

# **PAN DELTA SUPER RACING FESTIVAL**

**2019**

**SPEED HERO**

**TECHNICAL REGULATIONS**

## 1. Eligible Motorcycle

- 1.1 No limitation on modification for 1000cc CLASS Open A and 600cc CLASS CL1, however all bikes must comply with the FIM safety requirement specified in the current year FIM yearbook. Slick tires are allowed, except 600cc CLASS CL2.

### 1000cc

CLASS Open A - Open to all production four stroke from 751cc up to 1500cc.

CLASS Open B - Four-stroke bike from 751cc up to 1500 cc , must comply with FIM Super Sport rules and regulations

### 600cc

CLASS CL1 - Four stroke bike up to 750cc

Over 400cc up to 600cc	4 stroke	4 cylinders
Over 500cc up to 675cc	4 stroke	3 cylinders
Over 600cc up to 750cc	4 stroke	2 cylinders

CLASS CL2 - Super Sport 600cc, must comply with FIM Super Sport rules and regulations.

- 1.2 Competing bike must be maintained in an eligible condition throughout practice and racing.

## 2. Number of Starters.

Each race or leg of a race is limited to 48 motorcycles.

## 3. REQUIREMENTS FOR ALL Motorbikes

All motorbikes must comply with the F.I.M. Standing Regulations in terms of safety and general preparation, and with the following requirements:

- 3.1 Brakes  
Motorcycles must be equipped with one efficient brake operating on each wheel, and operated independently.
- 3.2 Sizes of rims and tires  
The minimum diameter of the rim will be 400mm (16 inches). Slick racing tires will be permitted on 1000cc Class and CL1 Class.
- 3.3 Clutch and Brake Levers.  
Clutch and Brake levers must be ball-ended, the diameter of the ball being not less than 19mm (3/4 inch) and either an integral part of the lever or a permanent fixture.
- 3.4 Mudguards  
Should be fitted as installed by the original machine manufacturer and must be clear of the tire, well secured and properly braced. Non-original mudguards must receive the approval of the Chief Scrutineer.
- 3.5 Exhaust Pipes  
Exhaust gases must not be discharged so as to raise dust or foul tyres or brakes, or cause inconvenience to the following riders. Any provision for the discharge of waste or surplus oil or gases must be so made that it does not cause inconvenience to the following riders nor allow any fluids to fall onto the track surface.
- 3.6 Superchargers and Turbochargers  
The use of superchargers or turbochargers of any type is prohibited. The decision of the Chief Scrutineer as to what constitutes supercharging or turbo charging shall be final.

- 3.7 Handlebars  
The extreme width of the handlebars must be not less than 450mm. The minimum angle of rotation of handlebars, each side of the centerline or mid-position, must be 20 degrees. Whatever the position of the handlebars, it must not be possible for the front wheel to make contact with any streamlining. It is compulsory to fit a stop or stops, or other device, to ensure a minimum clearance of 30mm. (1 1/4 inches) between the handlebars and tank, when on full lock, to prevent the trapping of the rider's fingers. Clip-on handlebars comprising two separate parts are forbidden.
- 3.8 Footrest  
The footrests for the rider must be placed not higher than 50mm (2 inches) above a line passing through the center of the wheels and in front of a vertical line passing through the center of the rear wheel. They must be positioned to give easy access to any control pedal. The ends of the footrests must be rounded with a radius of not less than 8mm (3/8 inch). During a race, riders must adopt a position with their feet on the footrests. If a rider adopts any other position he will be excluded.
- 3.9 Number Plates  
The background colors and figures (numbers) for all classes are white background with dark numbers or black backgrounds with bright numbers

The size for all the front numbers is:

Minimum height	: 140 mm
Minimum width	: 80 mm
Minimum stroke	: 25 mm
Minimum space between numbers	: 10 mm

The sizes of all the side numbers are:

Minimum height	: 120 mm
Minimum width	: 70 mm
Minimum stroke	: 20 mm
Minimum space between numbers	: 10 mm

The allocated number for the rider must be affixed on the motorcycle as follows:

Once on the front, either in the center of the fairing or slightly off to one side; the number must be centered.

Once, on each side of the fairing or on the lower rear portion of the lower fairing, the number must be centered.

In case of a dispute concerning the legibility of numbers, the decision of the Technical Director will be final.

- 3.10 Starter Motors  
Will be disabled to the satisfaction of the Chief Scrutineer throughout the meeting. Kick-starters must be removed.
- 3.11 Tires – Only road tire with a minimum rating of “H” will be allowed for production class.
- 3.12 Rain tires - When race is declared as wet race, there will be no restriction on the type of treaded tires to be used.
- 3.13 Pipes and Drain plugs all to be wired locked.
- 3.14 Rear view mirrors and pillion footrests must be removed.
- 3.15 Center stand and prop stand must be removed.
- 3.16 All four stroke motor bike must install a lower fairing. This lower fairing has to be constructed to hold, incase of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine, minimum 5 litres. The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.

### 3.17 Rear Safety Lights

All motorcycles must have a functioning red light mounted at the rear of the machine, this light must be switched on when the time the motorcycle is on the track ONLY during poor visibility (i.e. Rain, Fog, and Haze). A "LIGHTS ON" board will be shown at the start or finish line and all riders on track MUST turn on their lights. All lights must comply with the following:

- a) Lighting direction must be parallel to the machine center line (motorcycle running direction), and be clearly visible from the rear at least 15 degrees to both left and right sides of the machine center line.
- b) The rear light must be mounted near the end of the seat/rear bodywork and approximately on the machine center line, in a position approved by the Technical Director. In case of dispute over the mounting position or visibility, the decision of the Technical Director will be final.
- c) Power output/luminosity equivalent to approximately: 10 – 15 (incandescent), 0.6 – 1.8 W (LED).
- d) The output must be continuous - no flashing safety light whilst on track, flashing is allowed in the pit lane when pit limiter is active.
- e) Safety light power supply may be separated from the motorcycle.
- f) The Minimum size is 4cm X 1cm and the Maximum size is 8cm X 6cm.
- g) The Technical Director has the right to refuse any light system not satisfying this safety purpose.

## 4. Production Bike series.

**This Article only applies to Production Class Racing only.  
Everything that is not Authorized and Prescribed in this rule is strictly forbidden.**

- 4.1 Standard Production Motorcycles with limited modifications:  
Must be production road machines built in large volume and available on the retail market in Hong Kong, Macau and China within the past 5 years. No production Racing Version will be accepted. In all cases the decision of the Chief Scrutineer shall be final.
  - 4.1.1 Only the following modifications are permissible:  
Engines bore and stroke must remain the same size as per manufacturer's specification. Carburetor jet sizes are free.
  - 4.1.2. Running Gear
    - 4.1.2.2 Headlamps and shell may be removed.
    - 4.1.2.3 Rear lamp and license plate may be removed.
    - 4.1.2.4 Stop lamp switches must be removed or disconnected.
    - 4.1.2.5 Turn signals may be removed.
    - 4.1.2.6 Handlebars may be changed but must be mounted in original mountings, and must comply with F.I.M. Regulations.
    - 4.1.2.7 Rear suspension units may be of any make.
    - 4.1.2.8 Wheel material is free but size must be same as original equipment.
    - 4.1.2.9 Petrol oil mix may be used with oil pump system removed on 2 stroke engines.
    - 4.1.2.10 Alternative final drive sprocket(s) may be fitted.
    - 4.1.2.11 Auxiliary steering dampers may be fitted, providing installation is carried out in a workmanlike manner.
    - 4.1.2.12 Electric Starters must be disabled. Kick-starters must be removed.
    - 4.1.2.13 Silencers. Make and type free.
  - 5.1.2 Brakes
    - 5.1.2.1 Brake pad material is free.
    - 5.1.2.2 Brake line material is free.
    - 5.1.2.3 Brake master cylinder is free.
    - 5.1.2.4 Brake disc must be the same size as Original equipment if other manufacturer's product is used.

- 5.2 Tires - Production Road tires must be used. Size of tires must be the same as the original equipment supplied by the manufacture. Fairing - Fairing are permitted only where they form an integral item of standard equipment on the machine and not where offered as an option. Fairing material is free. The removal of mini headlamp fairing is optional.
- 5.3 Air box must remain as originally produced by the manufacturer for the homologated machine but the air box drains must be sealed. Filter can be removed or modify.
- 5.4 General - All other parts and accessories must remain as fitted on stock machines including engine, frame, forks, swinging arm, brake pedals and linkages, and seat. A Safety (cut-off) switch must be fitted.

## 5. Weights

Minimum weights are:

Dry Weight

OPEN A	751cc to 1500cc		161kg
OPEN B	751cc to 1500cc		161kg
CL1	600cc	4 cylinders	161kg
	675cc	3 cylinders	161kg
	750cc	2 cylinders	161kg
CL2	Super sport 600cc		161kg

Dry weight (no fuel). Water may be added to the radiator prior to weighing. Except for addition of water to a radiator, established weight limit must be met after a race in the condition the motorcycle finished the race.

## 6. Noise level

Noise level test will be conducted in accordance with F.I.M. technical rules, at scrutineering, after practices and races and at any other time required by the Clerk of the Course.

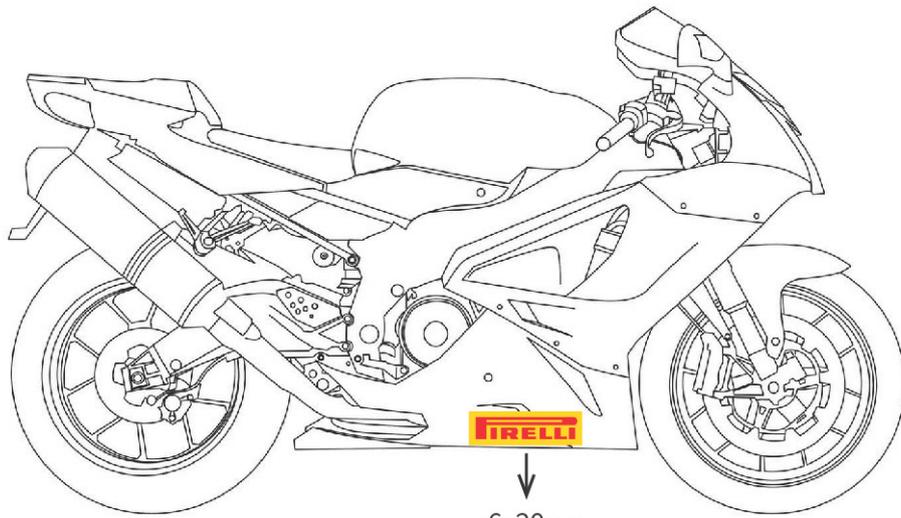
The noise limit for all classes before the race or qualify session will be 110 dB/A, there will be a 3 dB/A tolerance after the race.

## 7. Tyre

Competitors must obtain the tyres (both dry and wet) from the designated tyre supplier appointed by the Organizer. The official marked tyres must be used for all official practices, qualifying practice sessions and races of the Event. The number is unlimited. The tyre supplier and the Scrutineer will mark the tyres during initial scrutineering.

All official practices, qualifying practice sessions and races, bikes without official marked tyres will not be allowed to enter the track and will be disqualified from the result.

Competitors must reserve the specific advertising space on bikes for the designated tyre brand.



↓  
6x20cm  
双面(两侧)  
Two sides