2013

TECHNICAL REGULATIONS ROAD RACING

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Each modification is prohibited, if it is not allowed expressively

Everything printed in **bold** is new or changed for **2013**

AA RR 0 GENERAL

If during the practice sessions or the race itself a Technical Steward states a fault in a motorcycle that could represent a danger for the other riders, he must immediately inform the Clerk of the Course.
Random technical controls may be carried out during practices and the end of practices in the technical control area.
The rider is at all times responsible for his machine.

AA RR 0.1 - PROTECTIVE CLOTHING AND HELMETS

0.1.1 Riders and passengers must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, shoulders, hips etc.

0.1.2 Linings or undergarments must not be made of a synthetic material which might melt and cause damage to the rider´s skin.

0.1.3 Riders must also wear leather gloves and boots, which with the suit provides complete coverage from the neck down.

0.1.4 Leather substitute materials may be used, providing they have been checked by the Chief Technical Steward.

01.5 Use of a back protector is highly recommended.

0.1.6 Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened.

0.1.7 Helmets must be of the full face type and conform to one of the recognised international standards:
• Europe ECE 22-05, 'P' • Japan JIS T 8133 : 2007 • USA SNELL M 2010

01.8 Visors must be made of a shatterproof material.

0.1.9 Disposable "tear-offs" are permitted.

0.1.10 Any question concerning the suitability or condition of the riders clothing and/or helmet shall be decided by the Chief technical Steward, who may, if he so wishes, consult with the manufacturers of the product before making a final decision

AA RR 0.2 Additional Equipment

Additional electronic hardware equipment may not be added. (E.g. data acquisition, computers, recording equipment etc.), the addition of a device for infra red (IR) transmission of a signal between the racing rider and his team, used exclusively for lap timing, is allowed. The addition of a GPS unit for lap timing/scoring purposes is allowed.
Telemetry is not allowed during the whole event. The only potentiometers and sensors allowed are those fitted as original equipment on the homologated motorcycle.

Handlebar levers: Motorcycles can be equipped with a brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of a collision with another motorcycle.
Rear safety light: All motorcycles can be equipped with a functioning red light mounted at the rear of the seat, to be used during Wet Races or in low visibility conditions, as declared by the Race Direction.

AARR 0.3 NUMBER OF TYRES PER RACE

The competitors shall only use tyres distributed or approved by the Official Tyre Suppliers during the event. All tyres to be used must be easily identifiable with a colour marking and numerical system, to be applied by the Official Tyre Suppliers. The Official Tyre Suppliers shall provide the AARR Permanent Technical Delegate with a written description of the markings.
During qualifying practices, warm up session and races no motorcycle may enter the track without the front and rear tyres being marked on left side of the tyre.
The AARR Permanent Technical Delegate may, at his discretion, require the exchange of one (1) or more competitors' tyres for a tyre sample under his control.
Tyres marked for one event can be used during another event but they must be remarked by Official Tyre Suppliers.
Each rider can use maximum of three (3) front, and four (4) rear tyres per class for both qualifying practices, warm up and races (by events with two races, one front and one rear tyres more). The number of wet tyres is free. Qualifying tyres are prohibited. List of Official Tyre Suppliers will be published by AARR commission at least 30 days before the first race of the season.

AARR 0.4 STARTINGNUMBERS AND BACKGROUNDS
The colours of the Starting Numbers and background are defined separately in the regulation of the class concerned. The number must be clearly visible and of a good shape. The colours of the Starting Number are defined separately in the regulation of the class concerned

The sizes for all the front numbers are:	**Minimum height:**	**140 mm**
	Minimum width:	**80 mm**
	Minimum stroke:	**25 mm**
The sizes for all the side numbers are:	**Minimum height:**	**120 mm**
	Minimum width:	**60 mm**
	Minimum stroke:	**25 mm**

The allocated number & plate for the rider must be affixed on the machine as follows: once on the front, either in the centre of the fairing or slightly off to one side; once, located on the left and right sides of the seat or the fairing. Alternatively, once across the top of the rear seat section with the top of the number towards the rider. This number must be of the same size as the front number. The number must be visible to spectators and officials from both sides of the track.
In case of a dispute concerning the legibility of numbers, the decision of the Chief Technical Steward will be final.

AARR 1 - Class 125 SPORT PRODUCTION

1.1 – Machine Specifications

These rules intended to limit changes to the homologated motorcycle in the interests of safety only.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN

The Motorcycle must be homologated by the original manufacturer only, except new bikes from the year 2013 on. For these motorcycles, a complete technical documentation, including tolerances, must be published by the manufacturer.
As the name Sport Production implies, the machines used are allowed limited modifications. Most modifications are allowed for safety reasons.
All motorcycles must comply in every respect with all the requirements for Road Racing as specified in FIM Road Racing Technical Rules.
All parts of a motorcycle must consist of that year of production as the motorcycle is homologated.
The appearance from both front, rear and the profile of motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer).
Classes over 80cc up to 125 cc max. 1 cylinder and max. 6 gears (7 gears in case of Cagiva Mito, subject to year of construction).

1.2 Weight

The minimum weight of the motorcycle is 110 kg without oil and fuel.
In the final inspection at the end of the race, the checked machines will be weighed in the condition they were at the end of the race.
At any time of the event, the weight of the whole machine (including the tank) must not be less than the minimum weight.

1.3 Number Plate Colours

The background colours and figures for 125 cc SP motorcycles are black background with white numbers, with the RAL colour table values being 9005 for black and 9010 for white.

1.4 Fuel

All engines must function on normal unleaded fuel with a maximum lead content of 0.005 g/l (unleaded) and a maximum MON of 90. (See also Art. 2.10 of FIM Technical rules)

1.5 Machine Specifications

All items not mentioned in the following articles must remain as originally produced by the manufacturer for the homologated machine.

1.5.1 Frame Body and Rear Sub Frame

Frames must remain as originally produced by the manufacturer for the homologated machine. The sides of the frame-body may be covered by a protective part made of plastic or composite material. These protectors must fit the form of the frame.
Nothing can be added by welding or removed by machining from the frame body. All motorcycles must display the manufacturers' vehicle identification number on the frame body (chassis number).

Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.
The rear sub frame must remain as originally produced by the manufacturer for the homologated machine.
Protrusive, not-stressed brackets can be removed on request of the Chief Technical Inspector if he supposes they can be dangerous.
Additional seat brackets may be added but none may be removed. Bolt-on accessories to the rear sub-frame may be removed.
The paint scheme is not restricted but polishing the frame body or sub frame is not allowed.

1.5.2 Front Forks
The fork structure (spindle, stanchions, bridges, stem, etc.) 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/cartridges or valves may be installed but the external view of the fork must remain as homologated.
The fork caps can be modified or changed to add spring preload/compression adjusters.
Any quality and quantity of oil can be used in the front forks.
The height and position of the front fork in relation to the fork crowns is free.
The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated machine.
A steering damper may be added or replaced with an after-market damper.
The steering damper cannot act as a steering lock limiting device.

1.5.3 Rear Fork (Swing arm)
Each part of the rear fork must remain as originally produced by the manufacturer for the homologated machine (including rear fork pivot bolt and rear axle adjuster).
The swing arm can be modified to permanently fix the rear brake calliper support by welding, drilling or using Helicoil.
Rear wheel stand positioning (support) brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius) viewed from all sides. Fastening screws must be recessed.
For safety reasons it is compulsory to use a chain guard made with plastic rigid material fitted in such a way as to prevent trapping between the lower chain run and the final driven sprocket at the rear wheel.

1.5.4 Rear Suspension Unit
The rear suspension unit (shock absorber and its spring) may be modified or replaced, but the original attachments to the frame and rear fork (swing arm) must be used and the rear suspension linkage must remain as originally produced by the manufacturer for the homologated machine.

1.5.5 Wheels
Wheels must remain as originally produced by the manufacturer at the time of sale into the dealer/distributor network for the homologated machine.
The speedometer drive may be removed and replaced with a spacer.
No modification of the wheel-axles or any fixing and mounting points for front and rear brake calliper are authorized. Spacers can be modified. Modifications to the wheels to keep spacers in place are permitted.
If the original design includes a cushion drive for the rear wheel, it must remain as originally produced for the homologated machine.
Wheel diameter and rim width must remain as originally homologated.

1.5.6 Brakes
Brake discs must remain as originally produced by the manufacturer for the homologated machine. Front discs can be made floating, using original rotors and mounting points.
The front and rear brake calliper (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine.
The rear brake calliper bracket may be mounted 'fixed' on the swingarm, but the bracket must maintain the same mounting (fixing) points for the caliper as used on the homologated machine. A modification of these parts is authorized. The swingarm may be modified for this reason to aid the location of the rear brake caliper bracket, by welding, drilling or by using a helicoil.
Front and rear master cylinder must remain as originally produced by the manufacturer for the homologated machine.
Front and rear brake fluid reservoir can be changed with an aftermarket product.
Front and rear hydraulic brake lines may be changed. The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (lower triple clamp).
"Quick" (or "dry-brake") connectors in the brake lines are authorized.
Front and rear brake pads may be changed. Brake pad locking pins may be modified to quick-change type.

Additional air scoops or ducts are not allowed.

1.5.7 Tyres

Tyres must be a fully moulded carrying all size and sidewall marking of the tyres for sale to the public. Tyres of V to Z rating must be used. The tyres must have a DOT and/or E mark.
Wet weather tyres may only be used after the race or practice is declared "wet" by the Clerk of Course.
Wet tyres do not need to carry DOT or E mark; however these tyres must be marked "Not for Highway Use" or "NHS".
The use of tyre warmers is allowed.

1.5.8 Foot Rest/Foot Controls

Foot rest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points.
The foot controls linkage may be modified. The original mounting points must remain. Their two original points of fixture (on foot controls and on the shift shaft) must remain as original.
Disburdening support staff of the foot rests is allowed.
Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
The end of the foot rest must have at least an 8 mm solid spherical radius.
Non-folding metal footrests must have an end (plug), which is permanently fixed, made of plastic, Aluminium, Teflon or an equivalent type material (minimum radius 8mm).
The plug surface must be designed to reach the widest possible area of the end of the footrest. The Chief Technical Steward has the right to refuse any plug not satisfying this safety aim.

1.5.9 Handle Bars and Hand Controls

Handle bars may be replaced (does not include brake master cylinder).
Handle bars and hand controls may be relocated.
Throttle assembly and associated cables may be modified or replaced.
Clutch and brake lever may be exchanged by an after-market copy.
Switches can be changed but engine stop switch must be located on the handle bars.

1.5.10 Fairing/Body Work

a) Fairing, front mudguards and body work 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 machine, with slight differences due the racing use (different pieces mix, attachment points, fairing bottom, etc).
The material may be changed. The use of carbon fibre, Kevlar or carbon composite materials is not allowed.
b) Overall size and dimensions must be the same as the original parts.
c) Windscreen may be replaced with a duplicate of transparent material. The height is as original with a tolerance of + 40 mm on the vertical distance from to the upper fork bridge.
d) 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, as described in (g and h). This device cannot exceed above a line drawn horizontally from axle to axle.
e) The original combination of instrument/fairing brackets may be replaced. All other fairing brackets may be altered or replaced.
f) The original air ducts running between the fairing and the air box must remain as homologated, as the front meshes. Carbon fibre and other exotic materials are forbidden. The wire mesh/plastic grills at the entrance of the air intake(s) in the front of the fairing can be taken away.
g) 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 2 litres).
h) The lower fairing must incorporate an opening of Ø 25 mm diameter in the front lower area. These holes must remain closed in dry conditions and must only be opened in wet race conditions as declared by the Clerk of the Course.
i) Front mudguard may be replaced with a cosmetic duplicate of the original parts and may be spaced upward for increased tyre clearance.
j) Rear mudguard fixed on the swing arm that incorporate the chain guard can be modified to accommodate larger diameter rear sprockets.
k) All exposed edges must be rounded.

1.5.11 Fuel Tank

Fuel tank filler cap may be altered or replaced from those fitted to the homologated motorcycle, by a 'screw-on' type fuel cap. The fuel tank valve petcock must remain as originally produced by the manufacturer for the homologated machine.
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 fuel tank.
All fuel tanks must be completely filled with fire-retardant material (open-celled mesh, i.e. "Explosafe®").

1.5.12 Seat
The seat can be changed, but it's forbidden to use of carbon fibres and Kevlar if they are not present in the homologated motorcycle.
The top portion of the rear body work around the seat may be modified to a solo seat.
The appearance from both front rear and profile must conform to the any homologated shape.
The seat/rear cowl replacement must allow space for proper number display.

1.5.13 Wiring Harness
The original wire-loom may be modified as indicated hereafter: The unused wire loom elements supplying current to direction indicators, horn, ignition contact and key-lock, etc, may be unplugged and/or removed (no cutting is allowed, but to disconnect connectors is allowed).

1.5.14 Electrical Equipment

The disposition of the different components could be repositioned**.**
The electrical commands on the handle bars could be eliminated. The engine stop switch must be fixed.
The Electronic Control Unit (ECU) is free
The mechanisms that could allow interventions in order to change the declared curve (map) or ignition timing during the race are not allowed.
It's absolutely not allowed to change the ignition timing by piercing (enlarging) fixing holes of the pickup or by reducing the diameter of the fixing screws.
The loading circuit of the battery could be off during the race.
The removal of the starter box is allowed. In the electric device, it is allowed to remove the relative electrical wiring together with all those parts that enable the operation and activation, including flywheel gear
The motorcycle should be equipped – besides the disconnection switch – by a tug-device linked to the driver who – in the case of a slump (crash) – switches off the main electrical circuit, if there is an electrical pump for the carburetor fixed on the motor – as in the case of injection devices.

1.5.15 Air Filter
The air filter can be removed; the box of the filter can be removed or used, completely or partially maintaining the original attachments.
It's allowed to add to the filter box eventual linkages connecting the vents, carburettor and fuel tank.
It's allowed to change parts of the original filter box so that it can serve as air conveyer.

1.5.16 Carburettor and Reed valves
It's allowed to use the carburettor homologated for a new model of bike in all older models of the same make.
The maximum diameter of the carburettor must be 28 mm
Carburettor jets, slide spring and needles may be replaced.
The slide metering holes may not be changed.
Electronic or mechanical cold start devices must remain installed but may be deactivated.
The bell mouth (trumpet) of the carburettor can be modified, removed or replaced.
The number and thickness of the reed valve plates is free. The stoppers can be modified, removed or replaced.

1.5.17 Lubrication and cooling system
The system of lubrication is free. It's allowed to remove the oil - gasoline mixer and all its parts.
The radiator cap is free; you can remove the expansion tank with on tubing.
Protection network and an air conveyor attached to the radiator to improve cooling could be installed
The air conveyor set below the bottom plate fork may be modified or replaced.
Removing the thermostatic valve is allowed
The installation of a water thermometer is allowed

1.5.18 Cylinder and Cylinder head, piston
No modifications except written below are allowed.
The cylinders cannot be replaced and must remain original.
The cylinders can be rebuilt only on constructor's limits.
The number of the cylinder ports must remain as original.
The size, shape of the Exh. port, scavenging and inlet ports are free.
The exhaust port polishing is allowed to reduce the gas residue deposits.
The flattening of the cylinder is permitted provided that the limit of
the compression ratio remains unchanged; it's allowed to install the antiknock ring of any material on the same cylinder.
Cylinder - crankcase joint faces may be machined to make the flow linkage from crankcase to cylinder, but the crankcase has to remain in original version without any modification

Cylinder head: Compression ratio should have maximum value of 13, 5:1. The measuring of the volume of combustion chamber is carried out by a cylinder in the vertical position (without a spark plug) and piston in the top dead center, by introducing the oil through the spark plug hole until it reaches its last thread, by a graded burnt in order to determine the quantity;
for a compression ratio, it's meant the geometrical one: $R = (V_c + C): V_c$.
It's allowed to use a calibrated instrument which has to be inserted into a spark plug seat in order to determine more precisely the reading of the liquid contents in the combustion chamber; the dimension of the depth of the spark plug hole has to be the same as in the produced cylinder head. (Volume of the thread - 2.3-2.4 cc.)
It's allowed to set up an antiknock ring made of any material, at the upper cylinder level.
It's allowed the machining of the head for a squish modification
The combustion chamber might be polished, but its shape must remain as homologated.
On the head and cylinder screws must be provided holes for an eventual plumbing.
The piston may be the original one or one of the kit, both clearly
indicated on the homologation list.

1.5.19 Crankcase and all other Engine Cases (i.e. ignition case, clutch case.)
No modifications are allowed (including painting, polishing and lightening).
The installation of aluminium or bronze bushings to restore the seats of the bearings of the crankshaft is allowed. These bushings must have a cylindrical shape and maximum diameter of 70mm.
The measures of the bearings must remain original.

1.5.20 Clutch, transmission
No modifications are allowed.
Only friction and drive discs may be changed, but their number must remain as original.
Clutch springs may be changed.
It is not allowed to change the clutch system. A slipper clutch or back-torque clutch may be used only if it is standard equipment on the homologated model.
The final drive (drive and driven sprocket, chain) is free.

1.5.21 Generator
No modifications are allowed.

1.5.22 Exhaust System
The exhaust can be replaced
The noise limit for 125 cc Sport production machines will be 96dB/A by 7000 Rpm with a tolerance of + 3dB/A
The location of the silencer must remain as original.
Wrapping of the exhaust system is not allowed.
Titanium and carbon exhaust pipes and silencers are allowed.
For safety reasons the exposed edge(s) of the exhaust pipe(s) outlet must be rounded to avoid any sharp edges.

1.5.23 Fasteners
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.
Fasteners may be drilled only for mounting a safety wire, but intentional weight-saving modifications are not allowed.
Fairing/body-work fasteners may be changed to a quick disconnect type.
Aluminium fasteners may only be used in non-structural locations.

1.5.24 The following items may be altered or replaced from those fitted to the homologated motorcycle.
Any type of lubrication, brake or suspension fluid may be used.
Any type of spark plug.
Any inner tube (if fitted) or inflation valves may be used.
Wheel balance weights may be discarded, changed or added to.
Gaskets and gasket materials (with the exception of cylinder gaskets)
Painted external surface finishes and decals.

1.5.25 The Following Items MAY BE Removed
Instrument and instrument bracket and associated cables.
Horn
Tool box
Tachometer
Speedometer
Light switch

Signal (Horn) switch
Turn signal switch
Radiator fan and wiring
Chain guard as long as it is not incorporated in the rear fender
Bolt on accessories on a rear sub frame

1.5.26 The Following Items MUST BE Removed
Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing).
Openings must be covered with suitable materials.
Rear-view mirrors.
License plate bracket.
Helmet hooks and luggage carrier hooks
Passenger foot rests.
Passenger grabs rails.
Safety bars, centre and side stands must be removed (fixed brackets must remain).

1.5.27 The Following Items MUST BE Altered
Motorcycles must be equipped with a functional ignition kill switch or button mounted at least on one side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.
Throttle controls must be self closing when not held by the hand.

AARR 2 - Class 125 GRAND PRIX (125 GP)

2.1 125 GP Class specifications
125 Over 80cc up to 125cc – Maximum one cylinder.

2.2 Engines
Engines may operate on the two -stroke principle only.
Engines must be normally aspirated.
Cubic capacity of the engine will be defined by the swept volume of the cylinder, i.e. the area of the bore of the cylinder multiplied by the stroke.

Cubic Capacity =	$D^2 \times 3{,}1416 \times S$
	4

D = Diameter
S = Stroke
No tolerance on capacities is permitted.
Engine capacity must be measured at ambient temperature.

2.3 Gears
There may be a maximum of six gears.

2.4 Weight
The minimum weight permitted:
The minimum weight in the 125GP class is: 136 kg. This is for motorcycle and rider in full racing dress with helmet.

Ballast may be added to achieve the minimum weights.
The weight of the motorcycle + rider will be that measured in the form that the motorcycle + rider participated, with fuel tank on and including normal levels of oil and water, and all additional equipment attached to the motorcycle, for example timekeeping senders, camera equipment, electronic telemetry equipment, etc.
Random weight controls may be carried out during practice and the end of the race in a designated weighing area.

2.5 Fuel Tanks
Fuel caps must be leak proof and have a positive closing device.
Fuel tank breather pipes must include a non-return valve. Fuel tank breather pipes must discharge into a suitable container, one per motorcycle with a minimum capacity of 200cc and a maximum capacity of 250cc.
Fuel tanks of all construction types must be filled with fire retardant material or be lined with a fuel cell bladder.
Except for the case that a fuel tank is fixed on the chassis with bolts, all fuel lines from the fuel tank to the engine/carburettor system should have a self sealing breakaway valve. This valve must separate at less than 50% of the load required to break any part of the fuel line or fitting or to pull it out of the fuel tank.

2.6 Safety and construction criteria

2.6.1 Throttle twist grips
Throttle twist grips must close automatically when released.

2.6.2 Steering
Handlebars must have a width of not less than 450mm and their ends must be solid or rubber covered. The width of the handlebar is defined as the width measured between the outside of the handlebar grips or throttle twist grips.
There must be at least 15 degrees of movement of the steering each side of the centre line.
Stops must be fitted to ensure a clearance of at least 30mm between the handlebar and the fuel tank frame and/or bodywork when at the extremes of steering lock.
Motorcycles must have a functioning stop engine button, easy to reach and control.

2.6.3 Brakes
Motorcycles must have a minimum of one brake on each wheel that is independently operated.
Only brake discs of ferrous material are allowed.

2.6.4 Exhausts
The outlet of the exhaust must not extend behind a line drawn vertically through the edge of the rear tyre. For safety reasons the exposed edge of the exhaust pipe must be rounded to avoid any sharp edges.

2.6.4.1 Noise level
The maximum noise levels at all times is 105 dB/A
Due to the similarity of the piston stroke in different engine configurations within the capacity classes, the noise test will be conducted at a fixed RPM, 7000 RPM

2.6.5 Footrests
Footrests must have rounded ends with a minimum solid spherical radius of 8 mm.

2.6.6 Handlebar Levers
Levers must not be longer than 200mm measured from the pivot point.

2.6.7 Bodywork
The windscreen edge and the edges of all other exposed parts of the streamlining must be rounded.
The maximum width of bodywork must not exceed 600mm. The width of the seat or anything to its rear shall not be more than 450mm (exhaust pipes excepted).
Bodywork must not extend beyond a line drawn vertically at the leading edge of the front tyre and a line drawn vertically at the rearward edge of the rear tyre. The suspension should be fully extended when the measurement is taken.
When viewed from the side, it must be possible to see:
A) At least 180 degrees of the rear wheel rim.
B) The whole of the front rim, other than the part obscured by the mudguard, forks or removable air-intake.
C) The rider, seated in a normal position with the exception of the forearms.

Note: No transparent material may be used to circumvent the above rules.
No part of the motorcycle may be behind a line drawn vertically at the edge of the rear tyre.
The seat unit shall have a maximum height of the (approximately) vertical section behind the rider's seating position of 150mm. The measurement will be taken at a 90° angle to the upper surface of the flat base at the rider's seating position, excluding any seat pad or covering.
Any on-board camera/antenna mounted on the seat unit is not included in this measurement.
Mudguards are not compulsory. When fitted, front mudguards must not extend:
A) In front of a line drawn upwards and forwards at 45 degrees from a horizontal line through the front wheel spindle.
B) Below a line drawn horizontally and to the rear of the front wheel spindle.

The mudguard mounts/brackets and fork-leg covers, close to the suspension leg and wheel spindle, and brake disc covers are not considered part of the mudguard.
Wings may be fitted provided they are an integral part of the fairing or seat and do not exceed the width of the fairing or seat or the height of the handlebars. Any sharp edges must be rounded.
Moving aerodynamic devices are prohibited.

2.6.8 Clearances
The motorcycle, unloaded, must be capable of being leaned at an angle of 50 degrees from the vertical without touching the ground, other than with the tyre.
There must be a clearance of at least 15mm around the circumference of the tyre at all positions of the motorcycle suspension and all positions of the rear wheel adjustment.

2.6.9 Breather Pipes
Any breather pipe from the engine or gearbox must discharge into a suitable container with a minimum capacity of 250cc. There must be a separate container for each breather pipe.

2.6.10 Materials
The use of titanium in the construction of the frame, the front forks, the handle-bars, the swinging arm spindles, and the wheel spindles is forbidden. For wheel spindles, the use of light alloys is also forbidden.

2.6.11 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.

2.6.12 Suspension and Dampers
Electric/electronic controlled suspension, ride height and steering damper systems are not allowed. Adjustments to the suspension and steering damper systems may only be made by manual human inputs and mechanical/hydraulic adjusters.

2.7. Rims
Maximum rim widths are as follows:

	Front	Rear
125 GP	2,5 " maximum	3,5" maximum

2.8. Starting Number
The background colours and figures for 125 cc SP motorcycles are black background with white numbers, with the RAL colour table values being 9005 for black and 9010 for white.

2.9. Fuel, oil and coolants
All motorcycles must be fuelled with unleaded petrol and must comply with the FIM Grand Prix specification. (FIM Art.01.63)

AA RR 3 - Moto3

3.1 ENGINE / ENGINE SPECIFICATION
4-stroke reciprocating piston engines only.
Engine capacity: maximum 250cc. Single cylinder only.
Maximum bore size: 81mm. Oval pistons are not permitted (refer to Art. 2.3.1 of the FIM Grand Prix Regulations).
Engines must be normally aspirated. No turbo-charging, no super-charging.
Maximum of 1 ignition driver.
Pneumatic and/or hydraulic valve systems are not permitted. Valve timing system drive must be by one chain. An intermediate drive gear which rotates on only one axle or rotation centre is allowed in the system. Variable valve timing and/or variable valve lift systems are not permitted.

3.2 INLET & FUEL SYSTEM
Variable-length inlet tract systems are not permitted.
Only one throttle control valve is permitted to control the power demand by the rider, which must be controlled exclusively by mechanical, means (eg. cable) operated by the rider only. No other powered moving devices (except injectors and the idle control air bypass) are permitted in the inlet tract before the engine intake valve.
No interruption of the mechanical connection between the rider's input and the throttle are allowed.
Idle speed (including engine braking) adjustment by means of an air bypass system, controlled by the ECU is allowed (see also 5.4).* The maximum size of such air bypass is 12mm equivalent diameter, control systems may include a butterfly-type control valve.
Fuel injectors must be located upstream of the engine intake valves.
Maximum of 2 fuel injectors and 2 independent fuel injector drivers.
Relative fuel pressure must not exceed 5.0 bar.
Other than engine sump breather gases, only air or air/fuel mixture is permitted in the inlet tract and combustion chamber.
Only normal unleaded fuel from the official supplier may be used with a maximum lead content of 0,005 g/l and a maximum MON of 90 is allowed (see FIM 2.10.1)
Any quality of oil may be used.

3.3 EXHAUST SYSTEM
Variable length exhaust systems are not permitted.

No moving parts (e.g. valves, baffles) are allowed in the exhaust system.
Noise tests will be according to Article 2.14 of the FIM Grand Prix Regulations.
Test rpm: 5,000. Maximum permitted noise level: 105 dB/A.

3.4 TRANSMISSION
A maximum of 6 gearbox speeds is permitted.
Electro-mechanical or electro-hydraulic clutch actuating systems are not permitted.

3.5 IGNITION, ELECTRONICS & DATA-LOGGING
The Electronic Control Unit (ECU) is free
The traction control system are not allowed
The use of a Data-Logging system is free

3.6 WEIGHT
The minimum weight in the Moto3 class is: 148 kg. This is for motorcycle and rider in full racing dress with helmet.

3.6 CHASSIS
Chassis must be of a design and construction which is free within the constraints of the FIM Grand Prix Technical Regulations.
Brake discs must be made from ferrous materials, iron-based alloy.
Suspension systems must be of a conventional passive, mechanical type. Active and semi-active suspension systems and/or electronic control of any aspect of the suspension and ride height are not permitted. Springing must be by means of coil springs made of ferrous materials (iron-based alloy).
Referring to Article 2.7.7.9 of the FIM Grand Prix Regulations, the lower fairing minimum capacity to retain spilled engine fluids is 2.5 litres for Moto3.

3.7 WHEELS & TYRES
The materials permitted for wheel construction are Magnesium and Aluminium alloys.
The only permitted wheel rim sizes are:
Front 2.50" x 17" , Rear, 3.50" x 17"

3.8 MATERIALS & CONSTRUCTION
Construction materials must comply with Article 2.7.10 of the FIM Grand Prix Regulations.
Camshafts, crankshafts, piston pins must be made from ferrous materials. Inserts of a different material are allowed in the crankshaft for the sole purpose of balancing.
Engine crankcases, cylinder blocks and cylinder heads must be made from cast aluminium alloys.
Pistons must be made from an aluminium alloy.
Connecting rods, valves and valve springs must be made from either ferrous or Titanium-based alloys.
Definitions:
"X-based alloy" or "X materials" means the element X (e.g. Fe, for ferrous or iron based alloy) must be the most abundant element in the alloy, on a % w/w basis.

3.9 GENERAL
Number of machines: The team can present only one motorcycle per rider for technical control. Replacement motorcycles may only be used subject to Article 1.15.3 of the FIM Grand Prix Regulations

3.10 STARTINGNUMBER
The background colours and figures for 125 cc SP motorcycles are black background with white numbers, with the RAL colour table values being 9005 for black and 9010 for white.

AARR 4 - SUPERSPORT (SSp)

Look at code F.I.M. Road Racing World Championship Superbike & Supersport Regulations and its annexations.
FIM 2.5.7 Tyres
see Art. AARR 0.3

FIM 2.5.7 Engines
The total number of engines that can be used by each rider is free

FIM 2.5.10 Main frame and pre assembled spare frame

During the event, each rider can more than one complete motorcycle presented by the technical Control

AARR 5 – MOTO2

Proposals for technical rules must be handed to the AA RRC by 30th April 2013

AARR 6 – SUPERSTOCK 600 / 1000

Motorcycles, which are not homologated by the FIM, are eligible if they are at least homologated by one of the Alpe Adria member FMN´s.

Rules intended to limit changes to the homologated motorcycle in the interests of safety.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN

The Motorcycle must be homologated by the original manufacturer only. The model will be eligible for Stocksport competition for a maximum period of 5 years.

As the name Stocksport implies limited modifications are allowed to the machines. Most modifications are only allowed safety reasons.
Stocksport motorcycles require an FIM homologation (see Art.FIM 2.9). All motorcycles must comply in every respect with all the requirements for Road Racing as specified in these Regulations, unless it is equipped as such on the homologated machine.
The appearance from both front, rear and the profile of Superstock 600 / 1000 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.

6.1 Discipline Specifications Superstock 600 / 1000

Superstock 600

4 cylinders	over 400 cc up to 600 cc	4-stroke
3 cylinders	over **4**00 cc up to 675 cc	4-stroke
2 cylinders	over **4**00 cc up to 750 cc	4-stroke

Superstock 1000

3 **and 4** cylinders	over 750 cc up to 1000 cc	4-stroke
2 cylinders	over 850 cc up to 1200 cc	4-stroke

The displacement capacities must remain at the homologated size. Modifying the bore and stroke to reach class limits is not allowed.

6.2 Minimum Weights

The dry weight of a homologated motorcycle is defined as the total weight of the empty motorcycle as produced by the manufacturer (after removal of fuel, vehicle number plate, tools and main stand when fitted).
To confirm the dry weight a minimum of three (3) motorcycles are weighed and compared. The result is rounded off to the nearest digit.
Superstock 600 machines: minimum weight = dry weight minus 12 kg

Superstock 1000 machines: minimum weight = dry weight minus 12 kg. **In any case the minimum weight of SStk 1000 motorcycles cannot be lower than 165 kg!**
In the final inspection at the end of the race, the checked machines will be weighed in the condition they were at the end of the race.
At any time of the event, the weight of the whole machines (including the tank) must not be less than the minimum weight.
There is no tolerance on the minimum weight.

Valid for 1200 cc 2-cylinder bikes homologated as from 1st January 2008 the handicap rule according to FIM 2.4.2 applies.

6.3 Starting Number

Superstock 600: Red background with yellow numbers, with the RAL colour table values being 3020 for red and 1003 for yellow.

Superstock 1000. Red background with white numbers, with the RAL colour table values being 3020 for red and 9010 for white.

6.4 Fuel

All engines must function on normal unleaded fuel with a maximum lead content of 0,005 g/l (unleaded) and a maximum MON of 90. (See also Art. 2.10 of FIM Technical rules)

6.5 Tyres

According to FIM 2.7.6.

Tyre dimension for Superstock 600 :

AA Road Racing Committee decided to accept the maximum tyre size 190/55/17 for whole season.

Tyre dimension for Superstock 1000 :

AA Road Racing Committee decided to accept the maximum tyre size 200/55/17 for whole season.

6.6 Engine

6.6.1 Fuel Injection System

Fuel injection systems refer to throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.
The original homologated fuel injector system must be used without any modification.
Bell mouths must remain as originally produced by the manufacturer for the homologated machine.
The fuel injectors must be stock and unaltered from the original specification and manufacture.
Butterflies cannot be changed or modified.
Variable intake tract devices cannot be added if they are not present on the homologated motorcycle and they must remain identical and operate in the same way as the homologated system. All the parts of the variable intake tract device must remain exactly as homologated.
Air and air/fuel mixture can go to the combustion chamber exclusively.
Electronically controlled throttle valves, known as "ride-by-wire". May be only used if the homologated model is equipped with the same system. Software may be modified but all the safety systems and procedures designed by the original manufacturer must be maintained.

6.6.2 Cylinder Head

No modifications are allowed.
No material may be added or removed from the cylinder head.
The cylinder head gasket can be changed.
The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, spring base and spring retainers must be as originally produced by the manufacturer for the homologated machine.

6.6.3 Camshaft

No modifications are allowed.
At the technical checks for direct valve operation systems the cam lobe lifts is measured; for indirect valve operation systems (i.e. where cam followers are fitted), the valve lift is measured.
The timing of the camshaft is free; however no machining of the camshaft and camshaft sprocket is authorized.

6.6.4 Cam sprockets or Gears

No modifications are allowed.

6.6.5 Cylinders

No modifications are allowed.

6.6.6 Pistons

No modifications are allowed (including polishing and lightening).

6.6.7 Piston Rings

No modifications are allowed.

6.6.8 Piston Pins and Clips

No modifications are allowed.

6.6.9 Connecting Rods

No modifications are allowed (including polishing and lightening)

6.6.10 Crankshaft

No modifications are allowed (including polishing and lightening)

6.6.11 Crankcase and all other Engine Cases (i.e. ignition case, clutch case.)
No modifications to the crankcases are allowed (including painting, polishing and lightening).
Lateral (side) covers may be altered, modified or replaced. If altered or modified the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made of same or higher specific weight and the total weight of the cover must not be less than the original one.
All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash must be protected by a second cover made **from metal, such as aluminium alloy, stainless steel, steel or titanium. Plates or crash bars from aluminium or steel also are permitted in addition to these covers.**
All **of these** devices must be designed to be resistant against **sudden** shocks **abrasions and crash damage**.
FIM approved covers will be permitted without regard of the material.
These covers must be fixed properly and securely with case cover screws that also mount the original covers/engine cases to the crankcases.
The Chief Technical Steward has the right to forbid any cover, if the evidence shows the cover is not effective.
It is not allowed to add a pump used to create a vacuum in the Crankcase. If a vacuum pump is installed on the homologated motorcycle, then it may be used only as homologated.
It is not allowed to connect the crankcase to the exhaust system to create a vacuum in the crankcase.

6.6.12 Transmission/Gearbox
No modifications are allowed
An external quick-shift system on the gear selector (including wire and potentiometer) may be added.
Other modifications to the gearbox or selector mechanism are not allowed.
Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.
The sprocket cover can be modified or eliminated.
Chain guard as long as it is not incorporated in the rear fender may be removed.

6.6.13 Clutch
Only for AA: The clutch can be changed by an anti hoping clutch system
Friction, drive discs and clutch springs may be changed, but their number must remain as original.

6.6.14 Oil Pumps and Oil Lines
No modifications are allowed
Only 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.

6.6.15 Radiator and oil coolers
Protective meshes can be added in front of the oil and/or water radiator(s).
The radiator tubes **hoses** to and from the engine can be changed but the system must be maintained **with the original tanks.** Radiator fan and wiring may be removed. Thermal switches, water temperature sensor and thermostat can be removed inside the cooling system. **Protective meshes may be added in front of the oil and/or water radiator(s).**
Radiator cap is free.
Only for SSt 1000:
Tanks may be changed but must fixed in a secure way. 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.

6.6.16 Air Box
The air box must remain as originally produced by the manufacturer on the homologated machine, but the air box drains must be sealed. The air filter element may be modified or replaced.
All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the air box.
Additional Heat-Isolation Materials on the Air box are not allowed

6.6.17 Fuel Supply
Fuel lines from the fuel tank to the delivery pipe assembly (excluded) may be replaced but the fuel petcock must remain as originally produced by the manufacturer.
Quick connectors or dry break quick connectors may be used.
Fuel vent lines may be replaced.
Fuel filters may be added.
Fuel pump and fuel pressure regulator must remain as homologated.

6.6.18 Exhaust System

Exhaust pipes, internal devices to lead the gas flow and silencers may be modified or changed. Catalytic converters can be removed.
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.
The noise limit will be 102 dB/A with a tolerance of + 3dB/A after the race
The location of the silencer must remain as original.
Wrapping of the exhaust system is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.
For safety reasons the exposed edge(s) of the exhaust pipe(s) outlet must be rounded to avoid any sharp edges.

6.7 Electrics and Electronics

6.7.1 Ignition / Engine control system (ECU)

Central unit (ECU) may be relocated. The engine control unit must be either:

a) The original system as homologated and its software may be changed.
b) Alternatively, the ECU kit model (produced and/or approved by the machine Manufacturer **and available for commercial use)** may be used. **A special connector may be used to connect ECU and the original wire-loom. The retail price of the full system (software included) cannot be higher than 1.5 times the price of the original system.**
c) In addition to option a) and b) mentioned above, external ignition and/or injection module/s may be added to the standard production ECU, but their total retail price cannot be higher than the complete ECU kit. Central unit (ECU) may be relocated.

Spark plugs may be replaced.

6.7.2 Generator Alternator and Electric Starter

No modifications are allowed.
It is not allowed to cut the charging circuit at anytime.
The electric starter must operate normally and always be able to start the engine during the event.

6.7.3 Additional Equipment

Additional electronic hardware equipment not on the original homologated motorcycle, cannot be added. (data acquisition, computers, recording equipment etc.).
Original speedometer and tachometer may be altered or replaced,
The addition of a device for infra red (IR) transmission of a signal between the racing rider and his team, used exclusively for lap timing, is allowed.
The addition of a GPS unit for lap timing/scoring purposes is allowed.
Telemetry is not allowed.
The only potentiometers and sensors allowed, are those fitted as original equipment on the homologated motorcycle.

6.7.4 Wiring Harness

The original **wiring harness** may be modified as indicated hereafter:
The wiring **harness** may be replaced by the **kit** wire harness loom as supplied for the ECU Kit model, produced or approved by the manufacturer of the motorcycle.
The wiring **harness** and the key/ignition lock may be relocated or replaced.

6.7.5 Battery

The battery may be replaced. If replaced, its nominal capacity must be equal to or higher than the homologated type.

6.8 Frame Body and Rear Sub Frame

The frame must remain as originally produced by the manufacturer for the homologated machine. The sides of the frame-body may be covered by a protective part made of plastic or composite material. These protectors must fit the form of the frame.
Nothing else may be added by welding or removed by grinding from the frame body.
All motorcycles must display a vehicle identification number **punched** on the frame body (chassis number), with the exception of possible spare frames.
Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.
Rear sub frame **must remain as originally produced by the manufacturer for the homologated machine. Repairing and welding is allowed-** Additional seat brackets may be added, **but none may be removed.**
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.

Holes may be drilled in the frame and rear sub frame only for fixing of allowed components (i.e. fairing brackets, steering damper mount, etc.)
The paint scheme is not restricted but polishing the frame body or sub frame is not allowed.
SStk 1000: Rear sub frame may be changed or altered, but the type of material must remain as the homologated or of higher specific weight. (FIM)

6.8.1 Front Forks

Forks structure, stanchions, stems, wheel spindle, upper and lower crown must remain as the originally produced by the manufacturer for the homologated motorcycle.
Original internal parts of the homologated forks may be modified or replaced.
After market damper kits or valves may be installed
No aftermarket or prototype electronically controlled suspension may be used, unless such suspension is already present on the production model of the homologated motorcycle, and it must remain completely standard (all mechanical or electronic parts must remain as homologated).
Fork caps can be modified or changed to add preload (compression adjuster.
Dust seals may be modified, changed or removed if the fork remains totally oil-sealed.
Any quality and quantity of oil can be used in the front forks.
The protrusion (height and position of the front fork in relation to the fork crowns) is free.
The upper and lower fork clamps (triple clamp, fork bridges and stem) must remain as originally produced by the manufacturer on the homologated machine.
Steering damper may be added or replaced with an after-market damper.
The steering damper cannot act as a steering lock limiting device.
FIM 1000: The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.

6.8.2 Rear Fork (Swing arm)

Every part of the rear fork must remain as originally produced by the manufacturer for the homologated machine (including rear fork pivot bolt and rear axle adjuster).
Rear wheel stand positioning (support) brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius) viewed from all sides. Fastening screws must be recessed. **An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing arm.**

6.8.3 Rear Suspension Unit

Rear suspension unit (shock absorber and its spring) may be modified or replaced, but the original attachments to the frame and **swing arm** must be used and the rear suspension linkage must remain as originally produced by the manufacturer for the homologated machine.
Rear suspension unit spring may be changed.
No aftermarket or prototype electronically-controlled suspension unit may be used. If original electronic unit is used, it must be completely standard (any mechanical or electronic part must remain as homologated). **Rear suspension linkage must remain as originally produced by the manufacturer for the homologated motorcycle.**

6.8.4 Wheels

Wheels must remain as originally produced by the manufacturer.
The speedometer drive may be removed and replaced with a spacer.
No modification of the wheel-axles or any fixing and mounting points for front and rear brake calliper are authorized. Spacers can be modified. Modifications to the wheels to keep spacers in place are permitted.
If the original design includes a cushion drive for the rear wheel, it must remain as originally produced for the homologated machine.
Wheel diameter and rim width must remain as originally homologated.
Wheel balance weights may be discarded, changed or added to.
Any inner tube (if fitted) or inflation valves may be used.

6.8.5 Brakes

Brake discs and carrier must remain the same material **and form** as the homologated disc and carrier
When a “wave” type disc is homologated as the original part, the “wave” shape of the replacement disc must remain exactly like the homologated disc. A “wave” type disc can be replaced by round disc.
The outside and inner diameter of the brake disc must remain the same as the homologated disc.
The thickness of the brake disc may be increased by 20% and it must fit into the homologated brake calliper without any modification.
The fixing of the carrier on the wheel must remain the same like on the homologated disc.
An anti-lock system (ABS) can be disconnected and its ECU can be dismantled.
The ABS rotor wheel can be deleted, modified or replaced.

The front and rear brake calliper (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine.
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**.**

The rear brake calliper bracket may be mounted 'fixed' on the swingarm, but the bracket must maintain the same mounting (fixing) points for the calliper as used on the homologated machine. A modification of these parts is authorized. The swingarm may be modified for this reason to support the location of the rear brake calliper bracket, by welding, drilling or by using a helicoil.

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

The front and rear brake fluid reservoir can be changed with an aftermarket product.
Front and rear hydraulic brake lines may be changed, when, the split of the front brake lines for both front brake callipers is situated above the lower fork bridge (lower triple clamp).
Front and rear brake pads may be changed.
The hand lever adjuster is allowed.
Additional air scoops or ducts are not allowed.

6.8.7 Foot Rest/Foot Controls
Foot rest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points.
Foot controls linkage may be modified. The original mounting points must remain. Their two original points of fixture (for the footrest, foot controls and on the shift shaft) must remain as original.
Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
The end of the foot rest must have at least an 8 mm solid spherical radius.
Non-folding footrests must have an end (plug) which is permanently fixed, made of plastic, Teflon or an equivalent type material (Alloy) (minimum radius 8mm).
The plug surface must be designed to reach the widest possible area in order to decrease the risk of injuries to the rider in the case of an accident.
The Chief Technical Steward has the right to refuse any plug not satisfying this safety aim.

6.8.8 Handle Bars and Hand Controls
Handle bars may be replaced **(does not include brake master cylinder)**
Handle bars and hand controls may be relocated.
Throttle grip can be modified or substituted.
Throttle assembly and associated cables can be modified or replaced but the connection to the throttle body and the throttle controls must remain as homologated Switches can be changed but electric starter switch and engine stop switch must be located on the handle bars.
Clutch and brake lever may be exchanged by an after-market model. An adjuster to the brake lever is allowed.

6.8.9 Fuel Tank
Fuel tank filler cap may be altered or replaced from those fitted to the homologated motorcycle, by a 'screw-on' type fuel cap.
Fuel tank valve petcock must remain as originally produced by the manufacturer for the homologated machine.
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 fuel tank.
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.
All fuel tanks must be completely filled with fire-retardant material (open-celled mesh, i.e. "Explosafe®").
Additional Heat-Isolation Materials on the fuel Tank are not allowed

6.8.10 Seat
Seat, seat base and associated bodywork may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated machine.
The original seat locking system (with plates, pins, rubber pads, etc.) can be removed.
The top portion of the rear body work around the seat may be modified to a solo seat.
The appearance from both front rear and profile must conform to the homologated shape.

6.8.11 Fairing/Body Work

a) Fairing, front mudguards and body work may be replaced with cosmetic duplicates of the original parts, which must appear to be as originally produced by the manufacturer for the homologated machine, or with slight differences due the racing use permitted (different pieces mix, attachment points, fairing bottom, etc). The material may be changed. The use of carbon fibre, or carbon composite materials is not allowed with the following exceptions: Local specific reinforcements made of kevlar or kevlar-carbon is authorized around holes and other stressed points.
b) Overall size and dimensions must be the same as the original parts.
c) Wind screen may be replaced with a duplicate of transparent material. The height is as original with a tolerance of + 40 mm (FIM +/- 15 mm) measured on the vertical distance from to the upper fork bridge.
d) 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, as described in (g and h). This device cannot exceed above a line drawn horizontally from axle to axle.
e) The original combination of instrument/fairing brackets may be replaced. All other fairing brackets may be altered or replaced.
f) The original air ducts running between the fairing and the air box may be altered or replaced. Particle grills or "wire-meshes" originally installed in the openings for the air ducts may be taken away.
g) 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 any opening in the fairing must be at least 50 mm above the bottom of the fairing.
h) The lower fairing must incorporate at least a hole of 25 mm (minimum) diameter in the bottom front lower area. Th**is** hole must remain closed in dry conditions and must be only opened in wet race conditions as declared by the Clerk of the Course.
i) Front mudguard may be replaced with a cosmetic duplicate of the original parts and may be spaced upward for increased tyre clearance.
j) Rear mudguard fixed on the swing arm can be modified or changed but the original profile must be respected.
k) Motorcycles can be equipped with inner ducts to improve the air stream towards the radiator but the appearance of front, rear and the profile must not be changed.

6.8.12 Bolts and Fasteners

Standard **Bolts and** fasteners may be replaced with fasteners of any material and design, but titanium **Bolts and** fasteners **cannot** be used. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing.
Fasteners may be drilled only for mounting a safety wire, but intentional weight-saving modifications are not allowed.
Fairing/body-work fasteners may be changed to a quick disconnect type.
Aluminium fasteners may only be used in non-structural locations.

6.8.13 The following items may be altered or replaced from those fitted to the homologated motorcycle.

Any type of lubrication, brake or suspension fluid may be used.
Any type of spark plug.
Any inner tube (if fitted) or inflation valves may be used.
Wheel balance weights may be discarded, changed or added to.
Gaskets and gasket materials
The instruments, the instruments support and associated cables.
Painted external surface finishes and decals.
Material for brackets connecting non original parts (fairing, etc) to the frame (or engine) cannot be made from titanium or fibre reinforced composites **(with exception of exhaust bracket)**.
Protective covers for engine, frame, chain, footrests, ect. can be made in other material like fibre composite material if these parts do not replace original parts mounted on the homologated model.
It is recommended that machines be equipped with a red light on the instrument panel. This must flash in the event of oil pressure drop.

6.8.14 The Following Items MAY BE Removed

Horn
Emission control items (anti-pollution) in or around the air box and engine (O_2 sensors, air injection devices)
Tachometer
Speedometer
Light switch
Signal (Horn) switch
Turn signal switch
Radiator fan and wiring

Chain guard as long as it is not incorporated in the rear fender. If the original chainguard is removed, a device, taking over this function in order to secure the marshals while they are removing the motorcycle, must be mounted
Bolt on accessories on a rear sub frame
The isolating mat between engine and fuel tank

6.8.15 The Following Items MUST BE Removed
Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing)
Openings must be covered by suitable materials
Rear-view mirrors
License plate bracket
Toolkit
Helmet hooks and luggage carrier hooks
Passenger foot rests
Passenger grabs rails
Safety bars, centre and side stands must be removed (fixed brackets must remain)

6.8.16 The Following Items MUST BE Altered
Motorcycles must be equipped with a functional ignition kill switch or button mounted on a side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.
Throttle controls must be self-closing when not held by the hand.
All 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, oil lines, oil coolers, etc.)
All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the air box.
Where breather or overflow pipes are fitted they must discharge via existing outlets.
The original closed system must be retained; no direct atmospheric emission is permitted.
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AARR 7 - SUPERBIKE

Look at code F.I.M. Road Racing World Championship Superbike & Supersport Regulations and its annexations.
Motorcycles, which are not homologated by the FIM, are eligible if they are at least homologated by one of the Alpe Adria member FMN´s.

FIM 2.4.3 Minimum Weight
The minimum weight will be: **165** kg.

FIM 2.4.7 Tyres
See Art AARR 0.3

FIM 2.4.10 Main frame and pre assembled spare frame
During the event, each rider can more than one complete motorcycle presented by the technical Control

FIM 2.4.10.5 Wheels
Except: Only wheels made from aluminium alloy are allowed.
Wheel diameter and rim width must remain as originally homologated. It can also be used rim with dimensions 3.5 x 16.5" **(17“)** or 3.75 x 16.5"**(17“)** for the front wheel and 6.25 **(6)**x 16,5“**(17“)** for the rear wheel.

Meeting of Alpe Adria Road Racing Commission
Feldbach - Gniebing, 27th October 2012

Günther Zaritsch
AAMU President Road Racing Commission

Franz Zehethofer
AARRC Technical Director

Walter Glück
Technical Member

Janez Pintar
AMZS

Martin Hejduk
OeAMTC

Ladislav Snegon
SMF

Jazek Molik
PZM

APPENDIX B – rel.1
LIST OF HOMOLOGATED CDI AND WIRE HARNESS MODELS (PROVISIONAL)

Make and Model	ECU		Wiring harness		Max r.p.m.	Suggested price
	Std	Kit	Std	Kit		VAT excl.
DUCATI 749 R	28641121D	28640421A (a)	51013232A	51013041A	13.500	----
HONDA CBR 600RR (2006)	38770-MEE-D01	38700-NL-900 (b)	32100_MEE-D00	32100-MEE-R20 (c)	16.000	----
HONDA CBR 600RR (2007)	38770-MFJ-D04	38770-N1A-D00	32100-MFJ-D02	32100-MFJ-R00	16.000	----
HONDA CBR 600RR (2009)						
KAWASAKI ZX 600 (2006)	21175-0047	21175-0074 (d)	26031-0248 (e)	26031-0326	15.100	----
KAWASAKI ZX 600 (2008)	27008 - 5030	21175 - 0145	26031 - 0665	26031 - 0558	16.000	712 €
KAWASAKI ZX 600 (2009)						
SUZUKI GSX 600 (2006)		490-568-0000		406-568-0000	TBA	-----
SUZUKI GSX 600 (2008)	32920 – 37H00	----	36610 – 37H10	____	TBA	-----
TRIUMPH 675	T1292102/ T1293100	A9618070	T2501666/ T2501659	A9618071	TBA	625 €
TRIUMPH 675 (2009)						
YAMAHA R6 (2006)	2CO-8591A-00	2CO-F533A70	2C0-82590-00	2C0-F2590-70	16.000	-----
YAMAHA R6 (2008)	13S-8591A – 00	2C0-8591A - 80	13S-82590 – 00	13S-8533A – 70	16.000	533 €

(a) With: Timing gears cod. 171.2.017.1B + pick up kit
(b) With: Connecting unit cod. 3880-NL3-750
(c) With: Assy kill switch cod. 35130-NL3-750
(d) With: Adapter cod. 26031-0327 for ECU kit
(e) With: PC con. unit cod. 26031-240

Motorcycle / Make	***Bike minimum weights***	***Bike noise (dB/A)***	***Throttle body diameter***
Honda CBR600RR M.Y. 09	160 kg No ABS		40 mm
Honda CBR600RR M.Y. 09	170 kg with ABS		40 mm
Kawasaki ZX600P	164 kg		38 mm
Suzuki GSXR600	170 kg		40 mm
Triumph 675	165 kg		44 mm
Yamaha YFZ-R6	165 kg		41 mm
Supersport			
Honda CBR600RR (PC40)	161 kg		40 mm
Kawasaki ZX600 R F	161 kg		38 mm
Suzuki GSXR600	161 kg		40 mm
Triumph 675	161 kg		44 mm
Yamaha YFZ-R6	161 kg		41 mm
Stocksport 1000			
Aprilia RSV(09/1)	174 kg		48 mm
Aprilia RSV (09/2)	173 kg		48 mm
BMW S1000RR	176 kg		48 mm
BMW S1000 R (ABS)	180 kg		48 mm
Ducati 1198 S	171 kg		73.5 x 53.8 mm
Honda CBR1000 RR9	169 kg		44 mm
Honda CBR1000 RR9 (ABS)	178 kg		44 mm
Kawasaki ZX10R	174 kg		47 mm
KTM RC8R	165 kg		
MV Augusta F4	178 kg		
Suzuki GSXR1000 K9	177 kg		44 mm
Yamaha YFZ-R1	187 kg		45 mm
Superbike			
Aprilia RSV(09/1)	165 kg		48 mm
Aprilia RSV (09/2)	165 kg		48 mm
BMW S1000RR	165 kg		48 mm
BMW S1000 R (ABS)	165 kg		48 mm
Ducati 1198 S	165 kg		73.5 x 53.8 mm
Honda CBR1000 RR9	165 kg		44 mm
Honda CBR1000 RR9 (ABS)	165 kg		44 mm
Kawasaki ZX10R	165 kg		47 mm
KTM RC8R	165 kg		
MV Augusta F4	165 kg		
Suzuki GSXR1000 K9	165 kg		44 mm
Yamaha YFZ-R1	165 kg		45 mm