

Total No of Pages: 15

1. Introduction

- 1.1. It should be 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 and/or regulations.
- 1.4. 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 or her motorcycle at all times before, during or after an event. Any motorcycle found not to be in conformity with the technical regulations during or after an event may be penalised.
- 1.5. 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 additional penalties imposed.
- 1.6. The below regulations are subject to amendment at any time, made by the organisers which will be issued by means of an official bulletin.

2. General Description of Vehicles

- 2.1. The Modified Sportsbike class is open to competitors riding on accepted 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 500 to 955	Four Stroke	Two Cylinders

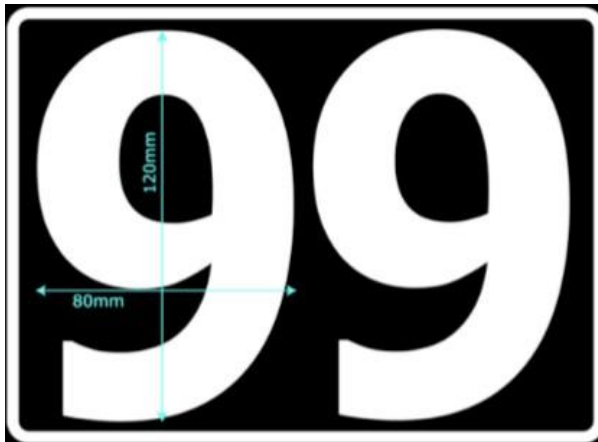
3. Minimum Weight

- 3.1. The minimum weight of a bike is 160kg at scrutineering or during / immediately at the end of a practice / qualifying session or race as the bike entered pit lane. ~~Minimum weight required is 160kg.~~
- 3.2. Nothing can be added or removed from the machine, including water, oil, fuel, tyres or paddock stands.
- 3.3. The weight of the bike will be measured using the designated circuit weighing scales.



4. Number Plate Colours

- 4.1. Modified Sportsbike class ~~& Rookie CUP~~ – any color may be used as long it is clearly legible to officials.
- 4.2. The size needs to be as per the below, while the front is open as long as it is clearly legible.



- 4.3. The allocated number & plate for the rider must be affixed on the motorcycle as follows:
 - One at the front, either in the centre of the front cowling or slightly off to the left-hand side (frontal view).
 - One on each side of the motorcycle. The preferred location for the number 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 organizer will determine the starting number from 1 up to 99.
 - The organizer will allocate every motorcycle that is registered for the event with a number that will be valid for the entire championship season.
 - The organizer will supply compulsory advertising. The compulsory advertising must be present.

Compulsory advertising, supplied by the organizer, must be present on the motorcycle at all times during practice and race days. Any competitor who fails to comply with this standard may not be authorised to take part in the practice/race sessions.

“DSBK” logo to appear:

- 1x above number on front cowling
- 1x on visible area of LHS & 1x on visible area of RHS (fairing or rear seat)

“Superstock sponsor” logo to appear:

- 1x on visible area of LHS & 1x on visible area of RHS (fairing or rear seat)

“Modifieds sponsor” logo to appear:

- 1x on visible area of LHS & 1x on visible area of RHS (fairing or rear seat)

“Rookie CUP sponsor” logo to appear:

- 1x on visible area of LHS & 1x on visible area of RHS (fairing or rear seat)

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).

5.2. **No octane boosters may be used**

5.3. **At any point during the event the organisers may take a fuel sample directly from the fuel tank of the competing machine and have it tested for compliance.**

6. Examination of motorcycles

- 6.1. All entered motorcycles must be visually examined in the designated scrutineering area at the time stated in the Supplementary Regulations.
- 6.2. Competitors must report for scrutineering with their motorcycles clean, complete in all aspects and with the belly pan 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 a contact incident 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 organizers, in addition to any other powers that may have under these regulations, reserve the right before or after a 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 in all such scrutineering, examination and testing as the organisers may responsibly require to undertake.
- 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 of the championship at least seven days prior to the event entered, to permit a ruling in advance of any meeting at which it is intended to compete.

7. Riding Gear Safety Requirement

Helmet – Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened. Helmets must be marked with one of the following international standards which are recognized by the FIM:

- UNECE 22.05 Type P OR 22.06
- Snell M 2020
- JIS T8133 2020 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
- <https://www.frhp.org/circuit-helmets/homologated-helmets-frhphe-01>
- One piece shell with protective lower face cover: not detachable and not moveable
- Retention system with strap and double D-ring

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.

- 7.1. Visors – All visors must be in a good condition and scratch free.
- 7.2. Gloves and Boots – Riders must wear leather gloves (gauntlet type) and boots (rigid road race type), which with the suit shall provide complete coverage from the neck down.
- 7.3. Any decoration, cleaning or modification made to this equipment must only be done strictly in accordance with the manufacturer's instructions. The 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.
- 7.4. 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 and/or lack of safety protection.

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 championship.

9. Tyres - General Conditions

- 9.1. There will be controlled Pirelli tyres – SC2, SC1, SC0 & SCX, size: 120/70/R17 & 190/60/R17
- 9.2. No alteration to the manufacturer’s specification is permitted. Chemical treatment is prohibited, and all the manufacturer’s data must be clearly visible.
- 9.3. ~~3-2~~ sets may be used on a race day (practice, qualifying, race 1 & race 2) and need to be DSBK marked by the scrutineer before being used in practice / qualifying/ race at scrutineering.
- 9.4. It is the riders responsibility to ensure the tyres have been marked by the scrutineer;
- 9.5. Riders using unmarked tyres will have their times cancelled (practice / qualifying) or disqualified from the race.
- 9.6. Tyres can be purchased through DSBK Racing only (Will be stamped)
- 9.7. The use of tyre warmers will be allowed on the grid not powered. “NO ELECTRICITY”
- 9.8. Tyre changing facilities will be made available to competitors on the Friday evening before race day at no additional charge (5 PM – 8 PM).
- 9.9. In case of rain, and if the race is declared “ WET” by the Race Director, this rule shall not be applicable.

10. Wheels

- 10.1. Wheels can be changed and carbon fiber will not 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 OEM originally homologated.

11. Brakes

- 11.1. Front and rear brake disc 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 dis-connected and the ABS can be dismantled.
- 11.6. The ABS pump may be removed, 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.
- 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.

12. Footrest/Foot Controls

- 12.1. Footrest may be rigidly mounted or of folding type which must incorporate a device to return to the normal position.
- 12.2. The end of the footrest must have a rounded edge solid spherical radius. Sharped edges will not be allowed.
- 12.3. Non-folding metallic footrests must have an end (plug) which is permanently fixed, made of aluminum, Teflon or an equivalent type material.
- ~~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 the 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 color).
- 13.3. Control Levers – All handlebar levers must be ball-ended or ball may be flattened with rounded edges.
- 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 rotate/twist on impact.

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(s) in place.
- 14.3. Fairing and body work may be replaced and materials may be changed, however the used of carbon composite materials is not allowed.
- 14.4. Windscreens may be replaced (transparent only).
- 14.5. The original airducts running between the fairings and the airbox may be altered or replaced and entry sizes may be modified.
- 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 to resist the corrosive properties of fuel.
- 15.4. The use of an FIM recognized product such as “Explosafe” is strongly recommended within the fuel tank but is not mandatory.
- 15.5. The sides of the tank may be covered with ‘tank grips’ in order to aid rider ergonomics.
- 15.6. Tank covers may be fitted in order to provide as a rider spacer but must be securely fastened.

16. Fasteners

- 16.1. Standards 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 fasteners it is replacing.
- 16.2. Fasteners may be drilled for safety wire locking.
- 16.3. Fairing/body works fasteners may be changed to the quick disconnect type.
- 16.4. Aluminum 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.

18. Exhaust System

- 18.1. 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

20. Crankcase/Gearbox Housing

- 20.1. Open

21. Transmission/Gearbox

- 21.1. Alterations to the gears, gearbox or gear ratios – Open
21.2. Quick shifter 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.

24. Radiator and Oil Coolers

24.1. The only liquid engine coolants permitted will be water (Motul MoCool additive will be accepted within the stipulated dilution as per manufacturer's guidelines).

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 which needs to have a minimum capacity of 250cc.

26. Fuel Supply

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

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.

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 rider's body may become trapped between the lower chain run and the rear wheel sprocket.
- 30.3. Brackets must have rounded edges (with a large radius).
- 30.4. 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.

32. Frame

- 32.1. Steering head cap bearing inserts can be replaced.
- 32.2. The sides of the frame-body may be covered by a protective part.
- 32.3. 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.
- 32.4. Bolt on accessories to the rear sub-frame may be removed.
- 32.5. Exhaust hanger brackets may be replaced with aftermarket substitutes.
- 32.6. No lightweight 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 filter opening (to avoid oil spillage).
 - Any type of lubrication, brake or suspension fluid may be used.
 - Gasket and gasket materials.

34. OEM Homologated parts to be removed

34.1. These are mandatory:

- Headlamp and rear lamp
- Turn signals indicators (when not incorporated in the fairing)
- Rear view mirrors
- Horn
- License plate bracket
- Tool Kit
- Helmet hooks and luggage carrier hooks
- Passenger foot pegs
- Passenger grab rails
- Safety bars, centre and slide 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 filter cap
- Sump plug
- Front brake caliper bolts
- Radiator cap
- Radiator drain plug
- Rear wheel spindle, split- R-pins OR lock-wired through the spindle nut
- Front wheel spindle, split-R-pins, OR pinch bolts OR front fork slider.

- 35.4. 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.
- 35.5. 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 GPS for lap timing/scoring purposes is allowed.
- 36.4. 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.

For any Queries and letters please email:

SERIES COORDINATOR (DSBK) Asem Reda : Asem.nabeel@hotmail.com

& cc Ian Rodgers : ian.rodgers@ymail.com