

Modified Sportsbikes
Technical Regulations

1 Introduction

- 1.1. It should be clearly understood that if the following texts do not clearly specify that you can do it, you must work on the principle that you cannot.
- 1.2. The onus is on the competitor to provide documentation, acceptable to the organisers, to support the compliance of any part of the motorcycle with these regulations.
- 1.3. The organisers reserve the right to exclude any motorcycle, which in their opinion does not comply with the spirit of the championship/regulations.
- 1.4. Where a motorcycle is deemed by the organisers to have an advantage over the rest of the motorcycles in its class it may have a penalty imposed at the discretion of the organisers (i.e. additional weight). A review of the penalties/weights will be carried out on a regular basis in the light of performance or expected performance. Competitors will be formally notified in writing of any increased weight in advance of the next round in the championship. Any ballast weight must be fitted in accordance with these technical regulations.
- 1.5. All motorcycles must comply with the safety requirements and technical regulations as relevant and as clarified in writing by the organisers at all times, while competing in practice sessions and races that are part of the championship. The rider is responsible for the conformity of his/her motorcycle at all times before, during/after an event. Any motorcycle found not to be in conformity with the technical regulations during/after practices will be referred to the Stewards.
- 1.6. If a motorcycle is found not to be in conformity with the technical regulations after a race, the rider will be disqualified/fined and possible penalties imposed.
- 1.7. The below regulations are subject to amendment at any time, made by the organisers which will be issued by means of a bulletin.



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2 General Description of Motorcycles

2.1. The Open Sportsbike category is open to competitors riding motorcycles in compliance with these regulations and below stated engine capacity regulations:

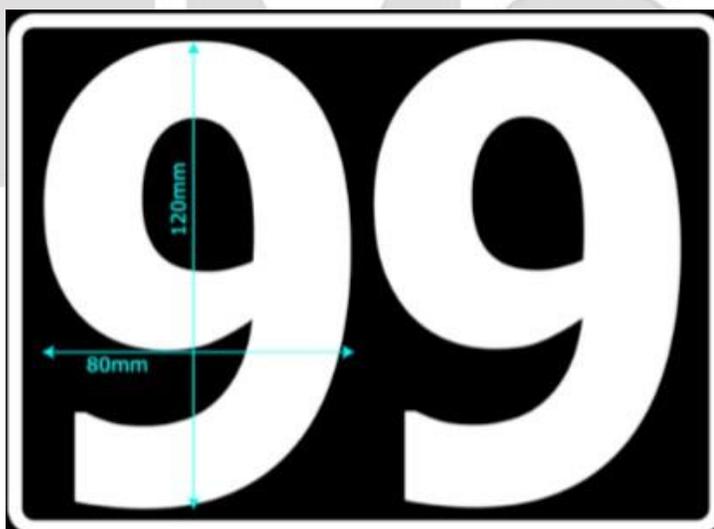
Over 400 to 636	Four stroke	Four cylinders
Over 500 to 800	Four stroke	Three cylinders
Over 749 to 955	Four stroke	Two cylinders

3 Minimum Weight

3.1. In there is no minimum weight

4 Number plate Colours

4.1. Modified Sportsbike class – white on black, the size needs to be as per the below, while the font is open as long as it is clearly legible.





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

- One at the front, either in the centre of the front cowling or slightly off to the right hand side (frontal view).
- One on each side of the motorcycle. The preferred location for the numbers on each side of the motorcycle is on the lower rear portion of the main fairing near the bottom (bellypan).
- It is the competitor's responsibility to correctly place these on the motorcycle.
- The organiser will determine the starting numbers from 1 up to 99.
- The organiser will allocate every motorcycle that is registered for the event with a number that will be valid for the entire championship.
- The organiser will supply compulsory advertising. The compulsory advertising must be present.
- Any competitor who fails to comply with this standard may not be authorised to take part in the practice sessions/race. The removal of any advertising material that is handed over by the organiser could lead to the qualifying times obtained during the practice sessions not being taken into account or exclusion from the placings, at the Jury's discretion.
- It is strictly forbidden to remove any advertising without written permission from the organiser.

5 Fuel

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



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6 Examination of Motorcycles

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

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

6.3. Identification stickers will be issued for:

- Motorcycles meeting safety and technical requirements
- These stickers must not be removed or covered.

Entrants will not be allowed to exit the pit lane onto the track without displaying these.

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

6.5. The organisers, in addition to any other powers they may have under these regulations, reserve the right before or after any race to designate any one or more of the competing motorcycles for special eligibility scrutineering. Upon such selection being made the competitor shall immediately place the motorcycle under the control of the organisers and be deemed to have permitted all such scrutineering, examination and testing as the organisers may responsibly require to undertake. The organisers will proceed as below in the event of a protest or suspected foul play:

- Examine the motorcycle at the circuit for such period as they may reasonably require.
- Take fuel samples.
- Retain the motorcycle for detailed examination at premises chosen by the organisers. If the organisers elect to retain the motorcycle, they shall make it available for collection by the competitor at least seven days prior to the qualification session for the next race in the championship, unless the motorcycle is found to be in breach of these regulations.
- Seal the motorcycle and its components in such a manner as they may choose and require the competitor at their own expense to present the motorcycle at any other premises chosen by the organisers for detailed examination within a specified period and/or remove the motorcycle by transporter at no expense to the competitor to an appointed location. The competitor will be advised in writing of the time, date and location of the subsequent testing or eligibility examination.



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- The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.
- 6.6. The organisers reserve the right to re-inspect motorcycles at any time during the course of the season, should there have been a regulation infringement or circuit incident.
- 6.7. Competitors will be personally and solely responsible for ensuring that their motorcycles comply with these regulations for each event at which they are entered. Failure to comply in either aspect will be a breach of these regulations. Queries concerning eligibility should be referred in writing to the organisers at least seven days prior to the event entered, to permit a ruling in advance of any meeting at which it is intended to compete.
- 6.8. Tests may be carried out by the organisers or their representatives on a rolling road to establish the power output of the motorcycle at any time during the season. All costs for each test will be borne solely by the competitor.

7. Riding Gear Safety Requirements

- 7.1. Suits - Only one piece full leathers with additional protection on the principal of contact points must be worn at all times, including practice, qualifying and races. A back protector is mandatory. No metal knee sliders are allowed. Linings or undergarments must not be made of synthetic material(s) which may melt to the riders' skin.
- 7.2. Helmet - Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened. Helmets must be full face and conform to one of the following international standards: (<https://www.frhp.org/circuit%20helmets/homologated-helmets>)
- JAPAN JIS T 8133:2007
 - UNECE 22.05 Type P
 - Snell M 2015
 - JIS T8133 2015 Type 2 Full face
 - FRHPhe-01-2018 (FIM homologation label applicable)
 - One-piece shell with protective lower face cover: not detachable and not moveable
 - Retention system with strap and double D-ring



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7.3. Visors

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

7.4. Gloves and Boots

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

7.5. Any decoration, cleaning or modification made to this equipment must only be done strictly in accordance with the manufacturer's instructions. This equipment is designed to save lives and if it is damaged in any way or is involved in an accident that gives any possible concern of damage then it should be replaced immediately.

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

8. General Technical Requirements

8.1. The general description and safety requirements above must be complied with in addition to the following regulations, and together they will form the technical regulations of the series.

8.2. Unless specifically authorised in these regulations, the use, substitution of, and/or addition of any parts, or materials, is prohibited.

8.3. Welding or repair materials may be added, manufacturers, or other approved replacement parts may be fitted. Priority is to comply with the safety requirements of these regulations



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9. Tyres - General Conditions

- 9.1. There will be controlled Pirelli tyres, SC1 & SC2 (front: 120/70/R17 and rear: 180/60/R17).
- 9.2. No alteration to any of the tyres from the manufacture's specification is permitted. Re-cutting, re-grooving, buffing, or in any other way of modifying the tread pattern is not permitted. Any form of chemical treatment is prohibited and all of the manufacture's data must be clearly visible. Buffing of sidewalls to remove data is prohibited.
- 9.3. Only tyres from the official championship distributor may be used (Mivomoto/Furiosa Racing).
- 9.4. Using tyres on race day that are not the official marked tyres, may be fined up to 500 AED.
- 9.5. The dry weather tyres will be marked at scrutineering before practice.
- 9.6. 2 sets of tyres will be allowed for practice, qualifying, race 1 and 2 unless deemed unsafe by the scrutineer and tyres will be marked accordingly. Failure to comply in this regard will result in the imposition of a time penalty of 30 seconds added to the race time. Please keep in mind that if 2 sets are to be used, both sets need to be marked during scrutineering.
- 9.7. Old marked tyres may be used and re-marked.
- 9.8. The use of tyre warmers is allowed however the use of tyre warmers will not be allowed on the grid.
- 9.9. Please take note that tyre changing facilities will be made available to competitors on the Thursday evening before race day



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10. Wheels

- 10.1. Wheels can be changed and carbon fibre will be accepted. However wheels will need to be inspected during a re-scrutineering in the case that the motorcycle is involved in an impact incident.
- 10.2. The speedometer drive may be removed and replaced with a spacer.
- 10.3. If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated machine.
- 10.4. Wheel-axles and spacers may be changed.
- 10.5. Wheel diameter and rim width must remain as originally homologated.

11. Brakes

- 11.1. Front and rear brake discs may be replaced with aftermarket brake discs.
- 11.2. Front and rear brake calipers may be changed.
- 11.3. The front and rear brake master cylinder and lever may be replaced.
- 11.4. Hydraulic lines and reservoirs may be replaced and repositioned.
- 11.5. Anti-lock systems (ABS) can be disconnected and the ABS ECU can be dismantled.
- 11.6. The ABS pump may be removed. The ABS rotor wheel can be deleted, modified or replaced.
- 11.7. The split of the front brake lines must be made above the lower fork bridge (lower triple clamp).
- 11.8. Quick (or "dry-brake") connectors in the brake lines are not allowed.
- 11.9. Front and rear brake pads may be changed.
- 11.10. Additional air scoops or ducts are allowed.



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12. Footrest/Foot Controls

- 12.1. Footrests may be rigidly mounted or of a folding type which must incorporate a device to return them to the normal position.
- 12.2. The end of the footrest must have at least an 10mm solid spherical radius.
- 12.3. Non-folding metallic footrests must have an end (plug) which is permanently fixed, made of aluminium, Teflon® or an equivalent type material (minimum radius 10mm).
- 12.4. The plug surface must be designed to reach the widest possible area of the footrest. The scrutineer has the right to refuse any plug not satisfying this safety aim.

13. Handlebars and Hand Controls

- 13.1. Handlebars - Exposed handlebar ends must be plugged with a solid material. Minimum rotation of the handlebars must be 15 degrees. Solid stops (other than steering dampers) must be fitted to ensure a minimum clearance of 30mm between both handlebar and the tank when on full lock to prevent trapping of the rider's fingers.
- 13.2. Handlebar controls - Switches may be changed as long as the Engine START and STOP remain in the original position on the motorcycle. Engine stop switch must be located on the RHS handlebar (red in colour).
- 13.3. Control levers - All handlebar levers must be ball-ended (diameter of ball must be at least 18mm), or ball may be flattened with rounded edges (minimum thickness 14mm).
- 13.4. Brake lever guard - All motorcycles must be fitted with a brake lever guard (pro guard) and may not be made of light weight composite materials.
- 13.5. Brake lever guard fitment - Must be mounted in such a way that will not allow the brake guard to turn/twist on impact.



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14. Fairing/Body Work

- 14.1. The lower fairing has to be constructed to hold, in case of engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of the openings in the fairing must be positioned at least 50mm above the bottom of the fairing.
- 14.2. The lower fairing must be completely closed (no holes) OR have a bung plug in place.
- 14.3. Fairing and bodywork may be replaced and materials may be changed, however the use of carbon fibre or carbon composite materials is not allowed.
- 14.4. Windscreens may be replaced (transparent only).
- 14.5. The original air ducts running between the fairing and the airbox may be altered or replaced and entry sizes may be modified. Particle grills or wire meshes, originally installed in the openings of the air-ducts, may be taken away.
- 14.6. Front and rear mudguards may be replaced and spaced upwards for increased tyre clearance.
- 14.7. All exposed edges must be rounded.

15. Fuel Tank

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



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- 15.5. The sides of the fuel tank may be covered by a protective part made of a composite material. These protectors must fit the shape of the tank exactly.
- 15.6. Tank covers may be fitted in order to provide as a rider spacer but must be securely fastened.

16. Fasteners

- 16.1. Standard fasteners may be replaced with fasteners of any material and design as long as the strength is equal to or exceeds that of the standard fastener it is replacing.
- 16.2. Fasteners may be drilled for safety wire locking.
- 16.3. Fairing/body work fasteners may be changed to the quick disconnect type.
- 16.4. Aluminium fasteners may only be used in nonstructural locations.

17. Crankcase and all other engine cases (i.e. ignition case, clutch case)

- 17.1. All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from materials such as aluminum alloy, stainless steel, steel, titanium, carbon kevlar or polypropylene.
- 17.2. Plates or crash bars constructed from aluminum or steel with polypropylene ends are also permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
- 17.3. The original case covers/engine casings and the protective crash covers need to be mounted together through the same set of screws.
- 17.4. The scrutineering officer has the right to forbid any cover, if evidence shows that the cover is not effective or is damaged.



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18. Exhaust System

- 18.1. Exhaust system is free. The noise limit for all motorcycles is a maximum of 107 DB/A (with a 3dB/A tolerance after the race). The inclusion of temporary parts to achieve silencing requirements is prohibited.
- 18.2. For safety reasons, the exposed edge(s) of the exhaust pipe(s) must be rounded to avoid any sharp edges.

19. Engine

- 19.1. Carburetion Instruments/Fuel Injection System - Open
- 19.2. Cylinder Head - Open
- 19.3. Camshaft – Open
- 19.4. Cam Sprockets or Gears - Open
- 19.5. Cylinders - Open
- 19.6. Pistons – Open
- 19.7. Piston Rings – Open
- 19.8. Piston Pins and Clips - Open
- 19.9. Connecting Rods – Open
- 19.10. Crankshaft – Open



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20. Crankcase/Gearbox housing

20.1. Open

21. Transmission/Gearbox

21.1. Alterations to the gears, gearbox or gear ratios - Open

21.2. Quick shifters and auto blippers - Open

21.3. Countershaft sprocket, rear wheel sprocket, chain pitch and size - Open

22. Clutch

22.1. Open

23. Oil Pumps and Oil Lines

23.1. Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.



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24. Radiator and oil coolers

- 24.1. The only liquid engine coolants permitted will be water.
- 24.2. The radiator tubes/hoses to and from the engine can be changed. Protective meshes can be added in front of the oil and/or water radiator(s). Additional radiators and/or oil coolers are allowed.
- 24.3. Radiator fan and wiring may be removed.

25. Airbox

- 25.1. The air can be modified but the air box drains must be sealed. The air filter element may be modified or replaced.
- 25.2. All motorcycles must have a closed breather system. All the oil breather lines must be connected and discharged into the airbox.

26. Fuel Supply

- 26.1. An additional control can be installed in order to change the fuel mixture



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27. Ignition/Engine Control System (ECU)

- 27.1. Spark plugs may be replaced.
- 27.2. The ECU can be replaced.
- 27.3. No rev limit.

28. Generators

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

29. Front Forks

- 29.1. Forks (stanchions, stem, wheel spindle, upper and lower crown, etc.) are open.
- 29.2. The upper and lower fork clamps (triple clamp, fork bridges) are open.
- 29.3. A steering damper may be added or replaced with an after-market damper. The steering damper cannot act as a steering lock limiting device.
- 29.4. Fork internals and fork leg on the mechanical forks may be replaced to allow for additional adjustment.
- 29.5. ELECTRONIC SUSPENSION: No aftermarket or prototype electronically controlled suspension parts may be used.



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30. Rear Swing Arm

- 30.1. The rear swing arm must remain as originally produced by the manufacturer for the homologated motorcycle.
- 30.2. A chain guard (toe guard) must be fitted in such a way as to reduce the possibility that any part of the riders' body may become trapped between the lower chain run and the rear wheel sprocket.
- 30.3. Rear swing arm pivot position must remain in the homologated position (as supplied on the production motorcycle). If the standard motorcycle has inserts, then these may be replaced.
- 30.4. Rear wheel stand brackets may be added to the rear swing arm by welding or by bolts.
- 30.5. Brackets must have rounded edges (with a large radius).
- 30.6. Fastening screws must be recessed.

31. Rear Suspension

- 31.1. The rear suspension (shock absorber) may be modified or replaced, but the original attachments to the frame and rear swing arm must be as homologated.
- 31.2. All the rear suspension linkage parts can be replaced.
- 31.3. ELECTRONIC SUSPENSION: No aftermarket or prototype electronically controlled suspension parts may be used.



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32. Frame

- 32.1. The frame must remain as originally produced by the manufacturer for the homologated machine.
- 32.2. Steering head cap bearing inserts can be replaced.
- 32.3. The sides of the frame-body may be covered by a protective part.
- 32.4. Nothing can be added by welding, or removed by machining, from the frame body.
- 32.5. Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.
 - Rear and front sub frames may be replaced with aftermarket frames, these may not be made of light weight composite materials.
 - Additional seat brackets may be added.
- 32.6. Bolt on accessories to the rear sub-frame may be removed.
- 32.7. Exhaust hanger brackets may be replaced with aftermarket substitutes.
- 32.8. No light weight composite materials will be allowed.

33. Additional Equipment

- 33.1. The following items may be altered or replaced from those fitted to the homologated motorcycle:
 - A special one-way valve can be fitted to the crankcase oil filler opening (to avoid oil spillage).
 - Any type of lubrication, brake or suspension fluid may be used.
 - Gasket and gasket materials.



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34. Homologated parts to be removed

34.1. These are mandatory:

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

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

35. To comply with these regulations, the following are mandatory

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

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

35.3. The following must be safety-wired:

- Drain plugs
- External oil filters
- Any screw or bolt entering an oil cavity
- Oil filler cap
- Sump plug
- Front brake calliper bolts
- Rear wheel spindle, split-R-pins OR lock-wired through the spindle nut
- Front wheel spindle, split-R-pins OR pinch bolts
- Radiator cap
- Radiator drain plug



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- 35.4. All motorcycles must have a closed breather system. The oil breather line must be connected and discharge into the airbox.
- 35.5. Electric fuel pump must be wired to an automatic and functional cut off switch, so that in the event of a motorcycle laying on its side the engine will stop running.
- 35.6. In the interest of safety, paddock stand bobbins must be rounded (no sharp edges) and securely fitted, if stands are to be used.

36. Timing Equipment

- 36.1. Use of a lap timer display is permitted. This must be a standalone, self-powered device.
- 36.2. All such systems must be approved by the scrutineer.
- 36.3. The addition of a device for infra-red (IR) transmission of a signal between the rider and their team, used exclusively for lap timing, is allowed.
- 36.4. The addition of a GPS for lap timing/scoring purposes is allowed.
- 36.5. Telemetry is allowed.
- 36.6. The “dash” is free and the homologated model can be replaced with an aftermarket one.

37. Responsibility

- 37.1. It is the rider’s responsibility to make sure his/her equipment complies with these regulations.
- 37.2. It is up to you to ask questions if you are unsure.
- 37.3. Whilst on track, remember that the throttle can be opened and closed, you are in most control of your safety.