



نادي ٩٦٥ للسيارات
965 Motor Club

965 MOTOR CLUB

KUWAIT SUPERBIKE CHAMPIONSHIP

600 SUPERSTOCK CHAMPIONSHIP

نادي السيارات

1000 SUPERSTOCK CHAMPIONSHIP

KT



2022-2023
Superbike Championship

SPORTING & TECHNICAL REGULATIONS

2022/2023

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GENERAL UNDERTAKINGS AND CONDITIONS

The organizer reserves the right to amend the Sporting & Technical Regulations with approval of KIAC before the closing date of the Event.

The organizer reserves the right to postpone, abandon, change (e.g. the duration), replace or cancel the meeting or any part thereof before the Event is started. The organizer alone will, in such case, make the decision about the consequences for the 965 Motor Club championships. In this event the competitor has no right to claim against the neither Organiser nor FMN with respect of any loss or expense he may thereby incur.

The Promoter may also offer other services, e.g. transportation of Car and equipment. Related to any services the Promoter offers AND related to above mentioned right to postpone, abandon, change or cancel the meeting or any part of it and in case of any delay or any other problems, damages or losses, the competitor has no right to claim against neither the organiser nor the FMN with respect of any loss or expense he may thereby incur.

The following reasons or causes are included, but not limited to weather conditions, force majeure, act of God, government decisions, pandemic, terrorism, strikes, riots and war.

In case of an appeal of any dispute leading to an appeal in connection with the organized Events as described in these regulations, this will be subject to the exclusive jurisdiction of the Kuwait International Automobile Club KIAC.

All Riders, Officials, Promoters/Organizers and all the persons involved in any capacity whatsoever participating in the **965 Motor Club 2022-2023 Sport Bike Championship** ("Championship") undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of these sporting and technical regulation as supplemented and amended from time to time.

All the persons mentioned above may be penalized in accordance with the provisions of these **Regulations**.

It is the responsibility of the **Rider** to ensure that all persons concerned with his/her entry observe all the requirements of the **Regulations**. The responsibility of the **Rider**, during any part of the Event with respect to observance of the **Regulations**, is joint.

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the Paddock, Pits, Pit lane or Track, must wear an appropriate pass at all times during the Event as supplied.

1.1 SPORTING REGULATIONS	
1.1.	INTRODUCTION
1.1.2.	A Championship comprising a series of motorcycle races organized by 965 Motor Club in accordance with the requirement of Kuwait International Automobile Club KIAC, the representative of Kuwait in the FIM, (incorporating the provisions of the international sporting regulations of the FIM).
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 a protest and the time at which technical or sporting verifications have been concluded, whichever is the latest.
1.2.2.	Events will be staged at the Kuwait Motor Town (KMT) Main Circuit
1.2.3.	Organizers for the Championship will be the 965 Motor Club ("Organizer") : Email: 965motorclub@gmail.com www.965motorclub.com.kw
1.2.4.	The Organizer is responsible for providing the facilities and personnel to ensure the smooth and efficient running of the event.
1.2.5.	Sporting Authority (FMN) : Kuwait International Automobile Club (KIAC), member of the FIM. P.O.Box 2100 Safat, 13021 Kuwait Email: kiac-kwt@kiac.com.kw Tel.: +965 24827521
1.3.	THE PADDOCK
1.3.1.	The Paddock, pits should be available to Riders at least one hour prior to the start of the event.
1.4.	OFFICIALS
	The following Officials are nominated to ensure smooth and efficient running of the Event: Permanent Steward – TBC Permanent Race Director (RD) - TBC Chief Scrutineer – TBC
1.5.	THE CALENDAR
	The calendar of races counting for the Championship is as follows:
	Round 1: 23 rd December 2022
	Round 2: 13 th January 2023
	Round 3: 4 th February 2023
	Round 4: 17 th March 2023

1.6. CLASSES

- 1.6.1. The **965 Motor Club SuperStock Championship** may have 2 Class:
SuperStock 600cc -800cc - Engine sizes as specified in 2.1 (Technical Regulations).
SuperBike 1000cc+ - Engine sizes as specified in 2.1 (Technical Regulations)
- 1.6.2. Technical Regulations governing this class are provided under chapter 2 of the Regulations.

1.7. ELIGIBLE COMPETITORS

- 1.7.1. **Rider's License:** Riders wishing to participate in this championship must be in possession of the adequate national competition license valid for Circuit Racing issued by KIAC in order to be able to personally take part in the event.
- 1.7.2. **Entrant License:** Any organization, company, sponsor or team wishing to enter the championship must be in possession of Entrant/Team License issued by KIAC.
- 1.7.3. Foreign Riders/Entrants not residing in Kuwait: Riders and Entrant of foreign nationality not residing in Kuwait must submit a valid competition license issued by their parent FMN, affiliated with the FIM, accompanied by a no objection letter/start permission issued by their FMN.
- 1.7.4. Minimum age for the Championship is 16 years.
The limit for the minimum age starts on the date of the Rider's birthday.
- 1.7.5. The limit for the maximum age finishes at the end of the year in which the Rider reaches the age of 60.

1.8. ENTRIES

- 1.8.1. **Entry Fees:** Entry in this championship is free of charge, however, the organizer reserves the right to impose entry fees.
- 1.8.2. All eligible competitors must register for the championship in advance of participating in their first event by returning a fully completed championship Entry Form to the organizer along with any documents required under the championship technical regulations.
- 1.8.3. The Rider must be registered and complete at least two (2) rounds of the championship to be considered eligible for championship points and trophies. Single round entries (Guest Riders) to the Championship are not allowed at any time.
- 1.8.4. Riders must compulsorily attend any briefings organized.

- 1.8.5. The Riders will be previously informed in writing about the place, date and time of the briefing.
- 1.8.6. Failure to attend the briefing or late arrival for the briefing in full will result in a fine be imposed on the rider in accordance with these regulations or at the stewards discretion.
- 1.8.7. A waiver can be granted by the Race Director if sufficient notice or justification is provided.
- 1.8.8. A Rider shall be deemed to have taken part in the event when he enters the race track in at least, one practice session.
- 1.8.9. A Rider shall be deemed to have started a race when he participates in, at least, the first lap of the race.

1.9. **STARTING NUMBERS**

- 1.9.1. Each Rider accepted in the Championship is free to choose a number between 2 and 99 on a first come first served basis and will be valid for the whole Championship season. Number 1 will be reserved for the champion of the previous season and will remain unassigned should he/she choose not to carry it.

1.10. **SCHEDULE**

- 1.10.1. The Event Schedule will be communicated on an event basis with the following sessions incorporated:

90'	SIGN-UP & TECHNICAL CHECKS
15'	RIDERS' BRIEFING
20'	FREE PRACTICE
15'	QUALIFYING
12 LAPS	RACE

- 1.10.2. The above schedule can only be varied as follows:
 - a. Prior to the event by the Organizer & KIAC;
 - b. During the event by the race director or clerk of the course.

1.11. **TECHNICAL CONTROL**

- 1.11.1. All motorcycles should be checked by the Scrutineers prior to first participation in practice on safety aspects, according to the published schedule. At the Discretion of the Chief Scrutineer, machines may be checked

earlier than the schedule if the machines are ready.

Unless a waiver is granted by the Race Director, Riders who do not comply with the schedule for technical control will not be allowed to take part in the event.

- 1.11.2. The procedure for Technical Control is described in the Technical Regulations.
- 1.11.3. All motorcycles to remain at the circuit throughout the duration of the event. Motorcycles that leave the circuit prior to the end of the event and final scrutineering will be disqualified from the round.
- 1.11.4. Refueling is strictly prohibited in the pit lanes. Refueling is permitted only within the Pit garages.

1.13.1.12. FREE PRACTICE

1.13.1.12.1. During Free Practice:

- a. The duration of Practice will commence from the illumination of the green light at the Pit Exit.
- b. The waving of a Checkered Flag, at which time the pit exit will be closed, will indicate the end of Practice. A Rider's time will continue to be recorded until he passes the finish line after the allotted time has elapsed. After the Checkered Flag, Riders may complete the lap prior to enter the pits.
- c. If Practice is interrupted due to an incident or any other reason, then red lights will be displayed at the start line and around the circuit and red flags will be displayed at all Marshals posts. All Riders must return slowly to the pit lane. 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 displayed.
- d. After Practice has started, the condition of the racing surface of the circuit should not be altered except on instruction from the race director in response to a localized change in conditions.

1.13.2.1.12.2. Motorcycles A Rider may register two (2) motorcycles and use only one, any change of motorcycle during qualifying and/or after qualifying for any reason whatsoever, shall result in the rider starting from the back of the grid for the next race.

1.13.3.1.12.3. Lap Time All laps of the Riders will be timed. A new lap record for a circuit can only be established by a Rider during a race. Both for Practice and for Race, the lap time is the subtraction of the time between two consecutive crossings of the plane of the finish line indicated by the line painted on the track.

1.13.4.1.12.4. Free Practice Results The results will be based on the fastest time recorded by the Riders in Free Practice.

1.14.1.13. QUALIFYING

1.14.1.1.13.1. Qualifying will commence from the illumination of the green light at the Pit Exit.

1.14.2.1.13.2. The waving of a Checkered Flag, at which time the pit exit will be closed, will indicate the end of Qualifying. A Rider's time will continue to be recorded until he passes the finish line after the allotted time has elapsed. After the Checkered Flag Riders may complete the lap prior to enter the pits.

1.14.3.1.13.3. If Qualifying is interrupted due to an incident or any other reason, then red lights will be displayed at the start line and around the circuit and red flags will be displayed at all Marshals posts. All Riders must return slowly to the pit lane. When Qualifying 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 displayed.

1.14.4.1.13.4. After Qualifying has started, the condition of the racing surface of the circuit should not be altered except on instruction from the race director in response to a localized change in conditions.

1.14.5.1.13.5. Every competitor must complete a minimum of 3 laps practice on the motorcycle to be raced and in the correct session in order to qualify. The Clerk of the Course/Stewards of the meeting shall have the right to exclude any competitor whose practice times or racing conduct are considered unsatisfactory or unsafe.

1.14.6.1.13.6. Any Rider who fails to achieve a qualifying time will be permitted to take part in the race provided that he/she has set at least 3 timed laps during Free Practice or qualifying. Such Riders will start the race from the back of the grid.

1.14.7.1.13.7. Riders may enter re-enter the pits for adjustments during the session and then rejoin the track again. Adjustments carried out must be in the presence of a scrutineer.

1.15.1.14. GRID POSITIONS

1.15.1.1.14.1. The pole position, allocated to the fastest Rider, will be determined by the homologation of the circuit.

1.15.2.1.14.2. Grid positions for the Race are determined by the qualifying results.

1.15.3.1.14.3. The Grid will be arranged in the "in echelon" 3-3-3 configuration. Each line will be offset. There will be a distance of 9 meters between each row.

1.16.1.15. RACES

1.16.1.1.15.1. The standard scheduled race duration shall normally be approximately

25 minutes but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the meeting, it shall still count as full points scouring round.

1.16.2.1.15.2. There shall be one race during each round of the championship. The organizer will notify the competitors should a second race to be added during a certain round of the championship in a form of a bulletin approved by KIAC.

1.17.1.16. START PROCEDURE

1.17.1.16.1. Normal Start Procedure

- a. Five (5) Minutes before the Start of the race - Pit lane exit opens for three (3) minutes for the formation/sighting lap. At the pit lane exit, green lights will be shown, or green flags waved.
- b. Riders who do not go on to the grid may start the warm up lap from the pit lane under the instructions of 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.
- c. When Riders reach the grid after the sighting lap(s) they must take up their positions.

Officials will display panels, at the side of the track, indicating the row of the grid, to assist Riders in locating their grid position.

Working on the machine on the grid is forbidden and may be penalized.

All Riders must be in position on the grid with engines running. Any Rider who is unable to start his motorcycle must remove it off the track, under the control of the grid Marshals, where he may make further attempts to start it. Such Riders may start the warm up lap once other bikes have all passed by him and will start the race from the back of the grid.

- d. 30 Seconds before the Start of the Warm Up Lap - Display of 30 Seconds Board on the grid.
- e. No person (except essential Officials) is allowed to go on the grid at any time.
- f. Green light will be shown, or green flag will be waved to start the Warm Up Lap.

In the interest of safety, should a Rider stall his motorcycle, he may be assisted to restart. If, after a reasonable period, the engine does not start, then the Rider will be pushed off the track.

The Riders will make one lap, at unrestricted speed, followed by a safety car. The safety car may overtake slow Riders.

As soon as the Riders have passed the pit lane exit, 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. 10 seconds later, the light will turn red.

On returning to the grid, the Riders must take up their positions with the front wheel of their motorcycle up to or behind the front line and between the side lines 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.

- g. Any Rider who arrives after the safety car has taken up its position at the back of the grid must **take the last place on the grid and will start the race from there. In the case of more than one Rider arriving to the grid after the safety car, they will take the last places on the grid, in the order they arrive to the grid.**
- h. Any Rider who encounters a problem with his motorcycle 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 an arm. It is not permitted to attempt to delay the start by any other means.

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 all panels have been lowered and the safety car has taken up its position, 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.

- i. A red light will be displayed for between 2 and 5 seconds. It 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 must overtake slow Riders.

Any Rider who anticipates the start or who is deliberately not placed in his starting box will have **10 seconds** added to his/her total race time.

Anticipation of the start is defined by the motorcycle moving forward when the red lights are on. The Stewards will decide if a penalty will be imposed and must arrange everyone to be informed of such penalty before the end of the fourth lap.

j. If, after the start of the race, a Rider stalls his motorcycle, 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 off the track.

k. After the Riders have passed the exit of the pit lane, the exit will display a green light to start any Riders still in the pit lane.

l. 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 waved from the Starter's platform and the red light stays on.
- The "Start Delayed" board is displayed from the Starter's platform and a Marshal will wave a yellow flag at each row of 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) which caused the Start Delayed procedure will be removed off the track.
- Only essential Officials are allowed on the grid, with the exception of camera crew(s) authorized by the Organizers.
- The start procedure will be re-commenced at the one (1) 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).
- Display of 30 Second Board on the grid: All Riders must be in position on the grid with engines running. Any Rider who is unable to start his machine must remove it off the track.
- Green flag waved to start warm up lap. In the interest of safety, should a Rider stall his machine, he may be assisted to restart. If, after a reasonable period, the engine does not start, then the Rider will be pushed off the track.
- 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" may be further penalized.

1.17.2.1.16.2. Quick Restart Procedure

When a race is stopped for reason other than weather conditions, Riders must return to the pit lane, unless otherwise instructed by Officials. If there is to be a second part to the race, minor repairs may be carried out and refueling is permitted. The following procedure will take place:

a. Upon arrival in the pit lane, Riders may make adjustments to their motorcycle, refueling is permitted. (Prior to the start of the race, teams should ensure that all necessary equipment is located in the pit lane service area in a safe position).

- i. When all Riders have entered the pit lane the race director will announce the time remaining to the re-opening of the pit lane.
 - ii. The duration between the red flag and the actual opening of the pit exit will be 10 minutes or more.
 - iii. The time remaining to the opening of the pit exit will be displayed on timing screens.
- b. When the time period has elapsed, 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 Riders will have to start the warm up lap from the pit lane and will start the race from the back of the grid.
- c. 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.
- d. All Riders will arrive back on the starting grid, and stop, with engines running, no adjustments may be made. Any Rider encountering difficulties on the “out lap” from the pit exit may not go to the grid and must enter the pit lane.
- e. As soon as the Safety Car arrives on the back of the grid, a 20 seconds board will be shown.
- f. After 20 seconds have elapsed a green flag will be shown to start the warm up lap.
- g. The warm up lap will be completed 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 20 seconds to release any Rider waiting. The pit lane exit will remain closed until after the start of the race. Any Rider delaying the progress of the warm up lap will be overtaken by the Safety Car.
- h. Any Rider not able to leave the pit exit has a final option of starting the race from the pit exit.
- i. Upon arrival back at the starting grid, the normal start procedure will be followed, with the start signal given in the normal manner.
- j. 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. Any Rider arriving after the Safety Car will also start from the back of the grid.
- k. After the start signal has been given and the last Rider has passed the pit exit, the pit exit will be opened. Any Riders still in the pit lane may then start the race up until the point when the lead Rider has crossed the finish line to complete the first racing lap.

- I. Any Rider taking up the wrong grid position will be penalised by adding 10 seconds to his total race time.

1.18.1.17. BEHAVIOR DURING PRACTICE, QUALIFYING & RACE

1.18.1.17.1. Riders must obey the flag signals, the light signals, and the boards which convey instructions. Any infringement to this rule will be penalized accordingly.

1.18.2.1.17.2. Riders must have their race ware on at all times while on the track. Failure to abide by this rule will be penalized with one or more of the following penalties:

Fine – disqualification – withdrawal of Championship points – suspension.

1.18.3.1.17.3. Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Any infringement of this rule will be penalized with one or more of the following penalties:

- Reprimand
- Fine
- Drop of position(s)
- Time penalty
- Drop of any number of grid positions at the Rider's next race
- Disqualification
- Withdrawal of Championship points
- Suspension.

1.18.4.1.17.4. 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 will be penalized by being dropped 2 grid positions of his qualifying grid, during qualifying will be penalized by the cancellation of the 2 best lap times, and during the race, by adding 10 seconds to rider's total race time decided by the Stewards.

Further penalties (such as fine - disqualification - withdrawal of Championship points) may also be imposed.

1.18.5.1.17.5. Any repairs or adjustments along the race track must be made by the Rider working alone with absolutely no outside assistance. The Marshals may assist the Rider to the extent of helping him to lift the motorcycle and holding it whilst any repairs or adjustments are made. The Marshal may then assist him to re-start the motorcycle. If the Rider intends to retire, then he must park his motorcycle in a safe area as indicated by the Marshals.

1.18.6.1.17.6. If the Rider encounters a problem with the motorcycle 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 motorcycle in a safe place (track openings marked in Orange color) or as indicated by the Marshals.

1.18.7.1.17.7. Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.

1.18.8.1.17.8. Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.

1.18.9.1.17.9. Riders are not allowed to transport another person on their motorcycle or to be transported by another Rider on his motorcycle.

1.18.10.1.17.10. 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. Failure to abide by this rule will result in an immediate fine of KD50. A repeat of such an offense will result in a KD50 fine and exclusion from race.

1.18.11.1.17.11. Cameras may be supplied for a number of motorcycles selected at random. The cameras are to be mounted securely on the motorcycle in areas that do not hinder Riders' view, movement or the movement of the machine.

Riders must give reasonable access and assistance to the Officials designated to facilitate the mounting of the cameras.

1.18.12.1.17.12. A speed limit of 60 km/h will be enforced in the pit lane at all times during the event. Riders must respect the speed limit from where the sign 60 km/h is placed up to where the sign 60 Km/h crossed out is placed.

Any Rider found to have exceeded the speed limit during:

- **Practice:** will be subject to a fine of KD20 + KD1 for every Km/h over the limit.
- **Qualifying:** subject to a fine of KD20 + omission of the best two laps
- **Race:** subject to a fine of KD20 + 20 second time penalty added to total race time.

1.18.13.1.17.13. Stopping on the track during any of the sessions is forbidden.

1.18.14.1.17.14. During the practice and qualifying sessions, practice starts are permitted as follows;

b.a. After passing the Checkered flag at the end of practice and qualifying sessions, when it is safe to do so, off the racing line and only in the designated Practice Start Zone(s) and following the procedure, as communicated to Riders during briefing.

c.b. Any Rider found to have infringed this rule will be subject to an instant fine of KD100. Further penalties may be applied at the discretion of the Stewards.

1.18.15.1.17.15. If the winning Rider wishes to parade a flag, he must ride to the Pit exit

at the end of the straight off the racing surface to collect the flag and then rejoin the circuit when it is safe to do so without taking an extra lap.

1.18.16-1.17.16. After the Checkered flag, Riders riding on the track must wear a safety helmet until they stop on the pit lane / Parc Fermé.

1.18.17-1.17.17. It is not permitted to ride racing motorcycles within the circuit other than in the pit lane or on the track.

1.18.18-1.17.18. Any Rider whose motorcycle spill oil on the track causing interruption of practice, qualifying or race twice in the same event may be penalized at the discretion of the Stewards with one of the following penalties: fine - disqualification - withdrawal of Championship points - suspension.

1.18.19-1.17.19. Penalties for infringement of Engine durability articles:

- Infringement during Free Practice or Qualifying: the Rider will start the race from the pit lane.
- Infringement during the race: disqualification.

1.18.20-1.17.20. Should a Rider have a Technical Protest lodged against him/her after Race 1, in an event of 2 races, then he/she has three options;

- Immediate Examination (time allowing).
- Suspected/removed parts impounded for later inspection.
- Checking of all seals, use the machine 'as is' in Race 2 and for any infractions found then penalties will be applied to BOTH races.

1.19-1.18. PIT STOPS

- Riders** may enter the pits during the race.
- Refueling** is strictly prohibited. Any infringement of this rule will be penalized with a disqualification.
- Rider** may re-join the race provided the pit exit is open and the Blue Light shown, or Blue Flag is waved.

1.20-1.19. FINISH OF RACE & RACE RESULTS

1.20.1.1.19.1. When the leading Rider has completed the designated number of laps for the race, he will be shown a Checkered flag by an Official. The Checkered flag will continue to be displayed to the subsequent Riders.

When the Checkered 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 Checkered flag is shown to the leading Rider, the red light will be switched on at the pit lane exit or a Marshal showing a red flag will stand in the pit lane exit.

If a Rider(s) closely precedes the leader during the final lap before the finish line, the Official will show to the Rider(s) and to the leader simultaneously the Checkered flag and the Blue flag. That means that the race is finished for the leader while the Rider(s) closely preceding the leader has (have) to complete

the final lap and take the Checkered flag.

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

1.20.3.1.19.3. The results will be based on the order in which the Riders cross the line and the number of laps completed.

1.20.4.1.19.4. To be counted as a finisher in the race and be included in the results a Rider must:

- a. Complete 75% of the race distance rounded down to the nearest whole number. In a 12 lap race that would be 8 laps.
- b. Cross the finish line on the race track (not in the pit lane) within three minutes of the race winner. The Rider must be in contact with his motorcycle.

1.20.5.1.19.5. The Riders classified in the first three positions in the race are to make their way, as quickly as possible, to the scrutineering bay. **The first three finishers of the races are to go to the podium for the awards ceremony. Participation in the podium ceremony by these Riders is compulsory.** Riders must be wearing their suits and zipped up and have their helmets too. They may be requested to wear sponsor hats for the podium prize giving. Failure to comply with any of these requirements is an automatic fine of KD100 and 10 points deducted.

1.21.1.20. INTERRUPTION OF A RACE

1.21.1.1.20.1. If the race director decides to interrupt a race, then red flags will be displayed at the finish line and at all Marshals' posts and he will switch on the red lights 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 Checkered flag, the following procedure will apply:

- a. For all the **Riders** to whom the Checkered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
- b. For all the Riders to whom the Checkered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
- c. 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 competing 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 or riding on their motorcycle, will not be classified.

1.21.2.1.20.2. If the results calculated show that less than three laps 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. 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.

1.21.3.1.20.3. If three laps 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. If it is found impossible to re-start the race, then the results will count, and half points will be awarded in the Championship.

1.21.4.1.20.4. If the results calculated show that two-thirds (75%) of the current race distance rounded down to the nearest whole number of laps 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 deemed to have been completed and full Championship points will be awarded.

1.22.1.21. RESTARTING A RACE THAT HAS BEEN INTERRUPTED

1.22.1.1.21.1. 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 Clerk of the Course will announce a time **and the start procedure type (Normal Start or Quick Start)** for the new start procedure to begin which, conditions permitting, should not be later than 10 minutes after the initial display of the red flag.

1.22.2.1.21.2. The start procedure will be identical to a normal start with sighting laps, warm up lap etc.

1.22.3.1.21.3. Conditions for the re-started race will be as follows:

- a. In the case of situation with less than 3 laps completed:
 - i. All Riders may re-start.
 - ii. Motorcycles may be repaired.
 - iii. Refueling is permitted.
 - iv. The number of laps will be two-thirds (75%) of the original race distance rounded down to the nearest whole number of laps.
 - v. The grid positions will be as for the original race.
- b. In the case of situation described of 3 laps or more and less than two-thirds (75%) completed:
 - i. Only Riders who are classified as finishers in the first race may re-start.

- ii. Motorcycles may be repaired.
- iii. Refueling is permitted.
- iv. The number of laps of the second race will be the number of laps required to complete two-thirds (75%) of the original race distance rounded down to the nearest whole number of laps with a minimum of 5 laps.
- v. The grid position will be based on the finishing order of the first part of the race.
- vi. The final race classification will be established according to the position and the number of laps of each Rider at the time he crossed the finish line at the end of the last part of the race.

1.23.1.22. PARC FERME

At the end of the race, or the final part of a race that has been interrupted, the Scrutineers must remove all the classified motorcycles to a check area pending inspection. Motorcycles will normally be released from the Parc Fermé 20 minutes after the finish of the race unless held longer at the discretion of the Chief Scrutineer.

1.24.1.23. CHAMPIONSHIP POINTS & CLASSIFICATION

1.24.1.1.23.1. Riders will compete for the Championship and Points will be gained in each race.

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

Position	Points
1 st	25
2 nd	20
3 rd	18
4 th	16
5 th	14
6 th	12
7 th	10
8 th	9
9 th	8
10 th	7
11 th	6
12 th	5
13 th	4
14 th	3
15 th	2
16 th	1

1.24.3.1.23.3. 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.).

1.25.1.24. FLAGS & LIGHTS

1.25.1.1.24.1. National Flag or Start Lights

Signal for the Start of the Race. A Red light will be displayed for up to 5 seconds. The Red Light will then be extinguished to start the race. Alternatively, the National Flag may be lowered to start the race.

1.25.2.1.24.2. Green Flag

The track is clear. This flag will be shown waved by the starter to signal the start of the warm up lap. This flag must be shown at each flag marshal post for the first lap of each practice session and of the warm up, for the sighting lap(s) and for the warm up lap. This flag must be shown at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags.

1.25.3.1.24.3. Yellow and Red Striped Flag

Oil, water or other substance is affecting adhesion on this section of the track. This flag must be shown at the flag marshal post.

1.25.4.1.24.4. White Flag with Diagonal Red Cross

Drops of rain on this section of the track.

This flag must be shown at the flag marshal post.

1.25.5.1.24.5. Blue Flag

This flag indicates that a faster rider is about to overtake.

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.

1.25.6.1.24.6. Checkered Black and White Flag

Two of these flags will be waved at the finish line on track level and on the finish tower to indicate the finish of Free Practice, Qualifying or Race session. Taking the flag more than once could at the discretion of the Stewards lead to a fine of KD50.

1.25.7.1.24.7. Checkered Black and White Flag plus Blue Flag

The Checkered black/white flag will be waved together with the blue flag presented motionless at the finish line on track level when a rider(s) precedes closely the leader during the final lap before the finish line.

1.25.8.1.24.8. Yellow Flag and or Yellow Lights

During the final inspection lap (by the Stewards and other Officials) this flag must be waved at the exact place where the flag marshal will be positioned during the practices, warm ups and races. Shown waved at each row of the starting grid, this flag indicates that the start of the race is delayed. When

shown at the flag marshal post this flag indicates danger ahead, riders must slow down. No overtaking is permitted. Overtaking is forbidden up until the point where the green flag is shown. Any Infringement of this rule during a Free Practice session will result in a fine of KD20. Repeat offence during Free Practice will result in KD20 fine and start of Race from the back of the grid.

Any Infringement of this rule during a Free Practice session will result in a fine of KD20. Repeat offence during Free Practice will result in KD20 fine and start of Race from the back of the grid.

In case of infringement of this rule during the race, a time penalty will be imposed. In both cases, further penalties (such as fine – suspension) may also be imposed.

1.25.9.1.24.9. Red Flag and Red Lights

When the race or practice is being interrupted. On instructions from the **RD** Red Lights and/or waved Red Flags will be displayed around the circuit. Riders must stop racing/practice and proceed as instructed by the Marshals
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(s) and at the end of the warm up lap.
The red flag may also be used to close the track.
On the Start Grid a Red Signal Lights(s) will be displayed for up to 5 seconds.
When the Red Light(s) are extinguished the race will start.

1.25.10.1.24.10. Black Flag

This flag is used to convey instructions to one rider only and is displayed motionless together with the rider's number.
The rider must stop at the pits at the end of the current lap and cannot restart.
Any infringement of this rule will be penalized with one or more of the following penalties:
Fine – disqualification – withdrawal of Championship points – suspension.

1.25.11.1.24.11. Black Flag with orange disk (Technical Flag)

This flag is used to convey instructions to one rider only and is displayed motionless together with the rider's 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 or more of the following penalties:
Fine – disqualification – withdrawal of Championship points – suspension.

1.26.1.25. INSTRUCTIONS AND COMMUNICATION TO COMPETITORS

1.26.1.1.25.1. Instructions may be given by the **RD** to Riders by means of special circulars in accordance with the Regulations. Circulars must be posted on the

Official notice board and given to each Rider. Posting on the Official notice board and giving it to the Rider will be deemed as proof of delivery and Official publication.

1.26.2.1.25.2. All classifications and results of practice and the race, as well as all decisions issued by the Officials, must be posted on the Official notice board. Posting on the Official notice board will be deemed as proof of delivery and Official publication.

1.26.3.1.25.3. Any communication from the Stewards, race director, or to a Rider must be communicated in writing. Similarly, any communication from a Rider to the Stewards, race director, must also be made in writing.

1.27.1.26. PROTESTS & APPEALS

1.27.1.1.26.1. Where an offence (below) is committed during any qualifying session(s) or the first race, then any points or awards gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeited.

1.27.2.1.26.2. Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event. Where a "double header" event takes place at the same venue over a weekend, and is conducted as two separate race days, then this regulation shall only apply to each day individually.

1.27.3.1.26.3. The offences are:

- Reckless or dangerous riding in the course of a meeting
- Careless riding in the course of a meeting
- Riding in a manner not compatible with general safety

1.27.4.1.26.4. The Stewards of the championship reserve the right to impose further penalties on competitors found to have transgressed any of the technical regulations.

1.27.5.1.26.5. All protest fees to be paid in cash only. For technical protests, the protest fee plus a bond of 500 KD to be handed in cash to the Stewards at the time of handing in the protest.

1.27.6.1.26.6. Any motorcycle that is classified a non-finisher is not eligible to be protested.

1.27.7.1.26.7. On any national status event under the permit of KIAC, the procedure for protesting a decision will remain the same. The protest must be:

- Written and dated.
- Addressed to the Stewards of the race meeting.
- Lodged within 30 minutes of the publication of the official results.
- Accompanied by the stated protest fee of 250 KD.

1.27.8.1.26.8. All protests will be investigated by the Stewards of the race meeting. When a protest is successful for a competitor, their fee will be returned to them. But if their protest is unsuccessful, they will forfeit their payment.

1.27.9.1.26.9. In the event that a competitor's protest is unsuccessful, it is the responsibility of the Stewards of the race meeting to inform the competitor of their right to appeal and the correct procedure for doing so.

1.27.10.1.26.10. Should a competitor wish to appeal, they must inform the Stewards of the race meeting immediately of their intention to do so in writing. The Steward must immediately send all of the relevant documentation to KIAC.

1.27.11.1.26.11. In order to appeal the result of a national status event, the competitor must send their grounds of appeal, along with the mandatory national appeal fee of 500 KD to KIAC within 72 hours of the event.

1.27.12.1.26.12. A competitor may only lodge an appeal following an unsuccessful protest on the event. If the competitor fails to first follow the protest procedure, they will forfeit their right to an appeal.

1.27.13.1.26.13. If any protest/appeal requires the dismantling and re-assembling of different parts of the motorcycle, the claimant must pay an additional deposit of 750 KD for each part if the protest involving a clearly defined part of the motorcycle.

1.27.14.1.26.14. If the appeal is successful, the competitor will be refunded the appeal fee.

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2. SUPERSTOCK TECHNICAL SPECIFICATIONS & REGULATIONS

ANYTHING THAT IS NOT AUTHORISED & PRESCRIBED IN THIS RULE BOOK IS STRICTLY FORBIDDEN

- The machines used are allowed limited modifications.
- All motorcycles must meet the requirements of the Regulations and those that may be set by Kuwait International Automobile Club (KIAC).
- Bikes are road-based machines (with allowances, see Regulations) (includes triples & twins, see Regulations) that have been prepared for racing with a few upgrades, as allowed in regulations.
- Eligible machines for this series are Any homologated sport/road bike, with allowable capacity exceptions as stated below in Article 2.1.

2.1 DISPLACEMENT CAPACITY

600 SuperStock	1000 SuperStock
<u>Up to 600cc 4 Cylinder 4 stroke</u>	<u>Up to 1000cc 4 cylinder 4 stroke.</u>
<u>Up to 675cc 3 Cylinder 4 stroke</u>	<u>Up to 1050cc 3 cylinder 4 stroke</u>
<u>Up to 749cc 2 Cylinder 4 stroke</u>	<u>Up to 1200cc 2 cylinder 4 stroke</u>

2.2 DISPLACEMENT (cc) MEASUREMENT

- 2.2.1. Engine displacement may be measured upon the request of the Officials at any time during the season, at an authorized Service Centre communicated to the riders.
- 3.2.2. There will be no allowed change of engine displacement from the manufacturer's technical specifications.

2.3 NUMBER PLATE COLORS

- 2.3.1. The background colours and figures (numbers) for **600 Superstock** shall be black background with white numbers. Colours and figures for **1000cc Superstock** shall be white Background with black Numbers:
- 2.3.2. The sizes for all the front numbers are: Minimum height: 120 mm
Minimum width: 80 mm (complete No.)
Minimum stroke: 20 mm
Minimum space between Nos 10 mm

The size for all the Tail numbers are:	Minimum height: 80 mm Minimum width: 60 mm (Complete No.) Minimum stroke: 15 mm Minimum space between Nos 10 mm
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2.3.3 Race Numbers may also be applied to the side of the front fairings (Optional)

2.4 FUEL

- 2.4.1 The fuel to be used for the whole duration of the events is deemed to be pump fuel (95/98 octane).
- 2.4.2 At any point during the event the stewards may take samples from the mixed fuel and after any race may take samples directly from the fuel tank of the competing machine.

2.5. MACHINE SPECIFICATION

- All items not mentioned in the following articles must remain as originally produced by the Manufacturer for that model.
- The date of the frame manufacture is used as a base date for the machine eligibility.

2.5.1. Frame Body & Rear Sub-Frame

- The main frame must remain as originally produced by the manufacturer.
- Vehicle identification number (VIN) must be displayed on the mainframe body (chassis number).
- The paint scheme is not restricted.
- Engine mounting brackets or plates must remain as originally produced.
- Additional crash protectors may be added at the rider's discretion without the modification to the mainframe structure.

2.5.2. Front Forks

- The use of titanium in the construction of the front forks, the handlebars and the wheel spindles is forbidden.
- For wheel spindles, the use of light alloys is forbidden.
- OEM forks must be used that fit in original unmodified triple clamps (Yokes, Fork Bridges, Triple Trees).
- The upper and lower fork clamps must remain as originally produced by the manufacturer.
- The following standard original internal parts of the forks can be modified: shims, oil passages.
- Springs and Spacers are free.
- Any quality and quantity of oil can be used in the front forks.
- The height and position of the front fork in relation to the fork crowns is free.
- Steering damper may be added or replaced with an after-market damper.
- The steering damper cannot act as a steering lock limiting device.

2.5.3. Rear Fork (swing arm)

- The rear swing arm may not be modified.
- Standard rear forks must be used; (including rear fork pivot bolt).
- Rear wheel stand positioning (support) brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius) viewed from all sides. Fastening screws must be recessed.
- It is compulsory to use a chain guard and have a shark fin (protector) fitted.

2.5.4. Rear Suspension Unit

- Rear suspension unit (shock absorber) may be modified or replaced with OEM fitting components.
- The rear ride height adjuster may be modified or replaced with OEM.
- The rear suspension linkage may be changed with OEM.
- Rear suspension unit spring may be changed with OEM.

2.5.5. Wheels

- Wheels must remain as originally produced.
- If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated machine.
- The speedometer drive may be removed and replaced with a spacer.
- No modifications of the wheel-axles or any fixing and mounting points for front and rear brake caliper are authorized.
- Spacers can be modified.

2.5.6. Brakes

- Front and rear brake discs may be changed with OEM fitment.
- Carbon or ceramics not allowed.
- Front and rear brake calipers are free but must be as homologated.
- The front master cylinder is free.
- Rear master cylinder is free.
- Front and rear hydraulic brake lines may be changed.
- The brake fluid reservoir may be replaced and/or repositioned.
- The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (lower triple clamp).
- Front and rear brake pads are free and may be changed.

2.5.7. Tires

- Tire make, model and compounds are free. (the promotor reserves the right to specify a single brand of tire at any round of the championship) which at the discretion of the organizer shall be used for the whole season.
- Only two (2) sets of Tires can be used per Round and need to be marked at scrutineering.
- Competitors using tyres that do not carry the official marking, on race day, may be fined up to KD50.
- Tires used for qualifying must be used for the race.
- If more than two (2) tires are used for either front or rear wheels, for whatever

reason, the rider must start the race from the back of the grid, for the race in which the additional tires are used.

- Tires must be of Semi-Slick or Slick type, the use of normal road tires is not permitted.
- The use of tire warmers is allowed in pit garages.

2.5.8. Foot Rest / Foot Controls

- Foot rest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points.
- The two original points of fixture (for the footrest, foot-controls and on the shift shaft) must remain as original.
- Footrests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
- Non-folding metallic footrests must have an end (plug) which is permanently fixed, made of plastic, aluminium, Teflon® or an equivalent type material (minimum radius 8mm).

2.5.9. Handle Bars / Hand Controls

- Handle bars and handle bar controls may be replaced.
- Height of Handle bars from ground level must be within 10% of Homologated specification. Hand controls may be relocated.
- Clutch and brake levers may be exchanged.
- Electric starter switch and engine stop switch must be located on the handlebars, or in a location easily reached by the Rider or any Official in a seated position on the machine.

2.5.10. Fairing / Bodywork

- Fairing and bodywork may be replaced with exact cosmetic duplicates of the original parts but must appear to be as originally produced by the manufacturer for the homologated motorcycle, with slight differences due to the racing use (different pieces mix, fixing points, fairing bottom, etc).
- The material may be changed.
- The use of carbon fibre or carbon composite materials are not allowed.
- Specific reinforcements in Kevlar® or carbon are allowed locally around holes and stressed areas.
- The colour scheme is free.
- The original combination instrument/fairing brackets may be replaced.
- All other fairing brackets may be altered or replaced.
- The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil capacity used in the engine (minimum 2 litres).
- The lower edge of the openings in the fairing must be positioned at least 50 mm above the bottom of the fairing. Front mudguards may be replaced and may be spaced upward for increased tire clearance.

2.5.11. Fuel Tank

- Fuel tanks must remain as homologated.
- Fuel tanks with tank breather pipes must be fitted with non-return valves.

2.5.12. Seat

- Seat, seat base and associated bodywork may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated motorcycle.
- The appearance from front, rear and profile must conform to the homologated shape.
- The top portion of the rear bodywork around the seat may be modified to a solo seat.
- The seat/rear cowl replacement must allow for proper number display.
- The homologated seat locking system (with plates, pins, rubber pads etc.) maybe removed.

2.5.13. Wiring Harness

- The wiring harness must remain as homologated. Unused wiring to be blanked off and secured to the main harness or bike frame

2.5.14. Battery

- Free

2.5.15. Air Box

- The air box must remain as homologated.
- Air Ducts can be modified.
- The air filter element may be modified or replaced.
- The oil breather line must be connected and discharge into a separate tank.

2.5.16. Carburetor

- The outer housing must remain original OEM.
- Jetting is free
- Internal polishing or any modification is prohibited.

2.5.17. Fuel System

- Fuel systems must remain as homologated.

2.5.18. Oil System

- Crankcase bolt, Oil drain plug, filler plug, and the oil filler must be secured with a wire to secure them from undoing themselves.

2.5.19. Fuel Supply

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

2.5.20. Engine Components

- OEM replacement parts only permitted
- The homologated engine design model cannot be changed.
- The Tuning of existing engine parts is strictly forbidden
- Engines to remain standard (Stock) as homologated

2.5.21. Transmission / Gearbox

- Front & rear sprockets sizes are free to change.
- Chain pitch and size can be changed.
- Transmission/gearbox ratios are to remain as Homologated.

2.5.22. Clutch

- Clutch operation must remain as OEM for the relevant model.

2.5.23. Flywheel, Generator, Alternator, Electric Starter & ECU

- Modifications are allowed.
- The use of total loss systems is allowed.
- The electric starter must operate normally and always be able to start the engine during the event and until the time limit for a protest expires.
- The engine must start and turn on its own power when the electric starter has stopped its procedure.
- The ECU must be OEM and remain as homologated

2.5.24. Exhaust System

- Exhaust silencers may be changed or modified by means of a 'slip-on' End Can.
- Down pipes/header pipes and link pipes may be changed using OEM fitment points
- For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.

2.5.25. Fasteners

2.2 Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners may not be used.

- The strength and design must be equal to or exceed the strength of the standard fastener it is replacing, if it is part of the structural integrity of the machine.

2.6. ALTERATIONS

2.6.1. Items that MAY Be Altered

- Any type of lubrication, brake or suspension fluid may be used.
- Any type of spark plug.
- Any inner tube (if fitted) or inflation valves may be used.
- Wheel balance weights may be discarded, changed or added to. If used Wheel balance weights must be suitably taped.
- Gaskets and gasket materials.
- Instrument and instrument bracket and associated cables.
- Painted external surface finishes and decals.

2.6.2. Items that MAY Be Removed

- Bolt on accessories on a rear sub frame.

2.6.3. Items that MUST Be Removed

- Turn signal indicators (when not incorporated in the fairing).
- The openings in the fairing must be covered by a suitable material.
- Lights integral in fairing must be taped up
- Rear-view mirrors.
- Horn (removed or disabled)
- License plate bracket.
- Toolbox.
- Helmet hooks and luggage carrier hooks.
- Passenger foot rests.
- Passenger grab rails if bolted on to the chassis.

- Safety bars, centre and side stands must be removed, or wired in up position. (fixed brackets must remain)

2.6.4. Items that MUST Be Altered

- Motorcycles must be equipped with a functional ignition kill switch or button mounted on either side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.
- Throttle controls must be self-closing when not held by the hand.
- All motorcycles must have a closed breather system.
- The oil breather line must be connected and discharge into a catch tank.
- Where an oil breather pipe is fitted, the outlet must discharge into a catch tank located in an easily accessible position and which must be emptied before the start of a race.
- Oil cooler must not be mounted on or above the rear mudguard.

2.6.5. Additional Equipment

- Additional equipment not on the original motorcycle may not be added. i.e. data acquisition, computers, (other than for fuel mapping or lap timing transponders, recording equipment, etc.).
- An exception to this rule is cameras, which may be added according to the rule 1.18.10, whereby the written permission of the RD is required and the safety of its installation checked by the Technical Officials.
- Engine Crash Sliders are mandatory on both sides of the motorcycle. These must be project past the frame by a minimum of 3 cm

2.7. Helmet

Valid Homologated Helmets bearing the current ACU gold stamp, SNELL or DOT and are in sound condition and properly fitted must be worn by all riders while practicing, qualifying and racing.

2.8. Protective Clothing

During practice, qualifying and racing riders must wear the following clothing and footwear:

- 3.8.1 A one-piece leather suit of at least 1.2mm in thickness on all parts of the suit. Suits zipped together at the waist are not permitted.
- 3.8.2 The following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8mm thick: Shoulders, elbows, both sides of the torso and hip joint, the back of the torso, knees.
- 3.8.3 Competitor's footwear must be of leather or an approved substitute material and of a minimum height of 200mm to provide, with the suit, complete protection (i.e. no exposed areas).
- 3.8.4. Competitors must wear leather protective gloves.
- 3.8.5 The use of metallic material in any item of clothing or personal protection which regularly comes into contact with the track is prohibited (i.e. metal studs in knee sliders, boots etc.).

- 3.8.6. A back protector is compulsory.
- 3.8.7 Chest and other protection pads are optional.

3. TECHNICAL COMPLIANCE

3.1 COMPLIANCE CONTROL

- 3.1.1 At the end of the race, Scrutineers can request that all classified motorcycles are placed in a parc-fermé for a period of at least 20 minutes.
- 3.1.2 Any motorcycle can be checked for compliance with these rules, and any other technical requirement, if requested by the Scrutineer.
- 3.1.3 Scrutineers may require a Rider or team to provide such parts or samples as they deem necessary without the need to resort to the protest procedure.
- 3.1.4 Dyno Testing – when available the intention will be to either Dyno test the top 3 finishers in each class and a few at random or as chosen at the discretion of the meetings Scrutineer, if tested after race 1 you will not be tested again after race 2.
- 3.1.5 Dyno testing is carried out at the bike owners' risk and refusal to be tested will result in disqualification from the results for that meeting.

3.2 INTERPRETATION OF THESE REGULATIONS

- 3.2.1. The interpretation of these regulations shall be of the sole authority of KIAC.

3.3 PROTEST PROCEDURE

The protest procedure shall be in accordance with article 2.26 of the sporting regulations.

965 MOTOR CLUB.

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