

2. TECHNICAL REGULATIONS

Amendments to the technical regulations may be made by the MotoAmerica permanent bureau at any time.

During free practices, qualifying practices, Superpole for Superbike and warm up sessions: If a motorcycle is found not to be in conformity with the technical regulations during or after the session, its rider will be given a penalty for the event such as a ride-through, a drop of any number of grid positions for the next race, suspension and/or withdrawal of championship or cup points.

Races: If a motorcycle is found not to be in conformity with the technical regulations during or after a race, its rider will be given a penalty such as a time penalty or disqualification.

2.1 INTRODUCTION

Motorcycles for the MotoAmerica Superbike Championships must be motorcycles with a valid road homologation in one of the following areas: USA, EU or Japan.

These motorcycles must be available for sale to the public in the shops and the dealerships representing the manufacturer in at least one of the above areas before the third event of the current championship in order to be allowed to be used in the remaining championship events.

2.2 CLASSES

2.2.1 The production based racing classes will be designated by engine capacity and level of technical freedom.

2.3 GENERAL ITEMS

2.3.1 Materials

The use of titanium in the construction of the frame, front forks, handlebars, swing arm, swing arm spindles and the wheel spindles is forbidden. For wheel spindles, the use of light weight alloys is also forbidden. The use of titanium alloy nuts and bolts is allowed.

- a. Titanium test to be performed on the track: magnetic test (Titanium is not magnetic.)
- b. The 3% nitric acid test: (Titanium does not react. If the metal is steel, the drop will leave a black spot.)
- c. Specific weight test: Titanium alloys are between 4.5 and 5.0 kg/dm³ vs. over 7.48 kg/dm³ for steel and can be ascertained by weighing the part and measuring its volume in a calibrated glass filled with water (intake

- valve, rocker, connecting rod, etc.)
- d. In case of doubt, testing must take place at a material testing laboratory.

2.3.2 Handlebars

- a. Exposed handlebar ends must be plugged with a solid material or rubber covered.
- b. The minimum angle of rotation of the steering on each side of the center line or mid position must be of 15° for all motorcycles.
- c. The front wheel, tire and the mudguard must maintain a minimum gap of 10 mm from any part of the machine that can cause binding, regardless of the handlebar position.
- d. Solid stops, other than steering dampers, must be fitted to ensure a minimum clearance of 30 mm between the handlebar with levers and the tank, frame and/or other bodywork when on full lock in order to prevent trapping of the rider's fingers (see diagrams A, B, C).
- e. Repair by welding of light weight alloy handlebars is prohibited.
- f. Composite handlebars are not allowed in any class.

2.3.3 Control levers

- a. All handlebar levers (clutch, brake, etc.) must be ball ended. The diameter of this ball is to be at least 16 mm. This ball can also be flattened in any case but the edges must be rounded. The minimum thickness of this flattened part is to be 14 mm. These ends must be permanently fixed and form an integral part of the lever.
- b. Each control lever (hand and foot levers) must be mounted on an independent pivot.
- c. The brake lever, if pivoted on the footrest axis, must work under all circumstances, such as the footrest being bent or deformed.

2.3.4 Wheel and rims

- a. Any modification to the rim or spokes of an integral wheel (cast, molded, riveted) as supplied by the manufacturer or of a traditional detachable rim other than for spokes, air valve or security bolts is prohibited.
- b. Tire retention screws may be used to prevent tire movement relative to the rim. If the rim is modified for these purposes, bolts and/or screws must be fitted.
- c. The distance between the rim walls is measured inside the flange walls in accordance with ETRTO.

2.3.5 Tires

Tires must be replaced from those fitted to the homologated motorcycle.

- a. The tread pattern must be made exclusively by the manufacturer when producing the tire.
- b. As a safe minimum, the depth of the tire tread over the whole pattern at pre-race control must be at least 2.5 mm.
- c. Tires which at the preliminary examination have a tread depth of less than 1.5 mm are considered as non-treaded tires and the restrictions applying to slick tires will then apply to them.
- d. The surface of a slick tire must contain three or more hollows at 120° intervals or less, indicating the limit of wear on the center and muster areas of the tire. The rider shall not enter the track if at least 2 of these indicator hollows are worn on different parts of the periphery.

2.3.6 Tire warmers

- a. The use of tires warmers is allowed

2.3.7 Use of tires

- a. The competitors shall only use tires distributed by the official supplier during the event.
- b. For each event, all tires must be made of the same quality and shall be strictly identical.
- c. All tires to be used must be easily identifiable with a color marking or a numerical system, to be applied by the official supplier at the time of manufacturing.
- d. The official supplier shall provide the technical director with a written description of the markings and the general characteristics of the different types of tires.
- e. At the beginning of the event, the official supplier may be requested by the technical director to deliver to him four (4) samples of each type of tire to be used at the event.
- f. Any modification of the tread pattern by the official supplier is not permitted after the start of the practices.
- g. Any modification or treatment (cutting, grooving) is forbidden.
- h. Every tire used during the event must be marked with an adhesive sticker with a number allocated by the technical director.
- i. Tire allocation stickers must be applied on the left side of each tire by the entrant.
- j. The tire stickers will be given to the teams in a sealed envelope before the first practice after the rider's machine has passed technical pre-inspection. The rider is solely responsible for the use and safe keeping of the tire stickers.
- k. No tires marked for one event may be used during another event.
- l. The use of motorcycles without the official stickers will be immediately reported to the race direction whom will take appropriate action.
- m. The allocation of individual tires will be made on a random basis, with no

involvement of any representative from the tire supplier, teams or riders. Those tires will be individually identified and may not be exchanged between riders, including between teammates, and may not be exchanged by the tire supplier after the allocation, except with the permission of the race direction.

- n. In exceptional cases, should the sticker be damaged or applied in the wrong way, up to two (2) extra stickers may be provided at the sole discretion of the technical director. However, the damaged sticker must be returned to the technical director and/or the tire it was applied to and must be absolutely intact and unused.
- o. The technical director may, at his discretion, require the exchange of one (1) or more competitors' tire(s) for a tire sample under his control. The tires exchanged remain under his control and he can exchange them for the tires of another competitor.

2.3.7.1 Tire allocations per class

The technical director and/or race direction has the ability to modify the tire allotments based on the official schedule; this modification will be noted in the event supplementary regulations. During a normally scheduled event, the tire allotments will be as follows:

Class	Total
Superbike	16
Supersport	12
Stock 1000	8
Twins	8
Junior Cup	6

2.3.7.1.1 Superpole participants

Superbike Only. The 12 competitors that are eligible to participate in Superpole will be allowed to use a qualifying tire which will be separate from the rider's standard allocation.

2.3.8 Ballast

- a. The use of ballast is allowed in order to comply with the minimum weight limit. The use of ballast must be declared to the technical director at the preliminary checks.
- b. The ballast must be made of (a) solid metallic piece(s) firmly and securely connected either through an adapter or directly to the main frame or engine with a minimum of two (2) steel bolts (min. 8 mm diameter, 8.8 grade or over). *Other equivalent technical solutions must be submitted to the*

technical director for his approval.

- c. Fuel in the fuel tank can be used as ballast. Nevertheless, the verified weight may never fall below the required minimum weight.

2.3.9 Timekeeping instruments

All motorcycles must have a correctly positioned timekeeping transponder.

- a. Teams must provide their own transponder. *MotoAmerica will not provide transponders.*
- b. The transponder must be approved by the official timekeeper. *See team handbook for compatible models.*
- c. It must be fitted avoiding being shielded by carbon bodywork.
- d. It is the team's responsibility to ensure that the transponder is working properly and any machine without a working transponder is not allowed on the circuit.

Correct attachment of the transponder bracket consists of a minimum of tie-wraps but preferably consists of screws or rivets. Any transponder retaining clip must also be secured by a tie-wrap. Velcro or adhesive alone will not be accepted. The transponder must be working at all times during practices, qualifying, superpole and races, also when the engine is switched off.