2. TECHNICAL REGULATIONS

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

During practices: If a motorcycle is found not to be in conformity with the technical regulations during or after the practices, its rider will be given a penalty for the event such as a ride-through, a drop of any number of grid positions for the next race, suspension and/or withdrawal of Championship or Cup points.

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

2.1 INTRODUCTION

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

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

2.2 CLASSES

2.2.1 The production based racing classes will be designated by engine capacity.

2.3 GENERAL ITEMS

2.3.1 Materials

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

a. Titanium test to be performed on the track: Magnetic test (titanium is not magnetic).

b. The 3 % nitric acid test (titanium does not react. If metal is steel, the drop will leave a black spot).
c. Specific weight of titanium alloys is between 4.5 and 5.0 kg/dm³ vs. over 7.48 kg/dm³ of steel and can be ascertained by weighing the part and measuring its volume in a calibrated glass filled with water (intake valve, rocker, connecting rod, etc.)
d. In case of doubt, the test must take place at a Materials Testing Laboratory.

2.3.2 Handlebars

Exposed handlebar ends must be plugged with a solid material or rubber covered.

The minimum angle of rotation of the steering on each side of the centre line or mid position must be of 15° for all motorcycles.

Whatever the position of the handlebars, the front wheel, tire and the mudguard must maintain a minimum gap of 10 mm.

Solid stops, (other than steering dampers) must be fitted to ensure a minimum clearance of 30 mm between the handlebar with levers and the tank, frame or other bodywork when on full lock to prevent trapping the rider's fingers (see diagrams A, B, C).

Repair by welding of light alloy handlebars is prohibited.

Composite handlebars are not allowed in any class.

2.3.3 Control levers

All handlebar levers (clutch, brake, etc.) must be ball ended (diameter of this ball to be at least 16 mm). This ball can also be flattened, but in any case the edges must be rounded (minimum thickness of this flattened part 14 mm). These ends must be permanently fixed and form an integral part of the lever.

Each control lever (hand and foot levers) must be mounted on an independent pivot.

The brake lever, if pivoted on the footrest axis, must work under all circumstances, such as the footrest being bent or deformed.

2.3.4 Wheel and rims

1) Any modification to the rim or spokes of an integral wheel (cast, moulded, riveted) as supplied by the manufacturer or of a traditional detachable rim other than for spokes, valve or security bolts is prohibited, except for tire retention

screws sometimes used to prevent tire movement relative to the rim. If the rim is modified for these purposes bolts, screws etc., must be fitted.

2) The distance between the rim walls is measured inside the flange walls in accordance with ETRTO.

2.3.5 Tires

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

The tread pattern must be made exclusively by the manufacturer when producing the tire.

As a safe minimum, the depth of the tire tread over the whole pattern at pre-race control must be at least 2.5 mm.

Tires which at the preliminary examination have a tread depth of less than 1.5 mm are considered as non-treaded tires and the restrictions applying to slick tires will then apply to them.

The surface of a slick tire must contain three or more hollows at 120° intervals or less, indicating the limit of wear on the centre and muster areas of the tire. The rider shall not enter the track if at least 2 of these indicator hollows are worn on different parts of the periphery.

2.3.6 The use of tire warmers is allowed.

2.3.7 Use of tires

The competitors shall only use tires distributed by the Official Supplier during the event.

For each event, all tires must be made of the same quality and shall be strictly identical.

All tires to be used must be easily identifiable with a colour marking or a numerical system, to be applied by the Official Supplier at the time of manufacturing.

The Official Supplier shall provide the Technical Director with a written description of the markings and the general characteristics of the different types of tires.

The Technical Director may ask the Official Supplier to deliver tire samples to him the day prior to the start of the official practice. Any modification of the tread pattern by the Official Supplier is not permitted after the start of the practices.

During free practices, qualifying practices, Superpole for Superbike, warm up session and races, front and rear tires may be required to be marked with tire stickers (see Art. 2.4.7/ 2.5.7/ 2.6.7).

The Technical Director may, at his discretion, require the exchange of one (1) or more competitors' tires for a tire sample under his control. The tires exchanged remain under his control and he can exchange them for the tires of another competitor.

An appropriate identification will be applied on the left side of each tire by the entrant.

No tires marked for one event may be used during another event.

2.3.7.1 Tire allocations per class

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

Class	Front	Rear
Superbike	**7**	**9**
Superstock 1000	**6**	**7****
Supersport	**6**	**8**
Superstock 600	4	5
KTM RC Cup	2	2

**** *Superstock 1000 only*: One extra rear will be allotted to those competitors who participate in both Superpole 1 and Superpole 2.**

2.3.8 Ballast

The use of ballast is allowed to stay over the minimum weight limit. The use of ballast must be declared to the Technical Director at the preliminary checks.

The ballast must be made of solid metallic piece/s, firmly and securely connected, either through an adapter or directly to the main frame or engine, with a minimum of 2 steel bolts (min. 8 mm diameter, 8.8 grade or over). Other equivalent technical solutions must be submitted to the MotoAmerica Technical Director for his approval.

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

2.3.9 Timekeeping instruments

All motorcycles must have a correctly positioned timekeeping transponder. The transponder must be approved by the official Timekeeper. It must be fitted avoiding being shielded by carbon bodywork. **It is the teams responsibility to ensure that the transponder is working properly and any machine without a working transponder is not allowed on the circuit.**

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