

## **LOCK WIRING**

- Plugs or caps which, if removed, permit the discharge of any lubricating, cooling or hydraulic fluids, must be wire-locked or otherwise secured in the tightened position in a manner approved by the scrutineer.
- Lock wiring used on oil and water filler caps and drain plugs must be visible.
- A pin or locknut must be fitted to the brake pad fixture. The safety wire used on the brake caliper bolts must be visible.

*The brake caliper bolts, oil filler cap, oil drain bolt, oil filter bolts, radiator cap and water pump drain bolt must all be lockwired. You can drill a small hole (1-2mm) into the bolts/caps to run the wire through or even buy specific aftermarket bolts that already have the holes for lockwiring. Run the wire through the hole while the bolt is tightened and secure it to another bolt or part of the bike. The wire can be twisted and tightened with pliers or you can use an actual lock wiring tool (as used in the photos below).*



## **SLIDERS**

- Front and rear axle sliders must be fitted, be constructed of a non-stick, non-abrasive material and anchorages must be contained within the device to impede contact with the ground.
- Peg sliders must be fitted to the underside of both foot pegs, be constructed of a non-stick, non-abrasive material and anchorages must be contained within the device to impede contact with the ground.
- Foot pegs must be the folding type, no fixed or rigid pegs are allowed in Supermoto and Mini-Motard classes.

*You can buy specifically designed sliders or even make your own. An easy way to make axle sliders is to use skateboard wheels and some threaded rod running through the axle. Delrin rod cut to the desired size is also a popular choice for home-made sliders. Remember that no part of the metal fittings fastening the sliders to the axles and pegs can stick out passed the slider.*





## **CATCH CANS**

- **A 300cc oil catch tank must be used on the engine breather system. In addition, a 200cc catch tank must be used on radiator overflow and carburettor breather hoses. All of the above hoses, combined, can feed into a 500cc catch tank.**

*Catch cans are needed to stop any liquids overflowing/spilling from the bike and onto the track, as spilled liquids can quickly become a hazard to the other riders. Catch cans are easily made with a trip to the hardware store for some PVC piping, end caps and hose fittings. You can buy ready-made catch cans or you could even use a drink bottle as long as it seals and it's big enough. Make sure all hoses go into the catch cans and that each catch can has a breather hose so it does not pressurise (notice the blue hose coming out of the catch cans and going up under the plastics on the first two photos). Different bikes will have different amounts of hoses, if you have a fuel injected bike you're in luck - You have a lot less hoses!*

*The calculation for working out the volume of a pipe is:  $3.14 \times \text{radius}^2 \times \text{height}$  (or... just google an online pipe volume calculator). For example; a pipe with an inner diameter of 50mm needs to be approximately 150mm long to hold 300ml.*

*Remember to make sure the catch cans are securely fastened to the bike; most people use cable ties or hose clamps. Try to mount them somewhere they won't come in contact with the ground in a crash as they will fit in different places on different bikes.*



## **OTHER INFORMATION**

- Timing transponders will be used and must be attached to the upper fork leg, no other position will be deemed suitable.
- Riding numbers must be a minimum of 100mm in height, be of a contrasting colour to the board and be clearly legible at a distance of 30 metres.
- The ends of the handlebars or twist grip sleeves must be securely plugged so as to present a flush or rounded end.
- If hand protectors are used, they must be of a shatter proof material.
- Throttle controls must be self-closing.
- Bigfoot tyres on standard MX rims are permitted.
- Knobby tyres are not permitted.
- The only liquid coolants permitted are water and non-glycol coolants. Glycol and coolants manufactured with glycol are not allowed.
- Centre and side stands must be removed for all types of competition in supermoto.
- If you are racing a road registered supermoto; the mirrors, licence plate and stand must be removed and the headlight, tail light and indicators must be taped over.
- Only single or twin cylinder engines may be used.
- A non-return valve must be fitted to the fuel tank breather.
- The actual engine capacity of a machine competing in a capacity class may not exceed the prescribed capacity for that class by more than 2%.

**If you are still unsure on anything you need to do to your bike - just ask!**

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