



FÉDÉRATION INTERNATIONALE DE MOTOCYCLISME

**Road Racing FIM Superbike &
Supersport World Championships
and FIM Superstock Cup Regulations**

2009

*Règlements du Championnat du Monde FIM
Superbike & Supersport
et de la Coupe FIM Superstock
de Courses sur Route*

S3 SUPERBIKE
WORLD CHAMPIONSHIP

SUPERSPORT
WORLD CHAMPIONSHIP

SUPERSTOCK
FIM CUP 1000

**ROAD RACING FIM SUPERBIKE
& SUPERSPORT WORLD CHAMPIONSHIPS
AND FIM SUPERSTOCK CUP REGULATIONS**

**REGLEMENTS DU CHAMPIONNAT
DU MONDE FIM SUPERBIKE
& SUPERSPORT ET DE LA COUPE FIM
SUPERSTOCK
DE COURSES SUR ROUTE**

This book (hereinafter collectively referred to as the "Regulations") has been printed on 31.01.09. Successive editions can be printed for supplementing and/or amending. The new editions will be numbered (2nd edition, 3rd edition, etc.), dated and issued to all relevant Bodies. / *Ce livre (ci-après désigné collectivement sous la dénomination "Règlements") a été imprimé le 31.01.09. Des éditions successives peuvent être imprimées pour complément et/ou amendement. Les nouvelles éditions seront numérotées (2^{ème} édition, 3^{ème} édition, etc.), datées et transmises aux organismes appropriés.*

**THIS BOOK PREVAILS OVER ALL OTHER FIM RULE BOOKS EXCEPT
THOSE REFERRED TO AS AN APPENDIX
CETTE BROCHURE PRÉVAUT SUR TOUS LES AUTRES RÈGLEMENTS FIM,
À L'EXCEPTION DE CEUX QUI SONT RENVOYÉS À UNE ANNEXE.**

2009

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**AMENDMENTS TO THE ROAD RACING FIM SUPERBIKE
& SUPERSPORT WORLD CHAMPIONSHIPS AND FIM SUPERSTOCK
CUP REGULATIONS
(HEREINAFTER COLLECTIVELY REFERRED TO “REGULATIONS”).**

The FIM, through the Superbike Commission and the Superbike Permanent Bureau, may at any time amend any or all provisions of the Regulations.

General Undertakings and Conditions

All riders, team personnel, officials, promoters/organizers and all the persons involved in any capacity whatsoever participating in the Road Racing FIM Superbike & Supersport World Championship and Superstock Cup (hereinafter collectively referred to "Championship") undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

1. SPORTING REGULATIONS
2. TECHNICAL REGULATIONS
3. DISCIPLINARY AND ARBITRATION CODE
4. CIRCUIT STANDARDS
5. MEDICAL CODE

as supplemented and amended from time to time (hereinafter collectively referred to as the "Regulations").

All the persons mentioned above may be penalised in accordance with the provisions of the Regulations.

Whilst these Regulations may be translated into other languages, in case of any dispute regarding interpretation the Official English text will prevail.

It is the responsibility of the team to ensure that all persons concerned with its entry observe all the requirements of the Regulations. The responsibility of the rider, or any other person having charge of an entered machine during any part of the Event with respect to observance of the Regulations is joint and several with that of the team.

All persons concerned in any way with an entered machine or present in any capacity whatsoever in the Paddock, Pits, Pit lane or Track, must wear an appropriate pass at all times during the Event.

ANTIDOPING CODE

All the persons concerned must at all times observe the FIM Anti-Doping Code and may be penalised accordingly.

1. SPORTING REGULATIONS

1.1 INTRODUCTION

- 1.1.1 A series of motorcycle races counting toward the Championship for Riders and Constructors will be organised.

1.2 EVENTS

- 1.2.1 The Event shall be deemed to commence at the scheduled time for Technical and Sporting Checks and finish after all the races at the expiry of the deadline for the lodging of a protest and the time at which technical or sporting verifications have been concluded, whichever is the latest.

The race control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain at the circuit available to the Race Direction and FIM Stewards during that period.

- 1.2.2 Events must be staged on race circuits that have been approved by the FIM for the Championship.
- 1.2.3 Events must not include any other races except for support races approved by **IMS** and FIM which may not alter the event schedule (1.13).
- 1.2.4 Any activity involving **4 wheels racing** vehicular use of the track during the event, including "demonstrations", displays or the suchlike must receive prior approval **from FIM and IMS**.
- 1.2.5 Organisers will be nominated by **IMS** and FIM.
- 1.2.6 The Organiser is responsible for providing the facilities and personnel to ensure the smooth and efficient running of the event.

1.2.7 **IMS** shall obtain or shall arrange for the provision by each organiser of an insurance for third party liability for each meeting to cover **IMS** liability and that of all participants, the manufacturers, riders, sponsors, teams, service companies and officials in case of accidents to third parties during a meeting or during the practices.

The insurance policy shall also cover any possible liability of the FIM and the organiser to third parties. A copy of the policy written in English or French shall be made available to the organiser, **IMS** and to the FIM Executive Secretariat not later than 20 days prior to the event.

The cover provided for each event shall be US \$ 10 million, with the exception of the USA and Canada, where the cover shall be different.

The validity of the insurance must start at 08:00 hrs, on the Wednesday (or Tuesday in the case of Saturday races) before the race and finish at 24:00 hrs on the Monday (or Sunday in the case of Saturday races) after the race.

In case the organiser subscribes his own Third Party Liability Insurance in full conformity with the above specification of the present art. 1.2.7, the organiser may send the certificate of insurance duly filled in, signed and stamped by an authorised Representative of the Insurance Company, to **IMS** and to the FIM Executive Secretariat. This original declaration (form to be provided by **IMS**) shall be sent to **IMS** by mail or courier at least 20 days before the event.

1.2.8 At least 90 days prior to the Event, the Organisers of the event must submit the following information to the FIM and **IMS**:

- a – Confirmation of the name and address of the Promoters/ Organisers, including telephone and facsimile numbers for correspondence.
- b – The date and place of the Event.
- c – A detailed plan of the circuit, its direction, clockwise or anticlockwise, and length.
- d – The location at the circuit of the rider information centre and the official notice board.

- e – The name and address of the company providing the third party liability insurance cover and the number of the policy.
- f – Name and address of FMNR.
- g – The name of the Clerk of the Course (with FIM Clerk of the Course licence).
- h – The name, address and telephone number of the Chief Medical Officer.
- i – The name, address and telephone number of the hospitals designated for the event.

N.B. The Organiser is not required to produce or publish any Supplementary Regulations for the event.

- 1.2.9** At least 60 days before the Event, **IMS** must publish the above information and post it to all teams with an entry for the Event.

1.3 THE PADDOCK

- 1.3.1** The Paddock, pit boxes and all other facilities must be available to teams at least on the Wednesday prior to a Sunday race and remain available to competitors for at least one day and, if possible, two days after the event.

- 1.3.2** Access must be available for teams arriving to set up between the hours of 08:00 and 20:30.

- 1.3.3** At all times that the Paddock is occupied there must be 24 hour attendance at the gates providing vehicular access to the circuit and paddock.

- 1.3.4** When the Paddock is occupied there must be an adequate medical and fire fighting service available to all riders, teams, manufacturers, sponsors, service companies, officials, FIM, **IMS**, etc.
At minimum the services must be available from 08.00 – 18.00hrs on the two days prior to the “setting up of teams day”, and on a 24 hour basis for the remainder of the event, ending at midnight on the day after race day.

1.3.5 Full security must be supplied to the Paddock area from at least midnight of the Wednesday prior to a Sunday race until midnight of the Monday following the race.

1.4 OFFICIALS

All the following Officials must be present and available at the time necessary to ensure smooth and efficient running of the Event:

1.4.1 Permanent Officials

All permanent officials shall be appointed for the Championship by the Permanent Bureau.

The following officials will be appointed to perform supervisory and executive roles. Except in cases of illness or Force Majeure the officials will be expected to be present at each event.

Race Director Responsible for ensuring proper observance of the Regulations and efficient running of the practice and races.

The Race Director has no competence for the application of sanctions.

The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:

- a) The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the Race Director to modify the timetable in accordance with the Sporting Regulations.
- b) The stopping of practice or the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
- c) The starting procedure.
- d) The use of medical cars/fast interventions vehicles.

Technical Director Responsible for ensuring that technical Regulations are correctly enforced and supervising scrutineering and protests of a technical nature.

Medical Director Responsible for liaison with the Chief Medical Officer appointed by the Organisers to ensure compliance with the Medical Code.

FIM Safety Officer Responsible for the supervision of all aspects of safety.

Starter Responsible to start the race.

1.4.2 Individual Event officials

All individual Event Officials shall be appointed for each event.

They are:

A) Officials appointed by the FIM

1) **The President and two members of the International Jury** (with FIM Sporting Steward licence) They are responsible for ensuring that the event is conducted according to the Regulations.

B) Officials appointed by the FMNR/Organiser.

2) **Clerk of the Course** Responsible for:

a – Ensuring that the circuit is suitably prepared for and maintained during the Event and that all legal requirements applicable for the running of the event have been complied with.

b – Ensuring that all officials and services are in place.

The stationing of all track personnel and equipment (i.e. marshals, doctors, ambulances, flags, etc.) alongside the Circuit no later than 30 minutes prior to the beginning of all practice sessions and warm ups.

The Race Director, the FIM Safety Officer, the Clerk of the Course and the Medical Director will make the final inspection of the Circuit to ensure this regulation is complied with, 30 minutes prior to the beginning of the all practice sessions and warm ups.

During the final inspection lap, the yellow flag must be waved at each flag marshal post together with the display of other flags and equipment requested by the FIM Safety Officer.

- c – Taking decisions to ensure the smooth and efficient running of the event.
- d – Ensuring that the event is run within the Regulations.
- e – Notification of protests to the Race Direction.
- f – Immediate approval and signature with time of provisional results (practices, Superpoles, warm-ups, starting grids and races) and presentation of reports to the International Jury.

3) Secretaries Responsible for:

- a – During the event effecting communications between the various officials.
- b – Providing secretarial support for the International Jury, the Race Direction and the FIM Stewards.

4) Other Officials Stewards, Technical Stewards, Security Personnel, Medical Staff etc., as required for the efficient running of the event.

All communications between the individual Event Officials must be made via the relevant Permanent Officials.

1.4.3 The Race Direction

The Race Direction shall be appointed for the Championship by the Permanent Bureau.

1.4.4 The FIM Stewards

The FIM Stewards shall be appointed for each event by the FIM.

1.5 INTERNATIONAL JURY

1.5.1 The management of the event will be carried out by the International Jury which will comprise the following delegates:

The President appointed by the FIM – who will chair the meetings
Two Jury Members appointed by the FIM
The Delegate appointed by **IMS**
The Race Director
The Technical Director
The Medical Director
The Clerk of the Course
The FIM Safety Officer

1.5.2 At any time the duties of the members of the International Jury are:

- a – To ensure the smooth and efficient running of the event.
- b – To make recommendations to the Race Direction concerning any matter that is in contradiction to the Regulations.
- c – To report to the Race Direction any infringements of the Regulations.

1.5.3 The International Jury will meet at any time required during the event, but at least:

- a – Prior to the first practice session.
- b – At the end of each practice day.
- c – At the end of the event.

- 1.5.4 The quorum for a meeting of the International Jury is three persons.
- 1.5.5 All the Members have one vote. Decisions are based on a simple majority. In the case of a tie, then the President will exercise a casting vote.
- 1.5.6 The Technical and the Medical FIM Observer as well as the Environmental Steward may attend the meetings of the International Jury. The International Jury President may also invite the participation of Officials or other persons to assist in the meetings. However, the FIM Observers, the Environmental Steward and the invited officials or other persons will have no right of vote.
- 1.5.7 The duties of the International Jury are:
- a – To receive reports from the various Officials concerning scrutineering, practice and races.
 - b – To make recommendations to the organiser to improve the smooth and efficient running of the event.

1.6 RACE DIRECTION

- 1.6.1 The Race Direction will comprise the following persons:
- The FIM Representative – who will chair the meetings.
 - The **IMS** Representative
 - The teams Representative
- 1.6.2 The quorum for a meeting of the Race Direction is two persons.
- 1.6.3 Each member has one vote. Decisions are based on a simple majority.
- 1.6.4 The Race Direction will meet at any time required during the event.
- 1.6.5 The duties of the Race Direction are:
- a – **To take decision as provided in the Regulations.**
 - b – To impose penalties for any infringements of the Regulations.

- c – To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.
- d – To adjudicate on any protest relating to infringements of the Regulations.

1.7 THE FIM STEWARDS

- 1.7.1** There will be a panel of three FIM Stewards (with FIM Sporting Stewards licence) supervised by the Chief Steward who will chair the meetings.
- 1.7.2** The Chief Steward and the other Stewards are responsible for enforcing the Regulations. All Stewards officiating at more than four events in any year shall be approved by the Permanent Bureau.
- 1.7.3** The quorum for a meeting of the FIM Stewards is two persons.
- 1.7.4** If the Chief Steward is indisposed during the Event then the second FIM Steward will fill the vacancy.
- 1.7.5** Each member has one vote. Decisions are based on a simple majority. In the case of a tie, the Chairman will exercise a casting vote.
- 1.7.6** The FIM Stewards have no executive role in the running of the events.
- 1.7.7** The FIM Stewards will meet at any time required during the event.
- 1.7.8** The FIM Stewards are responsible for:
 - a – Ensuring that the event is conducted according to the Regulations and reporting any infringement to the Race Direction.
 - b – Adjudicating on any appeal against the decisions of the Race Direction.

1.7.9 All decisions of the FIM Stewards must be communicated in writing to the Race Direction and all affected parties.

1.8 THE CALENDAR

1.8.1 The calendar of races counting for the Championships will be, in principle, published by no later than 31st October of the preceding year.

1.9 CLASSES

1.9.1 Classes will be for the following categories:

Superbike 4 stroke 2, 3 or 4 cylinders

Supersport 4 stroke 2, 3 or 4 cylinders

Superstock 4 stroke 2, 3 or 4 cylinders

1.9.2 Technical Regulations governing the three classes are provided under chapter 2 of the Regulations.

1.10 ELIGIBLE COMPETITORS

The rider must be in possession of the adequate FIM Licence (Superbike, Supersport and Superstock) issued by a FMN. Licences are issued to riders designated by the FIM and **IMS** and can, in certain circumstances, be for a single event. To receive a licence, the rider must be in possession of a national licence of a FMN at no additional cost to the rider.

Licenses for Superbike and Supersport riders are issued only when the minimum age has been attained as below:

- Supersport: 16 years
- Superbike: 18 years

The limit for the minimum age starts on the date of the rider's birthday.

The limit for the maximum age finishes at the end of the year in which the rider reaches the age of 50.

Licenses for Superstock riders are issued to riders born between 1st January **1985** and **30th March 1993**.

The constructors must be in possession of the appropriate "FIM Manufacturer Licence".

1.11 ENTRIES

1.11.1 Each team, must submit to the Secretariat of **IMS**, by 1st February of the year in question, an entry for their team which will, except when special dispensation is granted, be valid for all races in the FIM Road Racing World Championship Superbike or Supersport or in the FIM Superstock Cup. At the same time, the team must indicate the riders designated and the class in which they will participate together with, **for the Superbike only**, the Testing Circuit designated by the team (e.g. 1.15.1.A.d.).

1.11.2 Each entry must specify, for each rider, the insurance company providing the minimum cover specified by FIM, the number of the policy and the expiry date of the policy.

1.11.3 Each entry commits the team to designate a rider to compete in all the events of the FIM Superbike or Supersport Championship and of the Superstock FIM Cup in the chosen class. Exceptions can only be made as follows:

- i) A team may withdraw a rider from an event which has already started, due to injury of the rider, irreparable damage to the motorcycle(s) or in case of "Force Majeure". A withdrawal for medical reasons must be supported by a letter from the Chief Medical Officer of the meeting or the Medical Director.

- ii) A team may withdraw a rider from additional events in the FIM Road Racing World Championship Superbike or Supersport or in the FIM Superstock Cup only for medical reasons or other reasons of "Force Majeure". Withdrawals for medical reasons must be supported by a letter from a qualified Doctor.

Teams must make every reasonable effort to provide a qualified substitute rider, approved by FIM and **IMS**, to fulfil their entry obligations. However no substitution or replacement of the entered rider may be made after 14h00 on the day preceding the first practice session of the event, except in Superbike, when the limit is at 9h00 on the day preceding the race.

- iii) For reasons not being medical reasons and not being reasons of "Force Majeure", and subject to the Team obtaining the approval of FIM and **IMS** (neither of whom shall be obliged to give reasons for any refusal to approve), a Team may replace a rider which that Team has entered in the FIM Road Racing World Championship Superbike or Supersport or in the FIM Superstock Cup with another rider ("replacement rider") for remaining rounds of the FIM Road Racing World Championship Superbike or Supersport or in the FIM Superstock Cup. Only one replacement of a rider will be permitted per season. Exceptional circumstances will be examined by the FIM and **IMS**.

1.11.4 If a team is unable to provide a substitute rider, then the FIM and **IMS** may decide to allow another team to enter a rider, on an event by event basis, to reach the required number of entries. Article 1.10.1 will apply to all replacement and substitute riders.

1.11.5 Each Event host Federation (FMNR) may nominate **2** wild card entries for the Superbike, for the Supersport and Superstock classes, in their own event only. Wild card riders must be holders of an FIM "one event Road Racing Superbike or Supersport or Superstock" licence issued by any FMN and entries must be submitted by the FMNR to the FIM, on the official entry form issued by the FIM, at least 30 days before the event. These entries will be submitted to the approval of the Superbike Commission.

Wild card entries are subject to the insurance requirements under 1.11.2. Insurance of the wild card riders is the responsibility of the FMNR (Federation organising the event).

- 1.11.6** Riders and/or teams must compulsorily attend any briefings organised by the Race Director and the Race Direction.

The riders will be previously informed in writing through their own Team about the place, date and time of the briefing.

Failure to attend the briefing in full will result in disqualification from the next practice session or race.

A waiver can be granted by the Race Direction.

- 1.11.7** A compulsory briefing will be held for all the riders who will be participating for the first time in the current Championship, at 17:00 hrs on the day preceding the day scheduled for the first practice session.

Failure to attend the briefing in full will result in disqualification from the event.

A waiver can be granted to a rider by the Race Direction.

- 1.11.8** A rider shall be deemed to have taken part in the event when he enters the race track in at least, one practice session.

- 1.11.9** A rider shall be deemed to have started a race when he participates in, at least, the first lap of the race.

1.12 STARTING NUMBERS

- 1.12.1** Each rider accepted for the FIM World Championship Superbike or Supersport or for the FIM Superstock Cup will be allocated a specific starting number which will be valid for the whole Championship. In general, the starting numbers will be based on the results of the team riders in the previous year's Championship or in other similar events.

1.13 SCHEDULE

1.13.1 The Event schedule will be as follows:

WEDNESDAY and THURSDAY: Arrival and setting up of Teams

Thursday

TIMING	CATEGORY	PROGRAM
15.00-18.00	Superbike & Supersport	Technical / sporting checks
18.00-19.00	Superstock	Technical / sporting checks

Friday

TIMING	CATEGORY	PROGRAM
09.00-09.25 (25 mins)	Superstock	free practice
09.35-10.20 (45 mins)	Supersport	free practice
10.30-11.30 (60 mins)	Superbike	free practice
13.15-14.00 (45 mins)	Supersport	qualifying practice
14.15-15.15 (60 mins)	Superbike	qualifying practice
15.30-16.15 (45 mins)	Superstock	qualifying practice

Saturday

TIMING	CATEGORY	PROGRAM
09.00-09.30 (30 mins)	Superstock	free practice
09.45-10.30 (45 mins)	Supersport	free practice
10.45-11.30 (45 mins)	Superbike	qualifying practice
13.00-13.45 (45 mins)	Supersport	qualifying practice
14.00-14.45 (45 mins)	Superbike	free practice
15.00-15.12 (12 mins)	Superbike	superpole 1
15.19-15.31 (12 mins)	Superbike	superpole 2
15.38-15.50 (12 mins)	Superbike	superpole 3
16.10 – 16.40 (30 mins)	Superstock	qualifying practice

Sunday

TIMING	CATEGORY	PROGRAM
09.00-09.10 (10 mins)	Superstock	warm up
09.20-09.40 (20 mins)	Superbike	warm up
09.50-10.10 (20 mins)	Supersport	warm up
10.40	Superstock	race
12.00	Superbike	race 1
13.25	Supersport	race
15.30	Superbike	race 2

1.13.2 The above schedule can only be varied as follows:

- i) Prior to the event by the FIM and **IMS**;
- ii) During the event by the Race Direction.

**1.14 TECHNICAL – CONTROL–MEDICAL –
CONTROL–DOPING CONTROL**

1.14.1 All motorcycles should be checked by the Technical Stewards prior to first participation in practice on safety aspects, according to the published schedule.

Teams may present more than one motorcycle per rider for Technical Control which will be specially identified by the Technical Controllers.

Unless a waiver is granted by the Race Direction, teams who do not comply with the schedule for technical or medical controls will not be allowed to take part in the event.

1.14.2 The procedure for Technical Control is described in the Technical Regulations, articles 2.12 and 2.13. The procedure for Medical Control is described in the Medical Code.

1.14.3 Any rider to be tested for doping control must report to the doping control room in the Medical Centre with sufficient identification within one hour of notification.
One associate may accompany the rider.

1.15 PRACTICE

1.15.1 Practice Restrictions for Superbike, Supersport and Superstock

- A) Practice by riders contracted to compete in the Championships is prohibited at each circuit included in the calendar, after the running of the first event, with the following exceptions:
- a. Within the six days prior to the race day, private practice on the same track for riders participating in the event may be organised. They must be open to all the entered riders and if a charge is made, it shall be no greater than USD 80.– per rider for the day. The information concerning the supplementary practices must be sent to all the riders entered, to the FIM and **IMS**.
 - b. Free or qualifying practices at the event.
 - c. Practice at any circuit after the event at that circuit.
 - d. **For Superbike only**, practice at the **Testing Circuit** designated by each team (see Art. 1.11.1) which may take place up to 6 days before the race scheduled for the circuit.
 - e. Official practice sessions organised by **IMS**, with the approval of the FIM.
 - f. Any activity allowed by the Race Direction.
- B) Exceptions to this rule may be granted, with the approval of the FIM, due to reasons of force majeure. For example, where a team recruits a qualified rider to replace an injured rider, the qualified rider could possibly have practised unwillingly at a circuit included in the Championships.
- C) During the four days preceding the beginning of the official practices, scooters are the only two-wheel motorised vehicles on which the riders participating in the event, are allowed to ride on the track. Exceptions may be granted with the approval of the FIM.

In the case of an infraction to the above rules, the rider's entry will be refused or the rider will be disqualified from the event of the circuit concerned, depending on the date of the confirmation of the infraction.

1.15.2 Practice Sessions (warm-up inclusive)

- i) Riders will commence practice from the pit lane when the green light is displayed at the exit of the pit lane.
- ii) The duration of practice will commence from the illumination of the green light. A visible board or count-down will be shown in the pit lane to indicate the minutes of practice remaining.
- iii) The end of practice will be indicated by the waving of a chequered flag at which time the pit exit will be closed. A rider's time will continue to be recorded until he passes the finish line after the allotted time has elapsed. After the chequered flag riders may complete one additional lap prior to entering the pits.
- iv) If practice is interrupted due to an incident or any other reason, then a red flag will be displayed at the start line and at all marshals posts. All riders must return slowly to the pit lane. When practice is restarted, the time remaining will be that shown on the count-down device in the pit lane and on the monitors of the official timekeepers at the moment the red flags were displayed.
- v) After practice has started, the condition of the racing surface of the circuit should not be altered except on instruction from the Race Director and the FIM Safety Officer in response to a localised change in conditions.

1.15.3 Motorcycles

A rider may practise on more than one motorcycle providing that all such motorcycles have been scrutineered in the name of his/her team.

1.15.4 Lap time

All laps of the riders will be timed.

1.15.5 Qualifying practices results

The results will be based on the fastest time recorded by the riders in all qualifying practices.

In the case where all qualifying practices have been canceled, the results will be based on the fastest time recorded by the riders in all free practices.

In the event of a tie, riders' second and subsequent best times will be taken into account.

1.15.6 Qualification for the Race

To qualify for the race, a rider must achieve a time at least equal to 107% of the time recorded by the fastest rider of his class in at least one qualifying session.

Any rider who fails to achieve a qualifying time will be permitted to take part in the race provided that in any of the free practice sessions he/she has achieved a time at least equal to 107% of the fastest rider in same session.

Any rider who has not qualified at the end of the last qualifying practice cannot take any further part in the event.

1.16 SUPERPOLE FOR SUPERBIKE

1.16.1 Participants

- The first 20 riders of the qualifying practice results will take part in Superpole 1.
- The first 16 riders of the Superpole 1 results will take part in Superpole 2.
- The first 8 riders of the Superpole 2 results will take part in Superpole 3.

In each Superpole, in the event of a tie, the qualifying practice results will be taken into account.

1.16.2 Starting grid

- **1st row: the first 4 riders of the Superpole 3;**
- **2nd row: the 5th, 6th, 7th and 8th rider of the Superpole 3;**
- **3rd row: the 9th, 10th, 11th and 12th rider of the Superpole 2;**
- **4th row: the 13th, 14th, 15th and 16th rider of the Superpole 2;**
- **5th row: the 17th, 18th, 19th and 20th rider of the Superpole 1;**
- **Other rows: based on the result of the qualifying practices.**

In the case where the Superpole has been cancelled, the grid position will be based on the qualifying practice results.

1.17 GRID POSITIONS

1.17.1 The pole position, allocated to the faster rider, will be determined during the homologation of the circuit.

1.17.2 The Grid will be arranged in the 4-4-4-4 configuration "in echelon". Each line will be offset.
There will be a distance of 9 metres between each row.

1.17.3 Grid positions will be based

- 1) For the Superbike, on the Superpole results and the qualifying practice results.
In the case where the Superpole has been canceled, the grid position will be based on the qualifying practice results.
- 2) For the Supersport and for the Superstock, on the qualifying practice results.

1.17.4 The final grid will be published at the latest one hour before the start of each race.

1.18 RACES

1.18.1 The length of races must be according to the following parameters:

Superbike: minimum 90 km maximum 110 km

Supersport: minimum 85 km maximum 110 km

Superstock: minimum 40 km maximum 70 km

and will be determined by the FIM and **IMS** after publication of the calendar.

1.18.2 The length of a race may only be varied by the Race Direction.

1.18.3 A visible countdown board will be shown **at the finish line** to indicate the number of remaining laps in the race.

1.18.4 If the Timekeeping rooms are fed by normal power (electricity) supply, they must also be permanently connected to an U.P.S. (Uninterruptable Power System) and to a generator.

1.19 START PROCEDURE

- 1) Only riders who have completed at least one sighting lap will be permitted to start the race from their position published on the final grid. Under no circumstances may they push their machine onto the grid from the pit lane.
- 2) Approximately 20 Minutes (15 minutes in the case of a restarted race) before the Start of the Race – Pit lane exit opens for sighting lap.

Count-down boards of 5, 4, 3, 2 and 1 minute are shown at the pit exit.

Riders may complete more than one sighting lap by passing through the pit lane where they may make adjustments, change machines or refuel.

- 3) Approximately 15 Minutes (10 minutes in the case of a restarted race) before the Start of the Race – Pit lane exit closes.
- 4) Riders who do not go on to the grid may start the warm up lap from the pit lane under the instructions of the marshal positioned at the pit lane exit.
Riders starting the warm up lap from the pit lane must start the race from the back of the grid.
- 5) When the riders reach the grid after the sighting lap they must take up their positions and may be attended by up to five persons, one of whom may hold an umbrella. All attendants on the grid must wear a "Grid Pass". Having taken up their grid position, the riders must take off their helmets, except in the case of a restarted race.

Officials will display panels, at the side of the track, indicating the row of the grid, to assist riders in locating their grid position.

- 6) The Race Director may, at this stage, choose to declare the race as "wet" or "dry" and will indicate this to the riders on the grid and those who may still be in the pit lane by the display of a board. If no board is displayed the race will automatically be "dry".
- 7) Riders on the grid may, at this stage, make adjustments to the machine or change tyres to suit the track conditions.

Trolleys, as shown in the SBK Organisation Rules published by **IMS**, are allowed on the grid.

Two air blowers, as shown in the SBK Organisation Rules published by **IMS**, are allowed on the grid.

Tyre warmers may be used on the grid.

No batteries or other electrical supplies are permitted on the grid. Riders may use a generator to power tyre warmers and air blowers on the grid.

Only one generator per machine may be used. The generator must be of the "hand carried" type and have a maximum output capacity of two kilowatts. The noise limit of the generator is 65 dB/A.

Starter engines may also be used on the grid.

Generators and starter engines should be located to the rear of the motorcycles.

All adjustments must be completed by the display of the 3 minute board. After this board is displayed, riders who still wish to make adjustments must push their machine to the pit lane. Such riders and their machines must be clear of the grid and in the pit lane before the display of the 1 minute board, where they may continue to make adjustments or change machine.

Such riders will start the warm up lap from the pit lane and will start the race from the back of the grid.

- 8) Refuelling or changing fuel tank on the grid is forbidden.
- 9) 5 Minutes Before the Start of the Warm Up Lap – Display of 5 Minute Board on the grid.
- 10) 3 Minutes Before the Start of the Warm Up Lap – Display of 3 Minute Board on the grid.

Generators must be disconnected and removed from the grid as quickly as possible.

Trolleys and air blowers must be removed from the grid as quickly as possible.

Removal of tyre warmers from machines on the grid.

At this point, all persons except maximum two mechanics per machine, the person holding the umbrella for the rider, the television crew of the host broadcaster and essential officials must leave the grid.

Riders must put their helmets on.

No person (except essential officials) is allowed to go on the grid at this point.

- 11) 1 Minute Before the Start of the Warm Up Lap – Display of 1 Minute Board on the grid.

At this point, all team personal except the mechanics will leave the grid. The mechanics will, as quickly as possible, assist the rider to push start the machine and will then vacate the grid.

- 12) 30 Seconds Before the Start of the Warm Up Lap – Display of 30 Second Board on the grid.

All riders must be in position on the grid with engines running. No further assistance from mechanics is permitted. Any rider who is unable to start his machine must remove it to the pit lane, under the control of the grid marshals, where he may make further attempts to start it or change machine. Such riders may start the warm up lap from the pit lane and will start the race from the back of the grid.

- 13) 2 Minutes Before the Start of the Race – Green flag waved to start the warm up lap.

In the interest of safety, should a rider stall his machine, he may be assisted to restart. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance or where the rider may change machine.

The riders will make one lap, at unrestricted speed, followed by a safety car.

As soon as the riders have passed the pit lane exit, the pit lane exit light will be turned green, and any rider waiting in the pit lane will be permitted to join the warm up lap. Thirty seconds later, the light will turn red and a marshal will display a red flag closing the pit lane exit.

On returning to the grid the riders must take up their positions with the front wheel of their motorcycle up to or behind the front line and between the side lines defining the grid position and keep their engines running. If two or more riders must start from the back of the grid, they will take up position in the order in which they qualified for the race.

An official will stand at the front of the grid holding a red flag. Any rider who arrives back at the grid after the arrival of the safety car will be directed into the pits and may start the race from there or he must stop beside the safety car and start the race from there, as directed by a marshal.

Any rider who encounters a problem with his machine on the warm up lap may return to the pit lane and make repairs or change machine.

Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm. It is not permitted to attempt to delay the start by any other means.

As each row of the grid is completed, the officials will lower the panels indicating that their row is complete. Panels will not be lowered when a rider in that row has indicated that he has stalled his motorcycle or has other difficulties. When all panels have been lowered and the safety car has completed its lap, an official at the rear of the grid will wave a green flag.

The Starter will then instruct the official at the front of the grid, displaying the red flag, to walk to the side of the track.

- 14) A red light will be displayed for between 2 and 5 seconds. The red light will go out to start the race.

A safety car will follow behind the motorcycles for the whole of the first lap.

If the red lights' device is fed by normal power (electricity) supply, it must also be connected to a set of car batteries or to an U.P.S. (Uninterruptable Power System) to provide power to the starting lights' device if the electric line breaks down just at the moment of the start.

Any rider who anticipates the start will be required to carry out the ride through Procedure described under article 1.20.

Anticipation of the start is defined by the motorcycle moving forward when the red lights are on. The Race Direction will decide if a penalty will be imposed and must arrange for the team to be notified of such penalty before the end of the fourth lap.

- 15) If, after the start of the race, a rider stalls his machine, then he may be assisted by being pushed along the track until the engine starts.
If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance or where the rider may change machine.
- 16) After the riders have passed the exit of the pit lane, the official situated at this exit will display a green light to start any riders still in the pit lane.
- 17) **Unless the race is interrupted, after the leading rider has passed the finish line at the end of his first lap, no further changes of machines are permitted. After this time, in the Superbike class only, the 2 following procedures will apply:**
 - **If the race has been declared wet (Art. 1.21), changing machine is permitted at any time during the race.**
 - **If the race has not been declared wet (Art. 1.21), changing machine is permitted only after the white flags have been displayed around the track.**
In both cases, tyre warmers, changing tyres and adjustments are permitted on the machine in the pits and in the pit-lane.
Any exchange of machine must be made in the pit lane.
- 18) Should there be a problem that might prejudice safety then the Starter will display a flashing yellow light and the board "Start Delayed" and a marshal will wave a yellow flag at each row of the starting grid from the signalling platform.

The start procedure will be re-commenced at the 1 minute board stage, the riders will complete an additional warm up lap and the race distance will be reduced by one lap.

Any person who, due to his behaviour on the grid is responsible for a “start delayed”, may be penalised with one of the following penalties: fine – ride through – disqualification – withdrawal of Championship points.

1.20 RIDE THROUGH PROCEDURE

During the race, the rider will be requested to ride through the pit lane, stopping is not permitted.
He may then rejoin the race.

The rider must respect the speed limit (Art. 1.22.14) in the pit lane. In case of infraction of this speed limit, the ride through procedure will be repeated; in case of a second infraction of this speed limit, the black flag will be shown to the rider.

In the event of a restarted race, the above regulation will also apply.

In the case of a race interrupted prior to the penalty being complied with, and if there is a second part, the rider will be required to ride through after the start of the second part of the race.

In the case of a rider carrying forward a penalty for anticipation of the start, into the second part of an interrupted race and subsequently found to have anticipated the second start, the rider will be shown the black flag.

After notification has been made to the team, a yellow board (100cm horizontal X 80 cm vertical) displaying the rider's number (black colour) will be shown at the finish line and the information will also be displayed on the time keeping monitors.

Failure by the relevant rider to ride through, having been shown the board 5 times, will result in that rider being shown the black flag.

In the case where the organisation has been unable to carry out the ride through penalty before the end of the race, the relevant rider will be inflicted with a time penalty of 20 seconds.

1.21 "WET" AND "DRY" RACES

All races will be categorised as either wet or dry. A board may be displayed on the grid to indicate the status of the race. If no board is displayed, the race is automatically dry. The purpose of this classification is to indicate to riders the consequence of varying climatic conditions during a race.

1.21.1 Supersport and Superstock races

1.21.1.1 **Dry Races** – A race classified as dry will be interrupted by the Race Director, if he considers that climatic conditions affecting the surface of the track makes it likely that riders will wish to change tyres.

1.21.1.2 **Wet Races** – A race classified as wet, usually commenced in varying or wet conditions, will not be **interrupted** for climatic reasons and riders who wish to change tyres or make adjustment must enter the pits and do so during the actual race.

1.21.1.3 In all cases where the first race is stopped for climatic reasons, then the restart will, automatically, be a "wet" race.

1.21.2 Superbike races

A race will not be interrupted for climatic reasons and riders who wish to change machine (when allowed), tyres or make adjustments must enter the pits and do so during the actual race.

1.22 BEHAVIOUR DURING PRACTICE AND RACE

1) Riders must obey the flag signals, the light signals, and the boards which convey instructions.

Any infringement to this rule will be penalised according to the provisions of article 1.23.

- 2) Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Any infringement of this rule will be penalised with one of the following penalties: fine – Ride through – **time penalty** – disqualification – withdrawal of Championship points – suspension.
- 3) Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the marshals or at a place which does not provide an advantage to him. Any infringement of this rule during the practices or warm up will be penalised by the cancellation of the lap time concerned and during the race, by a ride through. Further penalties (such as fine – disqualification – withdrawal of Championship points) may also be imposed
- 4) Any repairs or adjustments along the race track must be made by the rider working alone with absolutely no outside assistance. The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made. The marshal may then assist him to re-start the machine.
- 5) If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals.
- 6) If the rider encounters a problem with the machine which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.
- 7) Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.
- 8) Riders may enter the pits during the race.
Refuelling is strictly prohibited.
Changing motorcycle is strictly prohibited except in Superbike class, according to art. 1.19.17.

Any infringement of this rule will be penalised with a disqualification.

- 9) Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
- 10) Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine (exception: Another rider or by another rider after the chequered flag or red flag).
- 11) Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
- 12) No signal of any kind may pass between a moving motorcycle and **the rider's team, or** anyone connected with the motorcycle's **team**, entrant or rider, **except for the signals of the timekeeping transponder, lap trigger, GPS, legible messages on a pit board, or body movements by the rider or team. Onboard TV camera signals are allowed, but only when such signals are for the purposes of and managed by the Championship promoter.**
- 13) Riders in the top ten positions in the Superbike class will be required to carry two "on-bike" cameras on their motorcycles.

The cameras and associated equipment must be carried during all practice sessions and the race.

Where it is impractical to supply cameras and associated equipment for every motorcycle being used by the rider in practice or racing, then the company designated for the supply of the equipment will provide dummy equipment of equivalent weight, size and mounting location to the functioning equipment.

Cameras and other equipment, functioning or dummy, will be supplied to the designated Teams by, at the latest, 14h00 on the day preceding the first day of practice at an event.

Teams must give reasonable access and assistance to the company designated for the supply of the camera equipment to facilitate the mounting of the equipment.

- 14) A speed limit of 60 km/h will be enforced in the pit lane at all times during the event. Riders must respect the speed limit from where the sign 60 km/h is placed up to where the sign 60 km/h crossed out is placed.

Any rider found to have exceeded the limit during the practice will be subject to a fine of USD 200.–

Any rider who exceeds the pit lane speed limit during a race will be penalised with a ride through.

The Race Direction must communicate the offence to the pit of the rider after having received the information from the Official in charge.

- 15) Stopping on the track during practices and races is forbidden.
- 16) During the practice sessions and warm ups, practice starts are permitted, when it is safe to do so, at the pit lane exit before joining the track and after the chequered flag is shown, at the end of practice sessions and warm-ups when it is safe to do so, off the racing line.
- 17) If the winning rider wishes to parade a flag, he must ride to the side of the racing surface to collect the flag and then rejoin the circuit when it is safe to do so.
- 18) After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane / parc fermé.**
- 19) It is not permitted to ride racing motorcycles within the circuit other than in the pit lane or on the track during practice sessions, warm ups and races.**
- 20) Any rider whose machine spill oil on the track causing interruption of practice, warm up or race twice in the same event will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.**

1.23 FLAGS AND LIGHTS

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders:

1.23.1 Flags and Lights Used to Provide Information:

- **Green Flag**

The track is clear

This flag must be shown motionless at each flag marshal post for the first lap of each practice session and of the warm up, for the sighting lap and for the warm up lap.

This flag must be shown motionless at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags.

When the pit-lane exit is open, this flag must be waved at the pit-lane exit.

- **Yellow and Red Striped Flag**

The adhesion on this section of the track could be affected by any reason other than rain.

This flag must be shown motionless at the flag marshal post.

- **White Flag with diagonal red cross**

Drops of rain on this section of the track.

This flag must be shown motionless at the flag marshal post.

- **White Flag with diagonal red cross + Yellow and Red Striped Flag**

Rain on this section of the track.

These flags must be shown together motionless at the flag marshal post.

- **Blue Flag**

Shown waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken.

During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him.

During the race, the rider concerned is about to be lapped. He must allow the following rider(s) to pass him at the earliest opportunity.

Any Infringement of this rule will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points. At all times, this flag will be shown waved to a rider leaving the pit lane if traffic is approaching on the track.

- **Chequered Black / White Flag**

This flag will be waved at the finish line on track level to indicate the finish of race or practice session.

- **Chequered Black / White Flag and Blue Flag**

The chequered black/white flag will be waved together with the blue flag presented motionless at the finish line on track level when a rider(s) precedes closely the leader during the final lap before the finish line (see art. 1.25.1).

- **Green Light**

This light must be switched on at the pit lane exit to signal the start of each practice session and of the warm up, the start of the sighting lap and the start of the warm up lap.

- **Flashing Blue Lights**

Will be switched on at the pit lane exit at all time during practices and races.

1.23.2 **Flags Which Convey Information and Instructions:**

- **Yellow Flag**

Shown waved at each row of the starting grid, this flag indicates that the start of the race is delayed.

Shown waved at the flag marshal post, this flag indicates that there is a danger ahead. The riders must slow down and be prepared to stop. Overtaking is forbidden up until the point where the green flag is shown.

Any Infringement of this rule during a practice session will result in the cancellation of the time of the lap during which the infraction occurred. In case of infringement of this rule during the race, the rider must go back the number of positions decided by the Race Direction. The penalty will be first communicated to the team and then a board will be displayed for the rider on the finish line during a maximum of 5 laps. If the rider did not go back after the board has been presented 5 times, he will be penalised by a ride through.

In both cases, further penalties (such as fine – suspension) may also be imposed.

If immediately after having overtaken, the rider realises that he did an infraction, he must raise his hand and let pass the rider(s) that he has overtaken. In this case, no penalty will be imposed.

During the final inspection lap, this flag must be waved at the exact place where the flag marshal will be positioned during the practices, the warm ups and races.

- **White Flag**

Waved at the flag marshal post during the race, this flag indicates that the riders are allowed to change machine.

Only the Race Direction can take the decision.

- **Red Flag and Red Lights**

When the race or practice is being interrupted, the red flag will be waved at each flag marshal post and the red lights around the track will be switched on. Riders must return slowly to the pits.

When the pit-lane exit is closed, this flag will be shown motionless at the pit-lane exit and the light will be switched on. Riders are not allowed to exit the pit lane.

Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.

The red flag will be shown motionless on the starting grid at the end of the sighting lap and at the end of the warm up lap.

The red flag may also be used to close the track.

The red lights will be switched on at the start line for between 2 and 5 seconds to start each race.

- **Black Flag**

This flag is used to convey instructions to one rider only and is displayed motionless at each flag marshal post together with the rider's number. The rider must stop at the pits at the end of the current lap and cannot restart.

This flag will be presented only after the rider's team has been notified.

Any infringement of this rule will be penalised with one of the following penalties: fine – withdrawal of Championship points – suspension.

- **Black Flag with orange disk (Æ 40 cm)**

This flag is used to convey instructions to one rider only and is displayed motionless at each flag marshal post together with the rider's number. This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track.

Any infringement of this rule will be penalised with one of the following penalties: fine – withdrawal of Championship points – suspension.

1.23.3 Flag Dimension

The flag dimension should be 80cms in the vertical and 100cms in the horizontal.

The flag dimension will be checked the day preceding the day of the first practice session.

1.23.4 Flag Colour

The Pantones for the colours are as follows:

Orange:	Pantone 151C
Black:	Pantone Black C
Blue:	Pantone 286C or 298C
Red:	Pantone 186C
Yellow:	Pantone Yellow C
Green:	Pantone 348C

The flags' colours will be checked the day preceding the day of the first practice session.

1.23.5 Rider' s number board

Black board (70 cm horizontal X 50 cm vertical) which enables the race number of a rider to be attached with a set of numbers in white, whose stroke width is minimum 4 cm and height minimum 30 cm.

This board must be available at each flag marshal post.

1.23.6 Flags Marshals posts

The location will be fixed during the circuit homologation.

1.23.7 Marshals Uniforms

It is strongly recommended the marshals' uniforms to be in white or orange (Ref. Pantone: 151C) and the rain coat to be transparent.

1.24 MEDICAL CARS

The medical cars, if they are to go on to the track, must be equipped with yellow flashing lights. The words "MEDICAL CAR" should be clearly indicated on the back and the sides of the car.

1.25 FINISH OF A RACE AND RACE RESULTS

- 1.25.1 When the leading rider has completed the designated number of laps for the race, he will be shown a chequered flag by an official standing at the finish line, at track level. The chequered flag will continue to be displayed to the subsequent riders.

When the chequered flag is shown to the leading rider, no other rider will be permitted to enter the track from the pit lane.

As soon as the chequered flag is shown to the leading rider, the red light will be switched on at the pit lane exit and a marshal showing a red flag will stand in the pit lane exit.

If a rider(s) closely precedes the leader during the final lap before the finish line, the official will show to the rider(s) and to the leader simultaneously the Chequered flag and the Blue flag. That means that the race is finished for the leader while the rider(s) closely preceding the leader has (have) to complete the final lap and take the Chequered flag.

- 1.25.2 In case of a photo-finish between two, or more, riders, the decision shall be taken in favour of the competitor whose front wheel leading edge crosses the plane of the finish line first. In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.
- 1.25.3 The results will be based on the order in which the riders cross the line and the number of laps completed.

- 1.25.4 To be counted as a finisher in the race and be included in the results a rider must:
- a – Complete 75% of the race distance.
 - b – Cross the finish line on the race track (not in the pit lane) within five minutes of the race winner. The rider must be in contact with his machine.
- 1.25.5 The riders placed in the first three positions in the race will be escorted by officials, as quickly as possible, to the podium for the awards ceremony. Participation in the podium ceremony by the first three riders is compulsory.
- 1.25.6 A new lap record for a circuit can only be established by a rider during a race.
- 1.25.7 Both for practice and for race, the lap time is the subtraction of the time between two consecutive crossings of the finish line painted on the track.

1.26 INTERRUPTION OF A RACE

- 1.26.1 If the Race Director decides to interrupt a race, then red flags will be displayed at the finish line and at all marshals' posts and he will switch on the red lights around the circuit. Riders must immediately slow down and return to the pit lane.

The results will be the results taken at the last point where the leader and all other riders on the same lap as the leader had completed a full lap without the red flag being displayed calculated as in the principle set out in the following example:

Example of a race consisting of 30 laps:

If a Red Flag is shown when the leader is on his 10th lap after completing his 9th lap and all other riders have not completed the 9th lap, then the race result will be 8 laps completed, and the second part will consist of 22 laps.

If a Red Flag is shown when the leader and all other riders on the same lap as the leader are on the 10th lap after completing the 9th lap, the race result will be 9 laps completed and the second part will consist of 21 laps.

Exception: if the race is interrupted after the chequered flag, the following procedure will apply:

- 1) For all the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
- 2) For all the riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
- 3) The complete classification will be established by combining both partial classifications as per the lap/time procedure.

At the time the red flag is displayed, riders who are not actively competing in the race will not be classified.

Within 5 minutes after the red flag has been displayed, riders who have not entered the pit lane, riding on their motorcycle, will not be classified.

- 1.26.2 If the results calculated show that less than three laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be null and void and a completely new race will be run. If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count for the Championship.
- 1.26.3 If three laps or more have been completed by the leader of the race and all other riders on the same lap as the leader, but less than two-thirds of the original race distance, rounded down to the nearest whole number of laps, then the race will be re-started according to article 1.27.4. If it is found impossible to re-start the race, then the results will count and half points will be awarded in the Championship.
- 1.26.4 If the results calculated show that two-thirds of the original race distance rounded down to the nearest whole number of laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be deemed to have been completed and full Championship points will be awarded.

1.27 RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

- 1.27.1 If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits, the Clerk of the Course will announce a time for the new start procedure to begin which, conditions permitting, should not be later than 20 minutes after the initial display of the red flag.
- 1.27.2 The results of the first race must be available to teams before the second part of a race can be started.
- 1.27.3 The start procedure will be identical to a normal start with sighting laps, warm up lap etc.
- 1.27.4 Conditions for the re-started race will be as follows:
- i) In the case of situation described in 1.26.2 (less than 3 laps completed) above:
 - a. All riders may re-start.
 - b. Motorcycles may be repaired or changed. Refuelling is permitted.
 - c. – For Superstock, the number of laps will be two-thirds of the original race distance rounded down to the nearest whole number of laps.
– For Superbike and Supersport, the number of laps will be the same as the original race distance.
 - d. The grid positions will be as for the original race.
 - ii) In the case of situation described in 1.26.3 (3 laps or more and less than two-thirds completed) above:
 - a. Only riders who are classified as finishers in the first race may re-start.
 - b. Motorcycles may be repaired or changed. Refuelling is permitted.

- c.
 - For Superstock, the number of laps of the second race will be the number of laps required to complete two-thirds of the original race distance rounded down to the nearest whole number of laps with a minimum of 5 laps.
 - For Superbike and Supersport, the number of laps of the second race will be the number of laps required to complete the original race distance with a minimum of 5 laps.
- d. The grid position will be based on the finishing order of the first race.
- e. The final result of the race will be based on the results of each rider classified in the two races added together. Riders who have completed an identical number of laps will be placed according to the combined time for the two races.

1.28 CHECK AREA

At the end of the race, or the final part of a race that has been interrupted, all the classified motorcycles must be removed to a check area pending inspection by the Technical Stewards or potential protests. Machines will normally be released from the check area 30 minutes after the finish of the race.

1.29 CHAMPIONSHIP POINTS AND CLASSIFICATION

- 1.29.1 Riders and Constructors will compete for the FIM Road Racing World Championship Superbike or Supersport or for the FIM Superstock Cup.
- 1.29.2 For riders, the points will be those gained in each race.
- 1.29.3 For Constructors, only the highest placed motorcycle of a Constructor will gain points, according to the position in the race.

1.29.4 For each race, Championship points will be awarded on the following scale:

1 st	25 points
2 nd	20 points
3 rd	16 points
4 th	13 points
5 th	11 points
6 th	10 points
7 th	9 points
8 th	8 points
9 th	7 points
10 th	6 points
11 th	5 points
12 th	4 points
13 th	3 points
14 th	2 points
15 th	1 point

1.29.5 All races will count for the FIM Road Racing World Championship Superbike or Supersport or for the FIM Superstock Cup classification.

1.29.6 In the event of a tie in the number of points, the final positions will be decided on the basis of the number of best results in the races (number of first places, number of second places etc.). In the event that there is still a tie then, the date in the Championships at which the highest place was achieved will be taken into account with precedence going to the latest result.

1.29.7 In the case where a rider participates on different machines, it is the make of the machine with which he obtained the most points that will appear next to his name in the final classification, without, however, modifying the calculation for the Constructors' classification.

1.29.8 The World Champions in each category or winner of the FIM Cup are obliged to attend an official FIM ceremony.

1.30 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 1.30.1 Instructions may be given by the Race Director and/or Clerk of the Course to Teams and/or Riders by means of special circulars in accordance with the Regulations. Circulars will be posted on the official notice board and given to each team representative.
- 1.30.2 All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board.
- 1.30.3 Any communication from the Race Direction, the Permanent Officials or the Clerk of the Course to a team or rider must be communicated in writing. Similarly, any communication from a team or rider to the Race Direction, the Permanent Officials or the Clerk of the Course must also be made in writing.

1.31 EXTRA DEPOSITS IN CASE OF MACHINE CONTROL FOLLOWING A PROTEST

The deposit in case of dismantling and reassembling a machine to measure the cylinder capacity, following a protest, is USD 200.– (material included)
The deposit in case of partial or complete dismantling of an engine or gearbox is USD 350.–

If the party who makes the protest is the losing party, the deposit shall be paid to the winning party.

If the party who makes the protest is the winning party, the deposit shall be reimbursed.

1.32 EXTRA DEPOSIT FOR FUEL CONTROLS FOLLOWING A PROTEST

All requests for fuel control following a protest or an appeal must be accompanied by a deposit of USD 800.– paid to the FIM.

After the last control:

- the winning party will have its deposit reimbursed.
- the losing party will have to pay the costs of all the controls carried out after deduction of deposits which it has already paid.

1.33 NON-PARTICIPATION IN AN EVENT

Any rider who enters an event must inform the organiser if, subsequently, he decides not to participate in the event. A rider who has submitted an entry form and fails to participate will be reported by the International Jury to the FIM, who will impose the following penalties:

- First offence: fine of USD 200.–
- Subsequent offences in the same season: suspension from the next event counting towards the Championship.

Upon receipt of the International Jury's report, the Executive Secretariat will send a letter to the rider's FMN asking the reasons for the non-participation; a reply should be sent within 15 days at the latest and a decision will be taken regarding the penalty.

A suspension could also be pronounced against a rider who takes part in another event on the same day.

2. TECHNICAL REGULATIONS

Amendments to the technical regulations may be made at any time in order to ensure fairer competitions.

If a motorcycle is found not to be in conformity with the technical regulations during or after the practices, his rider will be given a ride through penalty for the next race. Further penalties (such as a fine – a suspension and/or a withdrawal of Championship or Cup points) may also be imposed.

If a motorcycle is found not to be in conformity with the technical regulations after a race, his rider will be disqualified. Further penalties (such as fine – a suspension and/or a withdrawal of Championship or Cup points) may also be imposed.

2.1 INTRODUCTION

- 2.1.1 Motorcycles for the Road Racing Superbike & Supersport World Championships and Superstock Cup are based on recent or current production motorcycles and available to the public through the normal commercial channels of the constructor.

2.2 CLASSES

- 2.2.1 **The Sports Production classes will be designated by engine capacity.**

2.3 GENERAL ITEMS

2.3.1 Materials

The use of titanium in the construction of the frame, the front forks, the handlebars, the swing arms, the swing arm spindles and the wheel spindles is forbidden. For wheel spindles, the use of light alloys is also forbidden. The use of titanium alloy nuts and bolts is allowed.

- 1) Titanium test to be performed on the track: Magnetic test (titanium is not magnetic).
- 2) The 3% nitric acid test (titanium does not react. If metal is steel, the drop will leave a black spot).

- 3) Specific mass of titanium alloys 4,5-5, of steel 7,5-8,7 can be ascertained by weighing the part and measuring its volume in a calibrated glass filled by water (intake valve, rocker, connecting rod, etc.)
- 4) In case of doubt, the test must take place at a Materials Testing Laboratory.

2.3.3 Handlebars

Exposed handlebar ends must be plugged with a solid material or rubber covered.

The minimum angle of rotation of the handlebar on each side of the centre line or mid position must be of 15° for all solo motorcycles.

Whatever the position of the handlebars, the front wheel, tyre and the mudguard must respect the gap with the motorcycle (parts) as written in Table 1.

Solid stops, (other than steering dampers) must be fitted to ensure a minimum clearance of 30 mm between the handlebar with levers and the tank when on full lock to prevent trapping the rider's fingers (see diagrams A,B,C).

Handlebar clamps must be very carefully radiused and engineered so as to avoid fracture points in the bar.

The repair by welding of light alloy handlebars is prohibited.

2.3.4 Control levers

All handlebar levers (clutch, brake, etc.) must be ball ended (diameter of this ball to be at least 16 mm). This ball can also be flattened, but in any case the edges must be rounded (minimum thickness of this flattened part 14 mm). These ends must be permanently fixed and form an integral part of the lever.

Each control lever (hand and foot levers) must be mounted on an independent pivot.

The brake lever, if pivoted on the footrest axis, must work under all circumstances, such as the footrest being bent or deformed.

2.3.5 Wheel and rims (See Table 1)

- 1) All tyres will be measured mounted on the rim at a pressure of 1 kg/cm² (14 lb./sq.in.); measurements taken at a tyre section located at 90° from the ground.
- 2) Any modification to the rim or spokes of an integral wheel (cast, moulded, riveted) as supplied by the manufacturer or of a traditional detachable rim other than for spokes, valve or security bolts is prohibited, except for tyre retention screws sometimes used to prevent tyre movement relative to the rim. If rim is modified for these purposes bolts, screws etc., must be fitted.
- 3) The maximum wheel rim widths are:

Superbike	Front: 4.00"
	Rear: 6.25"
Supersport	according to the homologated size
Superstock	according to the homologated size
- 4) For information, the distance is measured inside flange walls of the wheel rim in accordance with ETRTO.
- 5) The minimum rim diameter is: 400 mm.

2.3.6 Tyres

Tyres may be replaced from those fitted to the homologated motorcycle.

- 1) With the exception of tyres:
 - a) supplied by the Official Supplier.
 - b) slick tyres.
 - c) tyres marked 'NOT FOR HIGHWAY USE' (NHS)

The manufacturer must identify the tyre with the following:

- The DOT mark and/or the E mark (used for "homologated tyres" or tyres marked for highway use only)
- The name of the manufacturer
- The year of manufacture (in code)
- The tyre dimension
- The speed rating
- Any other features necessary for the correct use of the tyre

2) Fitting

- The tyre must be mounted on the correct rim.
- The rim must not be deformed or damaged.

3) Permitted maximum speed

With the exception of tyres supplied by the Official Supplier, the minimum speed rating for use in Supersport and Superstock is (W).

4) Tyre surface tread pattern

The tread pattern is unrestricted. Minimum profile requirements are set for Supersport and Superstock.

The tread pattern must be made exclusively by the manufacturer when producing the tyre.

The choice of a certain type of tread pattern is left entirely up to the individual rider.

The choice of slick tyres (where applicable) will also be at the discretion of the rider. If conditions must become problematic however, he must take into account the recommendations of the appropriate representative of the tyre manufacturer.

As a safe minimum, the depth of the tyre tread over the whole pattern at pre-race control must be at least 2.5 mm.

Tyres which at the preliminary examination have a tread depth of less than 1.5 mm are considered as non-treaded tyres and the restrictions applying to slick tyres will then apply to them.

The surface of a slick tyre must contain three or more hollows at 120° intervals or less, indicating the limit of wear on the centre and muster areas of the tyre. The rider shall not enter the track if at least 2 of these indicator hollows are worn on different parts of the periphery.

2.3.7 The minimum distance between the surface of the tyre (at its largest point) and any fixed parts of a motorcycle is shown in Table 1.

2.3.8 Adaptation of the tyre's surface

In order to obtain optimal tyre adhesion, new unused tyres can be adapted by scuffing the surface. As a safe minimum, the depth of the tyre tread over the whole pattern at pre-race control must be at least 2.5 mm.

2.3.9 The use of tyre warmers is allowed.

2.3.10 Use of Tyres

The competitors shall only use tyres distributed by the Official Supplier during the event.

For each event, all tyres must be made of the same quality and shall be strictly identical.

All tyres to be used must be easily identifiable with a colour marking or a numerical system, to be applied by the Official Supplier at the time of manufacturing.

The Official Supplier shall provide the Superbike Technical Director a written description of the markings and the general characteristics of the different types of tyres.

After the tyre samples have been delivered to the Superbike Technical Director the day prior to the start of the official practice, any modification of the tread pattern (with the exception of normal wear) is not permitted.

During free practices, qualifying practices, (Superpole for Superbike), warm up session (and race for Superstock), no motorcycle may enter the track without the front and rear tyres being marked (see also Art. 2.4.6.7/ 2.5.6.7/ 2.7.6.7).

The Superbike Technical Director may, at his discretion, require the exchange of one (1) or more competitors' tyres for a tyre sample under his control. The tyres exchanged remain under his control and he can exchange them for the ones of another competitor.

An appropriate identification will be applied on the left side of each tyre.

No tyres marked for one event may be used during another event.

When indicated (see Art. 2.4.6.7/ 2.5.6.7/ 2.7.6.7), no unmarked dry-weather tyres are allowed in the pits.

2.3.11 Ballast

The use of ballast is allowed to stay over the minimum weight limit. The use of ballast must be declared to the Technical Director at the preliminary checks.

The ballast must be made from solid metallic piece/s, firmly, securely connected, either through an adapter or directly to the main frame or engine, with minimum 2 steel bolts (min. 8 mm diameter, 8.8 grade or over).

Fuel in the fuel tank can be used as ballast. **Nevertheless, the verified weight may never fall below the required minimum weight.**

2.4 SUPERBIKE TECHNICAL SPECIFICATIONS

Rules intended to give freedom to modify or replace some parts in the interest of safety, research and development.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN

Superbike motorcycles require an FIM homologation (see Art. 2.9). All motorcycles must comply in every respect with all the requirements for road racing as specified in the Technical Regulations, unless it is equipped as such on the homologated machine.

The appearance from both front, rear and the profile of Superbike motorcycles must (except when otherwise stated) conform in principle to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

2.4.1 Machine specifications

All items not mentioned in the following articles must remain as originally produced by the manufacturer for the homologated machine.

2.4.2 Balancing various motorcycle concepts

In order to equalize the performance of motorcycles with different engine configurations, changes in the minimum weight and air restrictor sizes are applied according to their respective racing performances.

These handicaps are applied only to the '1200 cc 2 cylinder' machines homologated as from 01.01.2008.

At first, a weight handicap is applied according to the relevant provisions in Art. 2.4.4.2. The minimum weight may be reduced twice by 3 kg to a maximum reduction of 6 kg, or increased once and by 3 kg maximum.

If this measure proves to be insufficient, then a second handicap will be applied: the size of the intake ports will be changed by means of air restrictors. These changes to the size of the air restrictor diameter will be applied in 2 mm steps, according to the relevant provisions described in Art. 2.4.8.1.3

2.4.3 Engine configurations and displacement capacities

The following Engine configurations compose the Superbike class.

Homologation Year	Homologation valid for	Engine configuration and displacements	Minimum weight	Diameter of restrictor
Until 2006 (included)	5 years	Over 750cc up to 1000cc 2 cylinders ** (1000cc 2 cylinders)	162 kg	n/a (*)
As from 2006	5 years	Over 750cc up to 1000 cc 3- cylinders and 1000cc 4 cylinders ** (1000cc 3 & 4 cylinders)	162 kg	n/a (*)
As from 2008	5 years	Over 850 cc up to 1200cc 2 cylinders ** (1200cc 2 cylinders)	168 kg	50 mm

(*) n/a = not applicable

(**) Reference used in the Articles hereunder

The displacement capacities must remain at the homologated size. Modifying the bore and stroke to reach class limits is not allowed.

2.4.4 Minimum Weights

2.4.4.1 The minimum weight will be:

1000cc 2- cylinders	162 kg
1000cc 3 & 1000cc 4 cylinders	162 kg
1200cc 2 cylinders	168 kg (**)

(**) See handicap rule for further information.

At any time of the event, the weight of the whole machine (including the tank and its contents) must not be less than the minimum weight with a tolerance of 1 kg.

During the final inspection at the end of each race, the machines chosen will be weighed in the condition they finished the race.

The established weight limit must be met in the condition the machine has finished the race; nothing may be added to the machine. This includes water, oil, or fuel.

During the practice and qualifying sessions, riders may be asked to submit their motorcycle to a weight control. In all cases, the rider must comply with this request.

The use of ballast is allowed to stay over the minimum weight limit and may be required due to a handicap system. The use of ballast and weight handicap must be declared to the Superbike Technical Director at the preliminary checks.

2.4.4.2 Minimum weight adjustments

The minimum weights will be increased or decreased in steps of 3 kg according to the following procedure:

1. By taking the race points of the riders of the best two 1000 cc 4 cylinders and best two 1200 cc 2 cylinders in each race, and calculating an average will be calculated after every event, the '*event average*'.

If there is only one finisher from one of the configurations, the '*event average*' will be calculated from the first rider of each configuration in each race.

No 'event average' points will be calculated if one of the configurations has no finishers. The 'event average' will then be calculated, based on the results of the other race from the same event.

If neither race has any finishers from one of the configurations, the event will not be considered.

2. 'Wet' races (as declared by the Race Director) are not taken in account for the calculation of an 'event average'.
3. After 3 events, the average value of the 'event averages' of each configuration will be calculated. The score of the 1000 cc 4 cylinders and the score of the 1200 cc 2 cylinders will be compared as follows:
 - Should the average value of the 'event averages' over 3 events favour the 1200 cc 2 cylinders by more than 5 points, and if a rider of a machine with this configuration is leading the riders' Superbike World Championship standings at that time, then the minimum weight of all 1200 cc 2 cylinders will be increased by 3kg. The upper limit is 171 kg.
 - Should average value of the 'event averages' over 3 events favour the 1000 cc 4 cylinders by more than 5 points, and if a rider of a machine with this configuration is leading the riders' Superbike World Championship standings at that time, then the minimum weight of all 1200 cc 2 cylinders will be reduced by 3 kg. The lower limit is 162 kg.

If the minimum weight is not updated, then the results of three more events will be considered, and a new average value of the 'event averages' will be calculated over six events and so on, over multiples of three events, until the points gap of the average value of the 'event averages' from the last minimum weight update is higher than 5.

The Superbike Technical Director will inform all the teams about the possible minimum weight adjustments, within 24 hours from the end of the last event (the last meeting of the International Jury) where the average value of the 'event averages' was calculated. The new minimum weight adjustments must be applied from the first following event.

2.4.5 Number Plate Colours

The background colours and figures (numbers) for Superbike are white background with black numbers

The sizes for all the front numbers are:	Minimum height:	160 mm
	Minimum width:	80 mm
	Minimum stroke:	25 mm

The size for all the side numbers is:	Minimum height:	120 mm
	Minimum width:	60 mm
	Minimum stroke:	25 mm

The allocated number (& plate) for the rider must be affixed on the machine as follows:

- once on the front, either in the centre of the fairing or slightly off to one side;
- once, on each side of the motorcycle. Alternatively, once across the top of the rear seat section with the top of the number facing towards the rider.

These numbers must have the same size as the front numbers.

In case of a dispute concerning the legibility of numbers, the decision of the Technical Director will be final.

2.4.6 Fuel

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 (see also Art. 2.10 for full fuel specifications).

2.4.7 Tyres

At each event, during free practices, qualifying practices, Superpole and warm up session, a maximum of thirteen (13) rear and nine (9) front tyres may be used. There is no limitation on the number of tyres for the race.

All tyres (slick, intermediate and wet) will be included in the total quantity count.

If the riders are given a red flag during the Superpole session, the FIM Technical Director may allow an additional set of tyres to be used.

At the beginning of the event, the Official Supplier must deliver to the FIM Technical Director four (4) samples of each type of tyre which will be used at the event.

The tyres used in the free practices, qualifying practices, Superpole and warm-up must be marked with an adhesive sticker. The sticker will show an identification number for each rider and it will have a different colour depending on whether it is applied to the front or rear tyre. At each race the Technical Director will assign a number of his choice to the competitor, while the colours will change for each race.

The stickers will be handed to the teams in a sealed envelope, 13 for the rear tyres and 9 for the front tyres, on Thursday according with a timetable decided by the Organizer and the Technical Director. The timetable will be mailed to the teams by the Organizer at least a week before the event. In extraordinary situations the Technical Director can/may alter this program.

After delivery of the stickers, the teams will be responsible for their safekeeping and use.

The stickers must be applied to the left sidewall of the tyre. Personnel nominated by the Technical Director will check that all the motorcycles in the pit lane are fitted with tyres carrying the sticker.

Riders using motorcycles with unmarked tyres (e.g. without the official stickers) will be immediately reported to the Race Direction which will take appropriate action.

One extra front tyre will be given to all Superpole participants.

On the Sunday morning, after the warm-up and after the check by the Official Supplier regarding the effective tyre wear, the unused stickers will be returned.

In exceptional cases, should the sticker be damaged or applied in the wrong way, up to 2 extra stickers may be provided at the sole discretion of the Technical Director. However, the damaged sticker must be returned to the Technical Director and/or the tyre it was applied to, must be absolutely intact

2.4.8 Engine

The following engine components may not be altered from the homologated machine except as noted:

The homologated engine design model cannot be changed.

Homologated materials and castings for the crankcase, cylinder, cylinder head and gear-box housing must be used.

Material for the crankcase, cylinder, cylinder head and gear-box housing may only be added by welding or removed by machining.

The method of cam drive must remain as homologated unless a complete kit is available through normal commercial channels. These kits must be available in significant quantity and be listed in the racing spare parts book

- **For 1000 cc 3 & 4 cylinders and 1200 cc 2 cylinders**

Aftermarket or modified cam drive components are allowed, however the cam drive must be in the homologated location and the system must be as homologated.

The method of valve retention must remain as the homologated model. No pneumatic valve retention devices are allowed unless fitted to the homologated model.

All moving internal engine, gear-box and clutch parts may be altered or replaced including materials from those fitted on the homologated motorcycle (unless not allowed by the individual section covering the parts in question).

Polishing and lightening of engine parts is permitted, except for carburation instruments (unless not allowed by the individual section covering the parts in question).

- **For all configurations**

The sequence in which the cylinders are ignited (i.e. 1-2-4-3), must remain as originally designed on the homologated model. Simultaneous (*) firing of 2 cylinders is also forbidden if not adopted on the homologated motorcycle.

*up to 5 degrees firing difference in 2 cylinders is regarded as 'simultaneous' firing.

2.4.8.1 Carburation Instruments / Fuel Injection System

2.4.8.1.1 Carburation Instruments for 1000cc 2 cylinders

Carburation instruments refer to throttle bodies and variable length intake tract devices.

- Carburation instruments must be used un-modified either as the original homologated carburation instrument or as the homologated optional carburation instrument.
- The only modifications allowed to the homologated carburation instruments original or optional are jets, needles, throttle valves, fuel injectors and bell mouths (including their fixing points).

The original manufacturer must use the following criteria for the designing and making of the optional homologated carburation instruments.

- a) There is no limit for the intake size of an engine equipped by fuel injection systems.
- b) The optional injector body material must remain the same as used on the original homologated carburation instruments.
- c) A minimum number of optional carburation instruments must be available as spare parts and be included in the manufacturer's racing parts lists. All manufacturers must have a minimum of 15 sets available through traditional distributorships worldwide for the life of the homologation. The price of the optional carburation instruments to the public must not exceed twice the manufacturers suggested retail price of the original homologated carburation instrument in the country of origin. This price must be indicated on the Homologation Form.
- d) The motorcycle manufacturer may submit only one optional carburation instrument for each model at the time of homologation.
- e) The motorcycle manufacturer must supply a sample set of the original and optional carburation instruments to the FIM for use as comparison samples at the events.
- f) The motorcycle manufacturer must provide evidence that the minimum of 15 sets of optional carburation instruments have been manufactured.
- g) The optional carburation instruments must be available for at least three years after the homologation date.
- h) The carburation instrument homologation will be valid for the same period as the homologated motorcycle.
- i) An additional model of optional carburation instruments may be homologated during the life of the machine's homologation. These carburation instruments must meet the same requirements as the original modified instruments. This is to allow development after the original homologation.

- The optional carburation instruments may only be homologated at the same time as a new homologation. [see number i) above for additional optional carburation instruments]

2.4.8.1.2 Carburation Instruments for 1000cc 3 & 4 cylinders and 1200cc 2 cylinders

Carburation instruments refers throttle bodies and variable length intake tract devices.

- The original homologated carburation instruments must be used unmodified.
- The use of optional homologated carburation instruments is not allowed.
- The fuel injectors may be replaced, however they must fit without modification to the homologated throttle body.
- The carburation instruments intake insulators may be modified.
- Bell mouths (including their fixing points) may be altered or replaced.
- Vacuum slides may be fixed in the open position
- Secondary throttle valves and shafts may be removed or fixed in the open position and the electronics may be disconnected or removed

2.4.8.1.3 Air restrictors for 1200 cc 2- cylinders

Definition: An air restrictor is a metallic device with a tract of constant controlled section and which is placed in the induction duct between the carburation instrument (throttle body) and the cylinder head. The length of the controlled tract must be at least 3 mm. No air and/or air-fuel mixture to the engine must by-pass the restrictor. No carburation part (injector, needle, slide, etc) must extend through the restrictor.

Application: Only the 1200 cc 2 cylinders will be fitted with air restrictors. The initial air restrictor size to be installed is equivalent to a Ø 50 mm circular area (1963,5 mm²). Air restrictor size will be adjusted (in steps equivalent to a change of 2 mm in diameter or equivalent circular area, upwards to Ø 52 mm and then to no restrictor at all, downwards to a minimum of Ø 46 mm), if needed during the Championship, as described below in Art. **2.4.8.1.4**

The Manufacturer must supply the FIM with 20 sets of plug-calibres (-gauges) to check the diameter of the air restrictor when using one of the prescribed sizes (Ø 52, Ø 50, Ø 48, Ø 46 mm).

A Manufacturer may have a non-circular air restrictor, provided that the area of this restrictor is equivalent to the area of a nominal circular restrictor. In this case, the Manufacturer must supply the FIM with 20 sets of plug-calibres (-gauges) for measuring the restrictor during the technical verifications.

The FIM may also request the Manufacturer to supply a cut section of the air restrictor(s) in each of the prescribed sizes.

2.4.8.1.4 Air Restrictor adjustment

The minimum air restrictor size is increased or decreased in 2 mm steps in diameter of equivalent circular area, according to following procedure:

1. – If the minimum weight of the 1200 cc 2 cylinders configuration has reached the lower limit of 162 kg and,
 - if the resulting gap in the average value of 'event averages' is more than 5 points in favour of the 1000 cc 4- cylinders and,
 - if a rider of a 1000 cc 4 cylinder is leading the riders' Superbike World Championship standings at that time, then the initial air restrictor size of the 1200 cc 2 cylinders will be increased by one size, to a \varnothing 52 mm (or the equivalent area 2123.7 mm²), or as a last step, the air restrictor will be withdrawn.
2. – If the minimum weight for 1200 cc 2 cylinder configuration has reached the upper limit of 171 kg and,
 - if the resulting gap of the average value of 'event averages' is more than 5 points in favour of the 1200 cc 2 cylinders and,
 - if a rider of a 1200 cc 2 cylinder is leading the riders' Superbike World Championship standings at that time, then the initial air restrictor size of the 1200 cc 2 cylinders will be reduced by one size, to a \varnothing 48 mm (or the equivalent area 1809,6 mm²), or, as last step, to a minimum of \varnothing 46 mm (or the equivalent area 1661,9 mm²).

If the air restrictor size is not updated, then the results of three more events will be considered, and a new average value of the 'event averages' will be calculated over six events and so on, over multiples of three events, until the points gap of the average value of the 'event averages' from the last air restrictor size update is higher than 5.

The Superbike Technical Director will inform all the teams about the possible air restrictor size adjustments, within 24 hours from the end of the last event (the last meeting of the International Jury), where the average value of the 'event averages' was calculated. The new air restrictor size adjustments must be applied as from the first following event.

2.4.8.2 Cylinder Head

The homologated cylinder head may be modified as follows:

Homologated materials and castings for the cylinder heads must be used. Material for these parts may only be added by welding or removed by machining.

The homologated cylinder head cover may be modified.

The induction and exhaust system including the number of valves and or ports (intake and exhaust) must be as homologated.

Porting and polishing of the cylinder head normally associated with individual tuning such as gas flowing of the cylinder head, including the combustion chamber is allowed.

The compression ratio is free.

The combustion chamber may be modified.

The valves may be altered or replaced from those fitted to the homologated motorcycle.

The valve seats may be altered or replaced from those fitted to the homologated motorcycle.

The valve guide may be altered or replaced from those fitted to the homologated motorcycle.

Valve springs may be altered or replaced from those fitted to the homologated motorcycle.

The valve tappets and retainers may be altered or replaced from those fitted to the homologated motorcycle.

- **For 1000 cc 3 & 4 cylinders and 1200 cc 2 cylinders**

Aftermarket or modified valves, springs, tappets, retainers and other valve train components are permitted. The original number of valves must be maintained.

- a. Valve diameters, including stem, must remain as homologated.
- b. Valves must be made of the same basic material as the homologated valves.
- c. Valves must remain in the homologated location and at the same angle as the homologated valves, except for normal valve maintenance.
- d. Rocker arms (if any) must remain as homologated (material and dimensions).

2.4.8.3 Camshaft

Camshafts may be altered or replaced from those fitted to the homologated motorcycle (see also Art. 2.4.8).

2.4.8.4 Cam sprockets or Gears

Cam sprockets or cam gears may be altered or replaced to allow the degreering of the camshafts (see also Art. 2.4.8).

2.4.8.5 Cylinders

Homologated materials and casting for the cylinder block must be used. The material for the cylinder block may only be added by welding and/or removed by machining. The sleeves or liner material may be changed and the surface finish is free. The original bore size must be retained.

2.4.8.6 Pistons

- **For 1000cc 2 cylinders, 1000 cc 3 & 4 cylinders**

Pistons may be altered or replaced from those fitted to the homologated motorcycle.

- **For 1200 cc 2 cylinders**

Standard piston or the piston kit (*) must be used.

(*) The piston kit must have the same price as the standard one and must be listed in the current racing parts list of the Manufacturer and be on sale for customers. Within 90 days from the order, the customer must receive the piston kit set.

2.4.8.7 Piston rings

Piston rings may be altered or replaced from those fitted to the homologated motorcycle.

2.4.8.8 Piston pins and Clips

Piston pins and clips may be altered or replaced from those fitted to the homologated motorcycle.

2.4.8.9 Connecting rods

- **For 1000 cc 2 cylinders and 1000 cc 3 & 4 cylinders**

Connecting rod may be altered or replaced from those fitted to the homologated motorcycle. Carbon composite or carbon fibre materials are not allowed if not used in the homologated motorcycle.

- **For 1200 cc 2 cylinders**

Connecting rod must remain as homologated. Polishing and lightening is not allowed.

2.4.8.10 Crankshaft

- **For 1000 cc 2 cylinders**

Crankshaft may be altered or replaced from those fitted to the homologated motorcycle.

Crankshaft stroke must remain as homologated.

- **For 1000 cc 3 & 4 cylinders and 1200cc 2 cylinders**

The following modifications are allowed to the homologated crankshaft:

- a. Bearing surfaces may be polished or a surface treatment may be applied.
- b. Balancing is allowed but only by the same method as the homologated crankshaft. (for example heavy metal i.e. Mallory metal inserts are not permitted unless they are originally specified in the homologated crankshaft.)
- c. Attachment of aftermarket ignition components or sensors is permitted.
- d. Balance shaft may be **altered, removed or modified**.

2.4.8.11 Crankcase / Gearbox housing and lateral covers

Homologated materials and castings for crankcase and gearbox housing must be used. Material for crankcase and gearbox housing may only be added by welding or removed by machining.

Oil-pan (sump) may be altered or replaced.

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.

All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from composite materials, type carbon or Kevlar®. Plates and/or bars from aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely.

2.4.8.12 Transmission / Gearbox

All transmission/gearbox ratios, shafts, drums, selector forks are free.

Primary gear ratios are free.

The number of gears must remain as homologated.

Additions to gearbox or selector mechanism, such as quick shift systems, are allowed.

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

2.4.8.13 Clutch

Aftermarket or modified clutches are permitted.

Back torque limiter is permitted.

- **For 1000 cc 2 cylinders**

Clutch system (wet or dry type) and method of operation (cable/hydraulic) may be altered or replaced from those fitted to the homologated motorcycle.

- **For 1000 cc 3 & 4 cylinders and 1200cc 2 cylinders**

Clutch system (wet or dry type) and method of operation (cable/hydraulic) must remain as homologated.

2.4.8.14 Oil Pumps and Oil lines

Oil pump may be altered or replaced from those fitted to the homologated motorcycle.

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

2.4.8.15 Radiator / Oil cooler

The original radiator or oil cooler may be altered or replaced from those fitted to the homologated motorcycle.

Additional radiators or oil coolers may be added.

Radiator fan and wiring may be changed, modified or removed.

Oil cooler must not be mounted on or above the rear mudguard.

The appearance from the front, rear and profile of the machine must in principle conform to the homologated shape after the addition of additional radiators or oil coolers.

2.4.8.16 Air Box

The air box may be altered or replaced from those fitted to the homologated motorcycle (a special design for racing is allowed). If fuel injectors are attached to the cover of the air box, their position with reference to the throttle body must remain as original.

The air filter element may be removed.

The air box must be completely closed around the induction bell mouth and all engine breather tubes. Carburation instruments may be entirely within the air box.

The air box drains must be sealed.

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

The breather system (air box plus any breather oil collector box) must be capable in the event of drain pipe blockage, of retaining a minimum of 1000 cc of discharged fluid.

2.4.8.17 Fuel supply

The engine control unit (ECU) may be modified or changed.

The fuel pump and pressure regulator may be modified or changed. No mechanical fuel pump is allowed unless installed in the homologated model.

Fuel lines from fuel tank up to the injectors (fuel hoses, delivery pipe assembly, joints, clamps, fuel canister) may be replaced.

The fuel line(s) going from the fuel tank to the carburation instruments must be located in such a way that they are protected from possible **crash damage**.

Fuel vent lines may be replaced.

Fuel filters may be added.

Fuel petcock may be altered or replaced from those fitted to the homologated motorcycle.

2.4.8.18 Exhaust system

Exhaust pipes, catalytic converters and silencers may be altered or replaced from those fitted to the homologated motorcycle.

The number of the final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) of the homologated model.

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

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

The noise limit for Superbikes will be 107 dB/A (with a 3 dB/A tolerance after the race).

2.4.9 Electric and electronic devices

Electric cables, connectors, battery and switches are free.

2.4.9.1 Ignition / Engine Control System

Ignition/engine control system (ECU) may be modified or changed.

Spark plugs, spark plug caps and wires may be replaced.

2.4.9.2 Generator, alternator, electric starter

The generator, starting system electrical or manual including kick lever, pedal, starter crank gear and starter shaft may be altered, replaced or removed from those fitted to the homologated motorcycle.

2.4.9.3 Additional Equipment

Additional electronic hardware equipment not on the original homologated motorcycle may be added (e.g. data acquisition, computers, recording equipment, traction control).

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.

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

Telemetry is not allowed.

2.4.10 Frame and Body

The use of titanium in the construction of the front forks, the handlebars and the swing-arm spindle is forbidden.

2.4.10.1 Frame Body and Rear sub-frame

The main frame must remain as originally produced by the manufacturer for use on the homologated machine.

The main frame may only be altered by the addition of gussets or tubes. No gussets or tubes may be removed.

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

The homologated dimensions and position of bearing seats in the steering head column, and the engine, swing arm, rear shock, and suspension linkage mounting points must remain as original.

Steering angle changes are permitted by fitting inserts onto the bearing seats of the original steering head, but no part of the insert must protrude axially more than 3 mm. from the original steering head.

All motorcycles must display a vehicle identification number on the main frame body (chassis number).

Rear sub frame may be changed or altered, but the **type of material** must remain as homologated **or of higher specific weight**

The paint scheme is not restricted.

2.4.10.2 Front Forks

The front fork in whole or part may be changed but must be the same type homologated (leading link, telescopic, etc.).

No aftermarket or prototype electronically-controlled suspensions may be used. If original electronic suspensions are used, they must be completely standard (any mechanical or electronic part must remain as homologated). The original electronic system must work properly in the event of an electric/electronic failure otherwise it cannot be homologated for FIM competitions.

The upper and lower fork clamps (triple clamp, fork bridges) may be changed or modified.

Steering damper may be added or replaced with an after market damper.

The steering damper cannot act as a steering lock limiting device.

2.4.10.3 Rear Fork (Swing-arm)

The rear fork may be altered or replaced from those fitted to the homologated motorcycle. The use of carbon fibre or Kevlar) materials is not allowed if not homologated on the original machine. A chain guard must be fitted in such a way to reduce the possibility that any part of the riders' body must become trapped between the lower chain run and the rear wheel sprocket.

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). Fastening screws must be recessed.

2.4.10.4 Rear Suspension Unit

Rear suspension unit may be changed but a similar system must be used (i.e. dual or mono).

No aftermarket or prototype electronically-controlled suspension unit may be used. If original electronic unit is used, it must be completely standard (any mechanical or electronic part must remain as homologated). The original electronic system must work properly in the event of an electric/electronic failure otherwise it cannot be homologated for FIM competitions.

The rear suspension linkage may be modified or replaced.

The original fixing points in the frame (if any) must be used to mount the shock absorber, linkage and rod assembly fulcrum (pivot points).

2.4.10.5 Wheels

Wheels may be replaced (see Art. 2.3.5.2) and associated parts may be altered or replaced from those fitted to the homologated motorcycle. Carbon fibre or carbon composite wheels are not allowed, unless the manufacturer has equipped the homologated production model with this type of wheel.

Bearings, seals, and axles may be altered or replaced from those fitted to the homologated motorcycle. The use of titanium and light alloys is forbidden for wheel spindles (axles).

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

Any inner tube (if fitted) or inflation valves may be used.

Wheel rims smaller than 16 in. in diameter are not allowed.

Maximum front wheel rim width: 4.00 in.

Maximum rear wheel rim width: 6.25 in.

2.4.10.6 Brakes

Front master cylinder may be altered or replaced from those fitted to the homologated motorcycle.

Rear master cylinder may be altered or replaced from those fitted to the homologated motorcycle.

Front calipers may be altered or replaced from those fitted to the homologated motorcycle.

Rear calipers may be altered or replaced from those fitted to the homologated motorcycle.

Brake pads or shoes may be altered or replaced from those fitted to the homologated motorcycle.

Brake hoses and brake couplings may be altered or replaced from those fitted to the homologated motorcycle. The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (lower triple clamp).

Brake discs may be altered or replaced from those fitted to the homologated motorcycle. Only ferrous materials are allowed for brake discs. The use of exotic alloy materials for discs and brake calipers (i.e. aluminium beryllium, etc.) is not allowed.

2.4.10.7 Handle Bars and Hand controls

Handle bars, hand controls and cables may be altered or replaced from those fitted to the homologated motorcycle

Engine stop switch must be located on the handle bars.

2.4.10.8 Foot Rest/Foot controls

Foot rest/foot controls may be relocated, but the original mounting points must be used.

Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

The end of the foot rest must have at least an 8mm solid spherical radius. (see diagram A & C).

Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or equivalent type of material (min. radius of 8 mm). The plug surface must be designed to reach the widest possible area of the footrest. The Technical Director has the right to refuse any plug not satisfying this safety aim.

2.4.10.9 Fuel tank

Material of construction of the fuel tank may be altered or replaced from those fitted to the homologated motorcycle.

All fuel tanks must be filled with fire retardant material, or be fitted with a fuel cell bladder.

Fuel tanks made of composite materials (carbon fibre, aramid fibre, glass fibre, etc.) must have passed the FIM Standards for fuel tanks or be lined with a fuel cell bladder.

Tanks made of composite material must bear the label certifying conformity with FIM Fuel Tank Test Standards. Fuel tanks without a fuel cell bladder must bear a label certifying conformity with FIM Fuel Tank Test Standards.

Such labels must include the fuel tank manufacturer's name, date of tank manufacture, and name of testing laboratory.

Each manufacturer is requested to inform the FIM/CCR Secretariat of its fuel tank model(s) which have passed the FIM test standards, together with a copy of the fuel tank label. Full details of the FIM Fuel Tank Test Standards and Procedures are available from the FIM (See 'Fuel Tank Test Standards' below).

Fuel cell bladders must conform to or exceed the specification FIM/FCB-2005. Full details of this standard are available from the FIM

The fuel tank must be fixed to the frame from the front and the rear with a crash-proof assembly system. Bajonet style couplings cannot be used, nor may the tank be fixed to any parts of the streamlining (fairing) or any plastic part. The Technical Director has the right to refuse a motorcycle if he is of the opinion that the fuel tank fixation is not safe.

The original tank may be modified to achieve the maximum capacity of 24 litres, provided the original profile is as homologated.

A cross over line between each side of the tank is allowed (maximum inside diameter 10 mm).

Fuel tanks with tank breather pipes must be fitted with non-return valves which discharge into a catch tank with a minimum volume of 250 cc made of a suitable material.

Fuel tank filler caps may be altered or replaced from those fitted to the homologated motorcycle, and when closed, must be leak proof. Additionally, they must be secured to prevent accidental opening at any time.

The same size fuel tank used in practice must be used during the entire event.

Fuel tank homologation

1. Any fuel tanks, made of non ferrous materials (with the exception of aluminium) must be tested according to the test procedure prescribed by the FIM.
2. Each manufacturer is responsible for testing its own fuel tank model(s) and will certify that the fuel tank exceeds the FIM test standard, if it has passed the FIM test procedure for fuel tanks.
3. Each manufacturer must affix a quality and test label on each fuel tank type that is produced for competition use. This quality and test label will be the recognition of a fuel tank model which has passed the FIM test procedure.
4. All fuel tanks that are made to the same design, dimensions, number of fibre layers, grade of fibre, percentage of resin, etc, must be identified with the same quality and test label.
5. The quality and test label will include the following information on each label affixed to each fuel tank: name of the fuel tank manufacturer, date of fabrication, code or part number, name of testing laboratory, fuel capacity.
6. Each manufacturer is requested to inform the FIM/CCR Secretariat of its fuel tank model(s) which have passed the FIM test procedure, with a copy of the quality and test label, according to point 5.
7. Only fuel tanks that have passed the FIM test procedure will be accepted.

2.4.10.10 Fairing / Bodywork

- a) Fairing, mudguards and body work must conform in principle to the homologated shape as originally produced by the manufacturer.
- b) Wind screen may be replaced.
- c) Original air ducts running between the fairing to the airbox may be altered or replaced from those fitted to the homologated motorcycle.
- d) The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (min. 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.
- e) The lower fairing must incorporate one hole of 25 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions, as declared by the Race Director.
- f) Minimal changes are allowed in the fairing to permit the use of an elevator (stand) for wheel changes and to add plastic protective cones to the frame or the engine.
- g) Holes may be drilled or cut in the fairing or bodywork to allow additional increased intake air to the oil cooler. Holes bigger than 10mm must be covered with a particle grill or fine wire mesh. Grill/mesh must be painted to match the surrounding material.
- h) Front mudguard must conform in principle to the homologated shape originally produced by the manufacturer.
- i) Holes may be drilled in the front mudguard to allow additional cooling. Holes bigger than 10mm must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material.
- j) Rear mudguard may be added or removed.
- k) Material of construction of the front mudguard, rear mudguard and fairing may be altered or replaced from those fitted to the homologated motorcycle.

2.4.10.11 Seat

Seat may be altered or replaced from those fitted to the homologated motorcycle.

The top portion of the rear body work around the seat may be modified to a solo seat. The solo seat then must incorporate the rear number plates. The appearance from both front rear and profile must conform in principle to the homologated shape.

The seat/rear cowl must allow for proper number display.

Holes may be drilled in the seat or rear cowl to allow additional cooling. Holes which are bigger than 10mm must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material.

Material of construction of the seat may be altered or replaced from those fitted to the homologated motorcycle.

2.4.11 The following items MAY BE altered or replaced from those fitted to the homologated motorcycle.

Any type of lubrication, brake or suspension fluid may be used.

Gaskets and gasket material.

Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.

Fasteners (nuts, bolts, screws, etc.).

External surface finishes and decals.

It is recommended that machines be equipped with a red light on the instrument panel. This light must flash in the event of oil pressure drop.

2.4.12 The following items MAY BE removed

Instrument and instrument bracket and associated cables.

Tachometer.

Speedometer and associated wheel spacers.

Chain guard.

2.4.13 The Following Items MUST BE Removed

Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.

Rear-view mirrors.

Horn.

License plate bracket.

Tool box.

Helmet hooks and luggage carrier hooks

Passenger foot rests.

Passenger grab rails.

Safety bars, centre and side stands must be removed (fixed brackets must remain).

2.4.14 The following items MUST BE altered

Motorcycles must be equipped with a functional ignition kill switch or button mounted at least on one side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.

Throttle controls must be self closing when not held by the hand.

All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases, oil lines, oil coolers, etc.)

All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.

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.

2.5 SUPERSPORT TECHNICAL SPECIFICATIONS

Rules intended to permit changes to the homologated motorcycle in the interest of safety.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN

Supersport motorcycles require an FIM homologation (see Art. 2.9). All motorcycles must comply in every respect with all the requirements for Road Racing as specified in the Technical Regulations, unless it is equipped as such on the homologated machine.

The appearance from both front, rear and the profile of Supersport motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer. The appearance of the exhaust system is excluded from this rule.

2.5.1 Machine specifications

All items not mentioned in the following articles must remain as originally produced by the manufacturer for the homologated machine.

2.5.2 Balancing various motorcycle concepts

In order to equalize the performance of motorcycles with different engine configurations, changes in the minimum weight may be applied according to their respective racing performances. The decision about applying a handicap system to a respective class will be taken by the Superbike Commission at any time.

These handicaps will follow the system like described in **2.4.4.2** of the Superbike regulation, but will be adapted to the Supersport class.

2.5.3 Engine configurations and displacement capacities

Over 400 cc up to 600 cc	4 stroke	4 cylinders
Over 500 cc up to 675 cc	4 stroke	3 cylinders
Over 600 cc up to 750 cc	4 stroke	2 cylinders

The displacement capacities must remain at the homologated size. Modifying the bore and stroke to reach class limits is not allowed.

2.5.4.1 Minimum Weights

The minimum weights will be:	600 cc	four cylinders	158 kg
	675 cc	three cylinders	162 kg
	750 cc	two cylinders	166 kg

At any time of the event, the weight of the whole machine (including the tank and its contents) must not be less than the minimum weight with a tolerance of 1 kg.

In the final inspection at the end of the race, the checked machines will be weighed in the condition they were at the end of the race.

The established weight limit must be met in the condition the machine finished the race. Nothing may be added to the machine including water, oil, fuel or tyres.

During the practice and qualifying sessions every rider may be asked to submit his motorcycle to a weight control. In any case the rider and team must comply with this request.

The use of ballast is allowed to stay over the minimum weight limit and may be required due to a handicap system. The use of ballast and weight handicap must be declared to the Superbike Technical Director at the preliminary checks.

2.5.5 Number Plate Colours

The background colours and figures (numbers) for Supersport are a white background with blue:

The sizes for all the front numbers are:	Minimum height:	160 mm
	Minimum width:	80 mm
	Minimum stroke:	25 mm

The sizes for all the side numbers are:	Minimum height:	120 mm
	Minimum width:	60 mm
	Minimum stroke:	25 mm

The allocated number (& plate) for the rider must be affixed on the machine as follows:

- once on the front, either in the centre of the fairing or slightly off to one side;
- once, on each side of the motorcycle. Alternatively, once across the top of the rear seat section with the top of the number towards the rider.

These numbers must have the same size as the front numbers.

In case of a dispute concerning the legibility of numbers, the decision of the Technical Director will be final.

2.5.6 Fuel

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 (see also Art. 2.10 for full fuel specifications).

2.5.7 Tyres

Tyres must be a fully molded type carrying all size and sidewall marking of the tyres for commercial sale to the public. The depth of the tyre treads must be at least 2.5 mm over the entire tyre pattern width at a pre-race control. The tyres must have a positive and negative tread of 96% positive and minimum 4% negative (land and sea ratio). The maximum distance from the external edge of the tyre to 50% of the tread elements is 35 mm.

One (1) size for the front and two (2) sizes for the rear are allowed. Each size, front and rear, must be available with the same tread pattern as the commercial tyres for the road use. The manufacturers may only submit one front and rear pattern for approval. The previously approved tyre pattern will remain valid until one year after the introduction of a new approved tyre pattern.

The FIM/CCR will grant the approval. The manufacturers must submit the tyre for approval 30 days prior to its first use. Templates proving the land and sea ratio must be included.

At the discretion of the rider, intermediate or WET weather tyres may be used. WET weather tyres must be a fully molded tyre. The use of hand cut tyres is not allowed. Wet weather tyres must be marked "Not for Highway Use" or "NHS".

At each event, during free practices, qualifying practices and warm up, a maximum of ten (10) rear and eight (8) front tyres may be used. There is no limitation on the number of tyres for the race.

All tyres (slick, intermediate and wet) will be included in the total quantity count.

All tyres to be used must be easily identifiable with a colour marking or a numerical system to be applied by the Official Supplier at the time of manufacturing.

At the beginning of the event, the Official Supplier must deliver to the FIM Technical Director four (4) samples of each type of tyre which will be used at the event.

The tyres used in the free practices, qualifying practices and warm-up must be marked with an adhesive sticker.

The sticker will show an identification number for each rider and it will have a different colour depending on whether it is applied to the front or rear tyre. At each race the Technical Director will assign a number of his choice to the competitor, while the colours will change for each race.

The stickers will be handed to the teams in a sealed envelope, 10 for the rear tyres and 8 for the front tyres, on Thursday according with a timetable decided by the Organizer and the Technical Director. The timetable will be mailed to the teams by the Organizer at least a week before the event. In extraordinary situations the Technical Director can/may alter this program.

After delivery of the stickers, the teams will be responsible for their safekeeping and use.

The stickers must be applied to the left sidewall of the tyre. Personnel nominated by the Technical Director will check that all the motorcycles in the pit line are fitted with tyres carrying the sticker.

The use of motorcycles with unmarked tyres (e.g. without the official stickers) will be immediately reported to the Race Direction which will take appropriate action.

On the Sunday morning, after the warm-up and after the check by the Official Supplier regarding the effective tyre wear, the unused stickers will be returned.

In exceptional cases, should the sticker be damaged or applied in the wrong way, up to 2 extra stickers may be provided at the sole discretion of the Technical Director. However, the damaged sticker must be returned to the Technical Direction and/or the tyre it was applied to must be absolutely intact

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

2.5.8 Engine

2.5.8.1 Carburation Instruments / Fuel injection system

Carburation instruments refer to throttle bodies and variable length intake tract devices.

Carburation instruments must be standard units as on the homologated model.

Throttle bodies intake insulators may be modified.

The injectors must be standard units as on the homologated motorcycle.

Bell mouths, including their fixing points, may be altered or replaced from those fitted by the manufacturer on the homologated machine.

Butterfly cannot be changed or modified.

2.5.8.2 Cylinder Head

Cylinder head must be as homologated. The following modifications are allowed.

1. Grinding of the cylinder head surface on the side of the gasket;
2. Modifications of the inlet and exhaust ports by taking off or adding material (welding is forbidden);
3. Original homologated valves guides may be cut or modified, but only on the intake or exhaust port side;
4. Polishing of the combustion chamber;
5. Original valve seats must be used, but modifications are allowed to the shape;
6. Compression ratio is free, but the combustion chamber may be modified only by taking material off.

It is forbidden to add any material to the cylinder head unless as described above.

The compression ratio is free.

The combustion chamber may be modified.

Rocker arms (if any) must remain as homologated (material and dimensions).

Valves may be altered or replaced and the material may be changed, but maximum diameters and minimum weights must remain as homologated. The use of titanium valves is permitted only if the homologated machines are equipped with such kind of valves.

Valve springs may be changed.

Valve spring retainers may be replaced or modified, but their weight must be the same or higher than the original ones

2.5.8.3 Camshaft

The method of drive must remain as homologated.

The duration is free but the lift must remain as homologated.

The cam chain or cam belt tensioning device(s) are free.

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 is measured.

2.5.8.4 Cam Sprockets or Gears

Cam sprockets or cam gears may be modified or replaced to allow the degreering of camshafts.

2.5.8.5 Cylinders

Cylinders must remain as homologated.

Only the following modifications to the cylinders are allowed. Cylinder head gasket surface may be machined to allow the adjustment of compression ratio or resurfacing to repair a warped cylinder surface deck.

Homologated materials and castings for cylinders must be used. The surface finish of the cylinder bore must remain as homologated.

Cylinder capacity must remain at the homologated size.

2.5.8.6 Pistons

Pistons must remain as homologated.

Polishing and lightening is not allowed.

2.5.8.7 Piston Rings

Piston rings must remain as homologated. No modifications are allowed.

2.5.8.8 Piston Pins and Clips

Piston pins and clips must remain as homologated. No modifications are allowed.

2.5.8.9 Connecting Rods

Connecting rods must remain as homologated.

Polishing and lightening is not allowed.

2.5.8.10 Crankshaft

Crankshaft must remain as homologated without modification.

Polishing and lightening is not allowed.

Modifications of the flywheels are not allowed.

2.5.8.11 Crankcase / Gearbox and all other Engine cases (i.e. ignition case, clutch case).

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

Other engine cases must be made of the homologated material **with exclusion of lateral side covers.**

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.

Engine case guards in the form of strengthened engine side covers may be installed. These covers must be no lighter in weight than the standard part.

All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from composite materials, type carbon or Kevlar®, aluminium or steel plates and/or bars are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely.

Holes may be added in dry clutch covers to allow additional cooling.

The countershaft cover may be removed.

The addition of a crankcase protector at the countershaft is allowed.

2.5.8.12 Transmission / Gearbox

All transmission/gearbox ratios are free.

The number of gears must remain as homologated.

Primary gears must remain as homologated.

Quick-shift systems are allowed.

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

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

2.5.8.13 Clutch

Clutch type (wet or dry) and the way of operation (by cable or hydraulic) must remain as homologated.

Friction and drive discs may be changed.

Clutch springs may be changed.

The clutch basket (outer) may be reinforced.

The original clutch assembly may be modified for back torque limiting capabilities (slipper type).

It is allowed to change to an aftermarket clutch with back torque limiting capabilities (slipper type).

The use of electro-mechanical or electro-hydraulic actuating systems are not allowed.

2.5.8.14 Oil Pumps, water pumps and Oil Lines

Modifications are allowed but pump housing, mounting points and oil feed points must stay as original.

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

The internal parts of the water pump may be changed or modified. The drive ratio may be changed. The external appearance must remain as homologated.

2.5.8.15 Radiator and oil-coolers

The radiator may be changed only if it fits in the standard location and does not require any modifications to the main frame or to the fairings' outer appearance.

Modifications to the existing oil-cooler are allowed only if it does not require any modifications to the main frame or to the fairings' outer appearance. A heat exchanger (oil/water) may be exchanged by an oil-cooler.

Radiator fan and wiring may be changed, modified or removed.

Additional oil coolers are not allowed.

Oil cooler must not be mounted on or above the rear mudguard.

2.5.8.16 Air Box

The air box must remain as originally produced by the manufacturer on homologated machine.

The air filter element may be removed or replaced.

The air box drains must be sealed.

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

The original air ducts running from the fairing to the air box may be altered or replaced.

2.5.8.17 Fuel Supply

Fuel lines may be replaced from the fuel petcock (excluded) to the delivery pipe assy (excluded).

Quick connectors or dry brake quick connectors may be used.

Fuel vent lines may be replaced.

Fuel filters may be added.

No modifications of fuel pump are allowed. Original pressure regulator may be modified or changed.

2.5.8.18 Exhaust System

Exhaust pipes and silencers may be modified or changed. Catalytic converters must be removed.

The number of final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) of the homologated model.

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

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

The noise limit for Supersport will be 107 dB/A (with a 3 dB/A tolerance after the race).

2.5.9 Electrics and Electronics

Connectors and switches are free.

2.5.9.1 Ignition/Engine Control System (ECU)

Ignition/engine control system (ECU) may be modified or changed.

Spark plugs, plug caps and wires may be replaced.

2.5.9.2 Generator, alternator, electric starter

Generator may be modified, removed or replaced.

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

2.5.9.3 Additional Equipment

Additional electronic hardware equipment not on the original homologated motorcycle may be added (e.g. data acquisition, computers, recording equipment, traction control).

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.

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

Telemetry is not allowed.

2.5.9.4 Wiring Harness

The wiring harness may be altered or replaced. Additional wiring harnesses may be added.

Cutting of the wiring harness is allowed.

2.5.9.5 Battery

The size and type of battery may be changed and relocated. Additional batteries may be added.

2.5.10 Frame and Body

2.5.10.1 Frame Body and Rear sub-frame

The frame must remain as originally produced by the manufacturer for the homologated machine.

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

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.

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

All motorcycles must display a vehicle identification number on the frame body (chassis number).

Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.

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.

The paint scheme is not restricted but polishing the frame body or sub-frame is not allowed.

2.5.10.2 Front Forks

Forks must remain as originally produced by the manufacturer for the homologated machine.

Standard original internal parts of the forks may be modified or changed. **No aftermarket or prototype electronically-controlled suspension parts may be used. If original electronic suspensions are used, they must be completely standard (any mechanical or electronic part must remain as homologated). The original electronic system must work properly in the event of an electric/electronic failure otherwise it cannot be homologated for FIM competitions.**

After market damper kits or valves may be installed.

Fork springs may be modified or replaced.

Fork caps may be modified or replaced to allow external adjustment.

Dust seals may be modified, changed or removed if the fork is totally oil-sealed.

The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.

The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated machine.

The steering damper may be added or replaced with an aftermarket damper.

The steering damper cannot act as a steering lock limiting device.

2.5.10.3 Rear Fork (Swing arm)

The rear fork must remain as originally produced by the manufacturer for the homologated machine. A chain guard must be fitted in such a way to reduce the possibility that any part of the riders' body must become trapped between the lower chain run and the rear wheel sprocket.

Rear fork pivot bolt must remain as originally produced by the manufacturer for the homologated machine.

Rear axle chain adjuster may be modified or changed.

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

2.5.10.4 Rear Suspension Unit

Rear suspension unit may be changed or modified. The original attachments of the frame and rear fork must be as homologated.

Rear suspension unit spring(s) may be changed. **No aftermarket or prototype electronically-controlled suspension unit may be used. If original electronic unit is used, it must be completely standard (any mechanical or electronic part must remain as homologated). The original electronic system must work properly in the event of an electric/electronic failure otherwise it cannot be homologated for FIM competitions.**

Rear suspension linkage must remain as originally produced by the manufacturer for the homologated machine.

2.5.10.5 Wheels

Wheels must remain as originally produced by the manufacturer at the time of sale into the dealer/distributor network for the homologated machine.

Any inner tube (if fitted) or inflation valves may be used.

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

The speedometer drive may be removed and replaced with a spacer.

If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated machine.

Front and rear wheel axles must remain as originally produced by the manufacturer for the homologated machine.

Wheel diameter and rim width must remain as originally homologated.

2.5.10.6 Brakes

Front and rear brake discs may be changed but must fit the original caliper and mounting. However, the outside diameter, the ventilation system must remain as originally produced by the manufacturer for the homologated machine. Internally ventilated discs are not allowed if not homologated on the original model.

The brake disc carriers may be changed, but must retain the same off set and same type of mounting to the wheels.

Replacement brake discs must be of ferrous material.

Front and rear brake calipers as well as all the mounting points and mounting hardware (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine (see Art. 2.5.10.3)

The front master cylinder must remain as originally produced by the manufacturer for the homologated machine, hand lever excluded.

Rear master cylinder must remain as originally produced by the manufacturer for the homologated machine.

Front and rear hydraulic brake lines may be changed. The brake fluid reservoir may be replaced and/or repositioned. Quick connectors may be used. The split of the front brake lines for both front brake calipers must be made above the lower edge of fork bridge (lower triple clamp).

Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.

Additional air ducts are not allowed.

2.5.10.7 Handle Bars and Hand Controls

Handle bars, throttle assembly and associated cables, hand controls and levers may be replaced (does not include brake master cylinder).

Handle bars and hand controls may be relocated.

Throttle controls must be self-closing when not held by the hand.

Electric starter switch and engine stop switch must be located on the handle bars.

2.5.10.8 Foot Rest/Foot Controls

Foot rest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points.

Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

The end of the foot rest must have at least an 8 mm solid spherical radius. (see diagram A & C).

Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or an equivalent type material (minimum radius 8 mm). The plug surface must be designed to reach the widest possible area. The Technical Director has the right to refuse any plug not satisfying this safety aim.

2.5.10.9 Fuel Tank

Fuel tank must remain as originally produced by the manufacturer for the homologated machine.

All fuel tanks must be completely filled with fire retardant material (open-celled mesh, i.e. "Explosafe").

Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250 cc made of a suitable material.

Fuel caps may be changed. Fuel caps when closed, must be leak proof. Additionally, they must be securely locked to prevent accidental opening at any time.

2.5.10.10 Fairing/bodywork

- a) Fairing, front mudguards and body work must appear to be as originally produced by the manufacturer for the homologated machine.
- b) Fairing and body work may be replaced with cosmetic duplicates of the original parts. The material may be changed. The use of carbon fibre or Kevlar® materials is allowed.
- c) Size and dimensions must be the same as the original parts without any addition or subtractions of design elements.
- d) Wind screen may be replaced with transparent material only.
- e) The original combination instrument/fairing brackets may be replaced. All other fairing brackets may be altered or replaced.
- f) The original air ducts running between the fairing and the air box may be altered or replaced.
- g) The original air ducts into the airbox may be altered or replaced.
- h) The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.

- i) The lower fairing must incorporate a hole of 25 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions as declared by the Race Director.
- j) Minimal changes are allowed to permit the use of an elevator (stand) for wheel changes and to add a small plastic protective cone to the frame or engine.
- k) Front mudguard must appear as originally supplied by the manufacturer for the homologated machine.
- l) Front mudguard may be replaced with cosmetic duplicates of the original parts.
- m) Front mudguard may be spaced upward for increased tyre clearance.
- n) Rear mudguard fixed on the swing-arm may be replaced with cosmetic duplicates of the original parts.
- o) Rear mudguards fixed on the swing-arm which incorporate the chain guard may be modified to accommodate larger diameter rear sprockets.
- p) The existing rear mudguard under the seat may be removed. A mudguard may be fitted directly onto the swing-arm (it may not cover more than 120 degrees of the wheel).

2.5.10.11 Seat

Seat, seat base and associated body work may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated machine. The use of carbon fibre or carbon composite materials is allowed.

The top portion of the rear body work around the seat may be modified to a solo seat.

Holes may be drilled in the seat or rear cowl to allow additional cooling. Holes which are bigger than 10mm must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material.

The appearance from both front rear and profile must conform in principle to the homologated shape.

The seat/rear cowl replacement must allow for proper number display.

All exposed edges must be rounded.

2.5.10.12 Fasteners

Standard fasteners may be replaced with fasteners of any material and design.

Aluminium fasteners may only be used in non-structural locations.

Titanium fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing.

Special steel fasteners may be used in structural locations, but the strength and design must be equal to or exceed the strength of the standard fastener it is replacing.

Fasteners may be drilled for safety wire, but intentional weight-saving modifications are not allowed.

Fairing/body work fasteners may be changed to the quick disconnect type.

2.5.11 The following items MAY BE altered or replaced from those fitted to the homologated motorcycle

Any type of lubrication, brake or suspension fluid may be used.

Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.

Gaskets and gasket materials.

Painted external surface finishes and decals.

It is recommended that machines be equipped with a red light on the instrument panel. This light must flash in the event of oil pressure drop.

2.5.12 The following items MAY BE removed

Emission control items (anti-pollution) in or around the air box and engine (O2 sensors, air injection devices)

Tachometer.

Speedometer and related wheel spacers.

Bolt on accessories on a rear sub frame.

2.5.13 The Following Items MUST BE removed

Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.

Rear-view mirrors.

Horn.

License plate bracket.

Tool box.

Helmet hooks and luggage carrier hooks

Passenger foot rests.

Passenger grab rails.

Safety bars, centre and side stands must be removed (fixed brackets must remain).

2.5.14 The following items MUST BE altered

Motorcycles must be equipped with a functional ignition kill switch or button mounted at least on one side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.

All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases, oil lines, oil coolers, etc.)

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

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.

2.7 SUPERSTOCK TECHNICAL SPECIFICATIONS

Rules intended to limit changes to the homologated motorcycle in the interests of safety.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN

The motorcycle must be homologated by the original manufacturer only. The model will be eligible for Superstock competition for a maximum period of 5 years.

As the name Superstock implies, the machines used are allowed limited modifications. Most modifications are only allowed for safety reasons.

Superstock motorcycles require an FIM homologation (see Art. 2.9). All motorcycles must comply in every respect with all the requirements for Road Racing as specified in these Regulations, unless it is equipped as such on the homologated machine.

The appearance from both front, rear and the profile of Superstock motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

2.7.1 Machine specifications

All items not mentioned in the following articles must remain as originally produced by the manufacturer for the homologated machine

2.7.2 Balancing various motorcycle concepts

In order to equalize the performance of motorcycles with different engine configurations, changes in the minimum weight may be applied according to their respective racing performances. The decision about applying a handicap system to a respective class is taken by the Superbike Commission at any time.

These handicaps will follow the system like described in **2.4.2** of the Superbike regulation but will be adapted to the Superstock class.

2.7.3 Displacement capacities

The following engine configurations compose the Superstock 1000 class:

Over 600 cc up to 1000 cc	4-stroke	4 cylinders
Over 750 cc up to 1000 cc	4-stroke	3 cylinders
Over 850 cc up to 1200 cc	4-stroke	2 cylinders

The displacement capacities must remain at the homologated size. Modifying the bore and stroke to reach class limits is not allowed.

2.7.4 Minimum Weights

The FIM decides the minimum weight value for a homologated model as sold to the public by determining its dry weight.

The 'dry' weight of a homologated motorcycle is defined as the total weight of the empty motorcycle as produced by the manufacturer (after removal of fuel, vehicle number plate, tools and main stand when fitted but with oil and radiator liquid at prescribed level). To confirm the 'dry' weight a minimum of three (3) motorcycles are weighed and compared. The result is rounded off to the nearest digit.

The **minimum** weight is: **'dry' weight minus 12 kg.**

At any time of the event, the weight of the whole machine (including the tank and its contents) must not be less than the minimum weight with a tolerance of 1 kg.

2.7.5 Number Plate Colours

The background colours and figures (numbers) for Superstock are red background with white numbers :

The sizes for all the front numbers are:

Minimum height:	160 mm
Minimum width:	80 mm
Minimum stroke:	25 mm

The size for all the side numbers is:

Minimum height:	120 mm
Minimum width:	60 mm
Minimum stroke:	25 mm

The allocated number (& plate) for the rider must be affixed on the machine as follows:

- once on the front, either in the centre of the fairing or slightly off to one side;
- once, on each side of the motorcycle. Alternatively, once across the top of the rear seat section with the top of the number towards the rider.

These numbers must have the same size as the front numbers.

In case of a dispute concerning the legibility of numbers, the decision of the Technical Director will be final.

2.7.6 Fuel

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 (see Art. 2.10.1 for full specification)

2.7.7 Tyres

The rider may use a maximum of four (4) front and four (4) rear DRY weather tyres for each event.

Only if the race is declared wet by the Race Director, one extra front and rear intermediate tyre may be distributed by the official tyre supplier, at his discretion, and may be used at the rider's discretion.

Intermediate tyres must be clearly identified by the Official Supplier.

The WET weather tyres must be provided by the Official Supplier, but their number is free.

WET weather tyres may only be used after the race or practice has been declared 'wet' by the Race Direction.

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

The use of tyre warmers is allowed.

The tyres used in the free practices, qualifying practices, warm-up and race must be marked with an adhesive sticker.

The sticker will show an identification number for each rider and it will have a different colour depending on whether it is applied to the front or rear tyre. At each race the Technical Director will assign a number of his choice to the competitor, while the colours will change for each race.

The stickers will be handed to the teams in a sealed envelope, 4 for the rear tyres and 4 for the front tyres, on Thursday according with a timetable decided by the Organizer and the Technical Director. The timetable will be mailed to the teams by the Organizer at least a week before the event. In extraordinary situations the Technical Director can/may alter this program.

After delivery of the stickers, the teams will be responsible for their safekeeping and use.

The stickers must be applied to the left sidewall of the tyre. Personnel nominated by the Technical Director will check that all the motorcycles in the pit line are fitted with tyres carrying the sticker.

The use of motorcycles with unmarked tyres (e.g. without the official stickers) will be immediately reported to the Race Direction which will take appropriate action.

In exceptional cases, should the sticker be damaged or applied in the wrong way, up to 1 extra sticker may be provided at the sole discretion of the Technical Director. However, the damaged sticker must be returned to the Technical Direction and/or the tyre it was applied to must be absolutely intact.

In case of a red flag, a used tyre found on machines either checked in pit lane or in the parc fermé, may be replaced when it has been damaged. The damage must be confirmed by the Official Supplier.

During practices or warm up new tyres may be supplied to a machine involved in a crash, only if the request has been received when the machine is still in the parc fermé and the Official Supplier certifies that the tyre(s) is(are) damaged and unsafe.

2.7.8 Engine

2.7.8.1 Carburation Instruments / Fuel Injection System

Carburation instruments refer to throttle bodies and variable length intake tract devices.

Carburation instruments must remain as homologated.

Bell mouths must **remain** as originally produced by the manufacturer for the homologated machine.

The injectors must **remain** standard units as on the homologated motorcycle.

2.7.8.2 Cylinder Head

No modifications are allowed.

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

The cylinder head gasket may be changed.

The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, spring base and spring retainers must be as originally produced by the manufacturer for the homologated machine. Only normal maintenance interventions as prescribed by the Manufacturer in the model's Service Manual are authorised.

Valve spring shims are not allowed.

2.7.8.3 Camshaft

No modifications are allowed.

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 is measured.

The timing of the camshaft is free, however no machining of the camshaft sprocket is authorised.

2.7.8.4 Cam sprockets or Gears

No dimensional modifications are allowed.

2.7.8.5 Cylinders

No modifications are allowed.

2.7.8.6 Pistons

No modifications are allowed (including polishing and lightening).

2.7.8.7 Piston rings

No modifications are allowed.

2.7.8.8 Piston pins and Clips

No modifications are allowed.

2.7.8.9 Connecting rods

No modifications are allowed (including polishing and lightening).

2.7.8.10 Crankshaft

No modifications are allowed (including polishing and lightening).

2.7.8.11 Crankcase and all other Engine Cases (i.e. ignition case, clutch case, etc.)

No modifications to the crankcases are allowed (including painting, polishing and lightening).

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.

All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from composite materials, type carbon or Kevlar®, aluminium or steel plates and/or bars are also permitted. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely.

2.7.8.12 Transmission / Gearbox

An external quick-shift system on the gear selector (including wire and potentiometer) may be added.

Other modifications to gearbox or selector mechanism are not allowed.

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

The sprocket cover may be modified or eliminated.

2.7.8.13 Clutch

No modifications are allowed.

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

Clutch springs may be changed.

2.7.8.14 Oil pumps and Oil lines

No pump modifications are allowed.

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.

2.7.8.15 Radiator, cooling system and oil coolers

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

The radiator tubes to and from the engine may be changed, but the system must be maintained, with its original tanks.

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

Radiator cap is free.

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.

2.7.8.16 Air box

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

The air filter element may be modified or replaced.

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

2.7.8.17 Fuel supply

Fuel lines from the fuel tank to the delivery pipe assembly (excluded) may be replaced but the fuel petcock must remain as originally produced by the manufacturer.

Quick connectors or dry break quick connectors may be used.

Fuel pressure regulator may be modified or changed

Fuel vent lines may be replaced.

Fuel filters may be added.

2.7.8.18 Exhaust system

Exhaust pipes and silencers may be modified or changed. Catalytic converters must be removed.

The number of the final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) of the homologated model.

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

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

The noise limit for Superstock be 107 dB/A (with a 3 dB/A tolerance after the race).

2.7.9 Electrics and Electronics

2.7.9.1 Ignition / Engine Control System (ECU)

The engine control unit (ECU) must be either:

- a) As Homologated and inner software may be changed.

- b) Or the ECU kit model (produced and/or approved by the machine Manufacturer) may be used. A special connector may be used to connect ECU and the original wire loom.
The retail price of the full system (software included) must not be more than 1.5 times higher than the price of the original system.
- c) In addition to option a) and b) mentioned above, external ignition and/or injection module/s may be added to the standard production ECU, but their total retail price cannot be higher than the complete ECU kit.

Central unit (ECU) may be relocated.

Spark plugs may be replaced.

2.7.9.2 Generator, alternator, electric starter

No modifications are allowed.

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

2.7.9.3 Additional equipment

Additional electronic hardware equipment not on the original homologated motorcycle cannot be added (e.g. data acquisition, computers, recording equipment). Original instruments **may** be altered or replaced. (see also 2.7.11).

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.

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

Telemetry is not allowed.

2.7.9.4 Wiring harness

The original wire-loom may be modified as indicated hereafter:

The wiring loom may be replaced by the 'kit' wire harness loom, as supplied for the ECU Kit model, produced or approved by the Manufacturer of the motorcycle.

The wiring loom and the key/ignition lock may be relocated or replaced.

Cutting of the wiring harness is not allowed.

2.7.9.5 Battery

The battery may be replaced. If replaced, its nominal capacity must be equal to or higher than the homologated type.

2.7.10 Frame and body

2.7.10.1 Frame body and Rear sub frame

Frame must remain as originally produced by the manufacturer for the homologated machine. 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.

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

Nothing may be added by welding or removed by machining from the frame body.

All motorcycles must display the manufacturers' vehicle identification number on the frame body (chassis number), with the exception of spare frames.

Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.

Rear sub frame may be changed or altered, but the **type of material** must remain as homologated, **or of higher specific weight.**

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.

Additional seat brackets may be added but none may be removed. Bolt-on accessories to the rear sub-frame may be removed.

The paint scheme is not restricted but polishing the frame body or sub frame is not allowed

2.7.10.2 Front Forks

Forks structure (spindle, stanchions, bridges, stem, etc.) must remain as originally produced by the manufacturer for the homologated machine.

Standard original internal parts of the forks may be modified.

After market damper kits or valves may be installed.

No aftermarket or prototype electronically-controlled suspension parts may be used. If original electronic suspensions are used, they must be completely standard (any mechanical or electronic part must remain as homologated). The original electronic system must work properly in the event of an electric/electronic failure otherwise it may not be homologated for FIM competitions.

The fork caps may be modified or changed to add spring preload/compression adjusters

Dust seals may be modified, changed or removed providing the fork remains totally oil-sealed.

Any quality and quantity of oil may be used in the front forks.

The height and position of the front fork in relation to the fork crowns is free.

The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated machine.

Steering damper may be added or replaced with an after-market damper.

The steering damper cannot act as a steering lock limiting device.

2.7.10.3 Rear fork (Swing arm)

Every part of the rear fork must remain as originally produced by the manufacturer for the homologated machine (including rear fork pivot bolt and rear axle adjuster).

Rear wheel stand positioning (support) brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius) viewed from all sides. Fastening screws must be recessed.

For safety reasons, it is compulsory to use a chain guard made from rigid plastic material, fitted in such a way to prevent trapping between the lower chain run and the final driven sprocket at the rear wheel.

2.7.10.4 Rear suspension unit

Rear suspension unit (shock absorber) may be modified or replaced, but the original attachments to the frame and rear fork (swing arm) must be used and the rear suspension linkage must remain as originally produced by the manufacturer for the homologated machine.

Rear suspension unit spring may be changed.

No aftermarket or prototype electronically-controlled suspension unit may be used. If original electronic unit is used, it must be completely standard (any mechanical or electronic part must remain as homologated). The original electronic system must work properly in the event of an electric/electronic failure otherwise it cannot be homologated for FIM competitions.

2.7.10.5 Wheels

Wheels must remain as originally produced by the manufacturer.

The speedometer drive may be removed and replaced with a spacer.

If the original design included a cushion drive for the rear wheel, it must remain as originally produced for the homologated machine.

No modifications of the wheel-axles or any fixing and mounting points for front brake caliper are authorised. Spacers may be modified. Modifications to the wheels to keep spacers in place are permitted.

Wheel diameter and rim width must remain as originally homologated.

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

Any inner tube (if fitted) or inflation valves may be used.

2.7.10.6 Brakes

Brake disks can be replaced by aftermarket discs which comply to following rules:

Brake discs and carrier must retain the same material as the homologated disc and carrier

When a 'wave' type disc is homologated as the original part, the 'wave' shape of the replacement disc must remain exactly like the homologated disc. A 'wave' type disc can be replaced by round disc.

The outside and inner diameter of the brake disc must remain the same as on the homologated disc

The thickness of the brake disc may be increased by 20% and it must fit into the homologated brake caliper without any modification.

The number of floaters must remain the same but the shape and type of floaters is free

The fixing of the carrier on the wheel must remain the same like on the homologated disc.

The ABS rotor wheel can be deleted, modified or replaced

The front and rear brake caliper (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine.

The rear brake caliper bracket may be mounted 'fixed' on the swing-arm, but the bracket must maintain the same mounting (fixing) points for the caliper as used on the homologated machine. A modification of these parts is authorised. The swing-arm may be modified for this reason to aid the location of the rear brake caliper bracket, by welding, drilling or by using a helicoil.

The front and rear master cylinder must remain as originally produced by the manufacturer for the homologated machine. Front and rear brake fluid reservoir may be changed with an aftermarket product

Front and rear hydraulic brake lines may be changed.

The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (lower triple clamp).

"Quick" (or "dry-brake") connectors in the brake lines are authorised.

Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.

Additional air scoops or ducts are not allowed.

2.7.10.7 Handle Bars and Hand Controls

Handle bars may be replaced (does not include brake master cylinder).

Handle bars and hand controls may be relocated.

Throttle controls must be self closing when not held by the hand.

Throttle assembly and associated cables may be modified or replaced.

Clutch and brake lever may be exchanged by an after-market model. An adjuster to the brake lever is allowed.

Switches may be changed but electric starter switch and engine stop switch must be located on the handle bars.

2.7.10.8 Foot rest / Foot controls

Foot rest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points. Their two original points of fixture (for the footrest, foot-controls and on the shift shaft) must remain as original. Foot controls linkage may be modified. The original mounting points must remain.

Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.

The end of the foot rest must have at least an 8 mm solid spherical radius. (see Diagram A & C).

Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or an equivalent type material (minimum radius 8 mm). The plug surface must be designed to reach the widest possible area. The Technical Director has the right to refuse any plug not satisfying this safety aim.

2.7.10.9 Fuel tank

Fuel tank filler caps may be altered or replaced from those fitted to the homologated motorcycle, by a 'screw-on' type fuel cap (SAFETY).

All fuel tanks must be completely filled with fire retardant material (open-celled mesh, i.e. Explosafe).

Fuel tank valve petcock must remain as originally produced by the manufacturer for the homologated machine.

The sides of the fuel tank may be covered by a protective part made of a composite material. These protectors must fit the shape of the fuel tank.

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.

2.7.10.10 Fairing / Body work

- a) Fairing and body work 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 machine, with slight differences due the racing use (different pieces mix, attachment points, fairing bottom, etc). The material may be changed. The use of carbon fibre or carbon composite materials is not allowed.
- b) Overall size and dimensions must be the same as the original part.
- c) Wind screen may be replaced with a duplicate of transparent material. The height of the windscreen is free, within a tolerance of +/- 15 mm regarding to the vertical distance from/to the upper fork bridge.
- d) Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing device, as described in (h). This device cannot exceed above a line drawn horizontally from wheel axle to wheel axle.
- e) 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.

- f) The original air ducts running between the fairing and the air box may be altered or replaced. Carbon fibre 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.
- g) The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of the openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.
- h) The lower fairing must incorporate an opening of Ø 25 mm diameter in the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions as declared by the Race Director.
- i) Front mudguards may be replaced with a cosmetic duplicate of the original parts and may be spaced upward for increased tyre clearance.
- j) Rear mudguard fixed on the swing arm may be modified or changed but the original profile must be respected.
- k) 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.

2.7.10.11 Seat

The appearance from both front rear and profile must conform to the homologated shape.

Seat, seat base and associated body work may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated machine.

The top portion of the rear body work around the seat may be modified to a solo seat.

The seat/rear cowl replacement must allow for proper number display.

The homologated seat locking system (with plates, pins, rubber pads etc.) may be removed.

2.7.10.12 Fasteners

Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners may not be used. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing.

Fasteners may be drilled for safety wire, but intentional weights saving modifications are not allowed.

Fairing/body work fasteners may be changed to the quick disconnect type.

Aluminium fasteners may only be used in non-structural locations.

2.7.11 The following items MAY be altered or replaced from those fitted to the homologated motorcycle.

Any type of lubrication, brake or suspension fluid may be used.

Gaskets and gasket materials (with the exception of cylinder base gasket).

Instruments, instrument bracket(s) and associated cables.

Painted external surface finishes and decals.

Material for brackets connecting non original parts (fairing, exhaust, instruments, etc) to the frame (or engine) cannot be made from titanium or fibre reinforced composites.

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

It is recommended that machines be equipped with a red light on the instrument panel. This light must flash in the event of oil pressure drop.

2.7.12 The Following Items MAY BE Removed

Emission control items (anti-pollution) in or around the air box and engine (O2 sensors, air injection devices).

Tachometer.

Speedometer.

Chain guard as long as it is not incorporated in the rear fender.

Bolt on accessories on a rear sub frame.

2.7.13 The Following Items MUST BE Removed

Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.

Rear-view mirrors.

Horn.

License plate bracket.

Toolkit.

Helmet hooks and luggage carrier hooks

Passenger foot rests.

Passenger grab rails.

Safety bars, centre and side stands must be removed (fixed brackets must remain).

2.7.14 The Following Items MUST BE Altered

Motorcycles must be equipped with a functional ignition kill switch or button mounted at least on one side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.

All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases, oil lines, oil coolers, etc.)

All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.

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.

2.10 FUEL, OIL AND COOLANTS

All motorcycles must be fuelled with unleaded petrol, as this term is generally understood.

2.10.1 Physical properties for unleaded fuel

2.10.1.1 Unleaded petrol must comply with the FIM specification.

2.10.1.2 Unleaded petrol will comply with the FIM specification if:

(a) It has the following characteristics:

Property	Units	Min.	Max.	Test Method
RON		95.0	102.0	ISO 5164
MON		85.0	90.0	ISO 5163
Oxygen	% m/m		2.7	ASTM D 5622 ASTM D 4815 (1)
Nitrogen	% m/m		0.2	ASTM D 4629
Benzene	% v/v		1.0	EN 238
RVP	kPa		90	EN 12
Lead	g/l		0.005	EN 237
Density at 15°C	kg/m ³	720.0	775.0	ASTM D 4052
Oxidation stability	minutes	360		ASTM D 525
Existent gum	mg/100 ml		5.0	EN ISO 6246
Sulphur	mg/kg		10	ASTM D 5453
Copper corrosion	rating		C1	ISO 2160
Distillation:				
E at 70°C	% v/v	22.0	50.0	ISO 3405
E at 100°C	% v/v	46.0	71.0	ISO 3405
E at 150°C	% v/v	75.0		ISO 3405
Final Boiling Point	°C		210.0	ISO 3405
Residue	% v/v		2.0	ISO 3405
<i>Appearance</i>	<i>Clear and bright</i>		Visual Inspection	
Olefins	% v/v		18.0	ASTM D 1319:1998 Gas chromatography
Aromatics	% v/v		35.0	ASTM D 1319:1998 Gas chromatography
Total diolefins	% m/m		1.0	GCMS/ HPLC

Notes:

(1) GC/MS methods may also be applied to fully deconvolute the GC trace

(2) The above maximum values for olefins and aromatics are corrected for fuel oxygenates content according to clause 13.2 of ASTM D 1319:1998.

- (b) The total of individual hydrocarbon components present at concentrations of less than 5% m/m must constitute at least 30% m/m of the fuel. The test method will be gas chromatography and/or GC/MS.
- (c) The total concentration of naphthenes, olefins and aromatics classified by carbon number must not exceed the values given in the following table:

% (m/m)	C4	C5	C6	C7	C8	C9+
Naphthenes	0	5	10	10	10	10
Olefins	5	20	20	15	10	10
Aromatics	-	-	1.2	35	35	30

The total concentration of bicyclic naphthenes and bicyclic olefins may not be higher than 1% (m/m). The test method used will be gas chromatography.

- (d) Only the following oxygenates are permitted:
- Methanol. Ethanol. Iso-propyl alcohol. Iso-butyl alcohol. Methyl tertiary butyl ether. Ethyl tertiary butyl ether. Tertiary amyl methyl ether. Di-isopropyl ether. N-propyl alcohol. Tertiary-butyl alcohol. N-butyl alcohol. Secondary-butyl alcohol
- (e) Manganese is not permitted in concentrations above 0.005 g/l. For the present this is solely to cover possible minor contamination by other fuels. The fuel will contain no substance that is capable of an exothermic reaction in the absence of external oxygen.

Lead replacement petrols, although basically free of lead, are not an alternative to the use of unleaded petrol. Such petrols may contain unacceptable additives not consistent with the FIM Fuel Regulations.

2.10.3 Air

Only ambient air may be mixed with the fuel as an oxidant.

2.10.4 Primary Tests

- 2.10.4.1** The FIM may require tests of fuels to be administered before, or at the time of delivery to, an event at which such fuels are to be used.
- 2.10.4.2** The FIM may request any person or organisation, being a potential Official Supplier of fuel, to submit a sample for testing for conformity with the fuel specifications.

2.10.5 Fuel Sampling and Testing

- 1) The Technical Director has the sole responsibility for the administration and supervision during the taking of fuel samples.
- 2) Motorcycles selected for fuel controls will usually be amongst the first three finishers, and will be directed to the "parc fermé" and the fuel tanks removed for weight controls.
- 3) Other finishers will be chosen at random for fuel controls. A Technical Steward will be posted at the entrance to the pit box of the selected rider and whose machine must immediately be taken to the technical control area or "parc fermé", accompanied the Technical Steward.
- 4) The fuel to be tested will be transferred into two bottles (2 samples of maximum 1ltr each), marked "A" and "B" and identified by reference to the machine from which the sample was taken. The bottles will be closed, sealed and labelled by the Technical Director.
- 5) Only new bottles will be used for the fuel samples and only new materials will be used to transfer the fuel.
- 6) The Fuel Sample Declaration form will be filled out immediately, containing all information as shown in the example sheet, including the riders and machines identity, date and place of fuel sampling. A responsible team member will sign this declaration, after verifying that all the information is correct.
- 7) Sample "A" will be sent to the FIM appointed laboratory, accompanied by a copy of the Fuel Sample Declaration form. Costs for the analyses of sample "A" will be paid by FIM.

- 8) Sample "B" will be handed over to the FIM for safeguarding in case of protests and/or requirement of a counter-expertise by the FIM appointed laboratory. Costs for the analyses of sample "B" will be paid by the team concerned.
- 9) Both samples will be transported by an authorised courier.
- 10) The laboratory must deliver the results of the fuel sample analyses to the Technical Director, with a copy to the FIM, as soon as possible after receipt of the samples, and before the Friday evening of the following Superbike, Supersport and Superstock Cup event.
- 11) In the case of non-conformity, the Technical Director must notify, as soon as practical after receipt of the results, the FIM, the Superbike, Supersport and Superstock Cup Race Direction and the rider/team representative concerned.

Within 48 hours of the receipt of the notification of the results of the laboratory test of sample "A", the team must notify the FIM and the Technical Director if counter-expertise is required (or not required) for sample "B".

The Race Direction will take a decision at the Superbike, Supersport and Superstock Cup event immediately following the notification of the results of the final expertise. Any appeal against the decision of the Race Direction will be heard by the FIM Stewards appointed for the Superbike, Supersport and Superstock Cup event at which the Race Direction decision is taken.

If there is no more Superbike, Supersport and Superstock Cup event following the notification of the results of the final expertise, the Race Direction will take a decision as soon as practical. Any appeal against the decision of the Race Direction will be heard by the FIM Stewards appointed by the FIM for this specific task.

- 12) The Technical Director must be present at the sample "B" test to confirm the identification and the seal status of the "B" sample.

Failure of the sample to correspond to the FIM fuel specifications will automatically result in the disqualification of the competitor. The result of the competitor's fuel sample analysis ("A" or "B" sample) more favourable to the competitor will be taken into account.

2.10.6 Fuel Storage

Fuel must only be stored in metal, sealable containers in the competitor's pit.

Fire fighting equipment, protective devices and staff must conform to the requirements imposed by the local authorities and by-laws.

The organiser must have fire extinguishers of a size and type approved by the local by-laws, available to each competitor in the pit area.

2.10.7 Coolants

The only liquid engine coolants permitted other than lubricating oil shall be water or water mixed with ethyl alcohol.

2.11 PROTECTIVE CLOTHING AND HELMETS

2.11.1 Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, musters, hips etc.

2.11.2 Linings or undergarments must not be made of a synthetic material which might melt and cause damage to the riders' skin.

2.11.3 Riders must also wear leather gloves and boots, which with the suit provides complete coverage from the neck down.

2.11.4 Leather substitute materials may be used, providing they have been checked by the Chief Technical Steward.

2.11.5 Use of a back protector is highly recommended.

2.11.6 Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened.

2.11.7 Helmets must be of the full face type (integral) and conform to one of the recognised international standards:

- Europe ECE 22-05 'P'
- Japan JIS T 8133 : 2000
- USA SNELL M 2005

- 2.11.8** Visors must be made of a shatterproof material.
- 2.11.9** Disposable "tear-offs" are permitted.
- 2.11.10** Any question concerning the suitability or condition of the riders clothing and/or helmet shall be decided by the Technical Director, who may, if he so wishes, consult with the manufacturers of the product before making a final decision.

2.12 PROCEDURES FOR TECHNICAL CONTROL

A rider is at all times responsible for his machine.

2.12.1 At each circuit the Technical Checking Area consisting of the *parc fermé* and the inspection area must be clearly defined:

a) Parc fermé

The *parc fermé* is a restricted access area sealed with fences or other physical divisions with one or more gates.

The gates and the area are under the control of marshals when the *parc fermé* is in use (e.g. after practice/race).

The *parc fermé* area must be sufficiently large to give shelter to all participating motorcycles.

The only persons allowed to enter the *parc fermé* are the:

- Technical Director and Technical Stewards
- Race Direction Members
- FIM Stewards
- Tyre Manufacturer's staff
- Riders and Team Managers of machines staying in the *parc fermé*
- Two mechanics per machine

No other persons have the right to enter and stay in the *parc fermé* unless invited by the Technical Director.

b) Inspection area

The inspection area is a sensitive area where machines are disassembled and inspected and technical meetings are held. Therefore, the inspection area is highly restricted.

The following persons are allowed to remain in the inspection area:

- The Technical Director and Technical Stewards
- The Race Direction Members
- The FIM Stewards
- The Riders, Team managers or their representatives of the inspected machines
- For disassembling operations up to 3 mechanics per machine may be present.

Any other persons may enter or stay in the inspection area at the sole discretion of the Technical Director.

In case of a engine inspection, the inspected entrant has the right to request a reserved area where other entrants cannot watch closely.

In the inspection areas, under the control of the Chief Technical Steward and the supervision of the Technical Director, suitable equipment will be installed to conduct the various tests, e.g.

- i) Equipment for measuring the noise of the motorcycle
- ii) Weighing scales with check weights for calibration purposes
- iii) Instruments for measuring engine capacity
- iv) Rulers and degree discs and gauges for measuring other dimensions.

2.12.2 The technical control procedure will be carried out in accordance with the schedule set out in these Regulations. The Technical Stewards must be available throughout the event to check motorcycles and equipment as required by the Technical Director.

2.12.3 Presentation of a machine will be deemed as an implicit statement of conformity with the technical regulations. A rider's presence at the technical control is not mandatory.

2.12.4 Motorcycles will be inspected under the name of the team, with a record of the riders in the team entitled to use the motorcycle.

2.12.5 For each motorcycle the Technical Stewards will prepare a technical control card on to which will be recorded, amongst other information, the team presenting the motorcycle and the riders in that team entitled to use the motorcycle.

2.12.6 The Technical Stewards must inspect the motorcycle for obvious safety omissions and the Technical Director may, at his discretion, choose to check the motorcycles for technical compliance with all other aspects of these Regulations.

2.12.7 The Technical Director will refuse any machine that does not have a correctly-positioned positive transponder attachment. The transponder must be fixed to the motorcycle in the position and orientation as shown in the Timekeeping information given to teams pre-season and available at each event. Positive attachment of the transponder bracket consists of a minimum of tie-wraps, but preferably by screw or rivet. Velcro or adhesive alone will not be accepted. The transponder retaining clip must also be secured by a tie-wrap.

2.12.8 At the conclusion of the check, the Technical Stewards will place a small sticker on the motorcycle frame indicating that it has passed the safety checks.

2.12.9 The Chief Technical Steward will prepare a report on the results of technical control which, will be submitted to the International Jury via the Technical Director.

2.12.10 The Technical Stewards must re-inspect any machine that has been involved in an accident. This would normally be carried out at the pit of the rider concerned.

2.12.11 The Technical Stewards must be available, based on instructions from the Technical Director, to re-inspect any motorcycle for technical compliance during the meeting or after the race and to supervise inspection of a motorcycle following a protest on a technical matter.

2.12.12 At the end of the 1st Superpole session, the Chief Technical Steward will ensure that the last 4 motorcycles are placed in the parc fermé for a period of at least 30 minutes.

At the end of the 2nd Superpole session, the Chief Technical Steward will ensure that the last 8 motorcycles are placed in the parc fermé for a period of at least 30 minutes.

At the end of the 3rd Superpole session, the Chief Technical Steward will ensure that all motorcycles are placed in the parc fermé for a period of at least 30 minutes.

At the end of the race, the Chief Technical Steward will ensure that all classified motorcycles are placed in the parc fermé for a period of at least 30 minutes.

The motorcycles must be checked for compliance according to the Verification Guidelines (Art. 2.13), and any other technical requirement if requested by the Technical Director.

Competitors must retrieve their machines within **approximately 30, after the machine entered the parc fermé**, except for those machines chosen for disassembly. After this time limit, the **parc fermé** officials will no longer be responsible for the machines left behind.

2.12.13 The Technical Director may require a team to provide such parts or samples as he may deem necessary.

2.12.14 If a motorcycle is involved in an accident, the Technical Director must check the machine to ensure that no defect of a serious nature has occurred. However, it is the responsibility of the rider or the team to present his machine for this re-examination together with helmet and clothing.

If the helmet is clearly defective, the Chief Technical Steward must arrange to retain this helmet. The organiser must send this helmet, together with the accident and medical report (and pictures and video, if available) to the Federation of the rider. If there are head injuries stated in the medical report, the helmet then must be sent to a neutral institute for examination.

2.12.15 Noise may be checked after Superpole as well as after the race. Noise may be checked at any time of the event by request of the Technical Director. On request of rider, team or mechanic, noise of their own motorcycles can be checked at any time during the event.

2.12.16 The random weight check during practices will be held with minimum disturbance to the riders. The weight scales will be placed in the pit-lane. The actual place is decided by the Technical Director.

The Technical Director has the final authority in case of a dispute on the conformity of the parts in question and for their acceptance.

2.13 VERIFICATION GUIDELINES FOR TECHNICAL STEWARDS

2.13.1 Verification for the three classes

Make sure all necessary measures and administrative equipment are in place at least 1 hour before the Technical control (see separate list) is due to open.

Decide who is doing what and note decisions. "Efficiency" must be the watchword. Always keep cheerful and remember the reasons for Technical controls: SAFETY AND FAIRNESS.

Be well informed. Make sure your FMN has supplied you with all technical "updates" that may have been issued subsequent to the printing of the Technical Regulations. Copies of all homologation documents must be in your possession.

Inspection must take place under cover with a large enough area (min. surface 100 sq. metres).

Weighing apparatus must be accurate and practical. The scale must be certified in the current year.

Rules regarding noise level and measurement must be respected.

The scales and noise meter will be available to the teams or riders for pre-race checking in the technical control area.

In general

The machines will not be required for weight and/or noise check at the pre-race technical inspection.

Noise test must take place in a clear area adjacent to the Technical control at least 5 metres from any possible noise reflecting obstruction.

The riders and teams must be aware that the weight and noise **may** be checked at random during practice in the pit-lane, at the end of Superpole and at the end of each race.

Claiming that the noise and weight were not officially controlled before the race will not be grounds for appeal. Conformity of the rules is the responsibility of the rider and the team (or the participants).

The Technical Director reserves the right to spot check the weight and noise of any machines on pit row during free practice and official practice. This can occur at any time during the free practice and in the first forty minutes of any official (timed) practice. This will be carried out with the least possible inconvenience to the rider or the team.

Machines arriving later than the first free practice must be controlled in the technical control area.

At the conclusion of the inspections, a small sticker or coloured mark will be placed on the frame indicating that the machine had passed inspection

The Technical Director/Chief Technical Steward must re-inspect any machine that has been involved in an accident.

The Technical Stewards must be available, based on instructions from the Technical Director or the Chief Technical Steward, to re-inspect any motorcycle for compliance during the meeting.

Dry Superpole

Each machine which completed the Superpole may be checked.

The minimum checks are weight and noise.

The Technical Director may request other checks.

Superbike Race 1

The first five machines plus one at random from six through fifteen can be checked for the following compliance points:

- Weight: The weight will be checked in the condition that the machine has finished the race. No elements can be added to the machine neither fuel, oil, water nor tyres.
- Noise
- Carb/injection: Homologation points

The Technical Director may request other checks.

Superbike Race 2

The first ten machines plus one at random from eleven through fifteen can be checked for the following compliance points:

- Weight: The weight will be checked in the condition that the machine has finished the race. No elements can be added to the machine neither fuel, oil, water nor tyres.
- Noise

- Carb/injection: Measurement and inspection of both inlet and outlet tract. (Homologation points)
- Engine: One engine and up to a maximum of three engines, chosen at random, can be checked internally for capacity and compliance with the regulations.

The random choice can be determined by the finishing positions selected prior to the race by the Chief Technical Steward. The Technical Director may at his absolute discretion require the control of any additional motorcycle and other checks.

The Technical Director may require a team to provide parts or samples, as he may deem necessary to confirm compliance with the rules.

The Technical Director may request other checks.

Supersport & Superstock Race

The first ten machines plus one at random from eleven through fifteen can be checked for the following compliance points:

- Weight: The weight will be checked in the condition that the machine has finished the race. No elements can be added to the machine neither fuel, oil, water or tyres.
- Noise
- Carb /injection: Measurement and inspection of both inlet and outlet tract.
- Engine: One engine and up to a maximum of three engines, chosen at random, can be checked internally for capacity, cams, valve size, timing, etc.
- Tyre, air box and electric starter – compliance

The random choice can be determined by the finishing positions selected prior to the race by the Chief Technical Steward. The Technical Director may at his absolute discretion require the control of any additional motorcycle and other checks.

2.13.3 Timetable

The Technical Stewards must be present and available during the opening hours of the Technical control area. The Technical Director and the Chief Technical Steward will instruct the Technical Stewards to verify motorcycles for compliance with technical and safety rules.

Thursday: From 15:00 to 18:00: Technical control

For all riders in Superbike: in pit	2 people
For all riders in Supersport	2/3 people

Tasks: Inspection of machine safety, clothing and helmets
(NO NOISE OR WEIGHT CONTROL)

Administration tasks: 1 person

Friday and Saturday: From 08:30 until 18:00

Technical control: Practice, qualifying and Superpole sessions

Task: Inspection of machine safety:
Noise and Weight after the Superpole 4 people

Inspection of crashed machines and technical controls 2 People

Administration tasks: 1 person

Sunday: From 08:00 until 18:00: Technical control on race day

Before race: safety checks on starting grid at the request of the Technical Director

After race: Technical control noise weight and carburation instruments 8 people

Displacement checks 2 people

Administration 1 person

This is the required minimum of Technical Stewards. The number may of course be higher.

2.13.4 Equipment list

- Revolution meter
- Sound meter and calibrator
- Slide calliper
- Depth gauge
- Steel measuring tape
- Seals
- Weighing apparatus (scales) with calibration weights
- Tools for measuring engine capacity
- Tools for measuring valve lift
- Weighing apparatus for investigation of valve weights
- Colour for marking parts
- Magnet for materials testing
- Computer to read homologation CD-Rom

2.13.5 Documents list

- Regulations of the CURRENT year.
- Homologation documents
- CD-Rom with homologations
- Technical control forms
- Writing materials

2.14 NOISE CONTROL

Noise limits in force :

Noise will be controlled at: Max. 107 dB/A measured at a mean piston speed of 11 m/sec. The fixed RPM specified in Art. 2.14.6 may be used.

2.14.1 With the microphone placed at 50 cm from the exhaust pipe at an angle of 45° measured from the centre-line of the exhaust end and at the height of the exhaust pipe, but at least 20 cm above the ground. If this is not possible, the measurement can be taken at 45° upwards.

2.14.2 During a noise test, machines not equipped with a gear-box neutral must be placed on a stand.

2.14.3 The silencers will be marked when they are checked and it is not allowed to change them after the verification, except for any spare silencer which has also been checked and marked.

2.14.4 The driver shall keep his engine running out of gear and shall increase the engine speed until it reaches the specified Revolutions Per Minute (RPM). Measurements must be taken when the specified RPM is reached.

2.14.5 The RPM depends upon the mean piston speed corresponding to the stroke of the engine.

The RPM will be given by the relationship:

$$N = \frac{30,000 \times cm}{l}$$

in which N = prescribed RPM of engine
cm = fixed mean piston speed in m/s
l = stroke in mm

2.14.6 Noise control

Due to the similarity of the piston stroke in different engine configurations within the capacity classes, the noise test will be conducted at a fixed RPM. For reference only, the mean piston speed at which the noise test is conducted is calculated at 11 m/sec.

	1 cylinder	2 cylinders	3 cylinders	4 cylinders
600 cc	5,000 RPM	5,500 RPM	6,500 RPM	7,000 RPM
750 cc	5,000 RPM	5,500 RPM	6,000 RPM	7,000 RPM
over 750 cc	4,500 RPM	5,000 RPM	5,000 RPM	5,500 RPM

2.14.7 The noise level for engines with more than one cylinder will be measured on each exhaust end.

2.14.8 A machine which does not comply with the noise limits may be presented several times at pre-race control.

2.14.9 The surrounding noise must not exceed 90 dB/A within a 5 metres radius from the power source during tests.

2.14.10 Apparatus for noise control must be to international standard IEC 651, Type 1 or Type 2.

The sound level meter must be equipped with a calibrator for control and adjustment of the meter during periods of use.

2.14.11 The "slow response" setting must always be used.

2.14.12 Due to the influence of temperature on noise tests, all figures are correct at 20°C. For tests taken at temperatures below 10°C, there will be a + 1 dB/A tolerance and for tests below 0°C, a + 2 dB/A tolerance.

2.14.13 Noise control after the competition

In a competition which requires a final examination of machines before the results are announced, this examination must include a noise control measurement of at least the first three machines listed in the final classification. At this final test, there will be a 3 dB/A tolerance.

2.14.14 Noise control during a competition

In a competition which requires noise control tests during the event, machines must comply with the noise limits without the tolerance in Art. 2.14.13.

2.15 GUIDELINES FOR USE OF SOUND LEVEL METERS

2.15.1 The Noise Control Officer (NCO) must arrive in sufficient time for discussions with the Technical Director and other Technical Stewards in order that a suitable test site and testing policy can be agreed.

2.15.2 Sound level measuring equipment must include a compatible calibrator, which must be used immediately before testing begins and always just prior to a re-test if a disciplinary sanction may be imposed.

Two sets of equipment must be available in case of failure of tachometer, sound level meter or calibrator during technical control.

2.15.3 Before testing, the NCO must if possible liaise with a maximum of two holders of FIM Sponsor's or Manufacturer's licences, or team managers, who have noise test equipment including calibrators, in order to agree the accuracy of the official sound level meter.

2.15.4 Tests must not take place in rain or excessively damp conditions. Machines considered excessively noisy must be individually tested if conditions allow.

2.15.5 In other than moderate wind, machines must face forward in the wind direction. (Mechanical noise will blow forward, away from microphone).

2.15.6 'Slow' meter response must be used.

2.15.7 'A' weighted setting on sound level meter.

2.15.8 Always round down meter reading, that is: 103.9 dB/A = 103 dB/A.

2.15.9 Corrections

Type 1 meter : deduct 1 dB/A

Type 2 meter : deduct 2 dB/A

2.15.10 Ambient temperature

Below 10° Celsius: deduct 1 dB/A

Below 0° Celsius : deduct 2 dB/A

All tolerances are accumulative. Action and decisions are taken during prior discussions with the Technical Director.

+++++



**FIM ROAD RACING SUPERBIKE & SUPERSPORT
WORLD CHAMPIONSHIPS AND SUPERSTOCK CUIPI**

FUEL SAMPLES TAKEN ON /..... / FOR LABORATORY ANALYSIS

PRACTICE OR

RACE N°:

Sample Can "A"

Can Label
N°

Can Seal
N°

RIDER:

Sample Can "B"

Can Label
N°

Can Seal
N°

MOTORCYCLE MAKE: _____

TEAM: _____

The above listed details refer to fuel samples taken from the fuel tank of the motorcycle specified after the race whilst in the Check Area for a period of 60 minutes pending any protest.

Sample "A" will go to the laboratory appointed by the FIM/IMS for analysis. Sample "B" will be safeguarded by the FIM in case a counter-expertise is required.

As a responsible member of the team named on this sheet, I,

(print name): _____

have controlled the serial numbers of can seals and serial numbers of can labels and hereby certify the accuracy of the listed information.

Time: _____ (Signature)

Position in team: _____
(OWNER/MANAGER/MECHANIC)

ROAD/ROUTE

A

DIAGRAM 1

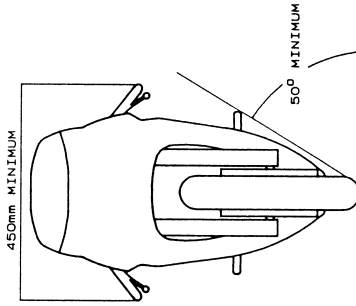


DIAGRAM 2

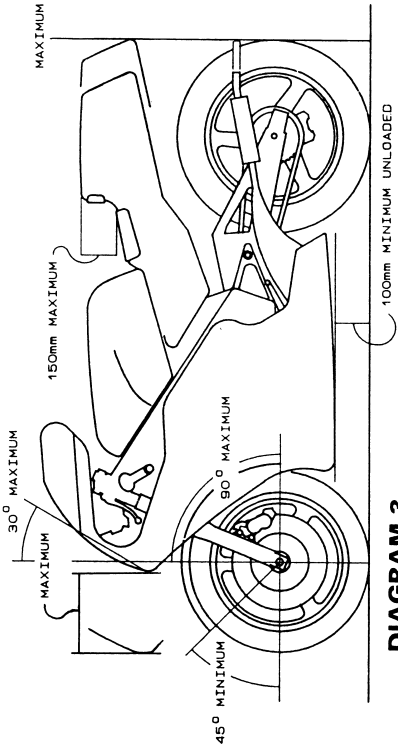
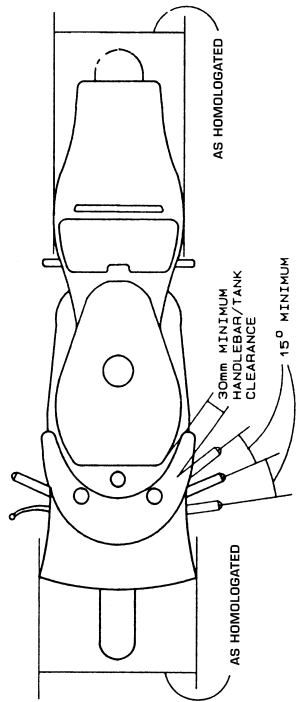
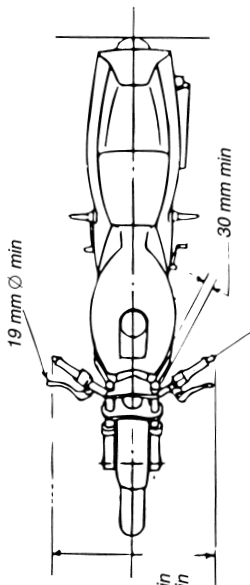
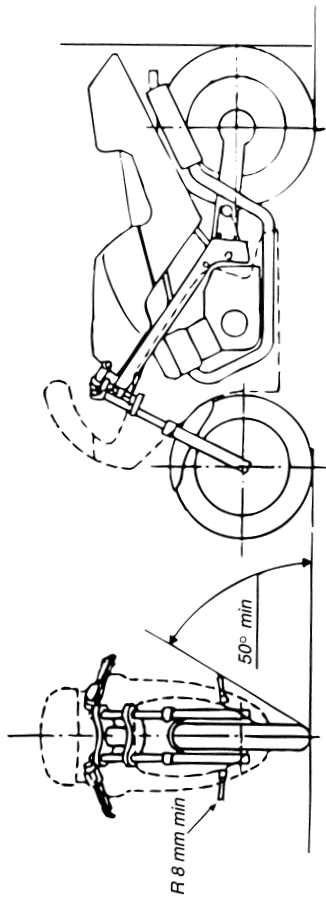


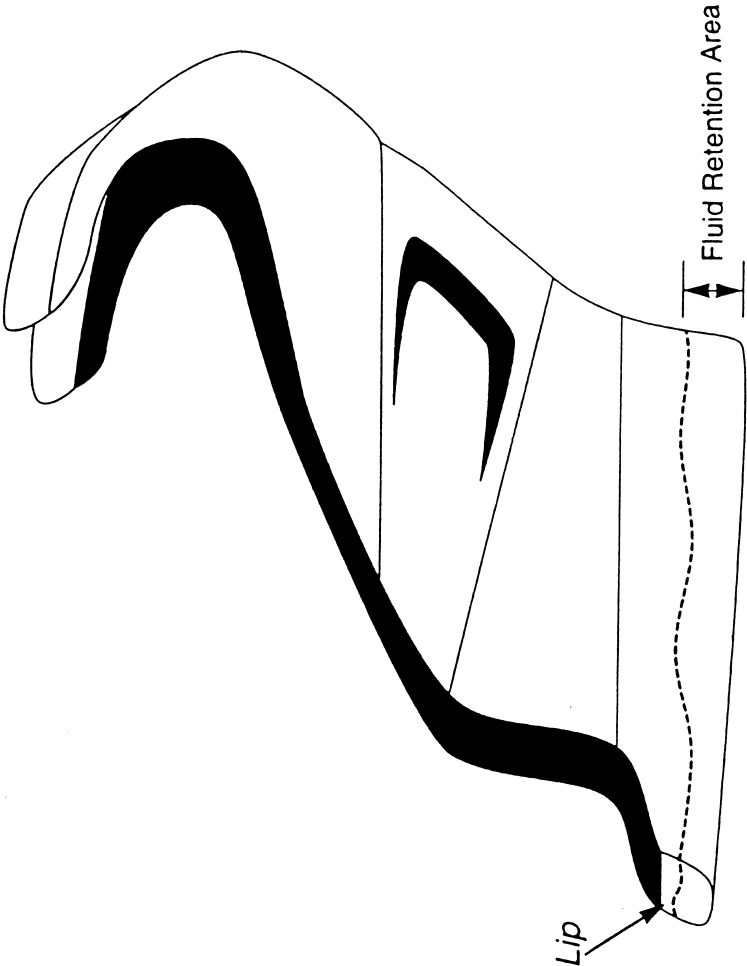
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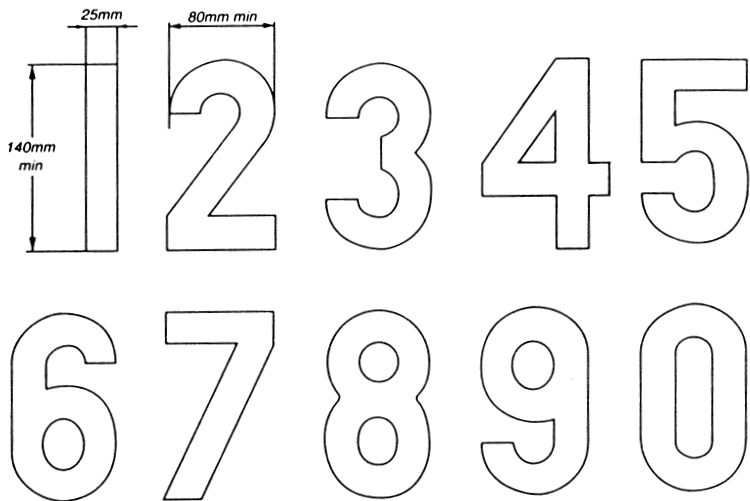
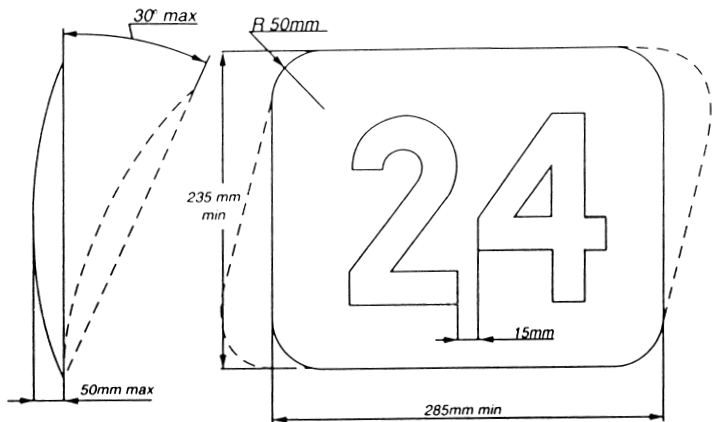




0-80 cc 400 mm min
over 80 cc 450 mm min







Futura Heavy

0 1 2 3 4 5 6 7 8 9

Futura Heavy Italic

0 1 2 3 4 5 6 7 8 9

Univers Bold

0 1 2 3 4 5 6 7 8 9

Univers Bold Italic

0 1 2 3 4 5 6 7 8 9

Oliver Med.

0 1 2 3 4 5 6 7 8 9

Oliver Med. Italic

0 1 2 3 4 5 6 7 8 9

Franklin Gothic

0 1 2 3 4 5 6 7 8 9

Franklin Gothic Italic

0 1 2 3 4 5 6 7 8 9

TABLE - TABLEAU 1

	Max. increase of radius Augmentation max. du rayon (dyn) tyre / pneu	10		15		15		15		20		20	
		radial	axial	5		5		5		5		5	
				15	5	15	5	20	5	25	5	25	5
	Min. depth of grooves Profil min. des rainures	(mm)		1.5		2.5		2.5		2.5		2.5	
Speed Vitesse	Speed category Catégorie de vitesse (km/h)	Over Au-dessus de 210 V		Over Au-dessus de 210 V		Over Au-dessus		Over Au-dessus de 210 V		Over Au-dessus		Over Au-dessus de 210 V	
Rim / Width Largeur / Jante	Marking on rim Marquage sur jante (minimum)	1.50		1.50		1.50 1.60		1.60 1.85		1.85		2.15	
	MINIMUM (mm)	38		38		38 40.5		40.5 47		47 55		55 55	
Tyre Pneu	Min. diametre / mm (tyre) Diamètre min./ mm (pneu)												
Rim / Jante Diamètre	Maximum Diametre marking Marquage diamètre (inches/pouces)												
**Tyre width Largeur pneu	MAXIMUM (mm)												
	Minimum (mm)	50		50		63 70		70 83		75 100		83 110	
	WHEEL / ROUE	front/avant rear/arrière		front/avant rear/arrière		front/avant rear/arrière		front/avant rear/arrière		front/avant rear/arrière		front/avant rear/arrière	
	Max. engine cap. in cc Cylindrée max. en cc	50/80		125		250		350		500		750 1000	

SOLO ROAD RACING COURSES SUR ROUTE SOLO

** For road racing sidecars, tyre width dimensions refers to tread width. All others refer to overall width. / Pour les sidecars de courses sur route, les dimensions concernant la largeur du pneu se réfèrent à la largeur du profil. Toutes les autres se réfèrent à la largeur totale.

TEN FITTING TESTS FOR HELMETS
DIX TESTS D'ADAPTATION POUR LES CASQUES

1. *Obtain correct size by measuring the crown of the head*
Avoir la bonne grandeur en mesurant le sommet de la tête
2. *Check there is no side to side movement*
Vérifier qu'il n'y ait pas de déplacement d'un côté à l'autre
3. *Tighten strap securely*
Serrer solidement la jugulaire
4. *With head forward, attempt to pull up back of helmet to ensure helmet cannot be removed this way*
Tête en avant, essayer de soulever le casque pour s'assurer qu'il ne peut pas être enlevé de cette façon



5. *Check ability to see clearly over shoulder*
Vérifier si vous pouvez voir clairement par-dessus l'épaule
6. *Make sure nothing impedes your breathing in the helmet and never cover your nose or mouth*
S'assurer que rien ne gêne votre respiration dans le casque et ne jamais couvrir le nez ou la bouche
7. *Never wind scarf around neck so that air is stopped from entering the helmet. Never wear scarf under the retention strap*
Ne jamais enrouler une écharpe autour du cou, car cela empêche l'air d'entrer dans le casque. Ne jamais porter d'écharpe sous la jugulaire
8. *Ensure that visor can be opened with one gloved hand*
S'assurer que la visière peut être ouverte avec une main gantée
9. *Satisfy yourself that the back of your helmet is designed to protect your neck*
S'assurer que l'arrière de votre casque a une forme telle qu'il vous protège la nuque
10. *Always buy the best you can afford*
Toujours acheter le meilleur que vous pouvez vous offrir

INTERNATIONAL HELMETS STANDARDS

NORMES INTERNATIONALES DES CASQUES

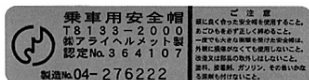
ECE 22 - 05 "P" (EUROPE)

The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval.



E1 for Germany, **E2** for France, **E3** for Italy, **E4** for Netherlands, **E5** for Sweden, **E6** for Belgium, **E7** for Hungary, **E8** for Czeck Republic, **E9** for Spain, **E10** for Yugoslavia, **E11** for UK, **E12** for Austria, **E13** for Luxembourg, **E14** for Switzerland, **E15** (- vacant), **E16** for Norway, **E17** for Finland, **E18** for Denmark, **E19** for Roumania, **E20** for Poland, **E21** for Portugal, **E22** for the Russian Federation, **E23** for Greece, **E24** for Ireland, **E25** for Croatia, **E26** for Slovenia, **E27** for Slovakia, **E28** for Bielo Russia, **E29** for Estonia, **E30** (- vacant), **E31** for Bosnia and Herzegovina, **E32** for Letonie, **E34** for Bulgaria, **E37** for Turkey, **E40** for Macedonia, **E43** for Japan, **E44** (- vacant), **E45** for Australia, **E46** for Ukraine, **E47** for South Africa, **E48** New Zealand.

Below the letter **E**, the **approval** number should always begin with 05. Below the approval number is the serial production number. (Label on retention system or comfort interior).



(JAPAN) JIS T 8133 : 2000

(Label affixed inside the helmet).



(USA) M2005

(Label affixed inside the helmet).

For more details consult the F.I.M. Technical Rulebook

3. DISCIPLINARY AND ARBITRATION CODE

3.1 Principles

The obligations incumbent upon the participants, officials and organisers are set out in these Regulations published by the FIM.

Proven violation or non-observance of these obligations will be subject to the penalties laid down in this chapter.

3.2 Penalties

The penalties are:

- warnings
- fines
- ride through
- change of position
- time penalties
- disqualification
- withdrawal of Championship points
- suspension
- exclusion

3.2.1 Definition and application of penalties

- warnings : can be made privately or publicly.
- **finés:** cash penalty from USD 700.– up to USD 70'000.–
- ride through see Art. 1.20
- Change of position see Art. 1.23.2
- time penalties: the imposition of time affecting the rider's actual result up to 2 minutes and the cancellation of time.
- disqualification: disqualification from an event, practice sessions (black flag, black flag with orange disc), race (black flag, black flag with orange disc) or from its results.
- withdrawal of championship points: the loss of points from the Championship races already run.

- suspension: the loss of rights to participate in the Championship may be applied to one or more races.
- exclusion: the final and complete loss of all rights of participation in any activity under FIM control.

3.2.2 Plurality of penalties

Any offender may have several penalties pronounced against him according to the circumstances.

3.3 The Disciplinary and Arbitration Bodies

The disciplinary and arbitration bodies of the FIM, qualified to deal with disciplinary and arbitration matters, are:

- The Race Direction
- The FIM Stewards
- The International Disciplinary Court (CDI)

3.3.1 The Race Direction

3.3.1.1 Constitution

The Constitution of the Race Direction is in accordance with the requirements laid down in Article 1.6.

3.3.1.2 Authority and Competence

The Race Direction has the authority to penalise automatically riders, teams' personnel, officials, promoters/organisers and all the persons involved in any capacity whatsoever in an event or in the Championship for :

- Infringements of the Regulations.
- any voluntary or involuntary action or deed accomplished by a person or a group of persons during a meeting, contrary to the current regulations or instructions given by an official of the meeting.

- any corrupt or fraudulent act, or any action prejudicial to the interests of the meetings or of the sport, carried out by a person or a group of persons occurring during an event.

The Race Direction is competent to adjudicate upon a protest relating to infringements of the Regulations.

3.3.1.3 Penalties that may be pronounced by the Race Direction

The following penalties may be pronounced by the Race Direction:

- a warning
- a fine
- a ride through
- a change of position
- a time penalty
- a disqualification
- a withdrawal of Championship points
- a suspension

Furthermore, the Race Direction can refer the case to the International Disciplinary Court (CDI) in order to impose a higher penalty than the Race Direction is empowered to do.

3.3.2 The FIM Stewards Panel

3.3.2.1 Constitution

The Constitution of the FIM Stewards Panel is in accordance with the requirements laid down in Article 1.7.

3.3.2.2 Competence

The FIM Stewards Panel will hear any appeals against decisions taken by the Race Direction.

3.3.2.3 Penalties that may be pronounced by the FIM Stewards Panel only following an appeal :

- a warning
- a fine
- a time penalty
- a disqualification
- a withdrawal of Championship points
- a suspension

Furthermore, the FIM Steward Panel can refer the case to the International Disciplinary Court (CDI) in order to impose a higher penalty than the FIM Stewards Panel is empowered to do.

3.3.3 The International Judicial Panel

The International Judicial Panel (CJI) is composed of qualified persons from which the members of the CDI are nominated.

3.3.3.1 Constitution

The International Judicial Panel shall consist of members nominated by FMNs. Each FMN may nominate one or several members having the nationality of that FMN. The appointments shall be confirmed by the General Assembly for 4-year periods.

3.3.3.2 Qualifications

In order to qualify for appointment to the International Judicial Panel, a candidate must be in possession of a diploma in Law studies of University level. He must be able to express himself in at least one of the official languages of the FIM. He cannot however be an officer or a licence holder of the FIM.

3.3.4 The International Disciplinary Court (CDI)

3.3.4.1 Appointment of the Members

The President of the International Judicial Panel of the FIM will appoint, each time, the President and the members who will constitute the CDI.

3.3.4.2 Procedures

The names of the members appointed must be communicated to all interested parties in the case, who have the right to make a duly documented objection to the composition of the Court, either in total or in part, within three days after having received the information. If the Executive Board of the FIM considers that a reasonable objection is made, he must appoint the necessary replacements. Otherwise he rejects the objection and fixes the date for the hearing.

The court may request the opinion of an expert or summon a witness who it considers useful.

3.3.4.3 Authority and Competences

The CDI will hear any appeals against decisions taken by the FIM Stewards.

The CDI adjudicates upon request of the Race Direction or the FIM Steward Panel.

After a meeting, the President of the FIM, the Executive Board or the Management Council may, within 5 days, refer to the CDI all matters of violation or infringement to the FIM regulations.

3.3.5 The FIM as a Party in the Legal Proceedings

3.3.5.1 Function

For all the appeals to the CDI, the FIM is entitled to assert its interests or to explain its position by means of a prosecution address.

3.3.5.2 Appointment

The Executive Board shall appoint in each case, the person who will represent the FIM.

3.3.5.3 Procedure

The intervention of the FIM is optional and is left to the appreciation of the Executive Board.

As a party, the FIM enjoys the same rights and obligations as the other parties.

The FIM may be present in person at a hearing or may present its claims in writing.

3.4 Protests and Appeals

3.4.1 Right of protest

Any **legal entity** or **any individual**, rider, team, manufacturer, official etc. affected by a decision taken under the authority of the FIM, has the right to protest against that decision.

No protest may be lodged against a decision of the Race Direction entailing or not:

- a change of position.
- a ride through.

- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a fine for speeding in the pit lane.

No protest may be lodged against a decision of the Race Direction based on a photo finish.

3.4.2 Right of appeal

The rules concerning appeals against FIM disciplinary decisions are:

Against a decision of the Race Direction, to the FIM Stewards.

No appeal may be lodged against a decision of the Race Direction entailing or not:

- a change of position.
- a ride through.
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a fine for speeding in the pit lane.

No appeal may be lodged against a decision of the Race Direction based on a photo finish.

No appeal may be lodged against a decision of the FIM Stewards if they confirm the previous decision of the Race Direction. Their decision is final.

Against a decision of the FIM Stewards if they do not confirm the decision of the Race Direction, to the CDI. The decision of the CDI shall be final.

3.4.3 Procedure and time limit for protests

All protests must be submitted and signed only by the person directly concerned. Each protest must refer to a single subject only and must be presented within 1 hour at the latest after the publication of the results. Protests must be handed to a responsible official (Clerk of the Course, Race Director or Secretary of the Meeting) together with the security deposit of USD **800.-** or equivalent. Teams and riders contracted to compete in the Championship may submit a letter of guarantee from FGsport in lieu of payment.

A protest against the eligibility of a rider, team or a motorcycle entered, must be made before the start of the official practice.

3.4.4 Hearing of a protest

After a hearing, the Race Direction must make a decision on any protest presented. The protest has to be judged according to the provisions of the Regulations.

3.4.5 Effect of the decision upon a protest

The decision of the Race Direction of determination of penalty is immediate.

3.4.6 Time limits for the lodging of an appeal

The time limit for lodging a statement of appeal is:

- | | |
|--|--------------|
| – against a decision of the Race Direction | – 30 Minutes |
| – against a decision of the FIM Stewards | – 5 days |
| – statement of appeal before the Court of Arbitration for Sports (CAS) | – 5 days |

The time limits shall be taken from the date and time of receipt of the decision by the appellant.

3.4.7 Lodging of an appeal

To be admissible, the statement of appeal must be submitted by letter (appeal before the FIM Stewards) or sent by registered letter or special courier to the FIM Executive Secretariat and postmarked (appeal before the CDI).

The correct security deposit for appeal must be handed to the FIM Chief Steward (appeal before the FIM Stewards) or paid in to the FIM Executive Secretariat (appeal before the CDI), as the case may be.

Within 10 days following the statement of appeal before the CDI, the appellant assigns to the FIM Executive Secretariat a brief of appeal stating the facts.

If the appeal was not lodged and/or the security deposit for appeal not paid within the dead line specified in article 3.4.6, the appeal will be declared inadmissible without hearing.

3.4.7.1 Security deposit for appeals

The amount of the security deposit is USD 1'400.–

Teams and riders contracted to compete in the Championships may submit a letter of guarantee from FGsport in lieu of payment.

3.4.7.2 Security deposit payable upon an adjournment

If an adjournment to call further witnesses is ordered upon the request of one of the parties involved, this party must provide an additional financial guarantee within a time limit to be fixed by the disciplinary body. The hearing will not be continued until this guarantee has been paid. In case of no provision of the guarantee within the time limit, the disciplinary body will make a determination on the appeal based on the evidence of the original witness.

3.4.7.3 Time limits to be observed for appeal hearings

The FIM Stewards must be convened to examine an appeal immediately after the brief of appeal is received.

The CDI must be convened to examine an appeal not later than 6 weeks after the brief of appeal is received.

The FIM Stewards and the CDI must in all cases pronounce a decision.

3.4.8 Effect of an appeal

On request of the appellant, the FIM Stewards Panel may decide a stay of the provisional execution adjudicated by the Race Direction by injunction or in its decision.

On request of the appellant, the International Disciplinary Court (CDI) may decide a stay of the provisional execution adjudicated by the FIM Stewards Panel by injunction or in its decision.

3.5 Procedure before all the Disciplinary and Arbitration Bodies

3.5.1 Right to a hearing

It shall be the unquestionable right of any person or body charged with any offence under the Regulations to defend themselves, either in person or by proxy.

Any party convened before a disciplinary or arbitration body has the right to be represented by one defence counsel of its own choice and at its own expense. Adequate notice of this intention must be given in order that this may also be notified to all other parties in the case. Failure to do so may result in the disciplinary or arbitration body upholding an objection to such representation.

If any of the parties duly convened do not appear, judgment can be rendered by default.

The disciplinary or arbitration bodies may decide that the hearing take place by means of a telephone conference call or through any other means of communication using a telephone or electronic device. Such a method of conducting a hearing shall only take place with the consent of all parties involved.

3.5.2 The hearing

The hearing shall be public unless the disciplinary or arbitration body itself decides otherwise in exceptional circumstances.

The hearing shall be conducted in one of the official languages of the FIM. Should one of the parties wish to use another language, it shall provide the necessary interpreters at its own costs.

The appellant must be present or duly represented, failing which, the protest will not be admissible and the costs shall be borne by the appellant.

Once the President has opened the proceedings, he will invite the parties involved to state their respective cases without the witnesses being present.

After statements of the parties concerned, the disciplinary or arbitration body shall hear the various witnesses and experts in order to complete the evidence. The parties involved in the case shall have the right to question all witnesses and experts on their evidence.

Any member of the disciplinary or arbitration body may, at any time during the hearing and with the President's approval, question any of the parties involved, the witnesses and experts.

3.5.3 Witnesses and Experts

Each party is responsible for the convening and appearance of its own witnesses, as well as their expenses unless decided otherwise by the Court.

The disciplinary or arbitration body has no authority to oblige the witnesses to swear on oath; therefore, testimony shall be given freely. The witnesses may only testify to the facts they know and shall not be allowed to express an opinion, unless the disciplinary or arbitration body should regard them as experts on a particular subject and should ask them to do so.

After having made their statements, the witnesses may not leave the Courtroom and shall not be allowed to speak to any other witness who has still to give evidence.

The Court may summon experts.

3.5.4 Judgement

Decisions of all disciplinary or arbitration bodies will be reached in camera by a simple majority of votes (exception : See Art. 1.6.4 "Race Direction"). All members will have equal voting rights which must be exercised when a decision is required. Abstention is not permitted.

Each member of the disciplinary or arbitration body binds himself to keep all deliberations secret.

3.5.5 Notification of judgements

The decisions of the Race Direction or of the FIM Stewards must be notified directly at the event venue, or failing that, addressed by registered letter with acknowledgement of receipt.

All judgements of the International Disciplinary Court (CDI) must be notified, in writing, by registered letter with acknowledgement of receipt in order to inform all the parties concerned.

3.5.6 Publication of judgements

The disciplinary or arbitration body imposing a penalty or adjudicating a protest or an appeal must have its findings published and quote the names of all parties concerned. The persons or bodies quoted in these statements have no right of action against the FIM nor against any person having published the statement.

Furthermore, final decisions will be published in the Media Centre and in the FIM Magazine unless the Court itself decides otherwise.

3.6 Costs of procedure

The costs of a disciplinary or arbitration decision will be assessed by the FIM Executive Secretariat and will be awarded against the losing party, unless the Court decides otherwise.

3.6.1 Payment of fines and costs

If the penalty is definitive, all fines and costs must be paid to the FIM Executive Secretariat within 30 days of notification of the judgement decision according to Article 3.5.5.

The person or body affected by the decision shall be automatically suspended from participation in all FIM activities, until such time as full payment has been received.

3.7 Reciprocity of penalties

As a consequence of the agreement of reciprocity concluded on April 30th, 1949 between the 4 organisations controlling motorised sports internationally, i.e. in addition to the FIM, namely:

- the Fédération Internationale de l'Automobile (FIA)
- the Fédération Aéronautique Internationale (FAI)
- the Union Internationale Motonautique (UIM)

penalties of suspension or exclusion may also be applied to one or another of the sports represented by the above organisations, upon request of the FIM.

3.8 Law of Mercy

The Management Council, after consultation with the CJI President or upon his proposal, may mitigate or completely forgive the penalty of a person or group of persons after having exhausted all the appeal procedures

3.9. Arbitration Clause

Final decisions handed down by the disciplinary bodies or the General Assembly of the FIM shall be referred to the Court of Arbitration for Sport within the time limit of appeals as laid down in article 3.4.6, which shall have exclusive authority to impose a definitive settlement in accordance with the Code of Arbitration applicable to sport.

4. Circuit Standards

Circuit standards will be defined by the "FIM Standards for Road Racing Circuits" (SRRC).

5. MEDICAL CODE

5.1 INTRODUCTION

The new FIM Anti-Doping Code (included in these rule book) came into force on July 2004.

5.2 SPECIAL MEDICAL EXAMINATION

At any time during an event a special medical examination may be carried out by an official doctor or by another doctor nominated by the Chief Medical Officer (CMO) at the request of the Race Director or Medical Director.

5.2.1 Refusal to undergo Special Medical Examination

Any rider who refuses to submit himself to such special medical examination must be excluded from the event, and his case notified to the FIM.

5.2.2 List of medically Unfit Riders

The CMO shall examine all riders listed as medically unfit who wish to compete in order to assess their medical fitness to do so the day before they use a motorcycle on the track. The list shall be supplied by the Medical Director who may attend this examination.

5.2.3 Riders with Special Medical Requirements

Riders with certain medical conditions and who may require special treatment in the event of injury, or who have been in hospital during the previous 12 months or who are being treated for any medical conditions are responsible for informing the Medical Director/CMO before the event that they may require such special treatment.

5.3 MEDICAL SERVICES AT EVENTS

Any treatment at the circuit during an event is free of charge to the riders. The costs for transferring an injured rider to a hospital designated by the CMO are the responsibility of the organiser or promoter of the event.

Medical services must guarantee assistance to all riders as well as any other authorised persons injured or taken ill at the circuit during event.

A medical service for the public, separate from the above services must be provided by the event organisers. This service is not described in this code but must conform to any regulation enforced by the relevant country and reflect the size of crowd expected.

Both medical services must be controlled by a single CMO.

Adequate medical services should be available continuously, from at least 08.00 hrs. on the day the paddock opens for the teams, until at least 20.00 hrs. on the race day.

5.3.1 Terms of reference of the CMO:

The CMO:

- Is holder of the corresponding FIM official's licence.
- Is appointed by the FMNR/Organiser.
- Should be the same throughout the event.
- Must be able to communicate in at least one of the FIM official languages, either English or French.
- Should be familiar with the FIM Medical Code and FIM Anti- Doping Code.
- Must be named in the event information.
- Must be a fully registered medical practitioner authorised to practice in the relevant country or state.
- Must have malpractice insurance appropriate to the relevant country or state, where the event is being held.
- Is responsible for the positioning of medical and paramedical staff and vehicles under his control.
- Is responsible for the positioning of medical and paramedical staff and vehicles under his control.
- Must brief the medical staff prior to the start of the first practice session of the event, as well as debrief the staff after the event.
- Must provide the Medical Director with a circuit map showing the position of the medical personnel and vehicles.
- Must with the Medical Director and FIM Medical Observer (if present) inspect all medical services not less than 30 minutes before the start of practice and racing each day of the event to ensure that all services and staff are in their correct place and ready to function, including the Medical Centre.
- Must inform and update the Medical Director and the Race Director regarding the condition of injured riders who are in the hospital.
- Will prepare a list of injured riders (MEDICALLY UNFIT LIST) to be given to the Medical Director and FIM Medical Observer (if present).
- Shall ascertain that fallen riders during practice are medically fit to continue in competition. All riders injured during an event who avoid a Medical examination must be placed on the medically unfit list.

- Can recommend to the Race Director/Clerk of the Course that a race be stopped if:
 - There is danger to life or of further injury to a rider or officials attending that rider if other riders continue to circulate.
 - There is a risk of physiological damage to riders or of inability by riders to control their machines, due to extreme weather conditions.
 - The Medical staff is unable to reach or treat a rider for any reason.
- Must be stationed in race control, whenever bikes are on the track.
- Must complete the FIM CIRCUIT CMO QUESTIONNAIRE (Appendix F) and return it to the FIM at least 60 days prior to the event.
- Must contact, in writing, at least 60 days before the event, hospitals in the vicinity of the event that are able to provide the following specialist services:
 - Trauma resuscitation
 - Neurosurgery
 - General surgery
 - Vascular surgery
 - Trauma and Orthopaedic surgery
 - Cardio-Thoracic surgery
 - Intensive Care
 - Burns and plastic surgery
- Must send copies to the Medical Director and to the FIM at least 30 days before the event by FAX or E-MAIL of the letters they have written to the hospitals and copies of the letters of confirmation that every hospital to be used for treatment of injured persons is aware that the event is taking place and, is prepared to accept and treat injured riders with minimum delay. The letter of confirmation of every hospital must mention its equipment (x-ray, scanner etc..) the name (and telephone numbers) of the doctor in charge for each day and a map showing the shortest way from the circuit to the hospital. Any change to the above mentioned information must be immediately forwarded to the Medical Director and to the FIM.
- An interpreter in English must be available in the hospital permanently when an injured rider is there.
- Must make every effort to ensure that a rider may be released from the hospital when he wishes by signing an official self discharge form.
- May attend the meetings of the Event Management Committee.

5.3.2 Medical Director

The Medical Director will be appointed by the Contractual Partner.
His duties shall be:

- To receive from the CMO a signed copy of the FIM Circuit Medical Report Form and to ensure that the facilities comply with it.
- To inspect the circuit with the CMO the day before the first practice session. A further check will be made no later than 30 minutes before each day's practice session to ensure that medical facilities are in accordance with this code, and to report any shortcomings to the Race Director and FIM Safety Officer.
- To obtain from the CMO at the end of each practice session or race a list of fallen riders and to ensure that the list of medically unfit riders held by the Medical Director is up to date to ensure medically unfit riders are not allowed on the circuit.
- To attend serious incidents with the CMO or his nominated deputy and render such assistance as may be necessary. A car should be available in the pit lane near the Race Control to allow this.
- To examine with the CMO all riders listed as injured (Unfit Riders List) who wish to compete to assess their medical fitness to do so.
- To attend International Jury Meetings.

5.3.3 FIM Medical Observer

The FIM Medical Observer at an event will be a member of the FIM Medical Panel.

The duties of the FIM Medical Observer at an event will be:

- To observe and advise the application of the Medical Code
- To inform the Medical Director and if necessary the Race Direction of any medical arrangement that contravenes the Medical Code.

5.3.4 Other Doctors

Any injured rider must first be seen and assessed by the official event medical staff for emergency treatment and be declared medically fit or unfit to compete as appropriate. He may then attend any other doctor of his choice. If the CMO advises against this, the rider must sign a declaration that he is seeking other advice and treatment.

Any rider, who, after treatment by a doctor not part of the event team, wishes to compete, must first obtain authorisation for this from the CMO of the event or his deputy, who should consider any recommendation by the doctor treating him.

5.3.5 CLINICA MOBILE

For many years the CLINICA MOBILE, or its personnel, under the direction of Dr Claudio Costa, has attended Superbike and Supersport events and has gained a considerable reputation among riders and support staff.

The CLINICA MOBILE has X-Ray and treatment facilities and its staff have considerable experience in treating riders' injuries and illness. Many riders prefer treatment by the CLINICA MOBILE staff to treatment by others. The parties involved in the Championship fully support the CLINICA MOBILE staff and the CLINICA MOBILE will be in attendance at events with the full co-operation of event organisers and CMOs.

The CLINICA MOBILE staff will treat those riders who wish to be treated by them only after they have been seen by the CMO. The CMO should declare riders medically fit or unfit as normal, after which they may go to the CLINICA MOBILE if they wish. The CLINICA MOBILE staff will give a medical report to the CMO after assessment and treatment. A rider who has been declared unfit to race, who after treatment by the CLINICA MOBILE staff then wishes to race, must present himself back to the CMO for re-examination.

A rider who prefers treatment by the CLINICA MOBILE staff when advised by the CMO otherwise is entitled to take their own course of action, but should sign a form indicating it was against local medical advice. If the rider decides he wishes to be treated in a hospital of his own choice, the CMO, using the means at his disposal at the circuit (ambulance, helicopter, etc.) must allow the rider to reach such hospital: i.e. the rider must be allowed to be transported by ambulance or helicopter from the circuit to the nearest airport.

5.3.6 Qualification of Medical Personnel

5.3.6.1 Qualification of Doctors

Any doctor participating at an event:

- must be a fully registered medical practitioner.
- authorised to practice in the relevant country or state.
- qualified in and able to carry out emergency treatment and resuscitation.

Qualification of Paramedics

Any paramedic participating at an event:

- must be fully qualified and registered as required by the relevant country or state.
- must be qualified in and able to carry out emergency treatment and begin resuscitation.

5.3.6.3 Identification of medical personnel

All medical personnel must be clearly identified.

All doctors and paramedics must wear a garment clearly marked with "DOCTOR" or "DOCTEUR" and "MEDICAL" respectively, preferably in red on a white background on the back and on the front.

5.3.7 Medical Equipment

5.3.7.1 Vehicles

5.3.7.1.1 Definition of Vehicles

Vehicles are defined as follow:

Type A: A vehicle for rapid intervention at accident areas to give the injured immediate assistance for respiratory and cardio-circulatory resuscitation.

This vehicle should have "MEDICAL CAR" / "MEDICAL" clearly marked on it in large letters.

Type B: A highly specialised vehicle that can serve as a mobile resuscitation centre.

Type C: A vehicle capable of carrying a stretcher with an injured person in reasonable conditions.

5.3.7.1.2 Equipment for Vehicle Type A (Vehicle or Medical Car)

Staff in principle:

- Driver, experience in high speed driving and familiar with the course
- Doctor experienced in trackside resuscitation
- A second Doctor or Paramedic experienced in trackside resuscitation

Medical Equipment:

- Portable oxygen supply
- Manual ventilator
- Intubation equipment
- Suction equipment
- Intravenous infusion equipment
- Equipment to immobilise limbs and spine (including cervical spine)
- Sterile dressings
- ECG monitor and Defibrillator
- Drugs for resuscitation and analgesia /IV fluids
- Sphygmomanometer and stethoscope

Equipment should be easily identified and stored in such a way that it can be used at ground level at the trackside.

Technical:

- Radio communication with Race Control and the CMO
- Visible and audible signals
- Equipment to remove suits and helmets

The minimum number of Medical Car is 2.

5.3.7.1.3 Equipment for Vehicle Type B (Ambulance)**Staff in principle:**

- One doctor qualified in the treatment of injury and experienced in trackside resuscitation and
- Two ambulance personnel or paramedics of whom one would be the driver and the other would be a person capable of giving emergency treatment

Medical Equipment:

- Portable oxygen supply
- Manual and an automatic ventilator
- Intubation equipment
- Suction equipment
- Intravenous infusion equipment
- Equipment to immobilise limbs and spine (including cervical spine)
- Sterile dressings
- Thoracic drainage equipment
- Tracheotomy equipment
- Sphygmomanometer and stethoscope

- Stretcher
- Scoop stretcher
- ECG monitor and defibrillator
- Pulse oximeter
- Drugs for resuscitation and analgesia/ IV fluids

Technical

- Radio communication with Race Control and the CMO
- Visible and audible signals
- Equipment to remove suits and helmets
- Air conditioning and refrigerator are recommended

One (1) such ambulance must be on stand by at the Medical Centre.

5.3.7.1.4 Equipment for Vehicle Type C

Staff in principle:

- Two ambulance personnel or paramedics of whom one would be the driver and the other would be a person capable of giving first aid

Medical:

- Stretcher
- Oxygen supply
- Equipment to immobilise limbs and spine (including cervical spine)
- First aid medicaments and materials

Technical:

- Radio communication with Race Control and the CMO
- Visible and audible signals

5.3.7.2 Helicopter

The helicopter must be appropriately licenced for the relevant country and flown by an experienced pilot familiar with medical air evacuation and the potential landing sites. The medical staff - doctor and paramedic(s) - should be qualified in and able to carry out emergency treatment and resuscitation. The helicopter should be of a design and size that will allow continuing resuscitation of an injured rider during the journey. It should be positioned close to the medical centre such that an ambulance journey between medical centre and helicopter is not necessary.

5.3.7.3 Track Ground Posts

These are placed at suitable locations around the circuit to provide rapid intervention and evacuation of the rider from danger. The staff must have sufficient training and experience to take action autonomously and immediately in case of an accident.

Staff:

- Doctor or paramedic experienced in trackside resuscitation
- Sufficient number of stretcher bearers

Medical Equipment:

- Equipment for initiating resuscitation and emergency treatment
- Cervical collar
- Scoop stretcher

Technical Equipment:

- Radio communication with race control and the CMO
- Adequate shelter for staff and equipment should be available.

5.3.7.3.1 Pit Lane Ground Post

A doctor and a paramedic experienced in resuscitation and first aid must be positioned in the pit lane.

Medical Equipment:

- Airway management and Intubation equipment
- Drugs for resuscitation and analgesia/ IV fluids
- Cervical collars
- Manual respiration system
- Intravenous Infusion Equipment
- First Aid Equipment
- Stretcher

Technical Equipment:

- Radio communication with race control and the CMO

5.3.7.4 Medical Centres

Refer to Art. 029.9.1 of the FIM Standards for Road Racing Circuits (SRRC).

5.3.7.4.1 Equipment for Resuscitation Areas:

- Equipment for endotracheal intubation, tracheostomy and ventilatory support, including suction, oxygen and anaesthetic agents
- Equipment for intravenous access including cut-down and central venous cannulation and fluids including colloid plasma expanders and crystalloid solutions
- Intercostal drainage equipment and sufficient surgical instruments to perform an emergency thoracotomy to control haemorrhage
- Equipment for cardiac monitoring and resuscitation, including blood pressure and ECG monitors and a defibrillator
- Equipment for immobilising the spine at all levels
- Equipment for the splinting of limb fractures
- Drugs/IV fluids including analgesic, sedating agents, anticonvulsants, paralysing and anaesthetic agents, cardiac resuscitation drugs/IV fluids
- tetanus toxoid and broad spectrum antibiotics are recommended
- Equipment for diagnostic ultrasound is recommended
- A Permanent or portable X-ray machine, appropriate to detect usual bone fractures in motorcycle sport, must be available

5.3.7.4.2 Equipment for minor injuries area:

The area must have beds, dressings, suture equipment and fluids sufficient to treat up to three riders with minor injuries simultaneously. Sufficient stocks to replenish the area during the meeting must be available and sufficient Doctors and Paramedics experienced in treating trauma must be available.

5.3.7.4.3 Staff of Medical Centre

The following specialists should be immediately available in the Medical Centre:

- Trauma resuscitation specialist (e.g. Anaesthetist, Accident and emergency specialist, Intensive care specialist)
- Surgeon experienced in trauma

Nurses and paramedics in a sufficient number, should be experienced in resuscitation, diagnosis and treatment of seriously injured patients.

5.3.7.5 Medical Homologation of Circuits / Medical inspection of events

All circuits require medical homologation.

All circuits which have undergone significant changes in the layout or at the Medical Centre within the homologated period are required to renew homologation. The objective is to maintain the highest standard of services for the safety of the riders. This code will be used as the reference for the homologation inspections. Any request for renewal of homologation should be made by the FMN concerned.

The specific requirement for each circuit will be decided by the FIM Medical Inspector in collaboration with the Circuit CMO who has to be present according to the requirements of the Championships promoters and with reference to the Medical Code.

Following homologation, a certificate of homologation will be issued for a maximum period of 3 years and will include details of medical services.

Sample drawings of Medical Centre models are available from the FIM Executive Secretariat for reference.

The FMN and the Organiser will be informed by the FIM if the circuit requires renewal of homologation.

The FIM also reserves the right to review such a homologation at any time.

5.3.7.6 Minimum medical requirements for events

- Vehicles type A are to be placed in such a way, in such numbers that a fallen rider can be reached within 2 minutes of coming to rest
- Vehicle(s) type B (number as per the FIM Medical Homologation) are to be placed in such a way that a fallen rider can be reached with minimum delay after coming to rest.
- Vehicle(s) type C (number as per the FIM Medical Homologation) are to be placed in such a way that a fallen rider can be reached with minimum delay of coming to rest.
- Track ground posts.
- Pit lane ground post.
- A medical centre.
- A Helicopter.

N.B. the only replacement allowed to these requirements is a vehicle Type B may replace a vehicle Type C

5.3.8 Procedure in the event of an injured rider

The management of an injured rider is under the control of the CMO and should be the following:

A fallen rider must be reached by a Doctor or Paramedic who can begin treatment within 30 seconds of the rider coming to rest. If the rider is injured, the CMO must be informed by radio so that further procedures can be initiated. It is recommended that the CMO be stationed in Race Control with access to Closed Circuit Television to monitor the situation. Upon request by the CMO any Medical Vehicle can be dispatched to the scene of the incident, only the Race Director can authorize entry onto, or response via track. Similarly, interruption or cessation of racing or practice session can only be authorized by the Race Director. It is the responsibility of the CMO and Medical Director to advise the Race Director of incidences where access to a fallen rider(s) necessitates this.

Response Codes are:

- Code 0 No medical intervention required
Rider gets up unassisted

- Code 1 Short Rescue
Rider able to walk with assistance
Rider will be cleared from track in less than 1 minute

- Code 2 Long Rescue
Rider requires stretcher
Rider will be cleared from track in less than 2 minutes

- Code 3 Prolonged Rescue
Rider(s) seriously injured
Rider (s) requires stretcher
Rescue will take longer than 3 minutes
Medical intervention required on track

Transfer to the Medical Centre

The injured rider will be transferred to the Medical Centre when his condition permits. The CMO shall decide the time and method of transfer. Rarely, at the discretion of the CMO only, a rider may be transferred to hospital directly from the trackside.

The vehicle used to transfer the rider must be on scene of the accident with minimum delay following the order to intervene.

Medical Centre

At the Medical Centre, medical staff will be available to treat the rider. The CMO remains responsible for the treatment of the rider.

If the rider is unconscious, he will be treated by the Medical Centre staff under the responsibility of the CMO. The rider's personal doctor may observe this treatment and may accompany the rider to hospital.

A rider who is conscious may choose the medical staff by whom he wishes to be treated. A rider who does not wish to be treated by the Medical Centre staff against their advice must sign a "Competitor Self Discharge" Form.

Transfer to hospital

The CMO shall decide the time of transfer, the mode of transfer and the destination of an injured rider. Having made the decision, it is his/her responsibility to ensure that the receiving hospital and appropriate specialists are informed of the estimated time of arrival and the nature of injuries. It is also the responsibility of the CMO to ensure appropriately skilled and equipped staff accompany the rider.

A doctor of the Clinica Mobile will accompany the rider.

5.4 MEDICAL MALPRACTICE INSURANCE

All doctors and other medical staff at an event must have adequate medical malpractice insurance cover.

RIDER SELF DISCHARGE FORM
ROAD RACING SUPERBIKE & SUPERSPORT
WORLD CHAMPIONSHIPS AND SUPERSTOCK CUP

PART 1 : To be completed by the rider

I, _____ rider no _____
in the _____ class, discharge myself against local medical advise
and understand the possible consequences.

Signed : _____ Date : _____ Time : _____

PART 2 : To be completed by the Chief Medical Officer (CMO)

I, Dr _____, CMO at the
_____ circuit, confirm that I have
explained the possible consequences of the rider discharging himself/herself.

In view of the language difficulties, this explanation was given through an
interpreter (Delete if inappropriate).

Signed : _____ Date : _____ Time : _____

5 Copies : CMO, Rider, Clerk of the Course, Medical Director, Clinica Mobile

6. ANTI-DOPING CODE

The regulations will be defined by the “FIM ANTI-DOPING CODE”.

2009 HOMOLOGATION RULES

2.9 FIM HOMOLOGATION PROCEDURE FOR SUPERSTOCK, SUPERSPORT AND SUPERBIKE MOTORCYCLES

Homologation is the official assessment made by the FIM for a particular model of motorcycle for which a sufficient number of series production motorcycles have been built and put on sale to the public to justify classification in the relevant Sport Production class.

2.9.1 REQUIREMENTS FOR AN FIM HOMOLOGATION

Application

Any manufacturer of mass production motorcycles may apply for an FIM homologation of one or more of his models in order to qualify for competing in the Road Racing Superbike & Supersport World Championship and the Superstock Cup as long as the model belongs to one of these classes.

Eligibility requirements

- Motorcycles must have a valid international homologation for road use or a national homologation for road use obtained in one of the signatory countries of the 1968 Vienna Convention.
- The motorcycles must represent machines of mass production.
- The motorcycles must be of current production.
- The motorcycles are to be sold for every day use.
- At the time of the FIM inspection for homologation, the motorcycles must be completely equipped with all road-using equipment. (e.g. full lighting equipment).
- Only the original manufacturer may present the motorcycle for homologation.
- The manufacturer must be a holder of an FIM licence for manufacturers.
- If the motorcycle is presented with an engine from a motorcycle manufacturer different from the manufacturer requesting the homologation, a permission or commercial agreement must be presented at the time of the homologation request.
- The motorcycle must have a manufacturer's certificate of origin.

N.B: If for marketing reasons or legal requirements, another type of carburation instruments is fitted to the model in a particular geographical area, these instruments must be replaced for competition by the homologated carburation instrument.

2.9.2 MINIMUM PRODUCTION QUANTITIES AND MARKET AVAILABILITY

The minimum required production quantities consist of units with identical equipment intended for sale to customers.

Evidence of production quantities must be certified by the manufacturer's auditing firm and/or any other institution which may provide reliable documentation. This certificate must be written in English or French and the model/type must be specified.

Market Availability and sale to the public may be demonstrated by waybills, bills of lading and/or any other import, export or customs documents duly certified by the relevant authority.

2.9.2.1 FIRST TIME APPLICATION FOR HOMOLOGATION

A manufacturer requesting a homologation for the very first time in its existence must follow the procedure below.

- The manufacturer must have produced at least a quantity of 125 motorcycles prior to the homologation inspection. The motorcycle must be on sale to the public at that time.
- The minimum quantity of 500 units must be reached by the end of September of the current year.
- The minimum quantity of 1000 units must be reached by the end of December of the current year.
- From 2010 onwards the minimum quantity will be 3000 units.
- All motorcycles must be identical to the model to be homologated with the same specifications.
- Proof of production quantities must be provided by certified documentation as stated in Article 2.9.2.
- The FIM will withdraw the homologation if these rules are not respected.

2.9.2.2 SUBSEQUENT HOMOLOGATIONS

A manufacturer who has previously homologated a motorcycle and is requesting a homologation must follow the procedure below:

- The manufacturer must have produced at least a quantity of 250 motorcycles prior to the homologation inspection. The motorcycle must be on sale to the public at that time.
- The minimum quantity of 1000 units must be reached by the end of June of the current year.
- From 2010 onwards the minimum quantity will be 3000 units.
- All motorcycles must be identical to the model to be homologated with the same specifications.

- Proof of production quantities must be provided by certified documentation as stated in Article 2.9.2.
- The FIM will withdraw the homologation if these rules are not respected.

2.9.5 CALENDAR FOR APPLICATIONS, SUBMISSIONS & PUBLICATIONS

- A homologation inspection is a complete verification and check of all drawings of the corresponding parts, as well as the documentation for the necessary minimum quantities. These checks will be carried out by the FIM.
- The deadline for receiving requests for homologation at the FIM CCR Secretariat is 60 days before the homologation inspection is to take place.
- A newly homologated motorcycle model may race in the FIM Championship events 30 days following the inspection for homologation, provided that the homologation was granted.
- Motorcycles homologated by January 31st may be used in the first race of the season even if the event is less than 30 days following the inspection provided that a homologation was granted.
- At the latest four (4) weeks before the inspection for homologation by the FIM, manufacturers are required to send by e-mail the completed and signed Homologation forms 1, 2 and 3, together with all relating documentation and drawings to the FIM CCR Secretariat (with the exception of workshop manuals, that can be delivered when they are released to the importers). Missing or incomplete documents and/or drawings will postpone the homologation inspection until a full corrected set is available. The documents and drawings have to be sent in paper and in electronic form (*.pdf, *.jpg, *.doc, *.txt to ccr@fim.ch and cti@fim.ch)
- At the latest 3 days before the date of the inspection, manufacturers must ensure that the parts requested by FIM are received at the indicated place which will be in a European country.
- At the latest within 3 days before the date of the inspection by the FIM, manufacturers are required to send to the FIM by e-mail, proof of production quantities of the first lot of motorcycles, according to Art. 2.9.2.
- If the inspection fails, the homologation is postponed until the established shortcomings have been resolved and at least for one (1) month.
- The homologation forms will be studied by the CCR Technical Members and the FIM CTI Secretariat, to confirm that they are complete and correct prior to granting the homologation.

- The manufacturer shall at all times be responsible for completing the homologation documents with the correct information. All dimensions must be given according to the metric system, excluding wheel dimensions, and with the required tolerances.
- The manufacturer is entitled to request a notice in order to know whether the documents and drawings submitted by him are formally correct two (2) weeks before the homologation inspection date.
- At the latest within fifteen (15) days after having successfully passed the homologation inspection, an updated list of the valid homologations is published including the new homologation.
- Within 21 days of the homologation inspection, copies of the 1, 2 & 3 homologation forms and drawings will be available on the FIM website.

2.9.6 HOMOLOGATION APPLICATION, INSPECTION AND CONTROL

- Only the original manufacturer may submit a request to the FIM CCR Secretariat for the homologation of a motorcycle.
- In case of failing the inspection, the original manufacturer may apply for a new homologation, to a maximum of 2 more times in the same year, in each racing class.
- The inspection of **the motorcycle** and the parts consigned by the manufacturer for homologation will be carried out according to the information requested on the forms produced by the FIM (Homologation Forms 1, 2 and 3).
- The manufacturer must consign to the FIM the following parts:
 - Complete engine, including carburation instruments
 - Main frame
 - Swing arm and wheel spindles
 - Suspension linkages
 - Front fork crowns

These parts will be checked in presence of manufacturer's representatives and stored by the FIM in sealed boxes and moved by the Promoter to the SBK Championship events at the Superbike Technical Director's discretion

- The inspector/s must satisfy himself/themselves that the statements made on the production certificate (Form 2) are correct.
- At the end of the parts and documents inspection, the inspector/s will sign the completed certificate of homologation. These signed homologation forms indicate that the manufacturer complies with the specifications mentioned on the homologation forms.
- The FIM may check motorcycles of the homologated model chosen **at the manufacturer**, or from dealerships' or importers' showrooms. The motorcycles must be in conformity with the homologated model. The expenses for the disassembling of maximum two (2) units will be borne by the manufacturer.

- In case of not achieved minimum production numbers in the prescribed time-limit, all the points counting towards the Manufacturers' Championship in the current year will be withdrawn and further penalties may also be imposed.
- Once a motorcycle has obtained the homologation, it may be used for racing in the corresponding class for a maximum period of 5 years, or until such time that the homologated motorcycle no longer complies with the technical rules.
- The Manufacturer of the homologated model can request an extension of a homologation before the end of the 5 year homologation period. The FIM may grant an extension of the homologation period for an additional 2 years. The fee for this extension of the homologation period will be double the normal fee.
- A homologation or an extension of the homologation will be granted only if the fee has been paid.

2.9.7 PARTS AND PRODUCT UPDATE

Any change in the specifications of the following parts of a FIM homologated motorcycle will require a new homologation of the model:

- Crankcase
- Cylinder
- Cylinder head
- Crankshaft, connecting rods
- Camshafts, valves
- Carburation instruments
- Frame: main dimensions [in relation to wheelbase, caster, steering head angle, relative location of the swing-arm, relative location of rear shock absorber(s) and linkages]
- New range of engine prefix numbers
- New range of frame prefix numbers

2.9.8 HOMOLOGATION OF PARTS AND PRODUCT UPDATE

- Product updates on parts other than those stated in Article 2.9.7, such as the fairing or wheels require a homologation update.
- The manufacturer must send a notice to the FIM CCR Secretariat requesting for a homologation update not later than 30 days before the first race in which the model containing new parts will compete.

- With the formal notice, the manufacturer is required to send the 1, 2 and 3 homologation forms, together with all relating documentation about the parts and product update (the drawings of the old and new products/parts, etc.) including a statement with the VIN-Number pertinent to the updated parts and product, to the FIM CCR Secretariat, both in paper and electronic form.
- At the latest within one (1) week before the homologation inspection by the FIM, manufacturers must ensure that the parts requested by the FIM are received at the indicated place which will be in a European state.
- Only motorcycles that have higher VIN numbers than those stated by the manufacturer are allowed to race using the new updated parts.
- The FIM will charge half of the homologation fee for a homologation update.
- The FIM will withdraw the homologation if these rules are not respected.