

CHAMPIONSHIP TECHNICAL REGULATIONS

4.1 Introduction

- 4.1.1 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.**
- 4.1.2 The onus is on the Competitor to provide documentation, acceptable to the Organizers, to support the compliance of any part of the vehicle with these regulations.
- 4.1.3 The Organizers reserve the right to exclude any vehicle, which, in their opinion, does not comply with the spirit of the Championship/Regulations. They also reserve the right in their absolute discretion to reallocate a bike to an alternative class within the Championship in the interests of fair competition.
- 4.1.4 Where a vehicle is deemed by the organizers to have an advantage over the rest of the vehicles in its class it may be either reclassified or 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.
- 4.1.5 All vehicles must comply with the **UAE Motorcycle Club (UAE MC)** Safety Requirements and these Technical Regulations as relevant and as clarified in writing by the Organizers 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 bike at all times before, during or after an event.
- 4.1.6 Any future technical bulletins issued by the organizers may supersede these regulations.

4.2 General Description of Vehicles

- 4.2.1 The UAE Sportbike Championship is open to competitors driving mass production based 600cc Stock and 1000cc Stock motorbikes accepted by the Championship Organisers which are prepared and raced in compliance with these regulations and segregated into the following groups;

THE MAXIMUM AGE OF THE BIKE ENTERED MUST BE NO OLDER THAN 5 YEARS FROM PRODUCTION DATE.

600cc Sportbike Class:

- Up to 600cc
- 675cc 3 cylinder
- 750cc 2 cylinder

1000cc Sportbike Class:

- Up to 1000cc
- 1098cc 2 cylinder
- 1198cc 2 cylinder

Entrants in the 1000cc stock class must meet the 2010/2011 licensing requirements of the ATCUAE.

4.2.2 Minimum Weight

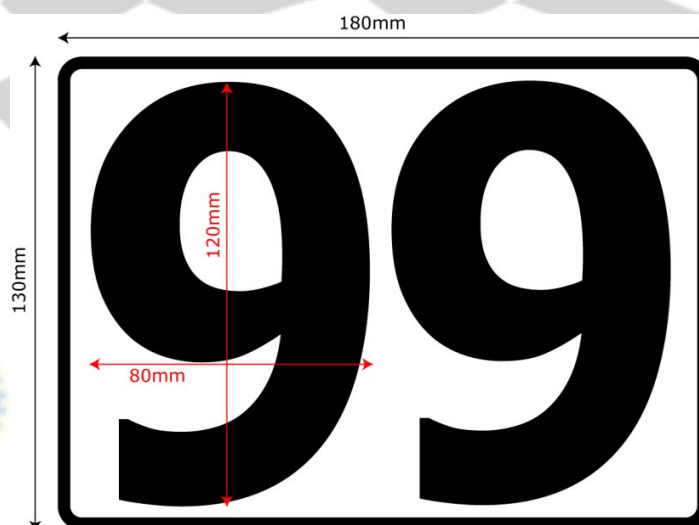
In the final inspection at the end of each race or during timed qualifying, the checked machine will be weighed the condition as per entering the designated weighing scales area. Nothing can be added or removed from the machine, including water, oil, fuel or tyres.

600cc Class – 160KG
1000cc Class – 170KG

4.2.3 Number plate Colours

600 CC - BLACK ON WHITE
1000 CC - WHITE ON BLACK

THE SIZES & FONT FOR ALL FRONT NUMBERS ARE AS BELOW:





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 fairing or slightly off to the left side (frontal View)
- One at each side of the motorcycle. Alternatively, one across the top of the rear seat section with the top of the number towards the rider. These numbers must have the same size and font as the front numbers.

4.2.4 Technical Passports are mandatory and are available from the ATCUAE.

4.2.5 The competitor must complete the Technical Passport before their first race in the Championship. No points will be awarded until this data is provided.

4.2.6 Examination of Vehicles

The organizers, in addition to any other powers they may have under these Regulations, reserve the right before or after any race in the Championship to designate any one or more of the competing bikes for special eligibility scrutineering. Upon such selection being made the competitor shall immediately place the vehicle under the control of the organizers and be deemed to have permitted all such scrutineering, examination and testing as the organizers may responsibly require to undertake. The organizers have the right to:

- a) Examine the vehicle at the circuit for such period as they may reasonably require and take fuel samples and/or
- b) Retain the vehicle for detailed examination at premises chosen by the organizers. If the organizers elect to retain the vehicle 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 vehicle is found to be in breach of these regulations and/or
- c) Seal the vehicle and its components in such a manner as they may choose and require the competitor at their own expense to present the vehicle at any other premises chosen by the organizers for detailed examination within a specified period and/or remove the vehicle 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.
- d) Issue vehicle log books that identify the vehicle and its agreed specification and record its scrutineering history. Such books will remain the property of the organizers and may only be amended with their approval but will be held by the vehicle owner.



The overseen stripping of the engine or any required component will be undertaken by the competitor and/or mechanic/technician nominated by the competitor.

The organizers reserve the right to re-inspect vehicles at any time during the course of the season, should there have been a regulation infringement or circuit incident.

Competitors will be personally and solely responsible for ensuring that their vehicles comply with their registration details and 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 organizers 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 complete.

Tests may be carried out by the organisers or their representatives on a rolling road nominated by DAMC to establish the power output of the vehicle at any time during the season. All costs for each test will be borne solely by the competitor.

4.3 Safety Requirements

4.3.1 Suits

Only one piece full leathers must be worn at all times, including practice, qualifying and races. A back protector is mandatory. **NO METAL KNEE SLIDERS ALLOWED**

4.3.2 Helmet

Helmets meeting the following standards as a minimum are mandatory.

ACU Sticker

DOT Sticker

Snell rated (M2000) as minimum but within 5 yrs from production date.

BSI sticker - (BS6658-85 Type A) as minimum.

E code – then country number. e.g. - E 3, (is Europe) and 3 is for Italy (code is on the strap)

VISORS

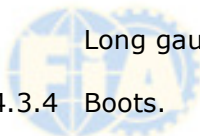
All visors must be in a good condition and scratch free.

4.3.3 Gloves

Long gauntlet type gloves must be worn at all times.

4.3.4 Boots.

Boots that provide full ankle protection must be worn at all times.





4.4 General Technical Requirements

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.

Unless otherwise specifically stated or otherwise agreed in writing by the organizers the Technical Regulations of the Championship apply to vehicles in all classes. Any variance between classes is only allowed where specifically stated.

Unless specifically authorized in these Regulations, the use, substitution of, and/or addition of any parts, or materials, is prohibited.

Welding or repair materials may be added, manufacturers, or other approved, replacement parts may be fitted for the sole purpose of restoring the vehicle to the manufacturers' standard specification or to comply with the safety requirements of these Regulations.

All engines will be marked and/or sealed by the technical Scrutineers

Altering or tampering with the technical scrutineers marks and/or seals will render the engine ineligible.

4.5 Fuel

4.5.1. All motorcycles must use maximum 98 octane rated road fuel that is commercially available only in the United Arab Emirates (UAE).

4.5.2. Separate samples of the fuel used by any competitor may be requested before and / or after a race.

4.5.3. Notwithstanding the above, the organizers may require the use of a controlled fuel. Failure to use the controlled fuel when requested shall result in the competitor concerned being prevented from starting the race in question and / or being excluded from the race meeting.

The organizers reserve the right to change or amend this rule in the SRs.

4.6 Use of Alternative Motorcycle

The use of a spare motorcycle and/or alternative is permitted, subject to the following:

4.6.1. Should a rider elect to use an alternative motorcycle in a race, he / she shall be required to start the race concerned from the back of the grid after written confirmation from the stewards.



4.6.2. The same tyres which have been used on the nominated race motorcycle shall be used on the alternative motorcycle. Should the tires be damaged for any reason, the Scrutineer in conjunction with the organizers will make the decision to change any tyre if necessary on the grounds of safety only. Failure to comply in this regard will result in the imposition of a time penalty of 30 seconds added to the race time.

4.7 Vehicle Specifications

Unless specifically mentioned within the following articles all parts must remain as produced by the manufacture for the homologated vehicle.

4.8 Frame Body and Rear Sub Frame

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

4.8.2. The sides of the frame body may be covered by a protective part made of composite material. These protectors must fit the form of the frame.

4.8.3. Nothing can be added by welding or removed by machining from the frame.

4.8.4. All motorcycles must display the manufacturers' vehicle identification number on the frame (chassis number).

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

4.8.6. Rear sub frame must remain as originally produced by the manufacturer for the homologated machine.

4.8.7. Seat brackets may be added or removed.

4.8.8. Bolt-on accessories to the rear sub-frame may be removed.

4.8.9. Polishing of the frame is not allowed.

4.9 Front Forks

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

- Standard original internal parts of the forks may be modified.

- After market damper kits or valves may be installed.

- Fork springs may be replaced.

- Fork caps may be modified or replaced to allow external adjustments.

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

- The original finish of the fork tubes (stanchions, fork pipes) may be changed or modified. Additional surface treatment is allowed.



- The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated machine.
- Steering damper may be added or replaced with an aftermarket damper.
- The steering damper cannot act as a steering lock limiting device.

4.10 Rear Fork (Swing arm)

Stock must be standard as homologated. With the exception of a toe guard (shark fin) which is mandatory to protect the riders foot from coming into contact with the chain.

4.11 Rear Suspension Unit

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

4.12 Wheels

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

4.12.2. The speedometer drive may be removed and replaced with a spacer.

4.12.3. If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated Machine.

4.12.4. No modifications of the wheel-axles or any fixing and mounting points for front and rear brake calliper are authorized.

4.12.5. Spacers can be modified. Modifications to keep spacers in place are permitted.

4.12.6. Wheel diameter and rim width must remain as originally homologated.

4.13 Brakes

4.13.1. Brake discs must remain as originally produced by the manufacturer for the homologated machine.

4.13.2. Front and rear hydraulic brake lines may be replaced by braided hoses. The split of the front brake lines for both front brake callipers must be made above the lower fork bridge.



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

4.13.4. Additional air scoops or ducts are not allowed.

4.13.5. Front and rear brake callipers (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine. All bolts for the calliper mountings must have lock wires.

4.13.6. The front and rear master cylinder must remain as originally produced by the manufacturers for the homologated machine.

4.13.7. The organizers reserve the right to swap tyres between the various competitors before the official qualifying in conjunction with the relevant Scrutineer.

4.14 Tyres - General Conditions

4.14.1. There will be a controlled Dunlop tyre for each category and solely supplied by the Dunlop Dubai distributor. Refer to 4.14.9.

4.14.2. The use of full wet tyres is allowed only when a race or practice has been declared "wet", the use of a special tyre, commonly known as a "full wet" tyre, is allowed. Hand cut slicks are not allowed.

4.14.3. No alteration to any of the tyres from the manufacture's specification is permitted. Re-cutting, re-grooving, buffing, or in any other way 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.

4.14.4. The dry weather tyres will be marked at scrutineering before practice.

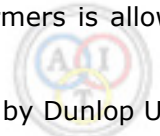
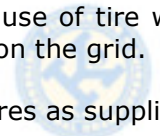
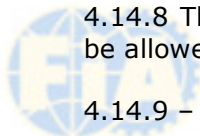
4.14.5. The use of dry-weather tyres without appropriate manufacturer identification is strictly forbidden during timed practice, qualifying and race.

4.14.6. Only 1 set of tyres will be allowed to use for practice, official qualifying and the two heats except otherwise stated in 4.14.9

4.14.7. Old marked tyres maybe used and re-marked.

4.14.8 The use of tire warmers is allowed however the use of tire warmers will not be allowed on the grid.

4.14.9 – Tyres as supplied by Dunlop U.A.E.





4.15 Footrest/Foot Controls

- A. Footrest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points. Their two original mounting points of fixture (on foot controls and on the shift shaft) must be maintained.
- B. Footrest may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
- C. Non-folding metallic footrests must have an end (plug) which is permanently fixed, made of plastic, Teflon® or an equivalent type material (minimum radius 8mm).
- D. A quick shifter is **not allowed**
- E. Slipper clutches are allowed only if homologated as standard.

4.16 Handlebars and Hand Controls

NO IGNITION INTERRUPTERS ARE ALLOWED FOR ANY CLASS.

Exception - The original handlebars may be replaced with aftermarket "clip-on's" and levers. Brake master cylinder must remain as homologated.

4.17 Fairing/Body Work

- 4.17.1. Fairing, front mudguards and bodywork must appear to be as originally produced by the manufacturer for the homologated machine.
- 4.17.2. Fairing, front mudguard and bodywork may be replaced with exact cosmetic duplicates of the original parts. The materials may be changed. The use of carbon fibre or carbon composite materials is not allowed.
- 4.17.3. Size and dimensions must be the same as the original parts without any addition or subtractions of design elements (except weight).
- 4.17.4. Windscreens may be replaced with a duplicate of transparent material. The height of the windscreen is free within a tolerance of +/- 15mm. (measured on the vertical distance from to the upper fork bridge)
- 4.17.5. Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing device (4.17.8/9). This device cannot exceed above a line drawn horizontally from axle to axle.
- 4.17.6. The original combination instrument/fairing brackets may be replaced. All other fairing brackets may be altered or replaced.
- 4.17.7. The original air ducts running between the fairing and the air box must be as originally produced by the manufacturer on the homologated model. Carbon Fibre composites and other exotic materials are forbidden, particle grills or wire meshes, originally installed in the openings of the air-ducts, may be taken away.



4.17.8. 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.

4.17.9. The lower fairing must be incorporate at least a hole of 25mm (minimum) diameter in the bottom front lower area. This hole must remain closed in dry conditions and must be fully opened in wet race conditions as declared by the Clerk of the Course.

4.17.10. Rear mudguards fixed on the swinging arm that incorporates the chain guard can be modified to accommodate larger diameter rear sprockets.

4.17.11. All exposed edges must be rounded.

4.18 Fuel Tank

4.18.1. As homologated – no modifications are allowed. After market fuel cap is permitted.

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

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

4.18.4. The use of an FIM recognised product such as Expolsafe is strongly recommended within the fuel tank.

4.18.5. 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.

4.19 Seat

4.19.1. Seat, seat base and associated body work may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated machine.

4.19.2. The top portion of the rear bodywork around the seat may be modified to a solo seat.

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

4.19.4. The seat/rear cowl replacement must allow for proper number display.



4.19.5. All exposed edges must be rounded.

4.19.6. Foam seat padding is allowed on seat units that require them.

4.20 Wiring Harness

4.20.1. The wiring harness must be as originally produced by the manufacturer for the homologated machine.

4.20.2. Cutting or modifying of the wiring harness is not allowed but to disconnect connectors is allowed.

4.20.3. The wiring harness may only be used for the purpose it is homologated by the manufacturer.

4.21 Battery

The size and type of battery must be as originally produced by the manufacturer for the homologated machine.

4.22 Radiator and oil coolers

The use of any additive used in the cooling system which is oil based is prohibited in all classes.

4.23 Air Box

4.23.1. The air box must remain as originally produced by the manufacturer for the homologated machine. Air box drains must be sealed.

4.23.2. The air filter element maybe replaced with a different filter element.

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

4.24 Fuel Injection Systems

Must remain standard as homologated.

4.25 Fuel Supply

Must remain standard as homologated.

4.26 Cylinder Head

A. No modifications are allowed.

B. No material may be added or removed from the cylinder head.



- C. The valves, valve seats, guides, springs and retainers must be as originally produced by the manufacturer for the homologated machine.
- D. Additional Valve springs shims are not allowed.
- E. Gaskets may be replaced.

4.27 Camshaft

No modifications are allowed.

4.28 Cam Sprockets

No modifications are allowed.

4.29 Crankshaft

No modifications are allowed (including polishing and lightening)

4.30 Oil Pumps and Oil Lines

4.30.1. 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.

4.30.2. No other modifications allowed.

4.31 Connecting Rods

No modifications are allowed (including polishing and lightening).

4.32 Pistons

No modifications are allowed (including polishing and lightening).

4.33 Piston Rings

No modifications are allowed. The replacement rings must be the same as the original.

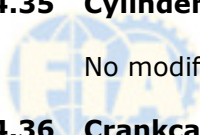
4.34 Piston Pins and Clips

No modifications are allowed.

4.35 Cylinders

No modifications are allowed.

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





4.36.1. The original covers may be modified without modification to the position and dimensions of the covered parts.

4.36.2. The crankcase/gearbox casing, ignition, clutch and generator covers may be protected by additional means i.e. Protective covers made of stainless steel or carbon Kevlar composites or similar.

4.36.3. Engine case guards in the form of strengthened engine side covers may be installed. These covers must be constructed of the same material and be no lighter in weight than the standard material.

4.37 Transmission/Gearbox

4.37.1. Additions to gearbox or selector mechanisms, such as quick shift systems, are not allowed.

4.37.1. Only front sprocket, rear sprocket and chain can be changed.

4.38 Clutch

No modifications are allowed – units must remain as homologated.

4.39 Ignition/Engine Control System

4.39.1. No modifications are allowed – units must remain as homologated, re-mapping is strictly prohibited.

4.39.2. Only Spark plugs may be replaced.

4.39.3 The use of a **Power Commander** is permitted as follows;
P/C 3 with wideband or P/C 5 with autotune is allowed to be installed in order to ensure ideal fuelling of the bike, depending on the suitability of the unit with the year of manufacture of the bike.

I.E. Pre 2009 – PC 3 with wideband.
Post 2009 (most models) – P/C 5 with autotune.

The details of the particular Power Commander must be clearly declared/identified in the Riders/Bikes ATCUAE Technical Passport.

The installation of the units must be carried out in such a manner that they are easily accessible for checking during scrutineering, I.E. adjacent to the ECU / under the seat unit.

For the fitting of a Power Commander article 4.20.2 is exempt.

4.40 Generators

4.40.1. No modifications are allowed.



4.40.2. The electric starter must operate normally and must always be able to start the engine during the event and until such time as the time limit for protests have expired.

4.40.3. The engine must start and turn on its own power when the electric starter has stopped its procedure.

4.41 Exhaust System

Exhaust system is free.

The noise limit **FOR ALL MACHINES IS A MAXIMUM OF 105 DB/A.**

Bikes must at all times during an event be silenced to meet a maximum level of 105 dB(A) at $\frac{3}{4}$ maximum rpm, measured at 0.5m from the end of the exhaust pipe with the microphone at exhaust outlet level at an angle of 45 degrees. The inclusion of temporary parts to achieve silencing requirements is prohibited.

4.42 Fasteners

4.42.1. 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.

4.42.2. Fasteners may be drilled for safety wire, but intentional weight saving modifications is not allowed.

4.42.3. Fairing/bodywork fasteners may be changed to the quick disconnect type.

4.42.4. Aluminium fasteners may only be used in non-structural locations.

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

A. Any type of lubrication, brake or suspension fluid may be used.

B. Any type of spark plugs (and plug caps) may be used.

C. Wheel balance weights may be discarded, changed or added to.

D. Gaskets and gasket materials maybe changed.

E. Painted external surface finishes and decals.

F. Bearings may be changed but their type and construction must remain as homologated.

G. The radiator overflow bottle may be replaced, subject to compliance with these regulations.

H. The fuel cap may be replaced by an aftermarket product capable of being opened without using the ignition key.



I. A special one way valve can be fitted to the crankcase oil filler opening (to avoid spillage).

4.44 The following Items MAY be removed:

- A. Instrument and instrument bracket and associated cables.
- B. Tachometer
- C. Speedometer.
- D. Radiator fan and wiring
- E. Bolt on accessories on a rear sub frame.
- F. Thermostat.

4.45 The removal of the following items is mandatory:

- A. Headlamp and rear lamp
- B. Turn signal indicators (when not incorporated in the fairing)
- C. Rear view mirrors
- D. Horn
- E. License plate bracket.
- F. Tool Box
- G. Helmet hooks and luggage carrier hooks
- H. Passenger foot rests
- I. Passenger grab rails
- J. Safety bars, centre and side stands must be removed (fixed brackets must remain)

4.46 To comply with these regulations the following are mandatory:

4.46.1. All 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.

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

4.46.3. Safety bars, centre and side stands must be removed (fixed brackets must remain)

4.46.4. **All** drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety – wired as must the oil filler cap.

4.46.5. Where breather or overflow pipes are fitted they must discharge via existing outlets.

4.46.6. The original closed system must be retained. No direct atmospheric emission is permitted.



4.46.6. 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.

4.46.7. The minimum size of a catch tank shall be 250cc for gearbox breather pipes and 500cc for engine breather pipes.

4.46.8. Headlamps, rear lamps, mirrors and turn indicators must be removed, but the profile and frontal appearance, including the turn indicator shape where this is moulded into the fairing, must be retained. Any openings left by the removal of items must be covered by a suitable material.

4.46.9. Electric fuel pump must be wired to an automatic and functional cut off switch, so that in the event of a bike laying on its side the engine will stop running.

4.46.10. Lock wiring of the Ignition key in its normal operating position

4.46.11 Crash bungs are strongly recommended and if fitted must be on either side of the bikes and must be attached securely and have no sharp edges.

4.46.12 In the interest of safety, paddock stand bobbins must be installed and securely fitted if stands are to be used.

4.47 Additional Equipment

No additional equipment may be added (I.e. data acquisition, computers, recording equipment etc.). The only exemption to this rule is the use of an on-board lap timer. The use of on – board cameras or similar devices are subject to approval of the Organizers.

4.48 Telemetry

Telemetry is not permitted.

4.49 Responsibility

It is the rider's responsibility to make sure his/her equipments complies with these regulations.

