

Supersports 600cc - Team Classification

1. USD 1,500.00 + Trophy
2. USD 900.00 + Trophy
3. USD 500.00 + Trophy
4. USD 375.00
5. USD 200.00

Asia Superbike 1000cc - Rider Classification

1. USD 4,500.00 + Trophy + Overall Trophy
2. USD 2,000.00 + Trophy
3. USD 1,500.00 + Trophy
4. USD 1,000.00
5. USD 500.00

Asia Superbike 1000cc - Team Classification

1. USD 4,500.00 + Trophy
2. USD 2,000.00 + Trophy
3. USD 1,500.00 + Trophy
4. USD 1,000.00
5. USD 500.00

HIGH RISK MOTORSPORTS COVERAGE

**EVENT CANCELLATION//
LOSS OF INCOME**

**ORGANISE LIABILITY//
TEAM LIABILITY**

**COMPREHENSIVE
COVERAGE FOR
RACING CARS &
EQUIPMENTS**

**HIGH MEDICAL LIMIT
REINBURSEMENT**



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