

APPENDIX B – Superlite Regulations (Road)

Superlite class will exist for 'formula' type machines. The class listed below (1-1 to 1-5) allows modifications to the machines to be carried out while still keeping a similar level of performance between machines.

These rules apply to all National Championship and Endurance Championship races. At other meetings these rules will apply unless varied in the Supplementary Regulations.

- 1 **Capacity Groups:**
(Refer to rule 5 below for specifications and restrictions within a capacity group)
- 1.1 Multi-cylinder four Stroke up to 450cc.
- 1.1a the working displacement of a 3 or 4 cylinder 4 Stroke (cylinders producing power) shall be no more than 450cc.
- 1.2 Multi-cylinder production based two strokes up to 400cc.
- 1.3 Twin cylinder, air cooled, four stroke up to 750cc.
- 1.4 Single cylinder four stroke 251cc - Open Capacity.
- 1.5 Single cylinder two stroke 200cc - 500cc.
- 1.6 Twin cylinder, 2 or more valves, water cooled 4 Stroke up to 650cc.
- 2 Number Plate Colours and placement:
Refer to rule 10.2a.
- 3 Fuel: **Rule 10.13.**
- 4 **Machine Specifications (General):**
All machines must comply with the relevant General Competition Rules such as Chapter 10. Machines with re-bored cylinders must remain within the appropriate capacity limit.
- 4.1 Multi-cylinder four stroke machines eligible under rule 1.1 shall only be limited to the capacity, and fuel requirements above.
- 4.2 The specifications for up to 400cc two stroke Production based machines eligible under 1.2 are described in rule 5.
- 4.3 Twin cylinder four strokes shall be limited as follows:
 - a) Up to 500cc, no restrictions apart from fuel as above.
 - b) Over 500cc, two valves per cylinder are restricted to 750cc and must be air cooled, fuel as per rule 3,

- c) Over 500cc, two or more valves per cylinder and water cooled are restricted to 650cc, fuel as per rule 3.
- 4.4 Single cylinder four stroke machines eligible under rule 1.4 shall only be limited to the fuel requirements as per rule 3. Capacity is unrestricted.
- 4.5 Single cylinder two stroke machines eligible under rule 1.5 shall be limited to the capacity and fuel requirements as per rule 3.
- 4.6 Be fitted with clip-on style bars (no Motocross, Motard, and Enduro or trail/dual purpose style of handle bars).
- 4.7 For machines homologated with lower fairing, must be fitted with an integral lower fairing dam (Belly Pan) or separate catch tray which must be constructed and fitted to trap and hold engine oil and coolant with a capacity of not less than, four strokes =3.5 litres or two strokes =2.5 litres with no less than 2x25mm holes (1 front 1 rear) which will be fitted with rubber grommets that may be removed in wet conditions.
- 4.8 All exposed lateral engine cases containing water or oil must be guarded from contact with the road surface in the event of a crash.
The guard may be a second cover made from suitable materials such as carbon/Kevlar or suitable plastics or with heavy duty end cases or crash bars made from aluminium, steel or nylon.
- A frame mounted crash knob can be fitted as an alternative.
All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.
- 4.9 A chain guard or shark fin made of suitable material must be fitted in such a way to prevent trapping between the lower chain run and the final drive sprocket at the rear wheel. The leading edge of this guard must be a minimum thickness of 3mm and have a rounded edge to avoid this causing any injury in the event of a fall. Machines where the swing arm shape or positioning prevents fitment are exempted (for example Yamaha R1).
- 5 Specifications for up to 400cc two stroke production based machines:
The machine must be based on a production motorcycle. No homologation is necessary however the Road Race Commission or Technical Steward shall have the power to rule whether or not a machine is eligible.
- 5.1 **Capacity:**
Must not exceed 400cc. Machines with re-bored cylinders must remain within the capacity limit.
- 5.2 **Engine Specifications:**
- a) The crankcase must be from a road going motorcycle and may be examined to ensure compliance, but may be modified without further restriction.

- b) Any aftermarket or race piston and ring set may be fitted.
Provided the cylinder remains within the capacity limit.
- c) The original carburettor may be replaced by any brand or type.

- 6 **Modifications permitted:**
Provided all the previous requirements are met and the machine complies with the relevant General Competition Rules, all other items are unrestricted.
- 6.1 Quick shifters may be used.
- 6.2 Lap timing and data logging equipment is allowed.