

MOTORCYCLE GRAND PRIX



NATIONAL RACING ASSOCIATION



**Motorcycle
Philippines
Federation**
<http://motorcyclephilippines.com>



NATIONAL RACING
ASSOCIATION

CLASS REGULATIONS 2006

RACE DISTANCES

400 UNLIMITED
45 kilometers

MAXI MOD
30 kilometers.

UNDERBONE GRAND PRIX
45 kilometers.

SUPER 110
25 kilometers

110 GRAND PRIX
35 kilometers

SUPER 125
25 kilometers

Applicable to race meeting held at street or circuit races

1. NAME OF EVENT: National Racing Association Motorcycle Grand Prix
Championship 2006

2. ORGANIZERS:

- a) National Racing Association (NRA)
- b) Clubs designated by the NRA

3. TYPE OF EVENT : Mass start road races for motorcycles

4. STATUS: National

5. JURISDICTION:

This meeting is held under the National Competition Rules of the NAMSSA / FIM, incorporating the International Motorcycle Regulations, the International Sporting Code of the FIM, the Supplementary Regulations of the NRA, and these Standing Regulations issued by the organizers with written, shall have the same force as these Regulations.

6. DATES & VENUES:

Round	Date	Day	Venue	
Round 1	July 30	Sun	BRC	400
Round 2	August 19	Sun	CCP	---
ENDURANCE	Sept 9	Sat	BRC	400
Round 3	Oct. 29	Sun	BRC	400
Round 4	Nov. 19	Sun	CCP	---
Round 5	Dec 10	Sun	BRC	400
Awards	Jan 30	Tues	TBA	

7 CLASSES

7.1 400 UNLIMITED

Eligibility of Motorcycle

This class is open to motorcycles with the maximum displacement of;

- a) 750cc for single cylinder four strokes
- b) 650cc for two cylinder four strokes
- c) 400cc for multi cylinder four strokes
- d) 250cc for two stroke machines originally designed for road use
- e) 125cc for two stroke machines originally designed for racing use

7.1.2 All breather hose must have a catch tank located in as easily accessible position and which must be emptied before the start of each race. Catch tank must measure at least 250cc

7.1.3 WEIGHT

The minimum wet weight is 200 kg.

7.1.4 FUEL

Fuel must be UNLEADED and locally available at retail outlets.

7.1.5 TIRES

Slicks, hand cut tires are not allowed. Rain tires are allowed.

7.1.6 The following items must be altered if the homologated motorcycle does not comply.

6.1 Motorcycles must be equipped with a functional ignition kill switch (within reach of hands while hand grips).

6.2 Removal of safety equipment, i.e. stands, rear view mirror, auxiliary steps and turn signals.

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

7.2 **UNDERBONE GRAND PRIX**

7.2.1 ELIGIBILITY OF MOTORCYCLE

This class is open to Philippine homologated motorcycles that are 4 stroke (single cam/2-valve) 1-cylinder, 4 gears underbone configuration motorcycles with the maximum displacement of 130cc (oem or overbore)

7.2.2 The following items **MUST NOT BE** altered:

2.1	Type of engine, number of cylinder
2.2	The material and casting of cylinder, cylinder head, crankcase and gearbox.
2.3	The materials of the internal parts of the engines.
2.4	The angle of the cylinder head and cylinder relative to crankcase cover.
2.5	The materials, casting and shape of crankcase cover.
2.6	The materials, dimensions and shapes of crankshaft assembly.
2.7	Piston stroke
2.8	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 is not concerned.
2.9	Fuel tank (excluding Inlet opening and fuel cork)
2.10	Primary gear ratio & number of gears.
2.11	Frame body must remain as originally produced by the manufacturer for homologated machine.

7.2.3 The following items may be altered, but must conform to the general specification. (This is for clarification only. Other parts not listed in Art. 7.2.2 can be altered or replaced. Change of specification means modification, changes or removal of the parts.)

3.1	Change of valves, port areas & change of compression ratio is allowed.
3.2	Setting of carburetor, attachment or size change of air funnel.
3.3	Inlet opening of fuel tank for fuel charge may be modified but cannot be relocated.
3.4	Change of fuel pipe and fuel cork.
3.5	Change of exhaust pipe and muffler, but must have silencer.
3.6	Change of clutch discs and specifications of spring. Manual clutch is allowed.
3.7	Gear ratios are free.
3.8	Starting device and parts relative to this device may be removed.
3.9	High comp piston aftermarket piston, piston rings, piston pins, clips.
3.10	Modification or removal of air cleaner box, wire harness and control wires.
3.11	Removal of speedometer (including meter gearbox and cable).
3.12	Removal of drive chain case and cover. Change of drive chain is allowed. A minimal cover is required This cover should prevent the possibility of a riders body parts getting caught between chain and sprockets.
3.13	Change of final gear ratio is allowed.
3.14	2.2 Maximum width of rims must be as follows: FRONT: 1.20 to 1.60 inches REAR: 1.60 to 2.15 inches
3.15	Modification and change of rear brake part is allowed.
3.16	Frame body may be strengthened.
3.17	Modification and change of brackets and pedals including footrest.
3.18	Front suspension unit 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.
3.19	Attachment of stabilizer to strengthen or reinforcing rear swing arm is allowed.
3.20	Removal of dust seals.
3.21	Rear suspension unit may be replaced. The rear suspension spring is free. The internal part of the shock absorber can be modified. The rear linkage must remain as originally produced by the manufacturer.
3.22	Handle bars, clutch and front brake lever may be changed by an after market copy. Clutch springs may be changed.
3.23	Steering dampers may be fitted. They must not act in any way as a steering lock limiting device.

3.24	Materials of streamlining, shape and material of seat cowling (However, expensive material such as carbon fiber and Kevlar are not allowed).
3.25	Removal of rear mudguard. Bodywork must retain overall stock shape
3.26	All lubricants are free.
3.27	Adjusting and polishing any parts are allowed. (Adjusting is defined as: "To select each part or assembly complete within the limit of single or total tolerance"; i.e. that of valve clearance, ignition timing, etc. Polishing is defined as "To smooth rough surfaces of each part within its dimension limit", i.e. polishing ports, connecting rods, piston combustion chamber, etc).
3.28	Cutting unnecessary stays is allowed (including part of seat-rail).
3.29	Flywheel and ignition is free.
3.30	Front disc brake may be added.
3.31	Intake manifold may be replaced
3.32	CDI and electrical system may be altered/ modified

7.2.4 All breather hose must have a catch tank located in as easily accessible position and which must be emptied before the start of each race. Catch tank must measure at least 250cc.

7.2.5 WEIGHT

The minimum weight is 145 kg with fuel. (rider with full riding gear, bike, fuel after the checkered flag)

7.2.6 FUEL

Fuel must be UNLEADED and locally available at retail outlets.

7.2.7 Tires. Slick, hand cut or rain tires are not allowed

7.2.8 The following items must be altered if the homologated motorcycle does not comply.

8.1 Motorcycles must be equipped with a functional ignition kill switch (within reach of hands while hand grips).

8.2 Removal of safety equipment, i.e. stands, mirrors, auxiliary steps and turn signals.

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

8.4 Axles, caliper bolts, drain plug, oil filler cap and levers must be safety wired.

7.2.9 The following are not allowed.

8.1 Use of special materials such as magnesium, titanium light alloys, reinforced carbon fiber, etc. when modifying or changing parts.

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

7.2.10 HOMOLOGATION PROCEDURE

Homologating procedure must be submitted to NAMSSA and CC to NRA, all machines entered must be sold in the Philippines by our local manufacturers.

7.2.11 NOISE CONTROL

Exhaust must have silencer.

7.2.12 CHANGE OF PARTS

Exchange of single parts or an assembly of motorcycle with those of the same model bearing the same type of frame number and engine number is allowed.

7.2.13 ELIGIBILITY OF COMPETITORS

All race licensed riders may compete in this class.

7.3 **110 GP**

7.3.1 ELIGIBILITY OF MOTORCYCLE

This class is open to Philippine homologated motorcycles that are 4 stroke (single cam/2-valve) 1-cylinder, 4 gears underbone configuration motorcycles with the maximum displacement of 115cc (overbore)

7.3.1.3 The following items MUST NOT BE altered:

3.1	Type of engine, number of cylinder
3.2	The material and casting of cylinder, cylinder head, crankcase and gearbox.
3.3	The materials of the internal parts of the engines.
3.4	The angle of the cylinder head and cylinder relative to crankcase cover.
3.5	The materials, casting and shape of crankcase cover.
3.6	The materials, dimensions and shapes of crankshaft assembly.
3.7	Piston stroke
3.8	Maximum size of carburetor is 24mm. Minimum cross sectional area of intake mixture air passage. Jet needle, butterfly shaft, valves. Throttle valve shapes and its sectioned area is not concerned.
3.9	Fuel tank (excluding Inlet opening and fuel cork)

3.10	Primary gear ratio & number of gears.
3.11	Frame body must remain as originally produced by the manufacturer for homologated machine.

7.3.1.4 The following items may be altered, but must conform to the general specification. (This is for clarification only. Other parts not listed in Art. 7.3.1.3 can be altered or replaced. Change of specification means modification, changes or removal of the parts.)

4.1	Change of valves, port areas & change of compression ratio is allowed.
4.2	Setting of carburetor, attachment or size change of air funnel.
4.3	Inlet opening of fuel tank for fuel charge may be modified but cannot be relocated.
4.4	Change of fuel pipe and fuel cork.
4.5	Change of exhaust pipe and muffler, but must have silencer.
4.6	Change of clutch discs and specifications of spring. Manual clutch is allowed.
4.7	Gear ratios are free.
4.8	Starting device and parts relative to this device may be removed.
4.9	High comp piston aftermarket piston, piston rings, piston pins, clips.
4.10	Modification or removal of air cleaner box, wire harness and control wires.
4.11	Removal of speedometer (including meter gearbox and cable).
4.12	Removal of drive chain case and cover. Change of drive chain is allowed. A minimal cover is required This cover should prevent the possibility of a riders body parts getting caught between chain and sprockets.
4.13	Change of final gear ratio is allowed.
4.14	2.2 Maximum width of rims must be as follows: FRONT: 1.20 to 1.60 inches REAR: 1.60 to 2.15 inches
4.15	Modification and change of rear brake part is allowed.
4.16	Frame body may be strengthened.
4.17	Modification and change of brackets and pedals including footrest.
4.18	Front suspension unit 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.
4.19	Attachment of stabilizer to strengthen or reinforcing rear swing arm is allowed.
4.20	Removal of dust seals.
4.21	Rear suspension unit may be replaced. The rear suspension spring is free. The internal part of the shock absorber can be modified. The rear linkage must remain as originally produced by the manufacturer.

4.22	Handle bars, clutch and front brake lever may be changed by an after market copy. Clutch springs may be changed.
4.23	Steering dampers may be fitted. They must not act in any way as a steering lock limiting device.
4.24	Materials of streamlining, shape and material of seat cowling (However, expensive material such as carbon fiber and Kevlar are not allowed).
4.25	Removal of rear mudguard. Bodywork must retain overall stock shape
4.26	All lubricants are free.
4.27	Adjusting and polishing any parts are allowed. (Adjusting is defined as: "To select each part or assembly complete within the limit of single or total tolerance"; i.e. that of valve clearance, ignition timing, etc. Polishing is defined as "To smooth rough surfaces of each part within its dimension limit", i.e. polishing ports, connecting rods, piston combustion chamber, etc).
4.28	Cutting unnecessary stays is allowed (including part of seat-rail).
4.29	Flywheel and ignition is free.
4.30	Front disc brake may be added.
4.31	Intake manifold may be replaced
4.32	CDI and electrical system may be altered/ modified

7.3.1.5 All breather hose must have a catch tank located in as easily accessible position and which must be emptied before the start of each race. Catch tank must measure at least 250cc

7.3.1.6 WEIGHT

The minimum weight is 145 kg with fuel. (rider with full riding gear, bike, fuel after the checkered flag)

7.3.1.7 FUEL

Fuel must be UNLEADED and locally available at retail outlets.

7.3.1.8 TIRES

Slick, hand cut or rain tires are not allowed

7.3.1.9 The following items must be altered if the homologated motorcycle does not comply.

9.1 Motorcycles must be equipped with a functional ignition kill switch (within reach of hands while hand grips).

9.2 Removal of safety equipment, i.e. stands, mirrors, auxiliary steps and turn Signals.

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

9.4 Axles, caliper bolts, drain plug, oil filler cap and levers must be safety wired.

7.3.1.10 The following are not allowed:

10.1 Use of special materials such as magnesium light alloy, reinforced carbon fiber, etc. when modifying or changing parts.

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

7.3.1.11 **HOMOLOGATION PROCEDURE**

Homologating procedure must be submitted to NAMSSA and CC to NRA, all machines entered must be sold in the Philippines by our local manufacturers.

7.3.1.13 **NOISE CONTROL**

Exhaust must have silencer.

7.3.1.14 **CHANGE OF PARTS**

Exchange of single parts or an assembly of motorcycle with those of the same model bearing the same type of frame number and engine number is allowed.

7.3.1.14 **ELIGIBILITY OF COMPETITORS**

All race licensed riders may compete in this class

7. 4 **MAXI MOD**

7.4.1 **ELIGIBILITY OF MOTORCYCLE**

This class is open to all Philippine homologated 4-stroke underbone motorcycles with the maximum displacement of 150cc ;

7.4.2 **WEIGHT**

The minimum weight is 145 kg with fuel. (rider with full riding gear, bike, fuel after the checkered flag)

7.4.3 **FUEL**

Fuel must be UNLEADED and locally available at retail outlets.

7.4.4 **TIRES**

Slick, hand cut or rain tires are not allowed

7.4.5 The following items must be altered if the homologated motorcycle does not comply:

5.1 Motorcycles must be equipped with a functional ignition kill switch (within reach of hands while hand grips).

5.2 Removal of safety equipment, i.e. stands, rear view mirror, auxiliary steps and turn signals.

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

7.4.6 The following are not allowed:

6.1 Use of special materials such as magnesium light alloy, reinforced carbon fiber, etc. when modifying or changing parts.

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

6.3 Slick, hand cut or rain tires are not allowed.

7.4.7 HOMOLOGATION PROCEDURE.

Homologating procedure must be submitted to NAMSSA and CC to NRA, all machines entered must be sold in the Philippines by our local manufacturers.

7.4.8 NOISE CONTROL

Exhaust must have silencer.

7.4.9 ELIGIBILITY OF COMPETITORS

All race licensed riders may compete in this class

7.5 **SUPER 110 & 125**

7.5.1 ELIGIBILITY OF MOTORCYCLE SUPERSTOCK 110 / SUPERSTOCK 125

This class is open to Philippine homologated motorcycles that are 4 stroke (single cam/2-valve) 1-cylinder, 4 gears underbone configuration motorcycles.

7.5.2 GENERAL SPECIFICATIONS

Motorcycle for underbone class must be in current production and must be homologated with NRA and be on sale in Philippines

7.5.2.1 The following items MUST NOT BE altered:

1.1	Type of engine, number of cylinder, piston stroke and the valve.
1.2	The material and casting of cylinder, cylinder head, crankcase and gearbox.
1.3	The materials of the internal parts of the engines.
1.4	Position of the cylinder head and cylinder relative to crankcase cover.
1.5	The materials, casting and shape of crankcase cover.
1.6	The materials, dimensions and shapes of crankshaft assembly.
1.7	Fuel tank (excluding inlet opening and fuel cork).
1.8	Primary gear ratio and number of gears.
1.9	Frame body, rear swing arm and rear suspension system.
1.10	Frame body must remain as originally produced by the manufacturer.
1.11	Front Fork and underbracket complete.

7.5.2.2 The following items may be altered, but must conform to the general specification. (This is for clarification only. Other parts not listed in Art. 10.3 & 10.4 can be altered or replaced. Change of .specification means modification, changes or removal of the parts.)

2.1	Inlet opening of fuel tank for fuel charge may be modified but cannot be relocated.
2.2	Change of fuel pipe and fuel cork.
2.3	Change of exhaust pipe and muffler, but must have silencer.
2.4	Modification or removal of air cleaner box is not permitted, but air filter element may be replaced or removed
2.5	Starting device and parts relative to this device may not be removed.
2.6	Removal of speedometer (including meter gearbox and cable).
2.7	Removal of drive chain case and cover. Change of drive chain is allowed.
2.8	Change of final gear ratio is allowed.
2.9	Maximum width of rims must be as follows: FRONT: 1.2 to 1.60 inches REAR: 1.60 to 2.0 inches
2.10	Modification and change of rear brake pad/lining is allowed.
2.11	Modification and change to brackets and pegs including footrest.
2.12	Front suspension unit must remain as originally produced by the manufacturer. The rear suspension spring is free. The internal part of the shock absorber can be modified. The rear linkage must remain as originally produced by the manufacturer.
2.13	Attachment of stabilizer to strengthen or reinforcing rear swing arm is allowed

2.14	Removal of dust seals.
2.15	Rear suspension unit must remain as originally produced by the manufacturer. However the rear suspension unit is interchangeable with other underbone motorcycle. Rear suspension spring is free. The internal parts of the shock absorber can be modified. However, the rear linkage must as originally produce by the manufacturer.
2.16	Handle bars, clutch and front brake lever may be changed by an after market copy. These must be as original in appearance.
2.17	Steering dampers may be fitted. They must not act in any way as a steering lock limiting device.
2.18	Materials of streamlining, shape and material of seat cowling (However, expensive material such as carbon fiber and Kevlar are not allowed).
2.19	Removal of rear mudguard and side covers. Body must retain original silhouette
2.20	All lubricants are free.
2.21	Adjusting any parts are allowed. (Adjusting is defined as: "To select each part or assembly complete within the limit of single or total tolerance"; i.e. that of valve clearance, ignition timing, etc.
2.22	Cutting unnecessary stays is allowed (including part of seat-rail).
2.23	Flywheel and ignition must be standard as manufactured
2.24	Front disc brake must be original. Pad material and brake lines may be changed to aftermarket parts.
2.24	Original starting system must be retained and operational.
2.25	Manual –clutched motorcycles are allowed. Auto-clutched motorcycles may be converted to equivalent assemblies.

7.5.2.3 WEIGHT

The minimum weight is 145 kg with fuel. (rider with full riding gear, bike, fuel after the checkered flag)

7.5.2.4 FUEL

Fuel must be UNLEADED and locally available at retail outlets.

7.5.2.5 Tires. Slick, hand cut or rain tires are not allowed.

7.5.2.6 The following items must be altered if the homologated motorcycle does not comply.

7.1 Motorcycles must be equipped with a functional ignition kill switch (within reach of hands while hand grips).

7.2 Removal of safety equipment, i.e. stands, rear view mirror, auxiliary steps and turn signals.

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

7.5.2.7 The following are not allowed:

7.1 Use of special materials such as magnesium light alloy, reinforced carbon fiber, etc. when modifying or changing parts.

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

7.3 Slick, hand cut or rain tires are not allowed.

7.5.2.8 HOMOLOGATION PROCEDURE.

Homologating procedure must be submitted to NAMSSA and CC to NRA, all machines entered must be sold in the Philippines by our local manufacturers.

7.5.2.9 NOISE CONTROL

Exhaust must have silencer.

7.5.2.10 CHANGE OF PARTS

Exchange of single parts or an assembly of motorcycle with those of the same model bearing the same type of frame number and engine number is allowed.

7.5.2.11 ELIGIBILITY OF COMPETITORS

No graded riders may compete in these classes.

- *Requests for clarifications must be made and responded to in writing to be recognized by the membership manufacturers, the NRA and NAMSSA*
- *Should a rule, modification not be in the rulebook, a participant **may not** perform/ use the changes in their bike.*
- *This section is for technical specifications only, please refer to the blue section for other guidelines and regulations.*