

## 2025 KMT SBK Championship

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# 2025/2026 KMT Superbike Championship Sporting and Technical Regulations

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## FOREWORD

The 2025 KMT Superbike Championship ("the Championship") Permit is granted by the ASN ("KIAC") to and held by Kuwait Motor Town ("KMT"). The Championship Events are organised, promoted, and administered by KMT. The Championship is organised pursuant to the General Regulations of KIAC (incorporating the provisions of the International Sporting Code of the FIA) ("the KIAC Regulations"), these Championship Regulations.

### 1. REGULATIONS

- The present Regulations come into force from the moment of their publication on the KMT website ([www.kmt.kw](http://www.kmt.kw)) and replace all previous Sporting Regulations.
- In case of discrepancy between the present Regulations and the regulations set out in its appendices, the present Sporting Regulations shall prevail.

### 2. GENERAL UNDERTAKING AND CONDITIONS

- The organizer reserves the right to amend the Sporting & Technical Regulations with approval of KIAC before the closing date of the Event.
- The organizer reserves the right to postpone, abandon, change (e.g. the duration), replace or cancel the meeting or any part thereof before the Event is started. The organizer alone will, in such case, make the decision about the consequences for the KMT Superbike Championship. In this event the competitor has no right to claim against the neither Organiser nor FMN with respect of any loss or expense he may thereby incur.
- The Promoter may also offer other services, e.g. transportation of Car and equipment. Related to any services the Promoter offers AND related to above mentioned right to postpone, abandon, change or cancel the meeting or any part of it and in case of any delay or any other problems, damages or losses, the competitor has no right to claim against neither the organiser nor the FMN with respect of any loss or expense he may thereby incur.
- The following reasons or causes are included, but not limited to weather conditions, force majeure, act of God, government decisions, pandemic, terrorism, strikes, riots and war.
- In case of an appeal of any dispute leading to an appeal in connection with the organized Events as described in these regulations, this will be subject to the exclusive jurisdiction of the Kuwait International Automobile Club KIAC.
- All Riders, Officials, Promoters/Organizers and all the persons involved in any capacity whatsoever participating in the KMT Superbike Championship ("Championship") undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of these sporting and technical regulation as supplemented and amended from time to time.
- All the persons mentioned above may be penalized in accordance with the provisions of these Regulations.
- It is the responsibility of the Rider to ensure that all persons concerned with his/her entry observe all the requirements of the Regulations. The responsibility of the Rider, during any part of the Event with respect to observance of the Regulations, is joint.
- All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the Paddock, Pits, Pit lane or Track, must wear an appropriate pass at all times during the Event as supplied.

### 3. Competitor Eligibility

- Drivers must be in possession of a valid National Race License as a minimum and issued by KIAC or an FIM affiliated ASN to race and score championship points. Drivers with licenses from other ASNs around the world may compete but they must have PRIOR start permission from their home ASN to compete.
- Drivers must be registered and have paid relevant fees for the 2025 KMT Superbike Championship.
- In case of underage driver participation, the Team/Entrant is requested to fill in a parents' authorization that must be handed over at the administrative checks. A copy must be sent in advance (digitally).
- All necessary documentation must be presented for checking when signing-on.
- The presentation of a bike for Scrutineering at each event shall be deemed to be an explicit acknowledgment and statement of compliance that the bike meets the conditions of eligibility and safety as described in the Technical Regulations.
- All bikes must be presented with an up to date and valid KIAC Technical Passport.

### 4. Registration

- All drivers must register as competitors for the 2025 KMT Superbike Championship by returning the Registration Form with the correct Fee to the Registration Secretary. The competitor signs the Registration Form thereby acknowledging and agreeing to abide by the Regulations herein. If an Entrant wishes to nominate more than one driver, they must declare this on the entry form.
- Entries must be sent to the organizer on following address:  
**Kuwait Motor Town**  
**Race Control Building – Registration Office.**  
**King Fahad Bin Abdul Aziz Road 40**  
**Phone: +965 2206 4777**  
**Email: [info@kmt.kw](mailto:info@kmt.kw)**
- Registrations will be accepted from the date of publication of these regulations.
- The organizers and promoters of the 2025 KMT Superbike Championship reserve the right to refuse registrations at their discretion.

Any withdrawal of entry or Driver/Bike changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of entry Lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards of the Meeting BEFORE Signing-On.

### 5. ENTRY FEE:

Complete Championship (5 Rounds)	1 Round
500KD	100KD

### 6. Documentation:

For each round, documentation & scrutineering will take place at Kuwait Motor Town (PIT Garage 1 & 2).

**a) The following documents must be submitted during registration:**

- Valid ASN National Competition License and Start Permission from foreign ASNs.
- Technical Vehicle Passport.
- Civil ID for Kuwaiti Nationals and residence. Passports or ID Card for foreign drivers.
- Authorization to use the bike if the driver is not the owner.
- Name and contact details of the driver/Team representative who must be always available whilst the driver is on track.
- Name and contact details of emergency contact person.

**b) Transponders:**

- One (1) personal identified transponders will be given out at documentation. It is imperative that they are returned to the Registration's office on the Ground floor of the control tower at the end of each event to be charged for the next event.
- The transponders must be fixed in the recommended position according to the scrutineer's requests. The competitor is responsible for these 2 transponders. *If the transponder is damaged, the driver is liable for the cost of its replacement.*

**c) Bracelets:**

- Bracelets given at documentation must be worn for the duration of the event. The pit lane marshals may stop a driver or a team member from checking his bracelet at any time during the event.

**d) Passes for Signalling Area (pit lane wall)**

- Two (2) passes allowing access to the pit lane wall will be issued to each competitor. These passes must only be used by crew members working in the signalling area (pit lane wall). Only crew members displaying this pass will be allowed access to the pit lane wall

**e) Pit Garages:**

- The organizer will supply a pit garage to the competitors, according to availability. The pit box must be empty after the last race. The competitor is responsible for all invited guests, team members, and equipment within the pit box. Any damage must be paid for.
- SMOKING IS STRICTLY FORBIDDEN WITHIN THE PIT GARAGE. A FINE OF 50 KWD WILL BE IMPOSED ON ANY PERSON CAUGHT SMOKING IN NON-SMOKING AREAS. NON-PAYMENT WILL RESULT IN EXPULSION FROM THE CIRCUIT.
- Throughout all practice sessions, races, and track activities one side of the pit box must be completely closed to prevent unauthorized access to the pit lane.
- For safety reasons, it is not allowed to run the engine when the pit garage is totally closed.
- The pit garage areas are solely for the preparation of the bikes. It is strictly forbidden for this space to be used as a hospitality or trade site area.
- Pit boxes are equipped with the following fire extinguishers; 1 X 5kg carbon Dioxide (CO2). Pit lane side 1 X 25 kg dry powder, and Paddock side 1 X 25kg dry powder.
- Support vehicles are forbidden from entering the paddock. KMT staff and trolleys will be available for the movement of racing materials.
- Only team members wearing bracelets are allowed in the pit garages.

## 7. Championship Events

The 2025 KMT Superbike Championship will be contested over 5 ROUNDS (a ROUND = Qualifying and 2 races).

Event	Date
Round 1	20 <sup>th</sup> December 2025
Round 2	17 <sup>th</sup> January 2026
Round 3	14 <sup>th</sup> February 2026
Round 4	28 <sup>th</sup> March 2026

- The organizers reserve the right to amend the published list of dates and rounds, in which case, all registered competitors will be informed of the amendments by Official Bulletins by email or by post to the address specified on the Official Registration Form.
- In the event of the Force Majeure, the championship organizers reserve the right to reduce the total number of championship rounds.
- A maximum of 30 bikes will be admitted for the KMT Superbike Championship event. However, the organizer reserves the right to allow wild-biked entrants per event.
- Cancellation:
- The organizer reserves the right to cancel an event should the number of bikes on the grid be fewer than 5 bikes.

## 8. Scoring

Points for each race will be awarded to registered competitors listed as classified finishers in the Final Results as follows:

1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	4 <sup>th</sup>	5 <sup>th</sup>	6 <sup>th</sup>	7 <sup>th</sup>	8 <sup>th</sup>	9 <sup>th</sup>	10 <sup>th</sup>
25	20	16	13	11	10	9	8	7	6

11 <sup>th</sup>	12 <sup>th</sup>	13 <sup>th</sup>	14 <sup>th</sup>	15 <sup>th</sup>
5	4	3	2	1

- No points will be awarded for any other additional points systems.
- The points total from all rounds of the KMT Superbike Championship will determine the final points and positions.
- If a race is suspended and cannot be resumed, no points will be awarded if the leader has completed two laps or less at the time of suspension, half points will be awarded if the leader has completed more than two laps but less than 75% of the original race distance and full points will be awarded if the leader has completed 75% or more of the original race distance. Full points will, however, be awarded if the maximum race time is reached before 75% of the original race distance was completed by the leader. No points will be rewarded if all laps have been completed under Safety Bike.

## 9. Dead Heat

If two or more drivers or teams finish the season with the same number of points, the higher place in the Championship shall be awarded to:

- The holder of the greatest number of first places.
- If the number of first places is the same, the holder of the greatest number of second places.
- If the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges.
- If this procedure fails to produce a result, the holder of the better result in the final race will be the winner.

## 10. Awards

Each Round:

- Trophies to 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> overall in each race for each class.
- Medal for Fastest Rookie of the Race for each class

Championship:

- Trophies to 1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> third overall for each class.
- Trophy for Rookie of the Championship

Presentations

- Awards are to be provided for the presentation at the end of each race or at the end of the presentation ceremony. Race suits zipped up must be worn on the podium.
- In the event of any Results being revised after any provisional presentations and such revisions affect the distribution of any awards the competitors concerned must return such awards to the organizer in good condition within 10 days. The championship organizers reserve the right to withdraw points/trophies from any competitor who has monies outstanding with the organizer and/or any of their suppliers at each event and the end of season awards ceremony.

## 11. Officials

The ASN will assign the following officials for the Championship:

<b>Chairman of the Stewards</b>
<b>Racer Steward</b>
<b>Steward</b>
<b>COC</b>
<b>Chief Scrutineer</b>
<b>Chief Marshal</b>
<b>Chief Timekeeper</b>
<b>Chief Recovery Marshal</b>

## 12. Authority of the KIAC Stewards Panel

- The Stewards Panel shall exercise supreme sporting authority during an Event, subject to the right of appeal as provided for in the KIAC Judicial Rules.
- Decisions identified in the applicable Sporting Regulations as not being susceptible to appeal shall be final and binding
- The Stewards shall:
  - Determine and impose penalties for breaches of the Regulations;
  - Impose fines and pronounce exclusions;
  - Amend the classification of the Event;
  - Accept or reject any correction proposed by a judge of fact;
  - Exclude from the Event, or for its duration, any Competitor or Driver reported by the Race Director or Organising Committee as ineligible, guilty of improper conduct, or engaging in unfair practice;
  - Order the removal from the Event precincts of any Competitor or Driver who refuses to comply with an official order.
- In the absence of one or more appointed Stewards, The ASN may designate substitute Stewards as required.

## 13. Duties of the Race Director

- a) The Race Director shall conduct the Event in accordance with these Regulations and shall have overriding responsibility for operational and safety matters.
- b) In particular, the Race Director shall be responsible for:
  - Stopping practice or suspending a race if deemed unsafe to continue, and ensuring the correct restart procedure;
  - Supervising the starting procedure;
  - Deployment and use of the safety bike;
  - Ensuring the circuit is suitably prepared, maintained, and compliant with all applicable legal requirements;
  - Overseeing the safe, efficient, and timely running of the Event;
  - Ensuring that all officials are at their posts and equipped with the necessary information to perform their duties;
  - Controlling Competitors and their Automobiles, and preventing participation by any excluded, suspended, or disqualified Competitor or Driver.

### 1. The Race Director may:

- Impose penalties for infringements of the Regulations as delegated by the Stewards or as defined in the Sporting Regulations;
- Impose immediate penalties for sporting infringements occurring on track during any session or race;
- Receive notifications of protests and forward them to the Stewards Panel;
- Make changes to the conduct or format of a race and/or practice session if required by safety considerations and in circumstances not foreseen by the Regulations. In such



exceptional cases, the Race Director's decision may prevail over specific provisions of the Regulations

## 14. Protests and Appeals

### Protests

- Protests against the Race Director / Clerk of the Course Decision must be submitted, in writing to the Chairman of Stewards, by the competitor accompanied by the protest fee of KD 200 not later than 30 minutes after the provisional results has been published.
- If the protest is successful, then the protest fee will be returned, if unsuccessful the fee will not be returned.

### Appeals

- In the event of an unsuccessful protest the competitor will have the right to appeal against the decision of the Stewards and must declare his intention to appeal in writing to the Chairman of Stewards within one hour of receiving the Stewards Decision.
- The National Appeal fee is KD 750, which must be paid to the National ASN (Kuwait International Automobile Club – KIAC) within 48 hours after the competitor declares in writing his intention to appeal.

Protests and Appeals may not be made against decisions concerning the following:

- A reprimand
- A fine resulting from a pit lane exits speeding, pit lane exit, or practice start violation.
- A drop of grid position
- Starting from pit lane exit
- Drop of place(s) in the classification of the Competition.
- A time penalty
- The deletion of laps
- A disqualification from the practice sessions or race by means of black flag or black with orange disc flag.

## 15. Compulsory Identification

### Race numbers

The Organizer will supply 2 visible black race number measuring a minimum height of 30 cm and minimum stroke width of 4 cm. It is the competitor's responsibility to correctly place these on the bike.

#### 1.10.3 Advertising

- Not displaying compulsory advertising will result in a fine of 150 KWD. Any sticker supplied by the organizer with damage to the advertising must be replaced.
- Advertising, in any form, of alcohol and/or tobacco, and/or associated products is strictly forbidden.

- No advertising or statements on the bike, or team vehicles, or on competitor's race clothing or team clothing is allowed, which may be considered unsuitable or offensive to the organizers, or their sponsors.
- Advertising, in any form, of any political or religious beliefs is strictly forbidden.

## 16. Instructions and Communications to Competitors

- In exceptional circumstances, the Stewards or the Race Director may give instructions to competitors by means of special circulars. These circulars will be distributed to all the competitors, who must acknowledge receipt.
- All classifications and results of practice and the race, as well as all decisions issued by the officials, will be signed, and posted on the official noticeboard.

## 17. General Safety

1.22.1 Drivers are strictly forbidden to drive their bike in the opposite direction to the race unless this is necessary in order to move the bike from a dangerous position. A bike may only be pushed to remove it from a dangerous position as directed by the marshals. This applies in Pit Lane also.

### 1.22.2 Exceeding Track Limits:

The track edges are defined by the white lines. The white lines themselves are considered part of the track.

The use of the red kerbs is permitted and considered part of the track. The green painted kerbs/areas are not part of the track and will be judged as exceeding track limits.

If a rider leaves the track, they may rejoin only when it is safe to do so and without gaining any lasting advantage. Should a rider gain an advantage by leaving the track (including overtaking another rider), the advantage or position gained must be relinquished immediately, provided the other rider has continued at racing speed.

A rider must not deliberately leave the track without justifiable reason.

- 1) For the avoidance of doubt the white lines defining the track edges are considered to be part of the track.
- 2) A driver will be judged to have left the track if both wheels of the bike go beyond the outer edge of the white line.
- 3) Should a bike leave the track the driver may rejoin, however, this may only be done when it is safe to do so and without gaining any advantage. If an advantage is gained during a race, and a place is taken, this place must be given back if the bike overtaken has continued at racing speeds.
- 4) A driver may not deliberately leave the track without justifiable reason.

### 1.22.3 Abandoning Bike on Track

- a) If any rider experiences a serious mechanical problem at any stage, they must leave the track as soon as it is safe to do so and park in a position of relative safety.

- b) If there is a chance of a fire on the bike, riders, if possible, must make their best endeavours to drive the bike to the nearest fire point. These are marked clearly around the track with a large red board, marked FIRE or towards the nearest active post. In the pitlane, immediately stop near the race control marked "Holding Area". Drivers should take note of these positions on their out lap.

## 18. General Driving Standards and Conduct

### a) General Principles

1. Riders are permitted to defend their racing position provided that such defense is executed in a fair, safe, and sportsmanlike manner.
- 1.2. Any manoeuvre carried out by a rider that, in the opinion of the Race Direction or the Panel of Stewards, is deemed to be dangerous, unsporting, or likely to cause an avoidable collision, may be penalized.

### b) Permitted Defensive Actions

- A rider may make **one (1) change of direction** to defend a position on a straight
- A rider who has chosen a defensive line into a corner may do so, provided that:
  - Adequate space is left for a following rider attempting a safe overtaking maneuver.
  - The defensive action does not involve sudden or unpredictable movement.
- A rider may return to the racing line after a defensive maneuver if such action does not endanger or impede another rider.

### c) Prohibited / Illegal Manoeuvres

- The following are strictly forbidden:
  - **Blocking** – moving in reaction to another rider in order to prevent an overtaking attempt once a defensive line has already been taken.
  - **Multiple direction changes** on a straight when defending a position.
  - **Closing the door in braking zones** by moving across the track after a following rider has already committed to an overtaking manoeuvre.
  - **Forcing another rider off-track** by leaving insufficient space at corner entry, apex, or exit.
  - **Sudden swerving or weaving** that may cause loss of control or collision.
  - **Brake-testing** (deliberately braking in front of another rider to cause avoidance).
  - **Dangerous squeezing** – riding in such a manner that a following rider has no safe racing room between the defending bike and track limits/barriers.

### d) Rights of the Overtaking Rider

- A rider attempting an overtaking manoeuvre must do so in a controlled and safe manner.
- To be considered as having earned the corner, the overtaking rider must have their front wheel at least alongside the defending rider before the corner's apex.
- Contact resulting from a late, reckless, or uncontrolled attempt to overtake shall be deemed the responsibility of the overtaking rider.

### e) Enforcement & Penalties

- The Race Direction and Stewards shall be the sole judges of whether a maneuver is fair, legal, or constitutes an infringement.

- Penalties may include, but are not limited to:
  - Warning or reprimand
  - Position drop or ride-through penalty
  - Time penalty added to race result
  - Exclusion from the race in cases of deliberate or dangerous actions
  - Riders must respect the right of other competitors to “racing room”. Drivers are responsible for avoiding physical contact between bikes on the racetrack.
  - Each competitor has a right to “racing room”, which is generally defined as “at least three quarters of one bike width”, or “sufficient space on the racing surface that under racing conditions, a driver can maintain control of his bike in close quarters”.
  - More than one change of direction to defend a position is not permitted. Changes of direction to warm tires under green light racing conditions is not permitted.

## 19. FREE PRACTICE

### During Free Practice:

- The duration of Practice will commence from the illumination of the green light at the Pit Exit.
- the waving of a Checkered Flag, at which time the pit exit will be closed, will indicate the end of Practice. A Rider's time will continue to be recorded until he passes the finish line after the allotted time has elapsed. After the Checkered Flag, Riders may complete the lap prior to enter the pits.
- If Practice is interrupted due to an incident or any other reason, then red lights will be displayed at the start line and around the circuit and red flags will be displayed at all Marshals posts. All Riders must return slowly to the pit lane. When practice is restarted, the time remaining will be that shown on the count-down device in the pit lane and on the monitors of the Official timekeepers at the moment the red flags were displayed.
- After Practice has started, the condition of the racing surface of the circuit should not be altered except on instruction from the race director in response to a localized change in conditions.
- A Rider may register two (2) motorcycles and use only one, any change of motorcycle during qualifying and/or after qualifying for any reason whatsoever, shall result in the rider starting from the back of the grid for the next race.
- All laps of the Riders will be timed. A new lap record for a circuit can only be established by a Rider during a race. Both for Practice and for Race, the lap time is the subtraction of the time between two consecutive crossings of the plane of the finish line indicated by the line painted on the track.
- The results will be based on the fastest time recorded by the Riders in Free Practice.

## 20. QUALIFYING

- Qualifying will commence from the illumination of the green light at the Pit Exit.
- The waving of a Checkered Flag, at which time the pit exit will be closed, will indicate the end of Qualifying. A Rider's time will continue to be recorded until he passes the finish line after the allotted time has elapsed. After the Checkered Flag Riders may complete the lap prior to enter the pits.
- If Qualifying is interrupted due to an incident or any other reason, then red lights will be displayed at the start line and around the circuit and red flags will be displayed at all Marshals posts. All Riders must return slowly to the pit lane. When Qualifying is restarted, the time remaining will be that shown on the count-down device in the pit lane and on the monitors of the Official timekeepers at the moment the red flags were displayed.
- After Qualifying has started, the condition of the racing surface of the circuit should not be altered except on instruction from the race director in response to a localized change in conditions.
- Every competitor must complete a minimum of 3 laps practice on the motorcycle to be raced and in the correct session in order to qualify. The Clerk of the Course/Stewards of the meeting shall have the right to exclude any competitor whose practice times or racing conduct are considered unsatisfactory or unsafe.
- Any Rider who fails to achieve a qualifying time will be permitted to take part in the race provided that he/she has set at least 3 timed laps during Free Practice or qualifying Such Riders will start the race from the back of the grid.
- Riders may enter re-enter the pits for adjustments during the session and then rejoin the track again. Adjustments carried out must be in the presence of a scrutineer.

## 21. GRID POSITIONS

- The pole position, allocated to the fastest Rider, will be determined by the homologation of the circuit.
- Grid positions for the Race are determined by the qualifying results.
- The Grid will be arranged in the "in echelon" 3-3-3 configuration. Each line will be offset. There will be a distance of 9 meters between each row.

## 22. RACES

- The standard scheduled race duration shall normally be approximately 20 minutes but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the meeting, it shall still count as full points scoring round.
- There shall be two race during each round of the championship.

## 23. START PROCEDURE

### Normal Start Procedure

- Five (5) Minutes before the Start of the race - Pit lane exit opens for three (3) minutes for the formation/sighting lap. At the pit lane exit, green lights will be shown, or green flags waved.

- Riders who do not go on to the grid may start the warm up lap from the pit lane under the instructions of the Marshal positioned at the pit lane exit. Riders starting the warm up lap from the pit lane must start the race from the back of the grid.
- When Riders reach the grid after the sighting lap(s) they must take up their positions.
- Officials will display panels, at the side of the track, indicating the row of the grid, to assist Riders in locating their grid position.
- Working on the machine on the grid is forbidden and may be penalized.
- All Riders must be in position on the grid with engines running. Any Rider who is unable to start his motorcycle must remove it off the track, under the control of the grid Marshals, where he may make further attempts to start it. Such Riders may start the warm up lap once other bikes have all passed by him and will start the race from the back of the grid.
- 30 Seconds before the Start of the Warm Up Lap - Display of 30 Seconds Board on the grid.
- No person (except essential Officials) is allowed to go on the grid at any time.
- Green light will be shown, or green flag will be waved to start the Warm Up Lap. In the interest of safety, should a Rider stall his motorcycle, he may be assisted to restart. If, after a reasonable period, the engine does not start, then the Rider will be pushed off the track.
- The Riders will make one lap, at unrestricted speed, followed by a safety car. The safety car may overtake slow Riders.
- As soon as the Riders have passed the pit lane exit, the pit lane exit light will be turned green, and any Rider waiting in the pit lane will be permitted to join the warm up lap. 10 seconds later, the light will turn red.
- On returning to the grid, the Riders must take up their positions with the front wheel of their motorcycle up to or behind the front line and between the side lines defining the grid position and keep their engines running. If two or more Riders must start from the back of the grid, they will take up position in the order in which they qualified for the race.
- An Official will stand at the front of the grid holding a red flag motionless.
- Any Rider who arrives after the safety car has taken up its position at the back of the grid **must take the last place on the grid and will start the race from there. In the case of more than one Rider arriving to the grid after the safety car, they will take the last places on the grid, in the order they arrive to the grid.**
- Any Rider who encounters a problem with his motorcycle on the warm up lap may return to the pit lane and make repairs.
- Any Rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm. It is not permitted to attempt to delay the start by any other means.
- As each row of the grid is completed, the Officials will lower the panels indicating that their row is complete. Panels will not be lowered when a Rider in that row has indicated that he has stalled his motorcycle or has other difficulties. When all panels have been lowered and the safety car has taken up its position, an Official at the rear of the grid will wave a green flag.
- The Starter will then instruct the Official at the front of the grid, displaying the red flag, to walk to the side of the track.
- A red light will be displayed for between 2 and 5 seconds. It will go out to start the race.

- A safety car will follow behind the motorcycles for the whole of the first lap. The safety car must overtake slow Riders.
- Any Rider who anticipates the start or who is deliberately not placed in his starting box will be have 10 seconds added to his/her total race time.
- Anticipation of the start is defined by the motorcycle moving forward when the red lights are on. The Stewards will decide if a penalty will be imposed and must arrange everyone to be informed of such penalty before the end of the fourth lap.
- If, after the start of the race, a Rider stalls his motorcycle, then he may be assisted by being pushed along the track until the engine starts.
- If, after a reasonable period, the engine does not start, then the Rider will be pushed off the track.
- After the Riders have passed the exit of the pit lane, the exit will display a green light to start any Riders still in the pit lane.
- Should there be a problem that might prejudice safety at the start; the Starter will invoke the Start Delayed procedure as follows:
  - A red flag is waved from the Starter's platform and the red light stays on.
  - The "Start Delayed" board is displayed from the Starter's platform and a Marshal will wave a yellow flag at each row of the starting grid from the signaling platform.
  - Riders must stay in their grid position with helmets on, engines may be switched off.
  - The machine(s) which caused the Start Delayed procedure will be removed off the track.
  - Only essential Officials are allowed on the grid, with the exception of camera crew(s) authorized by the Organizers.
- The start procedure will be re-commenced at the one (1) minute board which the Starter will order to be displayed as soon as possible (normally as soon as all Riders on the grid are attended by their team).
- Display of 30 Second Board on the grid: All Riders must be in position on the grid with engines running. Any Rider who is unable to start his machine must remove it off the track.
- Green flag waved to start warm up lap. In the interest of safety, should a Rider stall his machine, he may be assisted to restart. If, after a reasonable period, the engine does not start, then the Rider will be pushed off the track.
- The race distance will be reduced by one lap.
- Any person who, due to his behavior on the grid is responsible for a "start delayed" may be further penalized.

#### 24. Quick Restart Procedure

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

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



- i. When all Riders have entered the pit lane the race director will announce the time remaining to the re-opening of the pit lane.
  - ii. The duration between the red flag and the actual opening of the pit exit will be 10 minutes or more.
  - iii. The time remaining to the opening of the pit exit will be displayed on timing screens.
- When the time period has elapsed, the pit lane exit will be opened for SIXTY SECONDS only. Riders will make one lap at unrestricted speed to the starting grid, followed by a Safety Car. Any Rider delaying the progress of the sighting lap will be overtaken by the Safety Car. Any Rider arriving behind the Safety Car must go into the pit lane. Such Riders will have to start the warm up lap from the pit lane and will start the race from the back of the grid.
  - Any Riders remaining in the pit lane after it has been closed will have to start the warm up lap from the pit exit and start the race from the back of the grid.
  - All Riders will arrive back on the starting grid, and stop, with engines running, no adjustments may be made. Any Rider encountering difficulties on the “out lap” from the pit exit may not go to the grid and must enter the pit lane.
  - As soon as the Safety Car arrives on the back of the grid, a 20 seconds board will be shown.
  - After 20 seconds have elapsed a green flag will be shown to start the warm up lap.
  - The warm up lap will be completed at unrestricted speed, followed by a Safety Car. When the last Rider has passed the pit exit it will be opened for a period of 20 seconds to release any Rider waiting. The pit lane exit will remain closed until after the start of the race. Any Rider delaying the progress of the warm up lap will be overtaken by the Safety Car.
  - Any Rider not able to leave the pit exit has a final option of starting the race from the pit exit.
  - Upon arrival back at the starting grid, the normal start procedure will be followed, with the start signal given in the normal manner.
  - Riders who started the warm up lap from the pit lane must start the race from the back of the grid as directed by Officials. Any Rider arriving after the Safety Car will also start from the back of the grid.
  - After the start signal has been given and the last Rider has passed the pit exit, the pit exit will be opened. Any Riders still in the pit lane may then start the race up until the point when the lead Rider has crossed the finish line to complete the first racing lap.
  - Any Rider taking up the wrong grid position will be penalised by adding 10 seconds to his total race time.

## 25. BEHAVIOR DURING PRACTICE, QUALIFYING & RACE

- Riders must obey the flag signals, the light signals, and the boards which convey instructions. Any infringement to this rule will be penalized accordingly.
- Riders must have their race ware on at all times while on the track. Failure to abide by this rule will be penalized with one or more of the following penalties:
- Fine – disqualification – withdrawal of Championship points – suspension.



- Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Any infringement of this rule will be penalized with one or more of the following penalties:
  - Reprimand
  - Fine
  - Drop of position(s)
  - Time penalty
  - Drop of any number of grid positions at the Rider's next race
  - Disqualification
  - Withdrawal of Championship points
  - Suspension.
- Riders should use only the track and the pit-lane. However, if a Rider accidentally leaves the track then he may rejoin it at the place indicated by the Officials or at a place, which does not provide an advantage to him. Any infringement of this rule during the practices will be penalized by being dropped 2 grid positions of his qualifying grid, during qualifying will be penalized by the cancellation of the 2 best lap times, and during the race, by adding 10 seconds to rider's total race time decided by the Stewards.
- Further penalties (such as fine - disqualification - withdrawal of Championship points) may also be imposed.
- Any repairs or adjustments along the race track must be made by the Rider working alone with absolutely no outside assistance. The Marshals may assist the Rider to the extent of helping him to lift the motorcycle and holding it whilst any repairs or adjustments are made. The Marshal may then assist him to re-start the motorcycle. If the Rider intends to retire, then he must park his motorcycle in a safe area as indicated by the Marshals.
- If the Rider encounters a problem with the motorcycle which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his motorcycle in a safe place (track openings marked in Orange color) or as indicated by the Marshals.
- Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.
- Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
- Riders are not allowed to transport another person on their motorcycle or to be transported by another Rider on his motorcycle.
- Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official. Failure to abide by this rule will result in an immediate fine of KD50. A repeat of such an offense will result in a KD50 fine and exclusion from race.
- Cameras may be supplied for a number of motorcycles selected at random. The cameras are to be mounted securely on the motorcycle in areas that do not hinder Riders' view, movement or the movement of the machine.
- Riders must give reasonable access and assistance to the Officials designated to facilitate the mounting of the cameras.

- A speed limit of 60 km/h will be enforced in the pit lane at all times during the event. Riders must respect the speed limit from where the sign 60 km/h is placed up to where the sign 60 Km/h crossed out is placed.
- Any Rider found to have exceeded the speed limit during:
  - **Practice:** will be subject to a fine of KD20 + KD1 for every Km/h over the limit.
  - **Qualifying:** subject to a fine of KD20 + omission of the best two laps
  - **Race:** subject to a fine of KD20 + 20 second time penalty added to total race time.
- Stopping on the track during any of the sessions is forbidden.
- During the practice and qualifying sessions, practice starts are permitted as follows;
  - After passing the Checkered flag at the end of practice and qualifying sessions, when it is safe to do so, off the racing line and only in the designated Practice Start Zone(s) and following the procedure, as communicated to Riders during briefing.
  - Any Rider found to have infringed this rule will be subject to an instant fine of KD100. Further penalties may be applied at the discretion of the Stewards.
- If the winning Rider wishes to parade a flag, he must ride to the Pit exit at the end of the straight off the racing surface to collect the flag and then rejoin the circuit when it is safe to do so without taking an extra lap.
- After the Checkered flag, Riders riding on the track must wear a safety helmet until they stop on the pit lane / Parc Fermé.
- It is not permitted to ride racing motorcycles within the circuit other than in the pit lane or on the track.
- Any Rider whose motorcycle spill oil on the track causing interruption of practice, qualifying or race twice in the same event may be penalized at the discretion of the Stewards with one of the following penalties: fine - disqualification - withdrawal of Championship points - suspension.
- Penalties for infringement of Engine durability articles:
  - Infringement during Free Practice or Qualifying: the Rider will start the race from the pit lane.
  - Infringement during the race: disqualification.
- Should a Rider have a Technical Protest lodged against him/her after Race 1, in an event of 2 races, then he/she has three options;
  - Immediate Examination (time allowing).
  - Suspected/removed parts impounded for later inspection.
  - Checking of all seals, use the machine 'as is' in Race 2 and for any infractions found then penalties will be applied to BOTH races.

## 26. PIT STOPS

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

## 27. FINISH OF RACE & RACE RESULTS

- When the leading Rider has completed the designated number of laps for the race, he will be shown a Checkered flag by an Official. The Checkered flag will continue to be displayed to the subsequent Riders.
- When the Checkered flag is shown to the leading Rider, no other Rider will be permitted to enter the track from the pit lane.
- As soon as the Checkered flag is shown to the leading Rider, the red light will be switched on at the pit lane exit or a Marshal showing a red flag will stand in the pit lane exit.
- If a Rider(s) closely precedes the leader during the final lap before the finish line, the Official will show to the Rider(s) and to the leader simultaneously the Checkered flag and the Blue flag. That means that the race is finished for the leader while the Rider(s) closely preceding the leader has (have) to complete the final lap and take the Checkered flag.
- In case of a photo-finish between two or more Riders, the decision shall be taken in favor of the competitor whose front wheel leading edge crosses the plane of the finish line first. In case of ties, the Riders concerned will be ranked in the order of the best lap time made during the race.
- The results will be based on the order in which the Riders cross the line and the number of laps completed.
- To be counted as a finisher in the race and be included in the results a Rider must:
- Complete 75% of the race distance rounded down to the nearest whole number. In a 12 lap race that would be 8 laps.
- Cross the finish line on the race track (not in the pit lane) within three minutes of the race winner. The Rider must be in contact with his motorcycle.
- The Riders classified in the first three positions in the race are to make their way, as quickly as possible, to the scrutineering bay. **The first three finishers of the races are to go to the podium for the awards ceremony. Participation in the podium ceremony by these Riders is compulsory. Riders must be wearing their suits and zipped up and have their helmets too.**

## 28. INTERRUPTION OF A RACE

- If the race director decides to interrupt a race, then red flags will be displayed at the finish line and at all Marshals' posts and he will switch on the red lights around the circuit. Riders must immediately slow down and return to the pit lane.
- The results will be the results taken at the last point where the leader and all other Riders on the same lap as the leader had completed a full lap without the red flag being displayed.
- **Exception:** if the race is interrupted after the Checkered flag, the following procedure will apply:

- For all the **Riders** to whom the Checkered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
- For all the Riders to whom the Checkered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
- The complete classification will be established by combining both partial classifications as per the lap/time procedure.
- At the time the red flag is displayed, Riders who are not actively competing in the race will not be classified.
- Within 5 minutes after the red flag has been displayed, Riders who have not entered the pit lane, pushing or riding on their motorcycle, will not be classified.
- If the results calculated show that less than three laps have been completed by the leader of the race and by all other Riders on the same lap as the leader, then the race will be null and void and a completely new race will be run. If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count for the Championship.
- If three laps or more have been completed by the leader of the race and all other Riders on the same lap as the leader, but less than two-thirds of the original race distance, rounded down to the nearest whole number of laps, then the race will be re-started. If it is found impossible to re-start the race, then the results will count, and half points will be awarded in the Championship.
- If the results calculated show that two-thirds (75%) of the current race distance rounded down to the nearest whole number of laps have been completed by the leader of the race and by all other **Riders** on the same lap as the leader, then the race will be deemed to have been completed and full Championship points will be awarded.

## 29. RESTARTING A RACE THAT HAS BEEN INTERRUPTED

- If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the Riders have returned to the pits, the Clerk of the Course will announce a time **and the start procedure type (Normal Start or Quick Start)** for the new start procedure to begin which, conditions permitting, should not be later than 10 minutes after the initial display of the red flag.
- The start procedure will be identical to a normal start with sighting laps, warm up lap etc.
- Conditions for the re-started race will be as follows:

In the case of situation with less than 3 laps completed:

- All Riders may re-start.
- Motorcycles may be repaired.
- Refueling is permitted.
- The number of laps will be two-thirds (75%) of the original race distance rounded down to the nearest whole number of laps.
- The grid positions will be as for the original race.

In the case of situation described of 3 laps or more and less than two-thirds (75%) completed:

- Only Riders who are classified as finishers in the first race may re-start.
- Motorcycles may be repaired.
- Refueling is permitted.
- The number of laps of the second race will be the number of laps required to complete two-thirds (75%) of the original race distance rounded down to the nearest whole number of laps with a minimum of 5 laps.
- The grid position will be based on the finishing order of the first part of the race.
- The final race classification will be established according to the position and the number of laps of each Rider at the time he crossed the finish line at the end of the last part of the race.

### 30. PARC FERME

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

## Article 2 – TECHNICAL REGULATIONS

The responsibility for the eligibility of vehicles in the championship rests with the competitor. In the event of a dispute concerning the compliance of a vehicle with the regulations, the responsibility lies with the competitor to satisfy the organizer with regards to such compliance and not the organizer to prove non-compliance.

### 1. Introduction

Drivers and bikes must conform to the technical regulations throughout all qualifying and race sessions. Drivers and bikes found not to be in conformity with technical regulations may be subject to penalties.

### 2. Eligible Bikes

All bikes (chassis') must be series production models with:

#### Superstock :

- Up to 650cc 4 cylinder
- Up to 900cc 3 cylinder
- Up to 900cc 2 cylinder

#### Superbike:

- Up to 1103cc 3 and 4 cylinder (4-stroke)
- Over 900cc up to 1200cc 2 cylinder (4-stroke)

### 3. NUMBER PLATE COLORS

- The background colours and figures (numbers) must be in different and clear colours.  
for **600 Superstock** shall be black background with white numbers. Colours and figures for **1000cc Superstock** shall be white Background with black Numbers:

The sizes for all the front numbers are:

- Minimum height: 120 mm
- Minimum width: 80 mm (complete No.)
- Minimum stroke: 20 mm
- Minimum space between Nos 10 mm

The size for all the Tail numbers are:

- Minimum height: 80 mm
- Minimum width: 60 mm (Complete No.)
- Minimum stroke: 15 mm
- Minimum space between Nos 10 mm

Race Numbers may also be applied to the side of the front fairings (Optional)

### 4. DISPLACEMENT (cc) MEASUREMENT

- Engine displacement may be measured upon the request of the Scrutineers at any time during the event.
- There will be no allowed change of engine displacement from the manufacturer's technical specifications.

### 5. FUEL

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

### 6. MACHINE SPECIFICATIONS

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

#### 6.1. Frame Body & Rear Sub-Frame

- The main frame must remain as originally produced by the manufacturer.
- Vehicle identification number (VIN) must be displayed on the mainframe body (chassis number).
- The paint scheme is not restricted.

- Engine mounting brackets or plates must remain as originally produced.
- Additional crash protectors may be added at the rider's discretion without the modification to the mainframe structure.

## 6.2. Front Forks

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

## 6.3. Rear Fork (swing arm)

- The rear swing arm may not be modified.
- Standard rear forks must be used; (including rear fork pivot bolt).
- Rear wheel stand positioning (support) brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius) viewed from all sides. Fastening screws must be recessed.
- It is compulsory to use a chain guard and have a shark fin (protector) fitted. Rear suspension unit (shock absorber) may be modified or replaced with OEM fitting components.
- The rear ride height adjuster may be modified or replaced with OEM.
- The rear suspension linkage may be changed with OEM.
- Rear suspension unit spring may be changed with OEM. Wheels must remain as originally produced.
- If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated machine.
- The speedometer drive may be removed and replaced with a spacer.
- No modifications of the wheel-axes or any fixing and mounting points for front and rear brake caliper are authorized.
- Spacers can be modified

## 6.4. Rear Suspension Unit



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

#### 6.5. Wheels

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

#### 6.6. Brakes

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

#### 6.7. Tires

- Tire make, model and compounds are free. (the promotor reserves the right to specify a single brand of tire anytime of the championship) which shall be used for the whole season.
- Only two (2) sets of Tires can be used per Round
- Tires used for qualifying must be used for the Race. In case of rain, and if the race is declared "WET" by the Race Director, this rule shall not be applicable.
- If more than two (2) tires are used for either front or rear wheels, for whatever reason, the rider must start the race from the back of the grid, for the race in which the additional tires are used. In case of rain, and if the race is declared "WET" by the Race Director, this rule shall not be applicable.
- SLICK and TREADED tires are permitted.
- The use of tire warmers is allowed.

#### 6.8. Foot Rest / Foot Controls

- Foot rest/foot controls may be relocated but brackets must be mounted to the



frame at the original mounting points.

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

#### 6.9. Handle Bars / Hand Controls

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

#### 6.10. Fairing / Bodywork

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

#### 6.11. Fuel Tank

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

#### 6.12. Seat

- Seat, seat base and associated bodywork may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated motorcycle.
- The appearance from front, rear and profile must conform to the homologated

shape.

- The top portion of the rear bodywork around the seat may be modified to a solo seat.
- The seat/rear cowl replacement must allow for proper number display.
- The homologated seat locking system (with plates, pins, rubber pads etc.) maybe removed.

#### **6.13. Wiring Harness**

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

#### **6.14. Battery**

- Free

#### **6.15. Air Box**

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

#### **6.16. Carburettor**

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

#### **6.17. Fuel System**

- Fuel systems must remain as homologated.

#### **6.18. Oil System**

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

#### **6.19. Fuel Supply**

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

#### **6.20. Engine Components**

- OEM replacement parts only permitted
- The homologated engine design model cannot be changed.

- The Tuning of existing engine parts is strictly forbidden
- Engines to remain standard (Stock) as homologated

#### **6.21. Transmission / Gearbox**

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

#### **6.22. Clutch**

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

#### **6.23. Flywheel, Generator, Alternator, Electric Starter & ECU**

Modifications are allowed.

The use of total loss systems is allowed.

The electric starter must operate normally and always be able to start the engine

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

The ECU must be OEM and remain as homologated

#### **6.24. Exhaust System**

Exhaust silencers may be changed or modified by means of a 'slip-on' End Can.

Down pipes/header pipes and link pipes may be changed using OEM fitment points

For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.

The noise limit will be 115 dB/A (with a 3 dB/A tolerance after the race only) measured at 6000rpm (4-cylinder) and 5500rpm (2-, 3- cylinder).

#### **6.25. 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, if it is part of the structural integrity of the machine.

### **7. ALTERATIONS**

#### **7.1. Items that MAY Be Altered**

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

Any type of spark plug.

Any inner tube (if fitted) or inflation valves may be used.

Wheel balance weights may be discarded, changed or added to. If used Wheel balance weights must be suitably taped.

Gaskets and gasket materials.

Instrument and instrument bracket and associated cables.

Painted external surface finishes and decals.

## 7.2. Items that MAY Be Removed

- Bolt on accessories on a rear sub frame.

## 7.3. Items that MUST Be Removed

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

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

## 7.4. Items that MUST Be Altered

Motorcycles must be equipped with a functional ignition kill switch or button mounted on either side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.

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

All motorcycles must have a closed breather system.

The oil breather line must be connected and discharge into a catch tank.

Where an oil breather pipe is fitted, the outlet must discharge into a catch tank located in an easily accessible position and which must be emptied before the start of a race.

Oil cooler must not be mounted on or above the rear mudguard.

## **7.5. Additional Equipment**

Additional equipment not on the original motorcycle may not be added. i.e. data acquisition, computers, (other than for fuel mapping or lap timing transponders, recording equipment, etc.).

An exception to this rule is cameras, which may be added whereby the written permission of the RD is required and the safety of its installation checked by the Technical Officials.

Engine Crash Sliders are mandatory on both sides of the motorcycle. These must be project past the frame by a minimum of 3 cm

## **8. Helmet**

Valid Homologated Helmets bearing the current FIM RACING HOMOLOGATION and in good condition, properly fitted and must be worn by all riders while practicing, qualifying and racing.

## **9. Protective Clothing**

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

**9.2.** A one-piece leather suit of at least 1.2mm in thickness on all parts of the suit. Suits zipped together at the waist are not permitted.

**9.3.** The following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8mm thick: Shoulders, elbows, both sides of the torso and hip joint, the back of the torso, knees.

**9.4.** Competitor's footwear must be of leather or an approved substitute material and of a minimum height of 200mm to provide, with the suit, complete protection (i.e. no exposed areas).

**9.5.** Competitors must wear leather protective gloves.

**9.6.** The use of metallic material in any item of clothing or personal protection which regularly comes into contact with the track is prohibited (i.e. metal studs in knee sliders, boots etc.).

**9.7.** A back protector is compulsory.

## **10. Technical Control**

**1.9.1** All motorcycles must undergo technical scrutineering for safety checks prior to their first participation in practice, in accordance with the published schedule. At the discretion of the Chief Scrutineer, machines may be inspected in advance of the scheduled time if presented as ready.

**1.9.2** Unless a waiver has been granted by the Race Director, any rider failing to comply with the published scrutineering schedule shall not be permitted to take part in the event.

**1.9.3** The procedure for Technical Control shall be conducted in accordance with the Technical Regulations in force.

1.9.4 All motorcycles must remain within the circuit confines for the entire duration of the event. Any motorcycle leaving the circuit prior to the conclusion of the event and final scrutineering shall be disqualified from the round.

1.9.5 Refuelling is strictly prohibited in the pit area except within the designated refuelling zone as defined by the Organiser.

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

### **11. Unspecified Modifications**

The organizer reserves the right to authorize modifications not specified in these regulations in the interests of promoting close racing and the interests of the series. The driver's representative must be involved in the discussion before any changes are made unless it is a safety issue.

### **12. Oil Spillage**

Any competitor who puts oil on the track through negligence will be liable for any expenses incurred by the organizer. Additional penalties may also be imposed by the organizer.

### **1.1 KMT Superbike Championship – RACE PENALTIES**

#### **1.26.1 INFRINGEMENTS OF NON-TECHNICAL REGULATIONS AND THE SPORTING REGULATIONS**

The encouragement of high standards of racing with appropriate respect for other competitors and their bikes will be considered paramount and in that respect:

The organizers reserve the right to impose further penalties on competitors, proven by the Officials of any meeting to have behaved on or off the track, in a manner considered to have brought the event into disrepute. This may include individual race bans, loss of points, awards, and/or season awards or exclusion from the championship. In cases of repeated offences, the Stewards reserve the right to exclude any other competitor from a fixed number of races or from the championship.

In such cases no other competitor's score shall be adjusted. The championship organizers reserve the right to view data from any source on the bike if data logging equipment is fitted, this includes the ECU and any camera equipment.

Breaches of driving standards will be firmly dealt with. If it appears from official video recordings or any other track evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner considered to have brought the event into disrepute, event coordinator will be entitled to request that the KMT Superbike Championship Stewards consider the inception of an enquiry into the matter, notwithstanding that the Clerk of the Course or the Stewards of the event may or may not have already investigated the incident. Penalties may include individual race bans, loss of points, awards, and/or end of season awards or exclusion from the Championship. If no penalty is given a written warning may be given (sporting or technical), further written warning may result in a penalty.

Bikes which have sustained severe body damage or whose appearance is judged by the Clerk of the Course or KMT Superbike Championship Stewards to be below an acceptable standard may be excluded from the grid.

Competitors are expected to affect repairs from previous accident damage prior to presenting their bike for Scrutineering. If necessary, an instruction to bikery out repairs prior to the next event will be issued by the championship Organizers.

#### 1.26.2 Infringement of Technical Regulations:

a) Arising from post practice (qualifying), Scrutineering, or Judicial Action.

Minimum Penalty: Should a vehicle be found ineligible after qualifying, but subsequently be approved before the race, the vehicle will have all its qualifying times disallowed. The Clerk of the Course may permit the competitor to start from the pit lane exit.

b) Arising from post-race Scrutineering or Judicial Action:

Minimum Penalty: Any competitor whose vehicle is disqualified from the results of the meeting will be subject to being disqualified from the event forfeiting all event points, prize money and other awards.

For any infringement deemed to be of a more serious nature, the Clerk of the Course and/or Stewards of the Meeting may decide to have the competitor forfeit a total of points equal to those obtained from two first places (even if this penalty results in a minus total of points).

#### 1.26.3 Specific Penalties

See Appendix 1

**ANY SUBSEQUENT CHANGES THAT TAKE PLACE AFTER THE PRINTED VERSIONS DURING THE SEASON WILL BE MADE ELECTRONICALLY, AND THE ON-LINE VERSIONS WOULD THEN BE THE PREVAILING VERSIONS. THIS BOOK PREVAILS ALL PREVIOUS RULE BOOKS EXCEPT THOSE REFERRED TO AS AN APPENDIX**

## Article 3: Appendences

### Appendix 1 PENALTIES

Infringement		
Arriving late for Drivers Briefing	A fine of KD 50	
Failing to attend the Drivers Briefing	A fine of KD 100	
3 Formal Written Reprimands during the season	Deduction of 25 Championship Points	
Infringement	Practice or qualifying	Race
Breach of Technical Regulations	Minimum: Deletion of all practice times and start from Pit Lane for next race	Disqualification



Overtaking or failing to slow down sufficiently under yellow or red flag / light signal	Delete Fastest Lap Time	Drive Through Penalty 10 second penalty
Continuing to drive on the circuit for more than 2 laps after being shown the Technical Flag (Black with Orange Disc).	Black Flag / Disqualification	Black Flag / Disqualification
Continuing to drive on the circuit for more than 3 laps after being shown the Black Flag	Placed to the Back of the Grid	Disqualification
Causing an avoidable collision	Start from Pit Lane for the Next Race / Grid Penalty	10 Second Time Penalty
Gaining an advantage by exceeding track limits or short-cutting or otherwise repeatedly exceeding track limits	Delete Lap Time	3 Second Time Penalty
Re-joining the track in an unsafe manner and/or not complying with re-joining instructions issued at the Drivers Briefing	Start from Pit Lane for the Next Race / Grid Penalty	10 Second Time Penalty
Blocking, squeezing, or weaving to gain an unfair advantage or otherwise prevent a legitimate overtaking maneuver. Forcing another driver off track	3 Place Grid Penalty	10 Second Time Penalty
Overtaking under Safety Bike conditions or otherwise failing to follow Safety Bike procedures.	N/A	10 second penalty
Persistent or repetitive breaches of driving standards over the course of a session or sessions and/or races at the same event	3 Place Grid Penalty	10 Second Time Penalty
Unsafe release from pit box	3 Place Grid Penalty	5 Second Time Penalty
Failing to adhere to the Driving Standards expected of a reasonably competent driver.	Start from Pit Lane for the Next Race	10 Second Time Penalty
Disobeying the Blue flag or otherwise impeding another bike while being lapped	3 Place Grid Penalty	10 Second Time Penalty
Entering pit lane unsafely Exiting pit lane unsafely including crossing the pit exit Blend Line while exiting pit lane	3 Place Grid Penalty for the Next Race	5 Second Time Penalty
Driving the wrong direction in pit lane or circuit / reversing in pit lane	Exclusion from Next Race	Exclusion from Race
Failing to re-attach the steering wheel and / or leaving a stranded bike in neutral gear or otherwise delaying the recovery of a stranded bike	3 Place Grid Penalty for the Next Race	3 Place Grid Penalty for the Next Race
Driving in a manner incompatible with general safety	Start from Pit Lane for the Next Race	10 Second Time Penalty
Performing an unsafe or illegal practice start	3 Place Grid Penalty	5 Second Time Penalty



Exceeding the pit lane speed limit	3 Place Grid Penalty	10 Second Time Penalty
Ignoring a Red pit lane exit signal	3 Place Grid Penalty	10 Second Time Penalty
Conducting unauthorized work on a bike on the starting grid or otherwise causing an unnecessary delay to the start procedure	N/A	10 Second Time Penalty
Formation Lap infringements	N/A	5 Second Time Penalty
Being out of position at the display of the 1-minute Board on the Formation Lap and / or at the race start	N/A	10 Second Time Penalty
Jump start or causing a False Start	N/A	5 Second Time Penalty
Unauthorized work bikeried out on a bike during Parc Fermé conditions.	10 place grid penalty	10 place grid penalty for the next race

## NOTES RELATING TO APPENDIX 1

The above penalty catalogue provides a 'RECOMMENDED GUIDE' as to how penalties will generally be applied to competitors for specific offences. However, each incident must, by necessity, be judged on its own merits and additional penalties may be applied by the Stewards as they deem fit, with harsher penalties likely for repeat offenders.

Where appropriate penalties cannot be applied to the session/race in which the offence occurs the Clerk of the Course & Stewards reserve the right, at their sole discretion, to bikery forward a representative penalty to the driver's next session, race or event. This may involve invoking grid place penalties or alternative sanctions as circumstances dictate, including the deduction of Championship points.

Where it is established that Competitor A has been disadvantaged as a direct result of the actions of Competitor B, the Senior Officials will often look to redress the disadvantage by penalizing Competitor B such that [as a minimum] he/she finishes behind Competitor A in the final race classification, even if such a penalty is outside the guidelines given above.

In all cases, the Clerk of Course / Stewards will formally notify the driver of the offence, the resulting penalty decision, and the intention to bikery forward the penalty to his/her next session, race, or event.

Driving Standards and conduct will be monitored throughout the Championship and offences recorded. Persistent misconduct is likely to result in the additional deduction of Championship points.

### Causing an Avoidable Collision

This is where one bike, regardless of its position on or off the track, and regardless of the proximity (or not) of other bikes, and regardless of whether any contact occurred, is deemed to have been

responsible for causing a collision. Only the consequences of the incident are relevant in judging whether an advantage has been gained or not.

An advantage is gained if (either/or):

- The driver gains time or (a) position(s) and the previous order is not restored during the same lap.
- Another driver(s) suffers a loss of time or position or fails to finish as a direct result of the incident.

#### Terminology

Other terminologies that may be used by senior officials when referring to driving standards are:

Careless Driving	Driving that departs from the standard of a competent driver.
Reckless Driving	Driving involving an unintentional action by a driver which creates serious risk to others
Dangerous Driving	Driving involving any intentional action by a driver which creates serious risk to others