Rider & Classes

1. Riders will be defined as Amateur and Expert

2. Certain classes may be divided into groups by lap times or by PanAmerican SuperBike discretion.
   2.1. Example: Expert SuperStock 600 will be run as one race but may be divided into PRO and Expert groups based upon lap times during qualifying Overall points and class championships will be awarded as one class but podium winners of each group will be awarded trophies.

3. Classes:
   3.1. SuperStock 1000: 2, 3, or 4 cylinders
   3.2. SuperBike 1000: 2, 3, or 4 cylinders
   3.3. SuperStock 600: 2, 3, or 4 cylinders
   3.4. SuperBike 600: 2, 3, or 4 cylinders
   3.5. SuperStock 300: 1 or 2 cylinders
   3.6. SuperBike 400: 1 or 2 cylinders
   3.7. SuperBike 400: 1 or 2 cylinders
   3.8. SuperStock Twins Light
   3.9. SuperStock Twins Max
   3.10. SuperBike Twins Light
   3.11. SuperBike Twins Max
   3.12. MOTO 3: 1, 2, 3, or 4 cylinders
   3.13. Formula 40 1000 (Age Group): 2, 3, or 4 cylinders
   3.14. Euro Cup Max and Euro Cup Light

4. Overall Championships
   4.1. All races eligible except for Formula 40 1000.

5. Overall Master's Championships
   5.1. All race are eligible except for Women's Championship.
   5.2. The master's championship is an age restricted championship based upon the Formula 40 age rules.

6. Overall Women's Championship
   6.1. All races eligible except for Formula 40 1000.

7. Promotion From Amateur To Expert
   7.1. PanAmerican SuperBike promotes amateurs racers to expert based generally on the winner of PanAmerican SuperBike amateur overall racing classes.
   7.2. PanAmerican SuperBike will also consider rider petitions for expert status.

8. Age Eligibility
   8.1. 300cc Motorcycles – Minimum Age 12 years old

8.2. Twins Motorcycles – Minimum Age 15 years old
8.3. 600cc Motorcycles and up – Minimum Age 16 years old

9. Racer Numbers
   9.1. Each rider will be assigned a number that will be valid for the entire season.
   9.2. Each rider is eligible to keep the same number for the next season.
      9.2.1. In order to keep the same number, each rider must renew their race license before the end of the first round.
      9.2.2. If a rider does not renew their race license by the end of the first round, the number is available to another rider.
   9.3. Each rider is eligible to change their number if the number is available.

Technical Requirements for Motorcycles

1. Brakes
   1.1. Front brake master cylinder may be altered or replaced from those fitted to the OEM motorcycle.
   1.2. Brake pads or shoes may be altered or replaced from those fitted to the OEM motorcycle.
   1.3. Brake hoses and brake couplings may be altered or replaced from those fitted to the OEM motorcycle. The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (lower triple clamp).
   1.4. Brake discs may be altered or replaced from those fitted to the OEM motorcycle. Only ferrous materials are allowed for brake discs. The use of exotic alloy materials for brake calipers (i.e. aluminum beryllium, carbon etc.) is not allowed.
   1.5. The Anti-Lock Brake System (ABS) may be used only if installed in the OEM model for road use. However, it must be completely standard (any mechanical or electronic part must remain as OEM, brake discs and master cylinder levers excluded), and only the software of the ABS may be modified.
   1.6. The Anti-Lock Brake System (ABS) can be disconnected and its ECU can be dismantled. The ABS rotor wheel can be deleted, modified or replaced.

2. Handlebars and hand controls
   2.1. Handlebars may be replaced.
   2.2. Handlebars and hand controls may be relocated.
   2.3. Throttle controls must be self-closing when not held by the hand.
   2.4. Throttle assembly and associated cables may be modified or replaced but the connection to the throttle body and to the throttle controls must remain as on the homologated motorcycle.
   2.5. Clutch and brake lever may be replaced with an after-market model. An adjuster to the brake lever is allowed.
   2.6. Switches may be changed but the electric starter switch and engine stop switch must be located on the handlebars.
   2.7. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while on the hand

grips) that is capable of stopping a running engine. The button or switch must be RED.

2.8. Lever guards are required.

3. Foot rest / Foot controls
   3.1. Foot rest/foot controls may be relocated but brackets must be mounted to the frame in the original mounting points.
   3.2. Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
   3.3. The end of the foot-rest must have at least an 8 mm solid spherical radius.

4. Fuel tank
   4.1. Fuel tank must begin as originally produced by the manufacturer for the motorcycle.
      4.1.1. If the standard tank is of insufficient capacity to achieve full race distance then with the prior agreement with PanAmerican SuperBike, the tank may be modified to increase its fuel capacity, but must maintain its original external appearance.
   4.2. All fuel tanks may be filled with fire retardant material (foam, open celled mesh, i.e. Explosafe→).
   4.3. Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.
   4.4. Fuel caps may be changed. Fuel caps when closed must be leak proof.
   4.5. The sides of the fuel tank may be protected with a cover made of a composite material. These covers must fit the shape of the fuel tank.

5. Fairing / Bodywork
   5.1. 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.).
   5.2. The material may be changed. The use of carbon fiber or carbon composite materials is allowed. Specific reinforcements in Kevlar® or carbon are allowed locally around holes and stressed areas.
   5.3. Overall size and dimensions must be the same as the original part.
   5.4. Wind screen may be replaced with an aftermarket product.
   5.5. Motorcycles that are not originally equipped with streamlining are not allowed to add streamlining in any form
   5.6. The original combination instrument/fairing brackets may be replaced, but the use of titanium and carbon (or similar composite materials) is forbidden. All other fairing brackets may be altered or replaced.
   5.7. The original air ducts running between the fairing and the air box may be altered or replaced. Carbon fiber composites and other exotic materials are forbidden. Particle grills or “wire-meshes” originally installed in the openings for the air ducts may be taken away.

5.8. The lower fairing must to be constructed to hold, in case of an engine breakdown minimum 6 liters. The lower edge of all the openings in the fairing must be positioned at least 70 mm above the bottom of the fairing.
5.9. The upper edge of the rear transverse wall of the lower fairing must be at least 70 mm above the bottom. The angle between this wall and the floor must be ≤ 90°.
5.10. Original openings for cooling in the lateral fairing/bodywork sections may be partially closed only to accommodate sponsors' logos/lettering. Such modification shall be made using wire mesh or perforated plate. The material is free but the distance between all opening centers, circle centers and their diameters must be constant. Holes or perforations must have an open area ratio > 60%.
5.11. Front mudguards may be replaced with a cosmetic duplicate of the original parts and may be spaced upward for increased tire clearance.
5.12. Rear mudguard fixed on the swing arm may be modified, changed or removed.
5.13. Motorcycles may be equipped with inner ducts to improve the air stream towards the radiator but the appearance of the front, the rear and the profile of the motorcycle must not be changed.

6. Seat
6.1. Seat, seat base and associated bodywork may be replaced with parts of similar appearance as originally produced by the manufacturer for the motorcycle. The appearance from front, rear and profile must conform to the OEM shape.
6.2. The top portion of the rear bodywork around the seat may be modified to a solo seat.
6.3. The homologated seat locking system (with plates, pins, rubber pads etc.) may be removed.

7. Fasteners
7.1. Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners cannot be used. The strength and design must be equal to or exceed the strength of the standard fastener.
7.2. Fasteners may be drilled for safety wire, but intentional weight-reduction modifications are not allowed.
7.3. Thread repair using inserts of different material such as helicoils and timeserts.
7.4. Fairing / bodywork fasteners may be replaced with the quick disconnect type.
7.5. Aluminum fasteners may only be used in non-structural locations.

8. Assorted
8.1. The following items MAY be altered or replaced from those fitted to the homologated motorcycle
8.2. Any type of lubrication, brake or suspension fluid may be used.
8.3. Gaskets and gasket materials.
8.4. Instruments, instrument bracket(s) and associated cables.
8.5. Painted external surface finishes and decals.
8.6. Material for brackets connecting non original parts (fairing, exhaust, instruments, etc.) to the frame (or engine) cannot be made from titanium or fiber reinforced composites.

8.7. Protective covers for the frame, chain, footrests, etc. may be made in other materials like fiber composite material if these parts do not replace original parts mounted on the OEM model.

9. The following items MAY BE Removed
   - 9.1. Emission control items (anti-pollution) in or around the air box and engine (O2 sensors, air injection devices).
   - 9.2. Tachometer.
   - 9.3. Speedometer.
   - 9.4. Chain guard as long as it is not incorporated in the rear fender.
   - 9.5. Bolt-on accessories on a rear sub frame.

10. The following items MUST BE Removed
    - 10.1. Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.
    - 10.2. Rear-view mirrors.
    - 10.3. Horn.
    - 10.4. License plate bracket.
    - 10.5. Toolkit.
    - 10.6. Helmet hooks and luggage carrier hooks
    - 10.7. Passenger foot rests.
    - 10.8. Passenger grab rails.
    - 10.9. Safety bars, center and side stands must be removed (fixed brackets must remain).

11. The following items MUST BE Altered
    - 11.1. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine, the button or switch must be RED.
    - 11.2. All drain plugs must be wired. Except fuel and radiator.
      - 11.2.1. All oil caps must be secured and safety wired.
      - 11.2.2. All oil, fuel, and coolant hoses must be secured.
      - 11.2.3. Oil filter bolts must be secured with safety wire and spin-on oil filters must be secured with a metal clamp and safety wire or other acceptable means.
    - 11.3. All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.
    - 11.4. Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained: no direct atmospheric emission is permitted.

12. Number plate colors
    - 12.1. The background colors for EXPERT may be any color other than yellow. Border colors or number design is personal choice. Please make number and plate designs easily distinguishable from Amateur competitors.
    - 12.2. The background colors and figures (numbers) for Amateur are yellow background with black numbers.

12.3. The sizes for all the front numbers are approximately: (the sizes listed are FIM standards as a basis or template. We ask competitors to at least make the numbers and design easily visible).
- 12.3.1. Minimum height: 140 mm
- 12.3.2. Minimum width: 80 mm
- 12.3.3. Minimum stroke: 20 mm
- 12.3.4. Minimum space between numbers: 10mm

12.4. The size for all the side numbers is:
- 12.4.1. Minimum height: 120mm
- 12.4.2. Minimum width: 70mm
- 12.4.3. Minimum stroke: 20mm
- 12.4.4. Minimum space between numbers: 10mm

12.5. The allocated number (& plate) for the rider must be affixed on the motorcycle as follows:
- 12.5.1. Once on the front, either in the center of the fairing or slightly off to one side.
  - 12.5.1.1. No advertising within 25mm in all directions.
- 12.5.2. One on each side of the motorcycle.
  - 12.5.2.1. The preferred location for the numbers on each side of the motorcycle is on the lower rear portion of the main fairing near the bottom. The number must be centered on the white background.

12.6. In case of a dispute concerning the legibility of numbers, the decision of the PanAmerican SuperBike personnel will be final.

13. Fuel

13.1. All engines must function on normal unleaded fuel with a maximum lead content of 0.005 g/l (unleaded) and a maximum MON of 90.

13.2. PanAmerican SuperBike allows Sunoco 93 pump gas in all classes and Sunoco 260GT in Superbike classes unless otherwise specified.

13.3. PanAmerican SuperBike reserves the right to nominate a control fuel.

14. Tires

14.1. Race slicks and DOT race tires are approved for use in any class. Any modification or treatment (cutting, grooving) is forbidden.

14.2. Non-DOT approved rain tires may be used with no modification of their original molded tread pattern.

15. Frame Body and Rear Sub Frame

15.1. The frame must remain as originally produced by the manufacturer for the motorcycle.

15.2. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).

15.3. The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame.

15.4. Nothing else may be added or removed from the frame body.

15.5. All motorcycles must display a vehicle identification number punched on the frame body (chassis number).
15.6. Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.
15.7. Front sub frame / fairing mount may be changed or altered.
15.8. Rear sub frame may be changed or altered, but the type of material must remain as homologated, or material of a higher specific weight.
15.9. Additional seat brackets may be added, non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly. Bolt-on accessories to the rear sub-frame may be removed.
15.10. The paint scheme is not restricted.

16. Quick-Change Equipment
16.1. Any quick-change equipment that does not affect the riding performance is permitted.
16.2. PanAmerican SuperBike reserves the right refuse any change equipment.

Class Technical Specifications

SuperBike

1. Technical Specification
1.1. SuperBike is based upon production models, sold by manufacturer and their dealers anywhere in the world for street use via normal commercial channels. Proof of compliance rests with the competitor entering the motorcycle. All machines must have unaltered VIN numbers.

1.2. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle section.

1.3. If rules in the SuperBike section conflict with the rules in the Technical Requirements for Motorcycle section, the SuperBike rules take precedence.

1.4. Engine
1.4.1. Fuel injection system
1.4.1.1. Fuel injection systems refer to throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.
1.4.1.2. The original OEM fuel injection system must be used without any modification.
1.4.1.3. The fuel injectors must be stock and unaltered from the original specification and manufacture.
1.4.1.4. Bell mouths must remain as originally produced by the manufacturer.
1.4.1.5. Butterfly valves cannot be changed or modified.
1.4.1.6. Variable intake tract devices cannot be added if they are not present on the motorcycle and they must remain identical and operate in the same

way as the OEM system. All the parts of the variable intake tract device must remain exactly as produced.

1.4.1.7. Air and air/fuel mixture can go to the combustion chamber exclusively through the throttle body butterflies.

1.4.1.8. Electronically controlled throttle valves, known as 'ride-by-wire', may be only used if the OEM model is equipped with the same system.

1.4.1.9. Software may be modified but all the safety systems and procedures designed by the original manufacturer must be maintained.

1.4.2. Cylinders

1.4.2.1. No modifications are allowed.

1.4.3. Cylinder Head

1.4.3.1. No modifications are allowed.

1.4.3.2. No material may be added or removed from the cylinder head.

1.4.3.3. The gaskets may be changed.

1.4.3.4. The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, rocker arms, spring base and spring retainers must be as originally produced by the manufacturer for the motorcycle.

1.4.3.5. Only normal maintenance interventions as prescribed by the Manufacturer in the service manual of the motorcycle are authorized.

1.4.3.6. Valve spring shims are not allowed.

1.4.4. Camshaft

1.4.4.1. No modifications are allowed.

1.4.4.2. At the technical checks: for direct cam drive systems, the cam lobe lift is measured; for non-direct cam drive systems (i.e. with rocker arms), the valve lift may be measured.

1.4.5. Cam sprockets or gears

1.4.5.1. Cam Sprockets may be slotted to allow the adjustment of cam timing.

1.4.5.2. Pressed on cam sprockets may be replaced with an adjustable boss and cam sprocket.

1.4.5.3. The cam chain must remain as homologated.

1.4.6. Pistons

1.4.6.1. No modifications are allowed (including polishing and lightening).

1.4.7. Piston rings

1.4.7.1. No modifications are allowed.

1.4.8. Piston pins and clips

1.4.8.1. No modifications are allowed.

1.4.9. Connecting rods

1.4.9.1. No modifications are allowed (including polishing and lightening).

1.4.10. Crankshaft

1.4.10.1. No modifications are allowed (including polishing and lightening).

1.4.11. Crankcase / Gearbox housing

1.4.11.1. Crankcases must remain as OEM. No modifications are allowed (including painting, polishing and lightening).

1.5. Lateral covers and protection

1.5.1. Lateral (side) covers may be altered, modified or replaced. If altered or modified, the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one.

1.5.2. All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be either replaced by a 'heavier' engine cover or protected by a second cover made from metal such as aluminum alloy, stainless steel, steel or titanium, or an approved cover.

1.5.3. Any secondary covers must cover a minimum of 1/3 of the original cover.

1.5.4. It must have no sharp edges to damage the track surface. These covers must be fixed properly and securely with a minimum of three (3) case cover screws that also mount the original covers/engine cases to the crankcases.

1.5.5. Plates or crash bars made from aluminum or steel also are permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.

1.5.6. PanAmerican SuperBike approved covers will be permitted without regard of the material or dimensions.

1.5.7. These covers must be fixed properly and securely with case cover screws that also mount the original covers/engine cases to the crankcases.

1.5.8. No oil containing engine case may be secured with Aluminum bolts.

1.5.9. PanAmerican SuperBike personnel have the right to refuse any cover not satisfying this safety purpose.

1.6. Transmission / Gearbox

1.6.1. No modifications are allowed except shimming and undercutting.

1.6.2. Quick-shift systems are allowed (including wire and potentiometer)

1.6.3. Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.

1.6.4. The sprocket cover may be modified or eliminated.

1.6.5. Chain guard as long as it is not incorporated in the rear fender may be removed.

1.7. Clutch

1.7.1. No modifications are allowed.

1.7.2. Only friction and drive discs may be changed, but their number must remain as original.

1.7.3. Clutch springs may be changed.

1.8. Oil pumps and oil lines

1.8.1. No pump modifications are allowed.

1.8.2. Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.

1.9. Radiator, cooling system and oil cooler

1.9.1. The only liquid engine coolants permitted will be water or water mixed with ethyl alcohol.

1.9.2. Protective meshes may be added in front of the oil and/or water radiator(s).

1.9.3. The cooling system hoses and catch tanks may be changed.

1.9.4. Radiator fan and wiring may be removed. Thermal switches, water temperature sensor and thermostat may be removed inside the cooling system.

1.9.5. Radiator cap is free.

1.9.6. An additional water radiator may be fitted but the appearance of the front, the rear and the profile of the motorcycle must not be changed. Extra mounting brackets to accommodate the additional radiator are permitted.

1.10. Air box

1.10.1. The air box must remain as originally produced by the manufacturer on the homologated motorcycle but the air box drains must be sealed.

1.10.2. The air filter element may be modified or replaced but must be mounted in the original position.

1.10.3. The air box drains must be sealed.

1.10.4. All motorcycles must have a closed breather system. All the oil breather lines must be connected and discharge in the air box.

1.11. Fuel supply

1.11.1. Fuel pump and fuel pressure regulator must remain as homologated.

1.11.2. The fuel pressure must be as homologated.

1.11.3. Fuel lines from the fuel tank to the delivery pipe assembly (excluded) may be replaced.

1.11.4. Quick connectors or dry break connectors may be used.

1.11.5. Fuel vent lines may be replaced.

1.11.6. Fuel filters may be added.

1.12. Exhaust system

1.12.1. Exhaust pipes and silencers may be modified or changed.

1.12.2. Catalytic converters may be removed.

1.12.3. The silencer(s) must be on the same side(s) of the OEM model.

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

1.12.5. Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.

1.12.6. There are no noise limits at Palm Beach International Raceway and Homestead Miami Speedway. FMMRA reserves the right to invoke sounds limits based upon local track conditions.

1.13. Electrics and electronics

1.13.1. Ignition / Engine Control System (ECU)

1.13.1.1. The engine control system (ECU) must be an ECU (Kit or OEM) applicable to the specific OEM model. The ECU may have its software changed, but the ECU may not be physically modified.

1.13.1.2. Central unit (ECU) may be relocated.

1.13.1.3. Optional equipment sold by the motorcycle manufacturer and aftermarket manufacturers for the OEM model are allowed (Power Commander, Bazzaz, etc.)

1.13.1.4. No extra sensors may be added for control strategies except shift rod sensor and wheel speed sensors.

1.13.1.4.1. Wheel speed sensors must be included in the Kit ECU and Harness package if required.

1.13.1.5. The addition of a device for infra-red (IR) transmission of a signal between the racing rider and his team, used exclusively for lap timing, is allowed.

1.13.1.6. The addition of a GPS unit for lap timing/scoring purposes is allowed.

1.13.1.7. Telemetry is not allowed.

1.13.1.8. No remote or wireless connection to the bike for any data exchange or setting is allowed whilst the engine is running or the bike is moving.

1.13.2. Harness:

1.13.2.1. The main wiring harness may be replaced by the kit wire harness as supplied for the Kit ECU model, produced and/or approved by the manufacturer of the motorcycle.

1.13.2.2. The Kit wiring harness may incorporate the data logging harness.

1.13.2.3. A kit harness that incorporates the data logging harness may only accommodate 7 additional sensors.

1.13.2.4. The key/ignition lock may be relocated, replaced or removed.

1.13.2.5. Cutting of the original main wiring harness is allowed.

1.13.2.6. The original speedometer and tachometer may be altered or replaced

1.14. Spark plugs may be replaced.

1.15. Battery may be replaced.

1.16. Generator, alternator, electric starter

1.16.1. No modifications are allowed.

1.16.2. The electric starter must operate normally and always be able to start the engine during the event.

1.17. Front Forks

1.17.1. Forks (stanchions, stem, upper and lower crown, etc.) must remain as originally produced by the manufacturer for the motorcycle.
1.17.2. The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the motorcycle.
1.17.3. Steering stem pivot position must remain in the homologated position (as supplied on the production bike).
1.17.4. If the standard bike has inserts then the orientation/position of the original insert may be changed but the insert cannot be replaced or modified.
1.17.5. A steering damper may be added or replaced with an after-market damper.
1.17.5.1. The steering damper cannot act as a steering lock limiting device.
1.17.6. Fork caps on the mechanical forks may only be modified or replaced to allow external adjustment. (This does not include the mechanical fork leg that is part of the homologated electronic fork set)
1.17.7. Dust seals may be modified, changed or removed if the fork remains totally oil-sealed.
1.17.8. Mechanical Forks
1.17.8.1. Original internal parts of the homologated forks may be modified or changed. After market damper kits or valves may be installed.
1.17.9. The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.
1.17.10. Electronic Forks
1.17.10.1. No aftermarket or prototype electronically-controlled suspension parts may be used.
1.17.10.2. Electronic suspension may be used if such suspension is already present on the production model of the motorcycle, and it must remain completely standard (all mechanical and electronic parts must remain as OEM) with the exception of shims and springs.
1.17.10.3. The original suspension system must work safely in the event of an electronic failure.
1.17.10.4. The electronic front suspension may be replaced with a mechanical system from a similar homologated model from the same manufacturer.
1.17.10.5. Electronic forks may have their complete internal parts (including all electronic control) replaced with a conventional damping system and it will be considered as a mechanical fork.

1.18. Rear fork (Swing arm)
1.18.1. The rear fork must remain as originally produced by the manufacturer for the homologated motorcycle.
1.18.2. A chain guard must be fitted in such a way to reduce the possibility that any part of the riders' body may become trapped between the lower chain run and the rear wheel sprocket.
1.18.3. Rear fork pivot bolt must remain as originally produced by the manufacturer for the motorcycle.
1.18.4. Rear pivot position must remain in the homologated position (as supplied on the production bike). If the standard bike has inserts then the

orientation/position of the original insert may be changed but the insert cannot be replaced or modified.

1.18.5. Rear wheel stand brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius).

1.18.6. Fastening screws must be recessed.

1.18.7. An anchorage system or point(s) to keep the original rear brake caliper in place may be added to the rear swing-arm.

1.19. Rear suspension unit

1.19.1. All the rear suspension linkage parts must remain as originally produced by the manufacturer for the motorcycle.

1.19.2. Mechanical Suspension

1.19.2.1. Rear suspension unit (shock absorber) may be modified or replaced, but the original attachments to the frame and rear fork (swing arm) must be as OEM.

1.19.3. Electronic Suspension

1.19.3.1. Electronic suspension may be used if such suspension is already present on the production model of the motorcycle, and it must remain completely standard (all mechanical and electronic parts must remain as OEM) with the exception of shims and springs).

1.19.3.2. The original suspension system must work properly safely in the event of an electronic failure.

1.19.3.3. The electronic shock absorber can be replaced with a mechanical one.

1.20. Wheels

1.20.1. Wheels must remain as originally produced by the manufacturer for the homologated motorcycle.

1.20.2. A non-slip coating / treatment may be applied to the bead area of the rim.

1.20.3. If the original design includes a cushion drive for the rear wheel, it must remain as originally produced for the homologated motorcycle.

1.20.4. Wheel axles may be changed.

1.20.5. Wheel spacers may be modified or replaced.

1.20.6. Wheel balance weights may be discarded, changed or added to.

1.20.7. Any inflation valves may be used.

SuperStock 600

1. Goal: To offer competitive racing with OEM factory motorcycles with minimal modifications such as ECU Piggy backs – Power Commander, Bazzaz, suspension set up, exhaust, open tires (Slicks or DOT's).

2. Motorcycle Specifications

2.1. Examples of Motorcycles in this class are CBR 600RR, Suzuki GSX-R 600, Kawasaki ZX-6R 636, Ducati 848, , Yamaha YZF-R6, Triumph 675R , MV Agusta F3 675

3. Technical Specifications
   3.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle and SuperStock rules.

   3.2. If rules in the SuperStock 600 rules conflict with the rules in the Technical Requirements for Motorcycle or SuperStock rules, the SuperStock 600 rules take precedence.

   3.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles rules, the SuperStock rules, the SuperStock 600 rules, must remain as originally produced by the manufacturer for the motorcycle.

   3.4. Engine configurations and displacement capacities. The following engine configurations comprise the class
      3.4.1. Over 401cc, Up to 636cc, 4 cylinders, 4-stroke
      3.4.2. Over 401cc, Up to 675cc, 3 cylinders, 4-stroke
      3.4.3. Over 401cc, Up to 660cc, 4 cylinders, Liquid cooled
      3.4.4. Over 401cc, Up to 899cc, 2 cylinder, 4 valve per cylinder
      3.4.5. Over 401cc, Up to 1000cc, 3 cylinder

   3.5. The displacement capacity, bore and stroke (new), must remain at the homologated size.

SuperStock 1000

1. Goal: To offer competitive racing with OEM factory motorcycles with minimal modifications such as ECU Piggy backs – Power Commander, Bazzaz, Suspension set up, Exhaust, open tires (Slicks or DOT's).

2. Motorcycle Specifications
   2.1. Examples of Motorcycles in this class are CBR 1000RR, Suzuki GSX-R 1000, Kawasaki ZX-10R, Ducati Panigale (limited to 1200 cc's), Aprilia RSV4, Yamaha YZF-R1, KTM 1190 RC8

3. Technical Specifications
   3.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle section and SuperStock rules.

   3.2. If rules in the SuperStock 1000 rules conflict with the rules in the Technical Requirements for Motorcycle section or SuperStock section, the SuperStock 1000 rules take precedence.

   3.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles section, the SuperStock section, and the SuperStock 1000 section, must remain as originally produced by the manufacturer for the motorcycle.

3.4. Engine configurations and displacement capacities. The following engine configurations comprise the class:
  3.4.1. All engine configurations, 600cc and up

3.5. The displacement capacity, bore and stroke (new), must remain at the homologated size.

SuperStock 300

1. Goal: To offer competitive racing with OEM factory motorcycles with minimal modifications such as suspension set up, and exhaust.

2. Motorcycle Specifications
  2.1. Examples of motorcycles in this class are Kawasaki Ninja 300, Kawasaki Ninja 250, Honda CBR250R, Honda CBR300RR, Yamaha YZF-R3

3. Technical Specifications
  3.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle section and SuperBike rules.

  3.2. If the SuperStock 300 rules conflict with the Technical Requirements for Motorcycle section or the SuperBike section, the SuperStock 300 rules take precedence.

  3.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles, the SuperBike, and the SuperStock 300 section, must remain as originally produced by the manufacturer for the motorcycle.

  3.4. Engine configurations and displacement capacities. The following engine configurations comprise the class:
    3.4.1. Single cylinder, four-stroke liquid cooled, 325cc
    3.4.2. Twin cylinder, four-stroke liquid cooled, up to 325cc

  3.5. The displacement capacity, bore and stroke (new), must remain at the homologated size.

  3.6. Engine
    3.6.1. Cylinder Head
      3.6.1.1. The gasket thickness may NOT be changed from factory settings

  3.7. Transmission / Gearbox
    3.7.1. Quick-shift systems are allowed (including wire and potentiometer)
    3.7.2. Chain pitch and size may NOT be changed

  3.8. Electrics and Electronics
    3.8.1. Ignition / Engine Control System (ECU)
    3.8.2. Ignition timing may not be changed by any means mechanical or electronically

SuperStock 400

1. Goal: To offer competitive racing with OEM factory motorcycles with minimal modifications such as ECU Piggy backs – Power Commander, Bazzaz, suspension set up, exhaust, open tires (Slicks or DOT's).

2. Motorcycle Specifications
   2.1. Examples of motorcycles in this class are Kawasaki Ninja 400

3. Technical Specifications
   3.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle section and SuperStock rules.

   3.2. If the SuperStock 400 rules conflict with the Technical Requirements for Motorcycle rules or the SuperStock rules, the SuperStock 400 rules take precedence.

   3.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles rules, the SuperStock rules, and the SuperStock 400 section, must remain as originally produced by the manufacturer for the motorcycle.

   3.4. Engine configurations and displacement capacities. The following engine configurations comprise the class:
      3.4.1. Twin cylinder, four-stroke liquid cooled, up to 400cc

   3.5. The displacement capacity, bore and stroke (new), must remain at the homologated size.

SuperStock Twins Light

1. Goal: To offer competitive racing with OEM factory motorcycles with minimal modifications such as ECU Piggy backs – Power Commander, Bazzaz, suspension set up, exhaust, open tires (Slicks or DOT's).

2. Motorcycle Specification
   2.1. Examples are Suzuki SV 650, Yamaha FZ-07, Triumph Thruxton, Ducati 800ss, Kawasaki 650 Ninja, Honda NT650 Hawk GT, Honda CBR500R, Kawasaki Ninja 400, Kawasaki Ninja 300, Kawasaki Ninja 250, Honda CBR250R, Honda CBR300RR, Yamaha YZF-R3, KTM RC390, and ZX4RR in SuperStock trim as listed in SuperStock section.
   2.2. Ineligible Motorcycles
      2.2.1. Aprilia RS 660 is not eligible for the SuperStock Twins Light class, but it is eligible for the SuperStock Twins Max class.
      2.2.2. Honda NSF250

3. Technical Specification
   3.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle section.

   3.2. If rules in the following section conflict with the rules in the Technical Requirements for Motorcycle section, SuperStock section or SuperStock Twins Light section, the rules in the SuperStock Twins Light section take precedence.

   3.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles section and the SuperStock Twins Light section, must remain as originally produced by the manufacturer for the motorcycle.

   3.4. Engine configurations and displacement capacities. The following engine configurations comprise the class:
      3.4.1. Single cylinder, four-stroke liquid cooled, up to 700cc
      3.4.2. Twin cylinder, four-stroke liquid cooled, up to 690cc
      3.4.3. Twin cylinder, air cooled, up to 795cc
      3.4.4. Exception
         3.4.4.1. Four cylinder, four-stroke up to 400cc

   3.5. Wheels
      3.5.1. Front wheel must remain as originally produced by the manufacturer for the homologated motorcycle.
      3.5.2. Rear wheels and supporting assembly can be changed.

SuperStock Twins Max

1. Goal: To offer competitive racing with OEM factory motorcycles with minimal modifications such as ECU Piggy backs – Power Commander, Bazzaz, suspension set up, exhaust, open tires (Slicks or DOT's).

2. Motorcycle Specification
   2.1. Examples are Ducati 800ss, Ducati Monster 1100, and Harley XR 1200 in SuperBike trim as listed in SuperBike section.
   2.2. Aprilia RS 660 is eligible for the SuperStock Twins Max class.
   2.3. Ineligible Motorcycles: Ducati Panigale V2, Honda NSF250

3. Technical Specification
   3.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle section.

   3.2. If rules in the following section conflict with the rules in the Technical Requirements for Motorcycle section, SuperStock section or SuperStock Twins Light section, the rules in the SuperStock Twins Light section take precedence.

3.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles section and the SuperStock Twins Max section, must remain as originally produced by the manufacturer for the motorcycle.

3.4. Engine configurations and displacement capacities. The following engine configurations comprise the class:
- 3.4.1. Single cylinder, four-stroke liquid cooled, 701cc and up
- 3.4.2. Twin cylinder, four-stroke liquid cooled, 691cc and up
- 3.4.3. Twin cylinder, air cooled, 796cc and up

3.5. Wheels
- 3.5.1. Front wheels must remain unchanged.
- 3.5.2. Rear wheels can be changed.

SuperBike

1. Technical Specification

1.1. SuperBikes are based upon production models, sold by manufacturer and their dealers anywhere in the world for street use via normal commercial channels. Proof of compliance rests with the competitor entering the motorcycle. All machines must have unaltered VIN numbers.

1.2. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle section.

1.3. If rules in the SuperBike section conflict with the rules in the Technical Requirements for Motorcycle section, the SuperBike rules take precedence.

1.4. All parts and systems not specifically mentioned in the following SuperBike rules may be modified.

1.5. Engine
- 1.5.1. Engine modifications are unlimited as long as total engine displacement isn't modified

1.6. Fuel
- 1.6.1. PanAmerican SuperBike allows any brand and type fuel unless otherwise specified.

1.7. Frame Body and Rear Sub Frame
- 1.7.1. Frame and engine cases must be from a production, street use motorcycle, except for single cylinder motorcycles, which may use any frame or engine.
- 1.7.2. Strengthening gussets or tubes may be added.
- 1.7.3. Only brackets or tubes not supporting suspension, engine, or drive line components may be removed.

1.8. PanAmerican SuperBike reserves the right to declare unusual or limited production machines eligible for SuperBike competition.

SuperBike 600

1. This class is based upon SuperBike Rules.

2. Motorcycle Specifications
   2.1. Examples of Motorcycles in this class are CBR 600RR, Suzuki GSX-R 600, Kawasaki ZX-6R 636, Ducati 848, , Yamaha YZF-R6, Triumph 675R , MV Agusta F3 675
   2.2. Suzuki GSX-R750 and Ducati Panigale V2 per SuperBike Next Generation rules.

3. Technical Specification
   3.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle and SuperBike sections.

   3.2. If rules in the SuperBike 600 section conflict with the rules in the Technical Requirements for Motorcycle or SuperBike sections, the SuperBike 600 rule takes precedence.

   3.3. Engine configurations and displacement capacities. The following engine configurations comprise the class:
      3.3.1. Over 401cc, Up to 636cc, 4-stroke, 4 cylinders
      3.3.2. Over 401cc, Up to 675cc, 4-stroke, 3 cylinders
      3.3.3. Over 401cc, Up to 660cc, 4 cylinders, Liquid cooled
      3.3.4. Over 401cc, Up to 899cc, 2 cylinder, 4 valve per cylinder
      3.3.5. Over 401cc, Up to 1000cc, 3 cylinder

   3.4. SuperBike Next Generation
      3.4.1. If using the FIM approved ECU: (All SuperBike Next Generation)
         3.4.1.1. The ECU must be the SuperBike 600 control ECU – the Mectronik MKE7 (part number WSS600_A). The sole official supplier of the ECU is Solo Engineering. www.soloengineering.com, sales@solengineering.com, for USA
         3.4.1.2. The firmware and manufacturer (engine) map must be declared eligible by the championship and from the Eligible Parts for Competition – List 2022.
      3.4.2. SuperBike Next Generation Electrics and Electronics (All SuperBike Next Generation)
         3.4.2.1. The ECU/Dashboard/Harness must be the Supersport control ECU and dashboard Electronic System as documented in the eligible parts list. Sole official supplier of the ECU is Solo Engineering. www.soloengineering.com, sales@solengineering.com

3.4.2.2. The firmware and manufacturer (engine) map must be declared eligible by the championship and from the Eligible Parts for Competition – List 2022.

3.4.2.3. The ECU must have the 'FIM Settings' section up to date at all times, it is the team's responsibility to ensure that this is done.

3.4.2.4. External quick shift modules/sensors may be fitted but may only provide a signal to the Control SuperBike ECU.

3.4.2.5. No other external modules may be fitted except:

3.4.2.5.1. Part of a quick shifter where the module may only provide a signal to the control ECU.

3.4.2.5.2. Championship mandated devices (e.g. 2 way RF system).

3.4.2.5.3. Datalogger.

3.4.2.6. Two CAN connections must be made available for Championship devices. One must be located in the rear of the seat unit of the bike. They must be connected to the ECU CAN bus and the TPMS system (if fitted) must be connected to the same bus. 12v power should be available switched by the main switch (not switched by the ignition switch). The devices may be championship mandated or nominated by the Technical Director.

3.4.2.7. Connector spec: JST 04R-JWPF-VSLE-S

3.4.2.7.1. Ground

3.4.2.7.2. CAN Lo

3.4.2.7.3. CAN Hi

3.4.2.7.4. 12v Main Switch

3.4.2.8. The rain light must be powered by the ECU (as detailed in the harness schematics).

3.4.2.9. The ECU may be freely located but must be fitted securely, in a damped mounting without vibration.

3.4.2.10. During an event the Technical Director has the right to ask a team to substitute their ECU. The change must be done before Sunday warm-up.

3.4.2.11. During an event the Technical Director or his appointed deputy has the right to read and save the teams calibration file, it will not be shared except for conformity checks with control electronics system partners but may be used in Dyno tests.

3.4.2.12. The following sensors must be connected directly to the ECU only and must be the original OEM sensors unless noted below:

3.4.2.12.1. Throttle position (multiple allowed)

3.4.2.12.2. Map sensor, map sync (pressure sensor on the intake port used to synchronize the engine start)

3.4.2.12.3. Airbox pressure

3.4.2.12.4. Engine pick-ups (cam, crank)

3.4.2.12.5. Twist grip position

3.4.2.12.6. Front speed (add only if not available OEM)

3.4.2.12.7. Rear speed (add only if not available OEM)

3.4.2.12.8. Gearbox output shaft speed (if on OEM machine)

3.4.2.12.9. Gear position

3.4.2.12.10. Ambient air pressure
3.4.2.12.11. Water temperature
3.4.2.12.12. Air temperature
3.4.2.12.13. Tip-over switch (no lean angle except from ECU) (all ECU's feature crash detection by IMU.

3.4.2.13. The following sensors may be connected directly to the ECU only and are not required to be OEM sensors unless noted below:
3.4.2.13.1. Gear shift load cell/switch may only provide a signal to the controlled ECU.
3.4.2.13.2. Lambda - Bosch LSU4.9 only (one sensor only).
3.4.2.13.3. Fork position
3.4.2.13.4. Shock position
3.4.2.13.5. Front brake pressure
3.4.2.13.6. Rear brake pressure
3.4.2.13.7. Fuel pressure (not temperature)
3.4.2.13.8. Oil pressure
3.4.2.13.9. Oil temperature
3.4.2.13.10. Switches (Left and right)
3.4.2.13.11. Rear TPMS (Temperature and pressure, must be CAN)*
3.4.2.13.12. Front TPMS (Temperature and pressure, must be CAN)*
*The OEM phonic/speed sensor must be used (ZX636)
*Must be from the Eligible Parts for Competition - 2022

3.4.2.14. The data logger must be from the Eligible Parts for Competition – List 2022 (Data Logger list). The characteristics of approved data logging systems must be the following:
3.4.2.14.1. Maximum retail price of the unit (hardware + software, excluding sensors and wiring harness) cannot exceed €3.000 Euro (VAT excluded). The "unit" may consist of multiple parts, input module, recording module etc.
3.4.2.14.2. The Data Logger unit must be available for sale to the public.
3.4.2.14.3. The data logger may ONLY be connected to the CAN bus and to those sensors listed in section 2.5.9.2/h.

3.4.2.15. Only the following may be connected directly to the logging system.
3.4.2.15.1. GPS Unit (Lap timing and track position)
3.4.2.15.2. Transponder / Lap time signal
3.4.2.15.3. Rear tire temperature (Infra-Red)(External)(Maximum 3)
3.4.2.15.4. Any exceptions noted in the Eligible Parts for Competition List

3.4.2.16. Telemetry is not allowed

3.4.2.17. No remote or wireless connection to the bike for any data exchange or setting is allowed while the engine is running, or the bike is moving.

3.4.2.18. All shift lights must be only white

3.4.2.19. If handlebar switches are replaced from those supplied in the kit then they must meet the specification documented on www.soloengineering.com. Their basic layout, switch function, position and color must follow those supplied in the kit.

3.4.2.20. Plug caps and coils must be as homologated.

3.4.2.21. Electric cables, connectors, battery, and switches are free, but the harness must comply with the wiring schematic that is available from soloengineering.com

SuperBike 1000

1. This class is based upon SuperBike Rules.

2. Technical Specification
   2.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle and SuperBike sections.

   2.2. If rules in the following section conflict with the rules in the Technical Requirements for Motorcycle or SuperBike sections, the rules in the SuperBike 1000 section takes precedence.

   2.3. Engine configurations and displacement capacities. The following engine configurations comprise the class:
      2.3.1. All engine configurations, 600cc and up

SuperBike Twins Light

1. This class is based upon SuperBike Rules.

2. Motorcycle Specifications
   2.1. Examples are Suzuki SV 650, Triumph Thruxton, Ducati 800ss, Kawasaki 650 Ninja, Honda NT650 Hawk GT, Honda CBR500R, Kawasaki Ninja 400, Kawasaki Ninja 300, Kawasaki Ninja 250, Honda CBR250R, Honda CBR300RR, Yamaha YZF-R3, KTM RC390, Moriwaki MD250h, Honda RS125, Honda NSF250, and ZX4RR in SuperBike trim as listed in SuperBike section.
   2.2. Aprilia RS 660 is eligible for SuperBike Twins Light class.

3. Technical Specification
   3.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle and SuperBike sections.

   3.2. If rules in the following section conflict with the rules in the Technical Requirements for Motorcycle section or SuperBike section, the rules in the Formula Twins section take precedence.

   3.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles, SuperBike, and the SuperBike Twins Light sections, must remain as originally produced by the manufacturer for the motorcycle.

3.4. Engine configurations and displacement capacities. The following engine configurations comprise the class:
  3.4.1. Single cylinder, four-stroke liquid cooled, up to 700cc
  3.4.2. Twin cylinder, four-stroke liquid cooled, up to 690cc
  3.4.3. Twin cylinder, air cooled, up to 795cc
  3.4.4. Exception
    3.4.4.1. Four cylinder, four-stroke up to 400cc

SuperBike Twins Max

1. This class is based upon SuperBike Rules.

2. Motorcycle Specifications
  2.1. Examples are Ducati Hypermotard, KTM Super Duke, KTM 790 Super Duke, KTM 890 Super Duke, Honda RC51 (RVT1000R), Ducati 916, Ducati 996, Aprilia RSV Mille, Suzuki SV 1000.
  2.2. Ineligible Motorcycles: Ducati Panigale V2

3. Technical Specification
  3.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle and SuperBike sections.

  3.2. If rules in the following section conflict with the rules in the Technical Requirements for Motorcycle section or SuperBike section, the rules in the Formula Twins section take precedence.

  3.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles, SuperBike, and the SuperBike Twins Max sections, must remain as originally produced by the manufacturer for the motorcycle.

  3.4. Engine configurations and displacement capacities. The following engine configurations comprise the class:
    3.4.1. Single cylinder, four-stroke liquid cooled, 701cc and up
    3.4.2. Twin cylinder, four-stroke liquid cooled, 691cc and up
    3.4.3. Twin cylinder, air cooled, 796cc and up

Moto 3

1. Motorcycle Specifications
  1.1. This class is based upon SuperBike Rules.
  1.2. Examples
    1.2.1. Moriwaki MD250h, Honda RS125, Yamaha TZ125, Ninja 300, CBR 250, CBR 300, Yamaha R3, KTM 390

2. Technical Specification
   2.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle section.

   2.2. If rules in the Moto 3 section conflict with the rules in the Technical Requirements for Motorcycle and SuperBike sections, the Moto 3 rules take precedence.

   2.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles and Moto 3 sections, must remain as originally produced by the manufacturer for the motorcycle.

   2.4. Engine configurations and displacement capacities. The following engine configurations comprise the class:
      2.4.1. Single cylinder, two stroke, up to 125cc
      2.4.2. Single cylinder, four stroke, up to 250cc

SuperBike 400

1. Motorcycle Specifications
   1.1. This class is based upon SuperBike Rules.
   1.2. Examples
      1.2.1. Examples of motorcycles in this class are Kawasaki Ninja 400

2. Technical Specification
   2.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle section.

   2.2. If rules in the SuperBike 400 section conflict with the rules in the Technical Requirements for Motorcycle and SuperBike sections, the Moto 3 rules take precedence.

   2.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles and SuperBike 400 sections, must remain as originally produced by the manufacturer for the motorcycle.

   2.4. Engine configurations and displacement capacities. The following engine configurations comprise the class:
      2.4.1. Single cylinder, two stroke, up to 125cc
      2.4.2. Single cylinder, four stroke, up to 400cc
      2.4.3. Twin cylinder, four-stroke, up to 400cc

Formula 40 1000

1. This class is based upon SuperBike Rules.

2. Racers participating in Formula 40 must be a minimum of 40 years of age or turning 40 during the year they are racing. Example: Racer's birthday in November, 2016 but they are allowed to race Formula 40 in January, 2016.

3. Technical Specification
   3.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle and SuperBike section.

   3.2. If rules in the following section conflict with the rules in the Technical Requirements for Motorcycle section or SuperBike section, the rules in the Formula 40 section takes precedence.

   3.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles section, SuperBike section, and the Formula 40 section, must remain as originally produced by the manufacturer for the motorcycle.

Euro Cup

1. This class is based upon SuperBike Rules.

2. The Euro Cup will be split into 2 classes: Euro Cup Max and Euro Cup Light.

3. Motorcycle Specifications
   3.1. Eligible motorcycles are any motorcycle manufactured in Europe – BMW, KTM, Ducati, Aprilia, Bimota, MV Agusta, Triumph, etc.

4. Technical Specification
   4.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle and SuperBike section.

   4.2. If rules in the following section conflict with the rules in the Technical Requirements for Motorcycle section or the SuperBike section, the rules in the Euro Cup section take precedence.

   4.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles section, SuperBike section, and the Euro Cup section must remain as originally produced by the manufacturer for the motorcycle.

   4.4. Engine configurations and displacement capacities. The following engine configurations comprise the class:
      4.4.1. Euro Max
         4.4.1.1. Water cooled 999cc's and above
      4.4.2. Euro Light
         4.4.2.1. Water cooled 998cc's and below
         4.4.2.2. Air cooled motorcycles are eligible to race in Euro Light.

Qualifying, Race Class, and Grid Positions

1. Grid positions will be based on a racer's time in the appropriate qualifying session.
   1.1. Grid positions are not affected by a racer's class.
   1.2. Changes to a racer's race class will not change the racer's grid position.

2. The cutoff for a racer to use their qualifying time in a Grande Corsa race is the start of Sunday's warm up\practice session.

3. The cutoff for a racer to use their qualifying time in a Sprint race is the start of the first Grande Corsa race.

4. Racers may still enter a race after the cutoff time, but the racer will start from the back of the grid.

5. A racer may change their race class after qualifying has been completed.
   5.1. The cutoff for a racer to change their race class for a Grande Corsa race is the start of Sunday's warm up\practice session.
   5.2. The cutoff for a racer to change their race class for a Sprint race is the start of the first Grande Corsa race.

6. In the case where all qualifying practices have been cancelled, the grid position will be based on the fastest time recorded by the riders in all free practices.

7. Racers who go out in the incorrect qualifying session without prior approval will have their times from that incorrect session invalidated.

Protests

1. PanAmerican SuperBike above all else will try and find an amicable solution suitable to all.

2. PanAmerican SuperBike race director has authorization to accept or deny any submitted protest.

3. Protests must be submitted within 30 minutes of race finish where the perceived infraction occurred.
   3.1. A counter-protest (against the protesting racer only) may be submitted within 30 minutes of receipt of the original protest.

4. All protests must be documented in writing with type of infraction, riders involved, time, and race.

5. Protests must come within race class.

6. Protest Fee Schedule:
   6.1. $20 fee will be submitted with formal protest
   6.2. $75.00 For protests requiring removal of valve covers, fuel testing, removal of plastic fairing
   6.3. $100.00 For protests requiring the removal of the oil pan (Included in disassembly of cases)
   6.4. $300.00 For protests requiring removal of cylinder head or cylinders.
   6.5. $500.00 For protests requiring disassembly of cases

7. Protest findings
   7.1. If protest(s) are upheld, protesting rider will be refunded all fees.
   7.2. Protested riders penalties may include loss of points or appropriate action determined by PanAmerican SuperBike officials

8. If protest(s) are denied, protested rider will be awarded the protest fee.

9. The bike being protested will be under PanAmSBK supervision by moving to a designated pit area from the time of the protest until the protested is executed.
   9.1. The protested race bike may be used in additional race.
   9.2. Protests will be executed after the racer has completed all their races on the protested race bike.

Team Championship Guidelines

1. Team Roster
   1.1. A team can have as many members as they wish.
   1.2. A team scoring roster will be limited to 5 racers.
   1.3. One substitution may be made to the team scoring roster per season.
   1.4. A roster form does NOT need to be submitted every round.
   1.5. Initial roster must be received prior to the first official race day of a given round for scoring to start on the current race weekend.
   1.6. Any roster changes must be submitted prior to the first official race day of a given round.
   1.7. A racer may choose to leave or change teams prior to Sunday race day or after Sunday race day.
      1.7.1. If a racer leaves a team for another team after qualifying is completed, the old team has until the start of race 1 on Sunday to fill the roster spot.

2. Scoring
   2.1. Racers listed on a team's last submitted roster will be scored.
   2.2. Points a racer earned while a member of team will remain with the team after a racer leaves the team.
      2.2.1. If a racer leaves a team during a race weekend, any points that racer has earned will remain with the team.

Trio Cup Guidelines

1. Trio Cup is a 3 racer team championship.

2. Team Roster
   2.1. A team will consist of 3 racers with 1 alternate racer.
   2.2. Team roster must be submitted prior to the start of race 1 for scoring to begin during the same weekend.
   2.3. Team roster cannot be changed after it has been submitted.

3. Scoring
   3.1. Scoring for the Trio Cup will begin with round 2.
   3.2. Points from 3 active racers will be counted.
   3.3. Points from the alternate racer will be counted if 1 or more of the 3 active racers is unable to participate in all of their races for the weekend.
   3.4. Points a racer earned while a member of team will remain with the team after a racer leaves the team.
   3.5. If a racer leaves a team during a race weekend, any points that racer has earned will remain with the team.

Scoring

1. One bonus point will be awarded to each class pole position.

2. Racer must complete a sprint race to receive points.

3. Racer must complete 75% of a Grande Corsa race to receive points.
   3.1. In cases where 75% does not equate to a whole lap, the actual minimum lap count will be rounded up.

4. Racer who do not finish will be marked as DNF.
   4.1. Crashing or mechanical issues that cause a racer to not finish a race will be marked as DNF

5. If multiple racers do not finish a race and have complete minimum required laps of a race for points, finishing positions will be based on the following criteria.
   5.1. Laps completed
   5.2. Position at last lap completed

6. Class Standing Ties
   6.1. Tie breaker will be first use podium finishes.
      6.1.1. Tie Breaker 1: Number of first place finishes
      6.1.2. Tie Breaker 2: Number of second place finishes
      6.1.3. Tie Breaker 3: Number of third place finishes

   6.2. If a winner cannot be determine by the podium finishes, number of finishes at each position will be used to determine a winner.
      6.2.1. Tie Breaker 4: Number of fourth place finishes
      6.2.2. Tie Breaker 5: Number of fifth place finishes

Miscellaneous Rules

1. Red Flag
   1.1. After exiting the track, all racers must immediately report to pit out.
   1.2. A racer may not return to their pits unless instructed to by PanAmerican SuperBike staff.
   1.3. Violation of this rule will result in a penalty.
   1.4. If half the race is completed when the red flag comes out, the race is considered finished.

2. Touring
   2.1. Riders must not tour the track. Touring is defined as riding in a manner not compatible with general safety. This includes being on the racing line and not attempting to produce a fast lap time. A penalty may be imposed on any rider found to be touring.
      2.1.1. First Offense: Verbal Warning
      2.1.2. Second Offense: 5 second penalty

3. A racer may be black flagged and removed from a race if their lap times are 125% slower than the average qualifying time for the race.

Penalties

1. Penalty Types
   1.1. Verbal Warning
   1.2. 5 Second Penalty
   1.3. Loss Of Position(s)
   1.4. Loss Of Point(s)
   1.5. Disqualification
      1.5.1. Disqualification from practice, qualifying, or race.
   1.6. Probation
      1.6.1. Length of probation will be based on severity of infraction.
   1.7. Suspension
      1.7.1. Length of suspension will be based on severity of infraction.

2. Penalty Levels
   2.1. Minor
      2.1.1. At minimum, a verbal warning will be issued.
      2.1.2. Additional penalties may be applied at discretion of PanAmerican SuperBike official.

   2.2. Major
      2.2.1. Racer will be placed on probation.
      2.2.2. Additional penalties may be applied.

3. PanAmerican SuperBike official will apply a penalty that is appropriate for violation.

4. Going Off Track
   4.1. If a racer gains an advantage and does not give up that advantage, racer will be penalized.

   4.2. Black Grass Violation
      4.2.1. If a racer gains an advantage and does not give up that advantage, racer will be penalized.
      4.2.2. Repeated violation during a race may result is multiple penalties.

5. PanAmerican SuperBike official reserves to the right to apply a penalty that is not specified in the rule book.

Rule Changes

1.1. In the event of a situation not covered by these rules, the PanAmerican SuperBike official will rule on any area of dispute by using common sense and fair play. The word of the PanAmerican SuperBike official on these gray area will be considered final.

1.2. PanAmerican SuperBike reserves the right to re-factor machines at any time.

1.3. PanAmerican SuperBike will notify current licensees 30 days prior to any change.

1.4. Changes will take effect 30 days from the original date of notification.