

MCUI TECHNICAL REGULATIONS: - YOUNG GUNS CHALLENGE for use in 'MOTO-ONE' class from 2020

All items not mentioned in the following articles must remain as originally produced by the Manufacturer for the homologated machine. Everything that is not authorised and prescribed in these rules is strictly forbidden. All motorcycles must comply in every respect with all the requirements for racing as specified in the Technical Regulations, unless it is equipped as such on the homologated machine.

All items not mentioned in the following articles must remain as originally produced by the Manufacturer for the homologated machine. Everything that is not authorised and prescribed in these rules is strictly forbidden. All motorcycles must comply in every respect with all the requirements for racing as specified in the Technical Regulations, unless it is equipped as such on the homologated machine.

1. Machines:

Any 125cc two stroke single cylinder machine originally produced for road use with a water cooled engine with a maximum capacity as stated may be used provided it adheres to the following regulations.

2. Carburation Instruments:

Carburation instruments must remain as homologated. Carburettor jets and needles may be replaced. No modification, polishing or cutting is allowed. Only the standard bodied carburettor is permitted. Electronic or mechanical enriching devices must remain installed and active (If the carburettor is changed from one model to another, the appropriate wiring loom must also be installed and be operative). Bell mouths must be as originally produced by the manufacturer for the homologated machine.

Throttle controls must be standard, quick action throttles are not permitted.

3. Frame Body and Rear Sub-Frame:

Fairing, mudguards and seat unit may be altered or replaced. Windscreen, if fitted, may be replaced with transparent material only. The original instruments and fairing brackets may be removed or replaced. The petrol tank must remain as originally produced by the manufacturer for the homologated machine although it may be refinished if required. The position of the tank mounting points on the frame must remain as standard. The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing. The lower fairing must incorporate a hole of 25 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions as declared by the Race Director.

4. Front Forks:

Forks structure (spindle, stanchions, bridges, stem etc.) must remain as originally produced by the manufacturer. Standard original internal parts of the forks may be modified. Aftermarket damper kits or valves may be installed. The fork caps can be modified or changed to add spring preload/compression and damping adjusters. Dust seals can be modified changed or removed providing the fork remains totally oil sealed. Any quantity or quality 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. A steering damper may be added but may not act as a steering lock device.

5. Rear Suspension Unit:

Rear suspension unit (shock absorber) may be modified or replaced, but the original attachments to the frame and rear fork must be used and the rear suspension linkage must remain as originally produced. Rear suspension spring may be changed.

6. Wheels:

Wheels must remain as originally produced by the manufacturer (any wheel from eligible models may be used). The speedometer drive may be replaced with a spacer. The cushion drive for the rear wheel must remain as originally produced for the standard wheel. No modification of the wheel axles or any fixing or mounting points for front brake callipers are authorised. Spacers can be modified. Modifications to the wheels to keep spacers in place are permitted.

7. Brakes:

Brake discs must remain as originally produced by the manufacturer. The front and rear calliper (mount, carrier, hanger) must remain as originally produced. The front master cylinder may be changed but the rear master cylinder must remain as originally produced. Both reservoirs may be changed for aftermarket products. Front and rear hydraulic lines may be changed for aftermarket braided hoses. Front and rear brake pads may be changed. Air scoops are not permitted.

8. Tyres:

All tyres must be treaded. Slick tyres are not permitted.

9. Foot Rests/Foot Rest Controls:

Foot rests/Foot rest controls may be relocated but brackets must be mounted to the frame at the original mounting points.

10. Handle Bars and Hand Controls:

Handle bars may be replaced (does not include brake master cylinder). Handle bars and hand controls may be relocated. Un-used switches can be removed but electric starter switch and engine stop switch must be located on the handlebars in accordance with MCUI Standing Regulations.

11. Fairing/Bodywork/Fuel Tank Cover:

Fairing, seat, bodywork and fuel tank cover, may be replaced with cosmetic duplicates for racing purposes. The use of carbon fibre or exotic materials is forbidden. The original combination instrument cluster and bracket must remain standard. All other fairing brackets may be altered or replaced. Exotic materials are forbidden. The original air ducts must remain standard. Particle grills (if installed) may be removed. Front mud guards may be replaced with a cosmetic duplicate of the original and may be spaced to allow correct tyre clearance. Rear mudguard fixed on the swing arm can be modified or changed but the original profile must remain. Exotic materials are forbidden.

13. Seat and Support:

Seat base and associated body work may be replaced with parts of similar appearance. These at may be modified to lower the seat height for smaller riders, under no circumstances may the sub-frame be altered to accommodate such changes. The appearance from both sides and rear must conform to the original silhouette.

14. Wiring Harness:

The original wiring loom may only be modified as follows: The unused wire loom elements supplying current to indicators, horn, ignition contact and lights etc. may be unplugged and or removed (no cutting is allowed). The wiring loom may be relocated on the machine but no cutting of any wires is permitted.

15. Battery: The battery may be replaced but must remain in the standard location.

16. Air Box:

The air box must remain as originally produced by the manufacturer (no modifications are permitted). The air filter element may be modified, removed or replaced.

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17. Cylinder Head: No modifications permitted.

18. Crankshaft: No modifications are allowed.

19. Connecting Rod: No modifications are allowed.

20. Pistons: Manufacturers standard pistons or aftermarket pistons may be used but bore and stroke must remain as standard.

22. Piston Pins and Clips: No modifications are allowed.

23. Cylinder: No modifications are allowed except for replating/relining. Bore must remain as standard

24. Crank Case and all other Engine Cases: No modifications to these parts are allowed except polishing and matching.

25. Transmission/Gearbox:

No modifications to the gearbox or select or mechanism are allowed. Counter shaft, sprockets, chain pitch and size may be changed. The sprocket cover can be modified or removed. No quick-shifters or ignition interruption systems are permitted.

26. Clutch:

No modifications are allowed, except for replacing the friction and drive plates (the number of plates and their ratio must remain as the standard model). Clutch springs may be replaced.

27. Ignition/Engine Control System: (CDI/ECU)

The unit must remain standard.

28. Generator, Alternator & Electric Starter:

No other modifications are permitted. The electric starter must operate normally and always be able to start the engine throughout the event. The standard connections must be maintained to both the starter and generator.

29. Ignition Switch and Key:

These parts must remain on the bike and in working order.

30. Exhaust System:

Exhaust pipe and silencers may be altered or replaced from those fitted to the homologated motorcycle. This must adhere to the maximum noise regulations of 105db. The number of final exit(s) to the exhaust may be altered from that of the homologated machine. Wrapping of exhaust systems is permitted.

31. Fasteners:

Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners may not be used. The strength and design of any replacement must be at least equal to the original part. Fairing/bodywork fasteners may be changed to the quick connect type, but aluminium fasteners may only be used in non-structural locations.

32. Auto Lube System:

The Auto lube or premix is allowed, however the auto lube system (including the oil tank and pump) must remain.

33. The Following Items May Be Altered Or Replaced From Those Fitted To The Homologated Machine:

Any type of lubrication, brake or suspension fluid may be used. Any type of spark plug may be used. Any inflation valves may be used. Wheel balance weights may be discarded, changed or added to. Any type of gaskets and gasket materials may be used.

35. The Following Items Must Be Removed: Headlamp, rear lamp and turn signal indicators, rear view mirrors, horn, license plate bracket, toolbox, helmet hooks and luggage carrier hooks, passenger footrests, passenger grab rails, safety bars, centre and side stands (fixed frame brackets must remain).

36. Additional Equipment: Additional equipment not on the original homologated motorcycle may not be added (i.e. data acquisition, computers, recording equipment etc.). Telemetry is not allowed. The only potentiometers and sensors allowed are those fitted as original equipment on the motorcycle as homologated.

37. Replacement and Repairs:

Where necessary, parts from an older or newer version of the same model maybe used. No advantage maybe gained from these changes.

38. Chain Guards:

A guard must be fitted in such a way as to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

39. Fuel:

Fuel as per Technical Fuel regulations as per Chapter 12 within MCUI GCR's.

(ICC December 2019)

40. Radiator and Oil Cooler:

The original radiator may be modified to aid cooling. Radiator hoses may be replaced with those of a similar internal diameter. The use of coolants is prohibited, water only to be used.

41. Bore and Stroke:

Bore and Stroke details must be displayed on the motorcycle.

42. Race Numbers & Backgrounds: As per MCUI regulations

ALL MACHINES MUST HAVE

43. Rear Safety Light

All motorcycles must have a functioning red light mounted at the rear of the seat to be used during wet practice/races or in low visibility conditions as declared by the Clerk of the Course.

1. the lighting direction must be parallel to the centre line of the motorcycle (running direction) and it must be clearly visible from the rear, at least 15 degrees to both the left and right sides of the centre line of the motorcycle.
2. it must be safely mounted on the very end of seat/rear bodywork and approximately on the centre line of the motorcycle.
3. the power output/luminosity must be equivalent to approximately 10-15W (incandescent) or 3-5W (led).
4. the light must be able to be switched on and off.

44. Handlebar Lever Protection

All motorcycles must be equipped with a brake lever protection, intended to prevent the handlebar brake lever from being accidentally activated in the case of collision with another motorcycle.

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All items not mentioned in the following articles must remain as originally produced by the Manufacturer for the homologated machine. Everything that is not authorised and prescribed in these rules is strictly forbidden. All motorcycles must comply in every respect with all the requirements for racing as specified in the Technical Regulations, unless it is equipped as such on the homologated machine.

1. Machines:

For 4 Stroke machines originally produced for road use with a water cooled engine may be used provided it adheres to the following regulations.

2. PERFORMANCE/OUTPUT:

All machines must be limited to 43bhp at the rear wheel. A tolerance of 1bhp will be permitted to allow for climatic and output irregularities between various dyno machines. The results of the MCUI official dyno test machine will be final.

Machines attributed to these Regulations are:

HONDA CBR250R produced from 2011-2013
HONDA CBR300R produced from 2014 onwards
KAWASAKI NINJA 250R produced from 2008-2013
KAWASAKI NINJA 300R produced from 2013 onwards
KTM RC250 produced from 2015 onwards
KTM RC390 produced from 2014 onwards
YAMAHA YZF-R25 produced from 2014 onwards
YAMAHA YZF-R3 produced from 2015 onwards
BMW G310R produced from 2016 onwards

3. Carburation Instruments:

Carburation instruments must remain as homologated. If a 250cc 4 stroke machine is being converted to 300cc then it is permitted to use the 300cc carburation instruments from the same manufacturer. Carburettor jets and needles may be replaced. No modification, polishing or cutting is allowed. Only the standard bodied carburettor is permitted, except in the case mentioned above. Electronic or mechanical enriching devices must remain installed and active (If the carburettor is changed from one model to another, the appropriate wiring loom must also be installed and be operative). Bell mouths must be as originally produced by the manufacturer for the homologated machine.

Throttle must be standard, quick action throttles are not permitted.

4. Frame Body and Rear Sub-Frame:

Fairing, mudguards and seat unit may be altered or replaced. Windscreen, if fitted, may be replaced with transparent material only. The original instruments and fairing brackets may be removed or replaced. The petrol tank must remain as originally produced by the manufacturer for the homologated machine although it may be refinished if required. The position of the tank mounting points on the frame must remain as standard. The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing. The lower fairing must incorporate a hole of 25 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions as declared by the Race Director.

5. Front Forks:

Forks structure (spindle, stanchions, bridges, stem etc.) must remain as originally produced by the manufacturer. Standard original internal parts of the forks may be modified. Aftermarket damper kits or valves may be installed. The fork caps can be modified or changed to add spring preload/compression and damping adjusters. Dust seals can be modified changed or removed providing the fork remains totally oil sealed. Any quantity or quality 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. A steering damper may be added but may not act as a steering lock device.

6. Rear Suspension Unit:

Rear suspension unit (shock absorber) may be modified or replaced, but the original attachments to the frame and rear fork must be used and the rear suspension linkage must remain as originally produced. Rear suspension spring may be changed.

7. Wheels:

Wheels must remain as originally produced by the manufacturer (any wheel from eligible models may be used). The speedometer drive may be replaced with a spacer. The cushion drive for the rear wheel must remain as originally produced for the standard wheel. No modification of the wheel axles or any fixing or mounting points for front brake callipers are authorised. Spacers can be modified. Modifications to the wheels to keep spacers in place are permitted.

8. Brakes:

Brake discs must remain as originally produced by the manufacturer. The front and rear calliper (mount, carrier, hanger) must remain as originally produced. The front master cylinder may be changed but the rear master cylinder must remain as originally produced. Both reservoirs may be changed for aftermarket products. Front and rear hydraulic lines may be changed for aftermarket braided hoses. Front and rear brake pads may be changed. Air scoops are not permitted.

9. Tyres:

All tyres must be treaded. Slick tyres are not permitted.

10. Foot Rests/Foot Rest Controls:

Foot rests/Foot rest controls may be relocated but brackets must be mounted to the frame at the original mounting points.

11. Handle Bars and Hand Controls:

Handle bars may be replaced (does not include brake master cylinder). Handle bars and hand controls may be relocated. Un-used switches can be removed but electric starter switch and engine stop switch must be located on the handlebars in accordance with MCUI Standing Regulations.

12. Fairing/Bodywork/Fuel Tank Cover:

Fairing, seat, bodywork and fuel tank cover, may be replaced with cosmetic duplicates for racing purposes. The use of carbon fibre or exotic materials is forbidden. The original combination instrument cluster and bracket must remain standard. All other fairing brackets may be altered or replaced. Exotic materials are forbidden. The original air ducts must remain standard. Particle grills (if installed) may be removed. Front mud guards may be replaced with a cosmetic duplicate of the original and may be spaced to allow correct tyre clearance. Rear mudguard fixed on the swing arm can be modified or changed but the original profile must remain. Exotic materials are forbidden.

MCUI TECHNICAL REGULATIONS:-JUNIOR CUP MACHINES for use in 'MOTO-ONE' class from 2020 (Continued 1)

13. Seat and Support:

Seat base and associated body work may be replaced with parts of similar appearance. These at may be modified to lower the seat height for smaller riders, under no circumstances may the sub-frame be altered to accommodate such changes. The appearance from both sides and rear must conform to the original silhouette.

14. Wiring Harness:

The original wiring loom may only be modified as follows: The unused wire loom elements supplying current to indicators, horn, ignition contact and lights etc. may be unplugged and or removed (no cutting is allowed). The wiring loom may be relocated on the machine but no cutting of any wires is permitted.

15. Battery:

The battery may be replaced but must remain in the standard location.

16. Air Box:

The air box must remain as originally produced by the manufacturer (no modifications are permitted). The air filter element may be modified, removed or replaced.

17. Cylinder Head:

No modifications permitted

18. Crankshaft:

Must remain as standard. Polishing and lightening of cranks is not permitted. The only exception being 250cc machines may fit the 300cc crank of the later 300cc machine from the same manufacturer.

19. Connecting Rod:

Must remain as standard. Polishing and lightening of conrods is not permitted. The only exception being 250cc machines may fit the 300cc conrods if fitting the crank of the later 300cc machine from the same manufacturer as above.

20. Pistons:

Must remain as standard. Other manufacturers pistons are permitted but bore and stroke must remain as standard. The only exception being 250cc machines may fit the 300cc pistons if fitting the crank and conrods of the later 300cc machine from the same manufacturer as above.

21. Piston Rings:

No modifications are allowed. The only exception being 250cc machines are permitted to use the 300cc piston rings if converted as mentioned above.

22. Piston Pins and Clips:

No modifications are allowed. The only exception being 250cc machines are permitted to use the 300cc piston pins and clips if using the pistons as mentioned at point 20

23. Cylinder:

No modifications are allowed. The only exception being a cylinder spacer is permitted for 250cc machines to accommodate the longer stroke if fitting the 300cc conversion kit as mentioned at points 18 to 22 above.

24. Crank Case and all other Engine Cases:

No modifications to these parts are allowed except polishing and matching.

All lateral covers/engine cases containing oil on 4 stroke machines and which could come in contact with the ground during a crash, must be protected by a second cover made from composite materials, aluminium or steel plates and or bars are also permitted.

All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely.

Where secondary covers are not commercially available, engine case guards in the form of strengthened engine side covers may be installed.

The countershaft cover may be removed. The addition of a crankcase protector at the countershaft is allowed.

25. Transmission/Gearbox:

No modifications to the gearbox or selector mechanism are allowed. Counter shaft, sprockets, chain pitch and size may be changed. The sprocket cover can be modified or removed. No quick-shifters or ignition interruption systems are permitted.

26. Clutch:

No modifications are allowed, except for replacing the friction and drive plates (the number of plates and their ratio must remain as the standard model). Clutch springs may be replaced.

27. Ignition/Engine Control System: (CDI/ECU)

The unit must remain standard in every other respect. In the case of a 250cc to 300cc conversion as mentioned above, the 250cc ECU/CDI may be replaced with the 300cc unit from the same manufacturer.

28. Generator, Alternator & Electric Starter:

No other modifications are permitted. The electric starter must operate normally and always be able to start the engine throughout the event. The standard connections must be maintained to both the starter and generator.

29. Ignition Switch and Key:

These parts must remain on the bike and in working order.

30. Exhaust System:

Exhaust pipe and silencers may be altered or replaced from those fitted to the homologated motorcycle. This must adhere to the maximum noise regulations of 105db. The number of final exit(s) to the exhaust may be altered from that of the homologated machine. Wrapping of exhaust systems is permitted.

31. Fasteners:

Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners may not be used. The strength and design of any replacement must be at least equal to the original part. Fairing/bodywork fasteners may be changed to the quick connect type, but aluminium fasteners may only be used in non-structural locations.

32. The Following Items May Be Altered Or Replaced From Those Fitted To The Homologated Machine:

Any type of lubrication, brake or suspension fluid may be used. Any type of spark plug may be used. Any inflation valves may be used. Wheel balance weights may be discarded, changed or added to. Any type of gaskets and gasket materials may be used.

33. The Following Items Must Be Removed: Headlamp, rear lamp and turn signal indicators, rear view mirrors, horn, license plate bracket, toolbox, helmet hooks and luggage carrier hooks, passenger footrests, passenger grab rails, safety bars, centre and side stands (fixed frame brackets must remain).

MCUI TECHNICAL REGULATIONS:-JUNIOR CUP MACHINES for use in 'MOTO-ONE' class from 2020 (Continued 2)

34. Additional Equipment: Additional equipment not on the original homologated motorcycle may not be added (i.e. data acquisition, computers, recording equipment etc.). Telemetry is not allowed. The only potentiometers and sensors allowed are those fitted as original equipment on the motorcycle as homologated.

35. Replacement and Repairs:

Where necessary, parts from an older or newer version of the same model may be used. No advantage may be gained from these changes.

36. Chain Guards:

A guard must be fitted in such a way as to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

37. Fuel:

Fuel as per Technical Fuel regulations as per Chapter 12 within MCUI GCR's.

(ICC December 2019)

38. Race Numbers & Backgrounds: As per MCUI regulations

ALL MACHINES MUST HAVE

39. Rear Safety Light

All motorcycles must have a functioning red light mounted at the rear of the seat to be used during wet practice/races or in low visibility conditions as declared by the Clerk of the Course.

1. the lighting direction must be parallel to the centre line of the motorcycle (running direction) and it must be clearly visible from the rear, at least 15 degrees to both the left and right sides of the centre line of the motorcycle.
2. it must be safely mounted on the very end of seat/rear bodywork and approximately on the centre line of the motorcycle.
3. the power output/luminosity must be equivalent to approximately 10-15W (incandescent) or 3-5W (led).
4. the light must be able to be switched on and off.

40. Handlebar Lever Protection

All motorcycles must be equipped with a brake lever protection, intended to prevent the handlebar brake lever from being accidentally activated in the case of collision with another motorcycle.

All items not mentioned in the following articles must remain as originally produced by the Manufacturer for the approved machine. Everything that is not authorised and prescribed in these rules is strictly forbidden. All motorcycles must comply in every respect with all the requirements for racing as specified in the Technical Regulations, unless it is equipped as such on the approved machine.

1. Machine: Tianda TDR300

2. Carburation Instruments:

Carburation instruments must remain as per approved machine. Carburettor jets and needles may be replaced. No modification, polishing or cutting is allowed. Only the standard bodied carburettor is permitted. Electronic or mechanical enriching devices must remain installed and active. Bell mouths must be as originally produced by the manufacturer for the approved machine. Air filter may be added. Throttle controls must be standard, quick action throttle unit as supplied with machine.

3. Frame Body and Rear Sub-Frame:

Main frame to remain standard, crash bungs may be fitted. Swinging arm to remain as standard. Suspension mounts and geometry (linkage) to remain as standard. Rear sub frame may be adjusted to suit the rider with no reduction in weight of the machine.

4. Fuel Tank

Fuel tank to remain as per standard fitment and not modified.

5. Engine

Engine to remain as a sealed unit as supplied by authorised agent. Secondary covers are required or appropriate positioned crash bungs if covers are not available. If after competition at technical inspection there is no seal in place the results for that competitor will be removed from the final placings for that days competitions. All engine breathers must go to containment of at least 250ml enclosed within the fairing. Valve clearances may be adjusted.

6. Min Weight

Machine must weigh a minimum of 103kg after race with minimum of 1 litre of fuel in tank

7. Front Fork:

Forks structure (spindle, stanchions, bridges, stem etc.) must remain as originally produced by the manufacturer. Standard original internal parts of the forks may not be modified. Only oil and springs may be changed. Any quantity or quality 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. A steering damper may be added but may not act as a steering lock device.

8. Rear Suspension unit:

Rear suspension unit (shock absorber) to remain as standard. Rear suspension spring may be changed.

9. Wheels:

Wheels must remain as originally produced by the manufacturer. The cushion drive for the rear wheel must remain as originally produced for the standard wheel. No modification of the wheel axles or any fixing or mounting points for front brake callipers are authorised. Modifications to the wheels to keep spacers in line are permitted.

10. Brakes:

Brake discs must remain as originally produced by the manufacturer. The front and rear calliper (mount, carrier, hanger) must remain as originally produced. The front master cylinder may be changed but the rear master cylinder must remain as originally produced. Both reservoirs may be changed for aftermarket products. Front and rear hydraulic lines may be changed for aftermarket braided hoses. Front and rear brake pads may be changed. Air scoops are not permitted.

11. Tyres:

Tyre will be confirmed via MCUI Technical bulletin—based on finding suitable treaded tyres due to rim widths-Front fitment tyres will be permitted on rear rims.

12. Foot Rests/foot Rest Control:

Foot rests/foot rest controls can be per manufactured components or aftermarket components to allow better fitment for smaller/larger riders but brackets must be mounted to the frame at the original mounting points.

13. Handle Bars and Hand Controls:

As standard with brake guard to be fitted. Bar ends to be plugged or rubber covered. Levers to have 16mm ball ends. There must be at least 30mm clearance between handlebars and fuel tank, frame or bodywork when steering is on full lock on both sides against the steering stops. The steering damper must not be used as a steering stop. No welded repair to handlebars is allowed.

14. Fairing/Bodywork/Fuel Tank Cover:

To remain as standard, but tank cover and seat unit may be separated. Screen and screen height may be changed. Front mudguard and hugger must remain on the machine.

The lower fairing must be constructed to hold, in case of an engine breakdown, the total oil and engine coolant capacity used in the engine (minimum 2 litres). The lower edge of openings in the fairing must be positioned at least 50mm above the bottom of the fairing. The lower fairing must incorporate a hole of 25mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be only opened in wet conditions as declared by the Race Director.

15. Wiring Harness:

The original wiring loom must be used with no modifications.

16. Battery:

The battery may be replaced but must remain in the original position.

17. Cylinder Head:

No modifications permitted.

18. Crankshaft:

No modifications permitted.

19. Connecting Rod:

No modifications permitted.

20. Pistons:

Manufacturers standard pistons must be used. Bore and stroke must remain as standard.

21. Piston Pins and Clips:

No modifications permitted.

22. Cylinder:

No modifications permitted. Bore must remain as standard.

23. Crankcase and All Other Engine Casings:

No modifications permitted

24. Transmission/Gearbox:

No modifications to the gearbox or select or mechanism are allowed. Front and rear sprockets may be changed but chain pitch to remain 428. No quick-shifters or ignition interruption systems are permitted.

25. Clutch:

No modifications are allowed, except for replacing the friction and drive plates (the number of plates and their ratio must remain as the standard model). Clutch springs may be replaced.

26. Ignition/Engine Control System: (CDI/ECU)

The unit must remain standard.

27. Generator, Alternator and Electric Starter:

No other modifications are permitted. The electric starter must operate normally and always be able to start the engine throughout the event. The standard connections must be maintained to both the starter and generator.

28. Ignition/ Starter Switch:

These parts must remain as standard and in working order.

29. Exhaust System:

Exhaust pipe and silencers may not be altered or replaced. Must be as standard fitment. This must adhere to the maximum noise regulations of 105db.

30. Fasteners:

Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners may not be used. The strength and design of any replacement must be of equal to the original part. Fairing/ bodywork fasteners may be changed to the quick connect type, but aluminium fasteners may only be used in non-structural locations.

31. The following Items May Be Altered or Replaced from Those Fitted to the Approved Machine:

Any type of lubrication, brake or suspension fluid may be used. Any type of spark plug may be used. Any inflation valves may be used. Wheel balance weights may be discarded, changed or added to. Any type of gaskets and gasket material may be used.

32. Additional Equipment:

Additional equipment not on the original approved motorcycle may not be added (i.e. data acquisition, computers, recording equipment etc.) Telemetry is not allowed. The only potentiometers and sensors allowed are those fitted as original equipment on the motorcycle as supplied.

33. Replacement and Repairs:

Where necessary, parts from an older or newer version of the same model may be used.

34. Chain Guards:

A guard must be fitted in such a way as to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

35. Fuel:

Fuel as per Technical Fuel regulations as per Chapter 12 within MCUI GCR's.

36. Radiator and Oil Cooler:

The original radiator may not be modified – to be as standard fitment. The use of coolants is prohibited, water only to be used.

37. Race Numbers and Backgrounds:

As per MCUI regulations.

ALL MACHINES MUST HAVE

38. Rear Safety Light

All motorcycles must have a functioning red light mounted at the rear of the seat to be used during wet practice/races or in low visibility conditions as declared by the Clerk of the Course.

1. the lighting direction must be parallel to the centre line of the motorcycle (running direction) and it must be clearly visible from the rear, at least 15 degrees to both the left and right sides of the centre line of the motorcycle.
2. it must be safely mounted on the very end of seat/rear bodywork and approximately on the centre line of the motorcycle.
3. the power output/luminosity must be equivalent to approximately 10-15W (incandescent) or 3-5W (led).
4. the light must be able to be switched on and off.

39. Handlebar Lever Protection

All motorcycles must be equipped with a brake lever protection, intended to prevent the handlebar brake lever from being accidentally activated in the case of collision with another motorcycle.

40. Technical bulletins:

As this machine is new for 2020 the Technical Committee may issue Technical bulletins throughout the season to deal with any issues regarding machine specification.

(ICC December 2019)

MCUI SUPERSPORT 300 TECHNICAL REGULATIONS

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THESE REGULATIONS IS STRICTLY FORBIDDEN.

Supersport 300 motorcycles require an FIM homologation. All machines must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Regulations unless they are already equipped as such on the homologated model. The appearance from the front, rear and the profile of Supersport 300 motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

1. Motorcycle specifications

All parts and systems not specifically mentioned in the following articles must remain as originally produced by the manufacturer for the homologated motorcycle.

2. Eligible Machines

The class is based around the MCRCB/MSVR Junior Supersport & FIM SS300 Technical Regulations. The MCUI has the right to decide which machines will be eligible in the class.

The following machines will be legal. This list can be amended at any time by the MCUI

- Honda CBR500R
 - Kawasaki Ninja 300 (EX300ADF)
 - Kawasaki Ninja 400 (EX400)
 - KTM RC390 - KTM RC390R
 - Yamaha YZF-R3
- 250-300cc machines previously used in the Junior Cup Class will be permitted.

3. Balancing various motorcycle concepts

The MCUI reserve the right to applying balancing to the machines in the class as they see fit in order to maintain equality amongst models, in principle this will follow the FIM World Supersport 300 Championship regulations, but at all times the determination of the MCUI will prevail.

Methods may include but are not limited to the following:

- Rev Limit
- Weight limit change
- Approved parts, see relevant MCUI bulletin.

The decision to apply the handicap will be taken by the MCUI at any time deemed necessary to ensure fair competition.

Balancing parts and modifications published in line with FIM updates will be documented and published by the MCUI and supersede all following regulations throughout the season. (ICC December 2019)

4. Minimum weight (Subject to change in order to conform to FIM/MCRCB Regulations)

The minimum weight for each model is as follows:

Honda CBR500R	153Kg
Kawasaki Ninja 300 (EX300ADF)	140Kg
Kawasaki Ninja 400	145Kg
Yamaha YZF-R3	140Kg
KTM RC390	136Kg

At any time of the event, the weight of the whole motorcycle (including the tank and its contents) must not be lower than the minimum weight. There is no tolerance on the minimum weight of the motorcycle. During the final technical inspection at the end of the race, the selected motorcycles will be weighed in the condition they finished the race, and the established weight limit must be met in this condition. Nothing may be added to the motorcycle. This includes all fluids.

During the practice and qualifying sessions, riders may be asked to submit their motorcycle to a weight control. In all cases the rider must comply with this request.

The use of ballast is allowed to stay over the minimum weight limit and may be required due to the handicap system.

The use of must be declared to the Chief Technical Officer at the preliminary checks.

5. Numbers and number plates for font type and size see MCUI Standing Regulations, Technical Regulations Handbook. In case of a dispute concerning the legibility of numbers, the decision of the Technical Steward or Scrutineer will be final.

Manufacturer	Number	Background
Honda	White	Red
Kawasaki	White	Green
Yamaha	White	Blue
KTM	White	Orange

6. Fuel

Fuel as per Technical Fuel regulations as per Chapter 12 within MCUI GCR's.

(ICC December 2019)

7. Tyres

If a controlled tyre is to be imposed, all tyres must be provided by the official tyre supplier.

Further conditions will be stated in SS300 Championship Conditions and any bulletins issued by the MCUI.

The use of tyre warmers is allowed.

Any modification (cutting, grooving) is forbidden.

(ICC December 2019)

8. Engine

Machines will be randomly chosen for dyno testing.

MCUI SUPERSPORT 300 TECHNICAL REGULATIONS (Continued 1)

9. Fuel injection system

- a. The original homologated fuel injection system must be used without any modification.
- b. The fuel injectors must be stock and unaltered from the original specification and manufacture.
- c. Air Funnels must remain as originally produced by the manufacturer for the homologated motorcycle.
- d. Butterfly valves cannot be changed or modified.
- e. Secondary throttle valves plates may be removed or fixed in the open position and the electronics may be disconnected or removed. The secondary throttle shaft(s) must remain in place.
- f. All the parts of the variable intake tract device must remain and operate exactly as homologated. They cannot be added if not fitted to the homologated machine.
- g. Air and air/fuel mixture can go to the combustion chamber exclusively through the throttle body butterflies.
- h. Electronically controlled throttle valves, known as 'ride-by-wire', may only be used if the homologated model is equipped with the same system. Software may not be modified and all the safety systems and procedures designed by the original manufacturer must be maintained.

10. Cylinder Head

- a. Must be the originally fitted and homologated part with no modification allowed.
- b. The exhaust air bleed system must be blocked and the external fittings on the cam cover(s) may be replaced by plates.
- c. The head gasket may be changed.

11. Camshaft Assembly

- a. Must be the originally fitted and homologated part with no modification allowed.
- b. At the technical checks: for direct cam drive systems, the cam lobe lift is measured; for non-direct cam drive systems (i.e. with rocker arms), the valve lift is measured.

12. Cam sprockets or gears

- a. Cam sprockets may be slotted to allow the adjustment of cam timing.
- b. Pressed on cam sprockets may be replaced with an adjustable boss and cam sprocket.
- c. The cam chain and tensioner must remain as homologated.

13. Cylinders

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

14. Pistons

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

15. Piston rings

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

16. Piston pins and clips

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

17. Connecting rods

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

18. Crankshaft

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

19. Crankcase / Gearbox housing

Must be the originally fitted and homologated parts with no modification allowed.

20. Lateral covers and protection

See MCUI General Rules, Chapter 12 Technical Rules, Paragraph 9

21. Transmission / Gearbox

- a. Must be the originally fitted and homologated parts with no modification allowed except:
 - i. The positive neutral selector mechanism may be removed.
 - ii. Shift star/indexer and detent may be replaced but must function as originally designed.
- b. Quick-shift (upshift) systems are allowed. The unit must be the MCUI; MCRCB/MSVR approved quickshifter/rev limiter.
- c. Downshift blipping is not allowed.
- d. Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.
- e. The sprocket cover may be modified or eliminated.
- f. Chain guard as long as it is not incorporated in the rear fender may be removed.

22. Clutch

- a. Clutch system (wet or dry type) and the method of operation (by cable or hydraulic) must remain as homologated.
- b. Friction and drive discs may be changed.
- c. Clutch springs (and number) may be changed.
- d. The clutch basket (outer) must be the originally fitted and homologated part but may be reinforced.
- e. The original clutch inner assembly may be modified or replaced by an aftermarket clutch, also including back torque limiting capabilities (slipper type).

23. Oil pumps and oil lines

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

MCUI SUPERSPORT 300 TECHNICAL REGULATIONS (Continued 2)

24. Cooling System

- a. The only liquid engine coolant permitted is water.
- b. Protective meshes may be added in front of the oil and/or water radiator(s).
- c. The cooling system hoses and catch tanks may be changed.
- d. Radiator fan and wiring may be removed. Thermal switches, water temperature sensor and thermostat may be removed inside the cooling system.
- e. Radiator cap is free.
- f. An additional water radiator may be fitted but the appearance of the front, the rear and the profile of the motorcycle must not be changed. Extra mounting brackets to accommodate the additional radiator are permitted.

25. Air box

- a. The air box must be the originally fitted and homologated part with no modification allowed.
- b. The air filter element may be modified or replaced but not eliminated and must be mounted in the original position.
- c. The air box drains must be sealed.
- d. All motorcycles must have a closed breather system. All the oil breather lines must be connected, may pass through an oil catch tank and must exclusively discharge in the airbox.
- e. No heat protection may be attached to the airbox.

26. Fuel supply

- a. Fuel pump and fuel pressure regulator must be the originally fitted and homologated part with no modification allowed
- b. The fuel pressure must be as homologated.
- c. Fuel lines from the fuel tank up to the delivery pipe assembly (delivery pipe excluded) may be replaced and must be located in such a way that they are protected from crash damage.
- d. Quick connectors or dry break connectors may be used.
- e. Fuel vent lines may be replaced.
- f. Fuel filters may be added.

27. Exhaust system

- a. Exhaust pipes and silencers may be modified or changed. Catalytic converters must be removed.
- b. The number of the final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) of the homologated model.
- c. For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.
- d. Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.
- e. The noise limit for Supersport 300 is 105 dB/A
- f. The test RPM will be as follows:

Machine	RPM
Honda CBR500R	5,000
Kawasaki Ninja 300 (EX300ADF)	6,500
Kawasaki Ninja 400 (EX400)	6,500
Yamaha YZF-R3	7,500
KTM RC390	5,500
KTM RC390R	5,500

28. Ignition / Engine Control System (ECU)

- A. The engine control system (ECU) must be either:
1. The original system as homologated, with no change of software or with a manufacturer approved software.
 2. The original system (with the production ECU and no change of software or manufacture approved software) (option i) with an MCUI approved external fuel injection module added. The software and the firmware must be supplied and approved by the machines manufacturer. The Chief Technical Official must be supplied with the software/firmware and it must be added to the approved parts list before it may be used.
- B. The manufacturer must provide the MCUI with the tools/software to perform software checks.
- C. Throughout the season the manufacturer may update the software and the updates must be made available simultaneously to all users of the system with no charge, updating by a team is not compulsory.
- D. Central unit (ECU) may be relocated. All ECU's must be positioned in such a way as to be easily accessible for inspection.
- E. Optional equipment sold by the motorcycle Manufacturer for the homologated model is considered not homologated with the bike and must follow the requirements for approved electronics/data loggers.
- F. At any time during an event the Chief Technical officer has the right to make a team substitute their ECU or external module with the MCUI sample.
- G. Sensors may not be replaced, modified or substituted unless noted and the allowed OEM ECU sensors / channels are:
1. Throttle position (multiple allowed)
 2. Map sensor, Map Sync (pressure sensor on the intake port used to synchronize the engine during the start)
 3. Airbox Pressure
 4. Engine pick-ups (Cam, crank)
 5. Twist grip position
 6. Rear Speed Only (from ABS sensor) (No front speed sensor permitted)
 7. Gearbox output shaft speed
 8. Gear position
 9. Air pressure
 10. Water temperature

MCUI SUPERSPORT 300 TECHNICAL REGULATIONS (Continued 3)

11. Air temperature

12. Tip-Over Switch (No lean angle)

13. Gear shift load cell / switch

14. Lambda sensor (may be OEM or a replacement sensor see Art.5.5.9.1.g. It may be connected to the original harness/ECU or to the MCRCB approved lambda control module).

H. No extra sensors may be added for control strategies except the shift rod sensor of the MCRCB approved revlimiter / quickshifter

I. The MCRCB approved external fuel injection modules may not alter any sensor signal relating to the ride by wire system or control/actuate any part of the machine excepting the fuel injectors. No fuel module may add traction control strategies. The modules may only connect to the fuel injectors, lambda sensor, power supply and 'piggyback the Throttle Position, Gear and RPM signals'. Lambda closed loop/auto tuning is permitted. ONLY MCRCB approved auto tuning units may be used.

J. A compulsory MCRCB rev limiter / quickshift unit must be fitted; it is the teams discretion whether to use the quickshift function. This must remain fitted and active at all times. It must only be installed as detailed in the supplied instructions.

K. The MCUI, FIM/MCRCB quickshift unit is €500 + Vat + delivery.

L. Contact: - info@hmquickshifter.com Telephone 01795 429168

Machine	Part Number
Honda CBR500R	HMGP-HO1016
Kawasaki Ninja 300 (EX300ADF)	HMGP-KA1016
Kawasaki Ninja 400 (EX400)	HMGP-KA1712
Yamaha YZF-R3	HMGP-YA1016
KTM RC390 No ABS	HMGP-KT1016A
KTM RC390 ABS	HMGP-KT1016B
KTM RC390R 2017 (Euro 4)	HMGP-KT1712

HM Quickshifter wheel speed kits may be fitted as noted on the FIM approved parts list.

M. The initial rev limiter setting for each machine is as follows:

Machine	Max rpm
Honda CBR500R	10,000
Kawasaki Ninja 300 (EX300ADF)	13,000
Kawasaki Ninja 400 (EX400)	10,000
Yamaha YZF-R3	13,000
KTM RC390	10,450

These limits are subject to change at any time in order to conform to FIM/MCRCB Regulations

N. The following strategies are NOT allowed:

a. Traction control (including anti-spin / rate of change of rpm)

b. Launch Control

c. Anti Wheelie

d. Closed loop Engine Brake Control

e. Corner by Corner / Distance based adjustments

f. Rider adjusted trims

O. Other additional electronic hardware equipment not on the original homologated motorcycle cannot be added with the exceptions noted below.

P. Resistors/load may be added to replace the parts of the electrical system that have been removed (including lights and lambda sensors), to prevent ECU errors.

Q. Data logging and Telemetry are not allowed.

R. No remote or wireless connection to the bike for any data exchange or setting is allowed whilst the engine is running or the bike is moving.

S. Harness:

1) The key/ignition lock may be relocated, replaced or removed.

2) Cutting and removal of excess and unused wiring in the original wiring harness is allowed. All connectors must remain as originally fitted. No wires may be added. MCRCB/MSVR approved manufacturer Kit Harness is allowed.

T. A lap timer may be fitted from the FIM approved lap timer list.

U. Spark plugs may be replaced.

V. Battery is free.

29. Generator, alternator, electric starter

a. Must be the originally fitted and homologated part with no modification allowed.

b. The stator must be fitted in its original position and without offsetting.

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

d. During parc fermé the starter must crank the engine at a suitable speed for starting for a minimum of 2 seconds without the use a boost battery. No boost battery may be connected to the machine after the end of the session.

30. Main frame

During the entire duration of the event, each rider can only use one complete motorcycle as presented for Technical Control

31. Frame body and sub frames

a. The frame must be the originally fitted and homologated part with no modification allowed.

b. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).

MCUI SUPERSPORT 300 TECHNICAL REGULATIONS (Continued 4)

- c. The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame. Crash protectors may be fitted to the frame using existing points (max. length: 50 mm), or pressed into the ends of the wheel axles (max. length: 30mm). Without exception, the wheel axles cannot be modified.
- d. The sidestand bracket may be cut or removed.
- e. Nothing else may be added or removed from the main frame body.
- f. All motorcycles must display a vehicle identification number punched on the frame body (chassis number).
- g. Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.
- h. Front sub frame / fairing mount may be changed or altered, but the use of titanium and carbon (or similar composite materials) is forbidden.
- i. Rear Sub Frame:
 - 1. If removable it may be changed or altered, but the type of material must remain as homologated, or be material of a higher specific weight.
 - 2. If part of the main frame assembly then it may not be altered except as noted below.
 - 3. Additional seat support brackets may be added. Non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly. Bolt-on accessories to the rear sub-frame may be removed.
- j. The paint scheme is not restricted but polishing the frame body or sub frames is not allowed

32. Suspension - General

- a. Participants in the Supersport 300 class must only use the standard homologated or approved suspension units as laid down by MCRCB Regulations for that season.
- b. No type of electronic suspension may be used even when fitted to the homologated machine.
- c. Electronic controlled steering damper cannot be used if not installed in the homologated model for road use. However, it must be completely standard (any mechanical or electronic part must remain as homologated).

33. Front Forks

- a. Forks (stanchions, stem, wheel spindle, upper and lower crown, etc.) Must be the originally fitted and homologated part with the following modifications allowed:
- b. The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated motorcycle.
- c. Steering stem pivot position must remain in the homologated position (as supplied on the production bike). If the standard bike has inserts then the orientation/position of the original insert may be changed but the insert cannot be replaced or modified.
- d. A steering damper may be added or replaced with an after-market damper.
- e. The steering damper cannot act as a steering lock limiting device.
- f. Fork caps on the mechanical forks may only be modified or replaced to allow external adjustment. (This does not include the mechanical fork leg that is part of the homologated electronic fork set).
- g. Dust seals may be modified, changed or removed if the fork remains totally oil-sealed.
- h. Original internal parts of the homologated forks may be modified or changed. Approved aftermarket damper kits or valves may be installed. The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed. (See 5.5.10.2.a)
- i. Electronic forks must have their complete internal parts (including all electronic control) replaced with a conventional damping system.

34. Rear fork (Swing-arm)

- a. The rear fork must be the originally fitted and homologated part with no modification allowed.
- b. Rear fork pivot bolt Must be the originally fitted and homologated part with no modification allowed.
- c. Rear swingarm pivot position must remain in the homologated position (as supplied on the production bike). If the standard bike has inserts then the orientation/position of the original insert may be changed but the insert cannot be replaced or modified.
- d. A solid protective cover (shark fin) shall be fixed to the swing-arm, and must always cover the opening between the lower chain run, swingarm and the rear wheel sprocket, irrespective of the position of the rear wheel.
- e. Rear wheel stand brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed. An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing-arm.
- f. The sides of the swing-arm may be protected by a thin vinyl cover only, no composite or structural covers are allowed.

35. Rear suspension unit

- a. Rear suspension unit (shock absorber) may be replaced with an approved unit (see MCRCB Rag's), but the original attachments to the frame and rear fork (swing arm) (or linkage) must be as homologated.
- b. All the rear suspension linkage parts must be the originally fitted and homologated part with no modification allowed.
- c. Removable top shock mounts must be the originally fitted and homologated part with no modification allowed. A nut may be made captive on the top shock mount and shim spacers may be fitted behind it to adjust ride height.
- d. Rear suspension unit and spring may be changed. An electronic shock absorber can be replaced with a mechanical one.

36. Wheels

- a. Wheels must be the originally fitted and homologated part with no modification allowed.
- b. The wheel may be overpainted but the original finish cannot be removed.
- c. A non-slip coating / treatment may be applied to the bead area of the rim.
- d. If the original design includes a cushion drive for the rear wheel, it must remain as originally produced for the homologated motorcycle.
- e. Wheel axles and retaining nuts (or bolts) must remain as homologated, wheel spacers may be modified or replaced.
- f. Bearing spacers must remain as homologated.
- g. Wheel balance weights may be discarded, changed or added to. Any inflation valves may be used but 90 degree aluminium or steel inflation valves are compulsory.

MCUI SUPERSPORT 300 TECHNICAL REGULATIONS (Continued 5)

37. Brakes

A. Brake discs may be replaced by aftermarket discs which comply with following requirements:-

- a. Brake discs must retain the same material as the homologated disc or be steel (max. carbon content 2.1 wt %).
 - b. Non-floating or single piece discs may be replaced with floating discs. The disc carrier must be the same material as the homologated carrier, steel or aluminium.
 - c. The outside diameters of the brake disc must not be larger than the homologated disc.
 - d. The thickness of the brake disc may be increased but the disc must fit into the homologated brake calliper without any modification. The number of floaters is free.
 - e. The fixing of the carrier on the wheel must remain the same as on the homologated disc.
- B. The front and rear brake calliper (mount, carrier, hanger) must be the originally fitted and homologated part with no modification allowed.
- C. In order to reduce the transfer of heat to the hydraulic fluid it is permitted to add metallic shims to the callipers, between the pads and the callipers, and/or to replace light alloy pistons with steel pistons made by the same manufacturer of the calliper.
- D. The rear brake calliper bracket may be mounted fixed on the swing-arm, but the bracket must maintain the same mounting (fixing) points for the calliper as used on the homologated motorcycle.
- E. The swing-arm may be modified for this reason to aid the location of the rear brake calliper bracket, by welding, drilling or by using a helicoil.
- F. The front and rear master cylinder must be the originally fitted and homologated part with no modification allowed.
- G. Front and rear brake fluid reservoirs may be changed.
- H. Front and rear hydraulic brake lines must be replaced by braided lines. NO alloy or titanium banjo bolts are permitted.
- I. The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (lower triple clamp).
- J. "Quick" (or "dry-break") connectors in the brake lines are not allowed.
- K. Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.
- L. Additional air scoops or ducts are not allowed.
- M. The Antilock Brake System (ABS) must be removed. The ABS units electronic board may remain fitted to stop ECU errors.
- N. Motorcycles must be equipped with brake lever protection (see MCUI GCR's, Chapter 12 Technical Rules, paragraph 7)

38. Handlebars and hand controls

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

39. Foot rest / Foot controls

- a. Foot rests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must be mounted to their original frame mounting points.
- b. Foot controls; gear shift and rear brake must remain operated manually by foot.
- c. Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
- d. The end of the foot rest must have at least an 8 mm solid spherical radius.
- e. Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or an equivalent type material (minimum radius 8mm). The plug surface must be designed to reach the widest possible area. Chief Technical Officer has the right to refuse any plug not satisfying this safety aim.

40. Fuel tank

- a. Fuel tank must be the originally fitted and homologated part with no modification allowed.
- b. All fuel tanks must be completely filled with fire retardant material (opencelle XXXXXXXXXX).
- c. Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.
- d. Fuel caps may be changed. Fuel caps when closed must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time.
- e. A rider spacer/pad may be fitted to the rear of the tank with nonpermanent adhesive. It may be constructed of foam padding or composite material.
- f. The tank may not have a cover fitted over it unless the homologated machine also features a full cover.
- g. The sides of the fuel tank may be protected with a cover made of a composite material. These covers must fit the shape of the fuel tank.

41. Fairing / Bodywork

- a. 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 is not allowed. Specific reinforcements in Kevlar® or carbon are allowed locally around holes and stressed areas.
- b. Overall size and dimensions must be the same as the original part, with a tolerance of +5mm, respecting the design and features of the homologated fairing as far as possible. The overall width of the frontal area may be +5mm maximum. The decision of the Chief Technical Officer is final.

MCUI SUPERSPORT 300 TECHNICAL REGULATIONS (Continued 6)

- c. Wind screen may be replaced with an aftermarket product. The height of the windscreen is free, within a tolerance of +/- 15 mm referred to the vertical distance from/to the upper fork bridge. The screen must conform to the same profile from the front as the original – no double bubble or wide types. From a top view the length of the windscreen may be shortened by 25mm to allow clearance for the rider. The edge of the screen must have no sharp edges
- d. Fairing brackets may be altered or replaced.
- e. The ram-air intake must maintain the originally homologated shape and dimensions.
- f. The original air ducts running between the fairing and the air box may be altered or replaced. Carbon fibre composites and other exotic materials are forbidden. Particle grilles or “wire-meshes” originally installed in the openings for the air ducts may be removed.
- g. The lower fairing must be constructed to hold, in case of an engine breakdown minimum 4 litres. The lower edge of all the openings in the fairing must be positioned at least 70 mm above the bottom of the fairing.
- h. The upper edge of the rear transverse wall of the lower fairing must be at least 70 mm above the bottom. The angle between this wall and the floor must be $\leq 90^\circ$.
- i. Original openings for cooling in the lateral fairing/bodywork sections may be partially closed only to accommodate sponsors' logos/lettering. Such modification shall be made using wire mesh or perforated plate. The material is free but the distance between all opening centres, circle centres and their diameters must be constant. Holes or perforations must have an open area ratio $> 60\%$.
- j. Motorcycles may be equipped with a radiator shroud (inner ducts) to improve the air stream towards the radiator but the appearance of the front, the rear and the profile of the motorcycle must not be changed.
- k. Front mudguards may be replaced with a cosmetic duplicate of the original parts and may be spaced upward for increased tyre clearance.
- l. Rear mudguard fixed on the swing arm may be modified, changed or removed. The chain guard may be removed as long as it is not incorporated in the rear fender.

42. Seat

- a. Seat, seat base and associated bodywork may be replaced
- b. The appearance from front, rear and profile must conform to the homologated shape
- c. The top portion of the rear bodywork around the seat may be modified to a solo seat.
- d. The homologated seat locking system (with plates, pins, rubber pads etc.) may be removed.
- e. Material as Fairing
- f. All exposed edges must be rounded.

43. Fasteners

- a. Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners cannot be used. The strength and design must be equal to or exceed the strength of the standard fastener.
- b. Fasteners may be drilled for safety wire, but intentional weight-reduction modifications are not allowed.
- c. Thread repair using inserts of different material such as helicoils and timeserts.
- d. Fairing / bodywork fasteners may be replaced with the quick disconnect type.
- e. Aluminium fasteners may only be used in non-structural locations.

44. Rear Safety Light

See MCUI GCR's, Chapter 12 Technical Rules, paragraph 6

45. 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. Gaskets and gasket materials.
- c. Material for brackets connecting non original parts (fairing, exhaust, instruments, etc.) to the frame (or engine) cannot be made from titanium or fibre reinforced composites excepting the exhaust silencer hanger that may be in carbon.
- d. Protective covers for the frame, chain and footrests may be made in other materials like fibre composite material if these parts do not replace original parts mounted on the homologated model.

46. The following items MAY BE Removed

- a. Emission control items (anti-pollution) in or around the air box and engine (O2 sensors, air injection devices).
- b. Bolt-on accessories on a rear sub frame.

47. The following items MUST BE Removed

- a. Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.
- b. Rear-view mirrors.
- c. Horn.
- d. License plate bracket.
- e. Toolkit.
- f. Helmet hooks and luggage carrier hooks
- g. Passenger foot rests.
- h. Passenger grab rails.
- i. Safety bars, centre and side stands must be removed (fixed brackets must remain excepting side stand bracket).
- j. Catalytic converters

48. The following items MUST BE Altered

- a. All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases).
- b. Motorcycles must be equipped with a red light on the instrument panel that will illuminate in the event of oil pressure drop.

(ICC December 2018)