



TECHNICAL REGULATIONS



8TH FEBRUARY 2010

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These regulations are additional to the ACU Standing Regulations as laid out in the ACU Handbook.

1 ANNOUNCEMENT

The Hottrax Motorsport Michelin Power Cup Championships are a series of sprint races with grid starts. The machines are based on recent or current production motorcycles and available to the public through the normal commercial channels of the constructor/manufacturer.

1.1 Rider Eligibility

The 2010 Michelin Power Cup is restricted to riders who have not finished in the top 20 overall of any of the following Championships within the last 20 years:

British Superbike Championship, British Supersport Championship, National Superstock 600 & 1000 Championships, British 125GP Championship.

The organisers reserve the right to examine special cases relating to these provisions.

When a rider signs the entry form for the competition they are signing a sworn statement regarding their previous success in competition, any incomplete or false statement will result in immediate expulsion from the competition and repayment in full of any prizes received. The organisers may allow one or more riders to compete in individual races although they will receive no Championship points or prizes. The club reserve the right to exclude the Championship winners from re-entering the same class in the next year. The winning riders must make a special application to the club to be able to defend their Championships next year.

1.2 Classes

MICHELIN POWER CUP 1000

MICHELIN POWER CUP 600

1.3 Tyres

Riders may use tyres supplied by a personal sponsor or they may be supplied by Biketek Ltd.

1.3.1 Tyre designations

The following Michelin treaded and wet tyres will be made available, no other tyre may be used. Slicks are not allowed.

Front tyres:	110/70 – 17 A compound	Rear tyres:	180/55 – 17 A compound
	120/70 – 17 A compound		180/55 – 17 B compound
	120/70 – 17 B compound		180/55 – 17 C compound
	120/70 – 17 V profile		190/55 – 17 A compound
	12/60 – 17 Wet		190/55 – 17 B compound
			190/55 – 17 C compound
			18/67 – 17 Wet

Any modification or treatment (cutting, grooving) is forbidden.

1.4 Number Plate and Colours

Michelin Power Cup 1000 - White background 9010

Black numbers 9005

Michelin Power Cup 600 - White background 9010

Blue numbers 5010

1.5 Displacement capacities

Michelin Cup 1000

4 cylinders Over 600cc up to 1000cc 4-stroke

3 cylinders Over 750cc up to 1000cc 4-stroke

2 cylinders Over 850cc up to 1200cc 4-stroke

Michelin Cup 600

4 cylinders Over 595cc up to 600cc 4-stroke

3 cylinders Over 625cc up to 675cc 4-stroke

2 cylinders Over 625cc up to 750cc 4-stroke

The displacement capacities must remain at the homologated size. Modifying the bore and stroke to reach class limits is not allowed. Machines eligible for the Michelin Power Cup 600 Championship are also eligible for the Michelin Power Cup 1000 Championship.

1.6 General Regulations

1.6.1 Machines

All machines must comply with Superstock Regulations and for the avoidance of doubt the following general regulations will apply:

1.6.1.1 Engines may not be modified other than blueprinting. Camshafts and sprockets may be changed.

1.6.1.2 Wiring looms may be modified

1.6.1.3 A Power Commander or similar plug-in programmable fuel control device may be fitted

1.6.1.4 Programmable igniter boxes or ECU's are allowed.

1.6.1.5 Exhaust systems may be changed.

1.6.1.6 Starting system cannot be changed and may be checked at any time

1.6.1.7 Suspension – front fork internals may be changed, rear shock absorber may be changed

1.6.1.8 Brakes – Rotors, pads and hoses may be changed.

1.6.1.9 Air intakes and air box may be modified, air filter element may be changed

1.6.1.10 Quickshifters are allowed

1.7 Fuel

All motorcycle engines must function on normal unleaded fuel. These regulations strictly prohibit the use of 'Bluegas', power boosters, octane boosters and the like. No additions are allowed to the fuel. E85 Bio-ethanol pump fuel is also allowed.