



2009 Inside Racing Grand Prix Key Racing Rules

1. Title and General

The 3rd Annual INSIDERACING Grand Prix is organized and promoted each year by CAMBA MOTOHAUS, INC. which riders and manufacturers compete.

It will be sanctioned by the FIM-NAMSSA and classified as a "special event" or "invitational" (NOT a National event).

It will be held at the renowned and historic venue Carmona Racetrack in Cavite on November 21-22, 2009

2. General Sporting Regulations

- The classes racing in the IRGP are the following: 115cc Juniors Trophy, Automatic GP, Masters Trophy, 115cc GP, 130cc GP
- **115cc Juniors Trophy is limited to Beginners and Novice riders only***
 - * Based on NAMSSA Rider Classification at the start of 2009.
- Masters Trophy and Automatic GP are open to Beginners, Novice and Expert riders
- 115GP and 130GP are open to **Novice and Expert Riders only.**
- The **maximum age in the Juniors Trophy class is 21 years:** The limit for the maximum age starts on the date of the rider's birthday up to the race day. Riders under 18 must submit a written and signed consent from parent/guardian consent.
- The **minimum age for the Masters Trophy is 24 years:** The limit for the minimum age starts on the date of the rider's birthday up to the race day
- **Manufacturers Awards** shall be per class and will be given to the highest placed manufacturer entry: in 115cc Juniors Trophy, Automatic GP, Masters Trophy, 115cc GP, 130cc GP
- **Fastest Privateer Award** shall be per class and will be given to the highest placed private or satellite entry: in 115cc Juniors Trophy, Automatic GP, Masters Trophy, 115cc GP, 130cc GP
- Manufacturers must be officially entered to be eligible for Manufacturer Awards.

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- **A single machine/motorcycle can only enter a maximum of one (1) race**
- **A rider can only enter two (2) race classes maximum**
- An official Manufacturer Entry can enter/nominate as many riders as they want
- Private teams/riders without official factory nominations may enter but will not be eligible for any Manufacturer Awards
- All riders must wear protective gears comprising of a certified helmet (no half face or modular), leather suit, racing boots and leather gloves
- All motorcycles entered must be in good racing condition and must be presentable, aesthetically pleasing and wearing official team colors.

For commercial purposes, the Promoter has the right to deny entry of motorcycles deemed not presentable and/or not suitable.

- **All bikes must have racing stands.**
- **All participating teams must have a working fire extinguisher bottle present at all times in the pit area.**
- For Carmona Racetrack, a maximum of 28 riders per class will be accepted
- A compulsory briefing will be held for all the riders who will be participating preceding the scheduled for the first practice session.
- No substitution or replacement of an entered rider may be made after 17h00 a day before the first day of the event (Nov 20)
- No rider will be admitted to enter the race track in any session without proper registration/documentation, payment of required fees and signing of event waiver.

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- A rider shall be deemed to have taken part in the event when he participates in, at least, one practice session of the race event. A rider shall be deemed to have started a race when he participates in, at least the first lap of the race.

- **All bikes must have at least two (2) official class stickers** provided by the organizer bearing the title/class/tire sponsors of the event.

- **For underbone classes, only the official tire's sponsor is allowed on the bike.** Conflicting brands will not be allowed.



3. Competition License

Riders must have a valid license issued by the FIM-affiliate NAMSSA.

4. Time Table

The time table will be published in the supplementary regulations of the event, in accordance to the following scheme, however please note that the following are just guidelines and are subject to change:

- Oct. 28 Wednesday : Team Managers Meeting
- Nov. 18 Wednesday: Test Day (Open Practice with specified groups)
- Nov. 20 Friday : Arrival and Setting Up of Teams
- Nov 21 Saturday : Free Practice and Qualifying
- Nov. 22 Sunday : Warm Up and Race

6. Admission to the Start

- The maximum qualification time must be equal to the best time plus 15%
- A rider failing to set a qualifying time may be permitted to start under the discretion of the Race Promoter

7. Prizes*

The prizes for all racing classes are as follows for each race for the riders:

Finishing Position	Cash Purse Php
1	15,000
2	7,000
3	3,000
4	2,500
5	2,000
6	1,500
7	1,000
8	1,000

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Best Private/Satellite Team finisher: **P2,000**

* Dependent on Class sponsorship,



8. Podium Celebrations

After the cool down lap, the top three finishing riders of each race must IMMEDIATELY weigh-in and proceed to the victory podium together with their machines.

For commercial purposes, the riders on the podium are **required to have four group (4) photo sessions wearing different caps one at a time**. One each for the Title Sponsor, Class sponsor, Tire sponsor and one with own sponsors.

9. General Obligations for Competitors and Team

- Only the registered rider will be admitted to the track entrance.
- All registered riders are required to **attend all Riders Briefing** held at pre-determined time.
- **Improper conduct** by riders and/or team members during the event shall be dealt with a penalty that may go as far as exclusion from the event
- **It is forbidden to participate in the event under the influence of alcohol or drugs**. Infringement of this rule will result in a penalty of exclusion.
- **Consumption of alcohol is prohibited during the event**. The team manager or rider named in the entry form will be held solely responsible for all the liabilities and obligations of his entire team.
- The use of **prohibited drugs is not permitted** at any time. Violation of this guideline will result in a penalty of exclusion for the person concerned.
- Riders are **obliged to follow the instructions of marshals** and/or officials in charge of any area. Failure to observe this may lead to exclusion at the discretion of the Stewards of the Event.

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10. Actions Detrimental to the INSIDERACING GRAND PRIX

Any participant or a member of a team who performs an act or participates in actions deemed by IRGP officials as detrimental to IRGP or to InsideRACING, the rider or team will be penalized by a cash fine, and/or disqualification, and/or loss of finishing position, and/or indefinite suspension from further participation in the IRGP and future IR organized events.

They include:

- Falsification of documents
- Intentional use of machines not complying to the IRGP rules and regulations
- Assaulting or threatening to do bodily harm to an IRGP Official
- Using alcohol or illegal drugs during the event
- Fighting on race premises
- Assaulting with a weapon on race premises
- Refusing to follow an IRGP official

11. Reservations, Amendments, and Bulletins

The organizer reserves the right to add to these Supplementary Regulations or to issue additional conditions or instructions, which will form an integral part of them. Participants shall be informed of any amendments or additional conditions as soon as possible via dated and numbered information bulletins, which shall be posted on the official notice board

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The Clerk of the Course is charged with the application of the present regulations and their provisions during the running of the event. Nevertheless, he must inform the Stewards of the Event of any important decision he has had to take in application of the said regulations.

Any protests against said decisions will be sent to the Stewards of the Event for deliberation.

Similarly, any case not provided for in the aforementioned regulations will be studied by the Stewards of the Event, who alone have the power to decide.



12. Responsibility and liability renunciation of organizers and participants.

Participants (entrants, competitors, riders, proprietors, support crews/mechanics and owners of vehicles) take part in the event at their own risks. They carry sole civil and criminal responsibility for any damage or injury caused by them or the vehicles they use.

With the submission of the entry, each participant agrees to save harmless and to keep indemnified the following:

- InsideRACING Grand Prix management and officials
- Camba Motohaus Inc.
- NAMSSA
- Carmona Race Track owners and management
- The Local Governments and agencies of the event venue
- The Official Sponsors of the Event

Their respective officials, representatives, servants and agents, from and against all losses, actions, claims, expenses and demands in respect of death, injury, loss or damage to the person or property of each participant, mechanic, support crew or of any other person or party whatsoever, howsoever caused, arising out of or in connection with the entry of each participant taking part in the event, notwithstanding that such death, injury, loss or damage may have been contributed to or caused by the negligence of the the organizer, the association or the Government or the Official Sponsors or the Carmona owners or of any of their respective officials, servants, representatives or agents or by any other person or organization involved in the event.

The organizers, promoters and sponsors decline liability in any accident caused by or to competitors, crew and the competing motorcycles and support vehicles during the whole of the event. Competitors shall be held responsible for any accident or breach of the laws on which they may be involved and shall declare to the organizers the particulars of any incident from which liability may arise and shall have no claim against the organizers, sponsors and promoters arising out of any action of the organizers, promoters, sponsors, their servants, officials or agents, during the course of the event.

The liability insurance taken out by the Organizer shall apply for the duration of the event.

13. Racing Numbers

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- The organizer WILL NOT supply racing numbers. The competitor shall be responsible for providing his/her assigned number on his machine with the following specifications.

14. Advertising

- Competitors may affix any kind of advertising to their machines, provided that:

it is allowed by national laws, and IRGP rules

- it is not likely to give offense

15. Practice, Qualifying and Race sessions

There are three sessions of practice session before each race. Timing is electronic, with sensor at the start-finish line triggered by encoded sender units on each bike. **The transponder unit MUST be mounted on the specified location on the motorcycle.** Each rider's best time from either timed session determines his position on the starting grid, the fastest at the front. In the event of a tie, each rider's second best lap time will be taken into account.

The end of practice will be indicated by the waving of the chequered flag at which time the pit exit will be closed. A rider's time will continue to be recorded until he passes the finish line after the allotted time has elapsed, at which time red light on the start line will be displayed. After the chequered flag riders may complete one additional lap prior to entering the pits.

After practice has started, the condition of the racing surface of the circuit should not be altered except on instruction from the race Director and the FIM Safety Officer in response to a localized change in conditions.

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To qualify for the race a rider must achieve a time at least equal to 115% of the time recorded by the pole position rider of his class.

Exceptions to this rule can be made by the Race Direction and/or Race Promoter.

Maximum Speed limit (approx. 20kph) will be observed in the pit lane at all times during the event. Riders must respect the speed limit. Any rider found to have exceeded the limit during the practice will be subject to a fine P2000 – for the first offense, and P5000 – for subsequent offences at the same event. Any rider who exceeds the pit lane speed limit during a race will be penalized with a ride through.



All riders exiting the track from every practice, qualifying and race must weigh-in and surrender his/her transponder box at the designated area before returning to the garage area.

All riders **MUST PUSH** the bike while moving within the specified garage area.

- Any rider found guilty **during Saturday First Practice** will be given a verbal warning on the first offense and will be subject to a fine P2,000 – for the 2nd offense, and P5,000 for subsequent offences at the same event.

- Any rider found guilty **during the Saturday Qualifying and Raceday** will be subject to a fine P2,000 – for the 2nd offense, and P5,000 for subsequent offences at the same event.

16. Start Procedure

For all classes, the Grid will be arranged in the 3-3-3-3 configuration “in echelon”. Each line will be offset.

The length of races must be of minimum 16km and maximum 22km.

The event schedule can only be varied during the event by the Race Direction.

Only riders who have completed at least one sighting lap will be permitted to start the race from their position published on the final grid.

Under no circumstances may they push their motorcycle onto the grid from the pit lane.

Approximately 10 minutes before the start of the race, pit-lane opens for sighting lap.

Approximately 5 minutes before the start of the race, the pit-lane exit closes.

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Riders who do not go onto grid may start the warm-up lap from the pit lane under the instructions of a 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.

Three people may attend the rider including the umbrella-person.

The Race Director will, at this stage, declare the race as “wet” or “dry” and will indicate this to the riders on the grid and those who may still be in the pit lane by the display of a board. If no board is displayed the race will automatically be “dry”.

NO adjustments on the machines can be done on the grid. After the display of the “3 minutes” board is displayed, riders who still wish to make adjustments must push their



machine to the pit-lane. Such riders and their machine must be clear of the grid and in the pit lane before the display of the 1 minute board, where they may continue to make adjustments or change machine. Such riders will start the warm –up lap from the pit lane and will start the race from the back of the grid.

One mechanic may remain with the rider to help push-start the engine.

Refueling or changing fuel tank on the grid is forbidden.

Two minutes before the race start, a green flag waved to start warm up lap. The riders run a warm up lap then assemble on the grid with engines running for the start.

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 into the pit lane where his mechanics may provide assistance or where the rider may change machine.

17. Start of the race

A red light will be displayed for between 2 and 5 seconds. The red light will go out to start the race.

The Pole position, allocated to the fastest rider, will be determined during the practice.

Any rider who anticipates the start will be required to carry out the ride through procedure. Anticipation of the start is defined by the spindle of the front wheel of the motorcycle crossing the line which marks the front of that rider’s grid position before the red light goes out.

If, after the start of the race, a rider stalls his machine, than 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 into the pit lane, where his mechanics may provide assistance.

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Should there be a problem on the grid that might prejudice safety, then a marshal will wave a yellow flag at each row of the starting grid from the signaling platform, and the Started will display a flashing yellow light and the board” start delayed”. The start procedure will restart at the 1 minute board stage, the riders will complete an additional warm-up lap and 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 penalized with one of the following penalties: fine – ride through – or disqualification from the meet.



18. Ride through Procedure

During the race, the rider will be requested to ride through the pit lane. Stopping is not permitted. He may then rejoin the race.

The rider must respect the maximum speed limit of approx. 20kph in the pit lane. In case of infraction of this speed limit, the ride through procedure will be repeated; in case of a second infraction of this speed limit, the black flag will be shown to the rider.

In the event of a restarted race, the above regulation will also apply. In the case of a race interrupted prior to the penalty being complied with, and if there is a second part, the rider will be required to ride through after the start of the second part of the race.

In the case of a rider carrying forward a penalty for anticipation of the start, into the second part of an interrupted race and subsequently found to have anticipated the second start, the rider will be shown the black flag.

After notification has been made to the team, a board displaying the riders' numbers will be shown at the finish line and the information will also be displayed on the timekeeping monitors.

Failure by the relevant rider to ride through, having been shown the board 3 times, will result in that rider being shown the black flag.

In the case where the organization has been unable to carry out the ride through penalty before the end of the race, the relevant rider will be inflicted with a time penalty of 20 seconds.

InsideRACING Magazine **19. "Wet" and "Dry" Races**

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All races will be categorized as either wet or dry. A board may be displayed on the grid to indicate the status of the race. If no board is displayed, the race is automatically dry. The purpose of this classification is to indicate to riders the consequence of varying climatic conditions during a race.

Dry Races – a race classified as dry will be interrupted by the Race Director, if he considers that climatic conditions affecting the surface of the track makes it likely that riders will wish to change tires.



Wet Races – a race classified as wet, usually commenced in varying or wet conditions, will not be interrupted for climatic reasons and riders who wish to change tires make adjustments must enter the pits and do so during the actual race.

In all classes where the first race is interrupted for climatic reasons, then the start will automatically be a “wet” race.

20. 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 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 calculated as in the principle set out in the following example:

Example of a race consisting of 30 laps:

If a Red Flag is shown when the leader is on his 10th lap after completing his 9th lap and all other riders have not completed the 9th lap, then the race result will be 8 laps completed, and the second part will consist of 22 laps.

If a Red Flag is shown when the leader in on his 10th lap after completing his 9th lap and all other riders have not completed the 9th lap, then the race result will be 8 laps completed, and the second part will consist of 21 laps.

Exception: if the race is interrupted after the chequered flag, the following procedure will apply:

1. For all riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
2. For all the riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
3. 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.

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Within 3 minutes after the red flag has been displayed, riders who have not entered the pit lane, 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 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.

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 restarted. If it is found impossible to restart the race, then the results will count.

If the results calculated show the two-thirds of the original 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.

21. Re-Starting 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 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 results of the first race must be available to teams before the second part of a race can be started.

The start procedure will be identical to a normal start with sighting lap(s), war-up lap etc.

Conditions for the re-started race will be as follows:

- i. In the case of less than 3 laps completed
 - a. All riders may re-start
 - b. Motorcycles may be repaired. Refueling is permitted.
 - c. The number of laps will be same as the original race distance.
 - d. The grid positions will be as for the original race.

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- ii. In the case of 3 laps or more and less than two-thirds completed
 - a. Only riders who are classified as finishers in the first race may re-start.
 - b. Motorcycles may be repaired. Refueling is permitted
 - c. The number of laps of the second race will be the number of laps required to complete two-thirds of the original race distance rounded down to the nearest whole number of laps with a minimum of 5 laps.
 - d. The grid position will be based on the finishing order of the first race.
 - e. The final race classification will be established according to the position and the consolidated number of laps of each rider at the time he crossed the finish line at the end of the last part of the race

22. Flags and Lights

Green Flag The track is clear.

- This flag must be shown motionless at each flag marshal post for the first lap of each practice session and of the warm up, for the sighting lap(s) and for the warm up lap.
- This flag must be shown motionless at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags.
- This flag must be waved by the starter to signal the start of the warm up lap.
- With the pit-lane exit is open, this flag must be waved at the pit-lane exit.

Green Light

- This light must be switched on at the pit lane exit to signal the start of each practice session and of the warm-up, the start of the sighting laps and of the warm up lap.

Blue Flag

- Shown waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken.
- During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him.



- During the race, the rider concerned is about to be lapped. He must allow the following rider(s) to pass him at the earliest opportunity.
- Any infringement of this rule will be penalized with one of the following penalties: fine or disqualification from the event.
- At this time, this flag should be shown to a rider leaving the pit lane if traffic is approaching on the track.

Chequered Black/White Flag

- This flag should be waved at the finish line on track level to indicate the finish of race or practice session.

Yellow Flag

- Shown waved at each row of the starting grid, this flag indicates that the start of the race is delayed.
- Shown waved at the flag marshal post, this flag indicates that there is a danger ahead. The riders must slow down and be prepared to stop. Overtaking is forbidden up until the point where the green flag is shown.
- Any infringement of this rule during a practice session will result in the cancellation of the time of the lap during which the infraction occurred.
- In case of infringement of this rule during the race, the rider must go back the back the number of positions decided by the race Direction. The penalty will be first communicated to the team and then a board will be displayed for the rider on the finish line during a maximum of 3 laps. If the rider did not go back after the board has been presented 3 times, he will be penalized by a ride through.

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- in both cases, further penalties (such as fine-suspension) may also be imposed.
- If immediately after having overtaken, the riders realize that he did an infraction, he must raise his hand and let pass the rider(s) that he has overtaken. In this case, no penalty will be imposed.
- During the final inspection lap, this flag must be waved at the exact place where the flag marshal will be positioned during the practices, warm-ups and races.

White Flag

- One lap to go



Red Flag and Red Lights

- When the race or practice is being interrupted, the red flag will be waved at each flag marshal post and the red lights around the track will be switched on. Riders must return slowly to the pits.
- When the pit-lane exit is closed, this flag will be shown motionless at the pit-lane exit and the light will be switched on. Riders are not allowed to exit the pit lane.
- Any infringement of this rule will be penalized with one of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.
- At the end of each practice session and warm up, a red light will be switched on at the finish line.
- The red flag may also be shown motionless on the starting grid at the end of the sighting lap (s) and at the end of the warm up lap.
- The red flag may also be used to close the track.
- The red lights will be switched on at the start line between 2 and 5 seconds to start each race.

Black Flag

- This flag is used to convey instructions to one rider only and is displayed motionless at each flag marshal post together with the rider's number. The rider must stop at the pits at the end of the current lap and cannot start.
- This flag will be presented on after the rider's team has been notified.
- Any infringement of this rule will be penalized with one of the following penalties: fine – disqualification from the event - suspension.

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MACHINE REGULATIONS

1. RACE CLASSES

Classes	Max. Displacement*	Engine Type	Max. No. of cylinder	Level of Modification
Juniors Trophy	Up to 115CC (2 Valve only)	4-stroke	1	IR Super Stock
Masters Trophy	Up to 200CC (2 valve) Up to 165cc (4 valve)	4-stroke	1	Open
Automatic GP	Up to 180CC	4-stroke	1	Open
115GP	Up to 115CC (2 valve only)	4-stroke	1	Open
130GP	Up to 130CC (2 valve only)	4-stroke	1	Open

** Tolerance of +1.0 cc for measurement*

2. GENERAL SPECIFICATIONS

2.1 Motorcycles must be underbone-type, non-CVT for Juniors Trophy, Masters Trophy, 115GP and 130GP classes and scooters/hybrid CVT type with wheels less than 16-inch for Automatic GP. Must correspond to **motorcycles of current production by registered local manufacturers/importer available for retail at least month before the event.**

2.2 Motorcycles must have 75% of stock bodywork. Leg shield may be shaved at the edge from the standard size only for cornering purposes. (fiberglass replacement of same the shape is allowed. Expensive materials like Carbon fiber or Kevlar bodywork are not allowed).

2.3 Tires must be spec **Bridgestone** tires supplied by Philippine Allied Enterprise thru the IRGP Organizer except for Automatic GP.

2.4 Aside from maximum displacement rule and those stated in Article 1, the modifications for the following classes are free: 115GP, 130GP, Masters Trophy and Automatic GP

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3. For 115 Super Stock , the following items MUST NOT BE altered

- 3.1 Engine: (All parts MUST remain stock, overbore allowed up to 115cc using stock/OEM piston, high compression piston NOT allowed)
- 3.2 Fuel tank (excluding inlet opening and fuel cork)
- 3.3 Transmission: Primary gear ratio & number of gears.
- 3.4 Frame body, rear swing arm & rear suspension system
- 3.5 Frame body must remain as originally produced by the manufacturer
- 3.6 Front Fork and under bracket complete.
- 3.7 Stator and Magnet: no removal or lightening is allowed

4. For 115 Super Stock, the following items MAY BE ALTERED, but must conform to the general specification.

(This is for clarification only. Other parts not listed in Art. 3 & 4 can be altered or replaced. Change of specification means modification, changes or removal of the parts.)

- 4.1 Setting of carburetor (carburetor must remain stock)
- 4.2 Change of exhaust pipe and muffler, but must have silencer.
- 4.3 Material of clutch discs and specifications of spring. **Hand clutch is allowed.**
- 4.4 Starting device and parts relative to this device may be removed.
- 4.5 Modification or removal of air cleaner box
- 4.6 Removal of speedometer (including meter gearbox and cable.)
- 4.7 Removal of drive chain case and cover. Change of drive chain is allowed.
- 4.8 Change of final gear ratio is allowed.
- 4.9 Attachment of bead stopper and balance weight to tire.
- 4.10 Modification and change of rear brake part is allowed. However, no conversion from drum type to disc type

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- 4.11 Modification and change to brackets and pedals including footrest.
- 4.12 Front shock absorber must remain as originally produced by the manufacturer. However, the following internal parts of the fork can be modified: Shims, hydraulic piston, oil passages, springs and spacers.
- 4.12 Removal of dust seals.
- 4.13 Rear shock absorber unit is free. Lifter is allowed.
- 4.14 Handle bars, clutch and front brake lever may be changed to an after market part. Clutch springs may be changed.
- 4.15 Materials of streamlining and material of seat cowling. (However, expensive materials such as carbon fiber and kevlar are not allowed).
- 4.16 Removal of rear mudguard and side cover. Front mudguard may be cut but not less than 6 inches from the front fork on original part.
- 4.17 All lubricants are free.

5. Weight

The minimum combined weight at the end of each practice, qualifying and race for the rider's with full gears (Racing Suit, Gloves, Helmet and Boots etc.) and bike are.

Juniors Trophy, 115 GP	- 135 KGS
Masters Trophy, 130 GP, Automatic GP	- 145 KGS

All ballast added to the bike must be securely fastened. Sprocket will not be allowed to be use as weight ballast unless permanently welded on the bike.

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6. The following items **MUST BE ALTERED** for ALL classes.

- 6.1 Motorcycles must be equipped with a functional ignition kill switch. (within reach of hands while hand grips).
- 6.2 Removal of or street equipment i.e. kick starter, center and side stands, rear view mirrors, auxiliary pegs, tail lamps and turn signals. Headlamps must be taped over or removed.



6.3 All drain plugs must be safety wired. All parts of external oil pressure line must be safety wired.

6.4 For Auto GP, 115GP and 130GP only, all brakes, axle bolts and oil filters must be safety wired.

6.5 For Auto GP, 115GP and 130GP, fuel and oil breather hose must have a catch tank located in as easily accessible position and which must be emptied before the start of each race.

6.6 For Auto GP, 115GP, 130GP and Masters Class, **maximum size of carburetor is 28mm**. Minimum cross sectional area of intake mixture air passage. Jet needle, butterfly shaft, valves, throttle valve shapes and its sectioned area are not concerned.

7. The following will be prohibited in all classes in any case.

7.1 Light alloy in the construction of front and rear wheel spindle (shaft).

7.2 Unthreaded Slicks, or hand cut or rain tires

7.3 NOS or Turbocharging

7.4 Aviation Fuel or Avgas

8. Noise Control

Juniors Trophy : Exhaust must have silencer.

115GP, 130GP, Masters : Exhaust may or may not have a silencer
Automatic GP (Open exhaust is allowed)

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