FIM INTERCONTINENTAL GAMES
2024 REGULATIONS
CIRCUIT RACING

CONTENT

Year 2024		
Version	**Applicable from**	**Modified Articles**
0	01.01.2024	
1	26.03.2024	Art. 1.5.4, Art. 1.111
2	15.05.2024	**Sporting Regulations** Art. 1.4.3; Art. 1.4.13; Art. 1.6; Art. 1.7.3; Art. 1.11.1; Art. 1.11.3; Art. 1.11.4; Art. 1.12.2; Art. 1.14; Art. 1.14.5; Art. 1.18.2; Art. 1.21.6; Art. 1.23; Art. 1.24; Art. 1.25;
3	23.05.2024	**Sporting Regulations** Art. 1.9.2; Art. 1.14.3; Art. 1.14.4 **Technical Regulations**
4	**03.06.2024**	**Sporting Regulations** **Art. 1.15.1**

Articles amended for the season 2024 are in bold type
Articles amended since 01.01.2024 are in red and bold type

FIM INTERCONTINENTAL GAMES CIRCUIT RACING REGULATIONS

GENERAL UNDERTAKINGS AND CONDITIONS

These Regulations derogate and supersede all and any other previous regulations in place before the date of publication of these Regulations and issued in addition to the FIM Intercontinental General Regulations as specific to the discipline.

Any references to the male gender in these documents are made solely for the purposes of simplicity and refer also to the female gender except when the context requires otherwise.

All riders, teams' personnel, officials, organisers and all the persons involved in any capacity whatsoever participating in the FIM Intercontinental Games (hereinafter collectively referred to as the "IG") 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. MEDICAL CODE
5. ANTIDOPING CODE
6. ENVIRONMENTAL CODE
7. CODE OF ETHICS

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 (FIM Intercontinental Games) 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 always wear an appropriate pass during the Event.

1. SPORTING REGULATIONS

1.1. INTRODUCTION

1.1.1.

A series of motorcycle races counting toward the FIM Intercontinental Games for Teams in Circuit Racing will be organised.

1.1.2.

Official documents relating to a meeting must conform to article 100.5 of the FIM Sporting Code.

1.2. EVENTS

1.2.1.

A FIM Intercontinental Games “Circuit Racing” - “Event” shall be deemed to commence at the scheduled time for Administrative and Technical Controls 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 available at the circuit to the Race Direction and FIM Stewards during that period.

1.2.2.

A FIM Intercontinental Games “Circuit Racing” - “Event” must be staged on race circuits that have been homologated by the FIM for the FIM Intercontinental Games.

During the previous day of the first official practices, the Safety Officer will carry out the final inspection to homologate the circuit.

1.2.3.

A FIM Intercontinental Games “Circuit Racing” - “Event” must not include any other races except support races approved by the FIM.

1.2.4.

Any activity involving 4 wheeled racing vehicular use of the track during the event, including "demonstrations", displays or the suchlike must receive prior approval from FIM.

1.2.5.

Event Organiser (hereinafter “Organiser”) will be nominated by the FIM.
*“Organiser” in the Sporting Regulations section refers to the Organiser of that individual Event.

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.

The Organiser will arrange third party liability insurance according to article 110.1.1 of the FIM Sporting Code including cover for all participants, the manufacturers, riders, teams, sponsors, service companies, officials in case of accidents to third parties during the event. The insurance policy shall also cover any possible liability of the FIM and the organiser to third parties.

The cover provided for each event will be at least, equivalent to the coverage requested by the laws of the country where the event is taking place.

The validity of the insurance must start at 08:00 on the Tuesday (or Monday in case of Saturday races) before the race and finish at 24h00 hrs on Monday (or Sunday in the case of Saturday races) after the race.

When the organiser subscribes their Third-Party liability insurance in full conformity with the above specification of the present Art. 1.2.7, the organiser should send the certificate of insurance dully filled in, signed and stamped by an authorised Representative of the Insurance Company, to the FIM at least 90 days prior to its 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 2 days prior to the first practice day and remain available to competitors for at least one day after the event. Subject to event schedule.

1.3.2.

Access must be available for teams arriving to set up between the hours of 08:00 and 20:30. Subject to event schedule.

1.3.3.

At all times that the Paddock is occupied there must be 24 hours 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 firefighting service available to all riders, teams, manufacturers, sponsors, service companies, officials, FIM, CONUs etc.

At minimum the services must be available from 08:00 – 18.00 hrs on the day prior to the “setting up of the teams day”, and on a 24 hour basis for the remainder of the event, ending at midnight on the day.

1.3.5.

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

1.3.6.

The distribution of the Paddock Areas (Garages, Working Areas, Hospitality, etc) will be done by the Organiser, and everyone must follow the instructions for their location.

1.3.7.

The location assigned to each team on the different areas of the paddock will admit no changes.
The Organisers reserve the right to make any changes if it is considered necessary.

1.3.8.

The ICG Committee is in charge of the garage allocation, as the availability and capacity of the garages vary from one Circuit to another.

1.3.9.

The location of hospitality units and catering tents must be planned. Therefore, teams that have foreseen the installation of these structures must inform this in writing within the rider's online entry form 30 days before the Event.

1.3.10.

At each Event, the Organisation will reserve an area solely for campers and motorhomes. This living area will be as large as the Circuit facilities permit and will be as near as possible to the paddock, though not necessarily inside it. The distribution will be under the Organisers' indications.

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. FIM Race Director

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

The Race Director is also responsible for all communications between the Event Management Committee and the FIM Stewards.

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 their express agreement:

a) The control of practices and the race, adherence to the timetable and, if they deem it necessary, the making of any proposal to the Race Direction 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 they deem 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

The Race Director will be appointed by the FIM.

1.4.2. FIM Technical Director

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

The Technical Director has the power to disallow the use of any parts based on safety concerns at their sole judgement and discretion.

The Technical Director is responsible for technical decisions during the course of the event.

The Technical Director will be appointed by the FIM.

1.4.3. Medical Director

Responsible for liaison with the Chief Medical Officer who is appointed by the FIM to ensure compliance with the Medical Code.

1.4.4. FIM Safety Officer

Responsible for the supervision of all aspects of safety, including circuit inspection and homologation.

1.4.5. Starter

Responsible for the starting procedure.

1.4.6. 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, fire-fighting services, Moto-taxi, recovery and intervention vehicles, flags, etc.) alongside the Circuit no later than 30 minutes prior to the beginning of all practice sessions and warm-ups.

The groups of Medical Personnel and Track Marshals should be separated by approximately 5 metres in order to clearly identify the different groups.

The Race Director, the FIM Safety Officer, the Clerk of the Course and the CMO will make the final inspection of the Circuit to ensure this regulation is complied with, 30 minutes prior to the beginning of the day's first practice sessions and/or warm up.

During the final inspection lap, the waived flags, LED panels and other equipment requested by the FIM Safety Officer must be displayed at each marshal post.

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, warm-ups, starting grids and races) and presentation of reports to the Event Management Committee.

The Clerk of the Course will be appointed by the FMNR and approved by the FIM.

1.4.7. Chief Medical Officer

The Chief Medical Officer is appointed by the FMNR to ensure compliance with the Medical Code.

1.4.8. The FMNR Steward

The FMNR Steward shall be appointed by the FMNR and approved by the FIM.

1.4.9. Secretaries

Responsible for:

a) During the event effecting communications between the various officials.

b) Providing secretarial support for the Event Management Committee, the Race Direction and the FIM Stewards.

1.4.10. Other Officials

Marshals, Technical Scrutineers, Security Personnel, Medical personnel etc., as required for the efficient running of the event.

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

1.4.11. EVENT MANAGEMENT COMMITTEE

The management of the event will be carried out by the Event Management Committee which will comprise the following delegates:

The FIM Race Director - who will chair the meetings
The Technical Director
The Chief Medical Officer
The Clerk of the Course
The FIM Chief Steward
The FIM Safety Officer

At any time, the duties of the members of the Event Management Committee 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 Organiser's protocols or the Regulations.

c) To report to the Race Direction any infringements of the Regulations.

The Event Management Committee will meet, either in person or electronically, 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.

The quorum for a meeting of the Event Management Committee is two persons.

All of the members have one vote. Decisions are based on a simple majority. In the case of a tie, then the Race Director will exercise a casting vote.

The other FIM Stewards may attend the meetings of the Event Management Committee. The Race Director may also invite the

participation of Officials or other persons to assist in the meetings. However, these invited officials or other persons will have no right of vote.

The duties of the Event Management Committee 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.

1.4.12. RACE DIRECTION

The Race Direction shall be appointed for the Championship by the FIM.

The Race Direction will comprise the following persons:

- The FIM Race Director - chairman
- The FIM Safety Officer
- The 3rd Race Direction Member

The quorum for a meeting of the Race Direction is two persons.

Each member has one vote. Decisions are based on a simple majority. In a case of a tie, the chairman of the Race Direction ha a casting vote.

The Race Direction will meet at any time required during the event.

The duties of the Race Direction are:

a) To take decisions as provided in the Regulations.

b) To oversee operational matters to ensure the safe, efficient, and timely running of the event according to the FIM Intercontinental Games Regulations.

c) To make changes in the conduct and/or format of a race and/or a practice, qualifying session based on safety considerations and provided that such decision is absolutely necessary to resolve a situation not foreseen in the Regulations. In such exceptional cases, such decision may prevail over specific provisions of the Regulations.

d) Provided that it is absolutely necessary to resolve a situation not foreseen in the Regulations, the Race Direction may issue pre-race instructions or clarifications and in specific cases even create pre-race regulations (e.g., to consider the local conditions at a particular circuit). However, such actions may only be taken within the limits set out by the Regulations.

e) To impose penalties for any infringements of the Regulations.

f) 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.

g) To adjudicate on any protest relating to infringements of the Regulations.

All decisions of the Race Direction must be communicated in writing and by electronic means to all affected parties. Decisions of the Race Direction taken during track activities (practice and races) may be communicated on monitors or via electronic means. Such communications on public screens are considered valid notification.

1.4.13. THE FIM STEWARDS PANEL

The FIM Steward Chairman shall be appointed by the FIM.

The 6 FIM CONU's Representative that are Intercontinental Games Committee Members shall be appointed by their respected CONUs.

There will be a panel of 7 FIM Stewards supervised by the Chairman, who will chair the meetings.

The Stewards are responsible for enforcing the Regulations.

Each member has one vote. Decisions are based on a simple majority. In the case of a tie, the FIM Steward Chairman will exercise a casting vote.

The FIM Stewards will meet at any time required during the event.

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.

All decisions of the Race Direction/FIM Stewards must be communicated in writing or vi electronic means to all affected parties.

Decisions of the FIM Stewards taken during track activities (practices and races) may be communicated on monitors or other electronic means. Such communications on time-keeping or on other public screens are considered a valid notification.

1.5. MOTORCYCLES

1.5.1. Classes

The only classes allowed are that reserved for:

1) **Supersport300 CATEGORY**

Yamaha YZF-R3 motorcycles, with twin cylinder engine as specified in the Technical Regulations.

2) **Supersport CATEGORY**

Yamaha YZF-R7 motorcycles, with twin cylinder engine as specified in the Technical Regulations.

1.5.2. Means of propulsion

A motorcycle can only be propelled by its own motive power, the muscular effort of its rider and by the natural forces of gravity.

1.5.3.

A rider will be allowed to use the motorcycle, during practice or competition provided the same has been assigned and checked in their name.

1.5.4.

Motorcycles for each rider will be provided by the Intercontinental Games official single supplier. Official single supplier will proceed with random motorcycles allocation to each rider before technical control.

1.6. ELIGIBLE COMPETITORS

For the FIM Intercontinental Games “Circuit Racing” riders must be in possession of a Continental Licence “CCR Continental Championship” Licence” issued by an FMN.

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

1.6.1. Minimum age

Riders must hold a valid “FIM Continental licence" issued by their National Federation.

Licences for riders are issued only when the minimum age of 16 years old has been attained as below:

Supersport300: 16 years old
Supersport: 18 years old

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

1.6.2. Maximum age

For Supersport300, the limit for the maximum age finishes at the end of the year in which the rider reaches the age of 28.

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

1.7. ENTRIES

1.7.1.

Each CONU, must submit to the FIM an entry for their CONU team as per Article **2.2.3 &** 3.6.1 of the General Regulations.

1.7.2.

To participate in the FIM Intercontinental Games, each rider and their parents and/or legal guardian will have to sign a Register and Participation Agreement with the FIM.

1.7.3.

The maximum number of riders selected for the event per category **is:**

For Supersport300 Category: 24
For Supersport Category: 24

1.7.4.

A compulsory briefing will be held for all the riders on the day preceding the day scheduled for the first practice session. Failure to attend the briefing in full may result in a penalty.

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

1.7.5.

A rider shall be deemed to have taken part in the event when they participate in, at least, one practice session.

1.7.6.

A rider shall be deemed to have started a race when they participate in, at least, the first lap of the race.

1.8. STARTING NUMBERS

1.8.1.

Each rider accepted for the Series will be allocated a specific starting number by their respective CONUs which will be valid for the whole event. Only numbers allocated to each CONUs by the FIM lottery will be permitted.

For 2024, the following numbers are allocated to each CONUs:

FIM North America: 1-10
FIM Asia: 11-20
FIM Africa: 21-30

FIM Latin America: 31-40
FIM Oceania:41-50
FIM Europe: 51-60

It is forbidden to have a different number from the starting number, on the bike, helmet or suit (except for specific sponsor reason with the former approval of the Race Direction).

1.9. SCHEDULE & ORGANISATION OF PRACTICES AND RACES

1.9.1.

The Event Schedule can only be varied:

i) Prior to the event by the FIM
ii) During the event by the Race Direction

1.9.2.

Provisional event schedule will be as follows:

Tuesday, 26 November – Arrival of the teams

Wednesday, 27 November – Fitting Safety Equipment TBC

Provisional Time Schedule			
Thursday 28 November			
13:00-17:00	Administrative and Technical Control - Motorcycles		
TBC	Track Safety Inspection		
18:00	Rider's Briefing		
Friday 29 November			
09:00-12:00	Technical Control - Safety Equipment		
12:30	Medical and Track Safety Inspection		
13:00-14:00	60 min	Supersport300	Free Practice Non Timed for Q
14:15-15:15	60 min	Supersport	Free Practice Non Timed for Q
	Media Opportunities and Rider's Group Photo		
Saturday 30 November			
09:00	Medical and Track Safety Inspection		
09:30-10:00	30 min	Supersport300	Free Practice 1
10:15-10:45	30 min	Supersport	Free Practice 1
11:00-11:30	30 min	Supersport300	Free Practice 2
11:45-12:15	30 min	Supersport	Free Practice 2
13:15-13:35	20 min	Supersport300	Qualifying 1
13:50-14:10	20 min	Supersport	Quailfiying 1
14:25-14:45	20 min	Supersport300	Quailifying 2
15:00-15:20	20 min	Supersport	Quailifying 2
	Media Opportunities		

Sunday 1 December			
08:30	Medical and Track Safety Inspection		
09:00-09:15	15 min	Supersport300	Warm Up
09:30-09:45	15 min	Supersport	Warm Up
11:00	14 laps*	Supersport300	Race 1
12:00	17 laps*	Supersport	Race 1
13:30	14 laps*	Supersport300	Race 2
14:30	17 laps*	Supersport	Race 2
15:45	*Podium Ceremonies for Supersport300 & Supersport*		

**Number of Laps TBC*

1.9.3.

Riders, their legal guardians and teams have to be present at the circuit on the morning prior the day of track activities.

1.9.4.

The Race Direction reserves the right to modify the number of races per event for each category.

1.9.5.

The schedule may include an allotted time for riders and teams to make track laps by bicycle or on foot. All traffic at this time must be in the circuit direction.

The use of scooters on track during the entire event is forbidden, including the set-up days prior to the official event start. Exceptions are made for Circuit and Organisation staff who are required to be on track for the purposes of set-up and maintenance of the facilities.

1.10. TECHNICAL – MEDICAL – ALCOHOL – DOPING CONTROLS

1.10.1.

All rider's equipment and motorcycles will be checked by the FIM Technical Director/Technical Stewards prior to first participation in practice on safety aspects, according to the published schedule.

Teams may present only one motorcycle per rider for Technical control which will be carried out according to the published schedule prior to the first practice.

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.

1.10.2.

The procedure for Technical Control is described in the Technical Regulations.

1.10.3.

The procedure for Medical Control is described in the FIM Medical Code.

1.10.4.

The procedure for Alcohol Control is described in the FIM Medical Code (Appendix N).

1.10.5.

All articles regarding anti-doping procedures are mentioned in the FIM Anti-Doping Code.

1.11. PRACTICE & TESTING

1.11.1. Practice & Testing Restrictions

Rider Training and Track Familiarisation is permitted at any time at any circuit under the following conditions:

Such on-track activity is not permitted at the current location of the FIM Intercontinental Games Circuit within 11 days unless authorised by the ICG Committee. This includes private testing and participation in organised events at that circuit.

Infringement of this rule will be penalised by the disqualification from the event.

Practice Sessions (including Warm Up)

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 count-down will be shown on the official timekeeping monitors 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. The end of the practice sessions is determined by the end of the allotted time for the session as shown by official timekeeping.

A rider's time will continue to be recorded until they pass the finish line after the allotted time has elapsed**.** After the chequered flag, riders complete one pit-in 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 waved at the start line and at all marshal's posts. All riders must return slowly to the pit lane. When practice is restarted, the time remaining will be that shown on the monitors of the official timekeepers at the moment the red flags were waved, unless otherwise adjusted by Race Direction.

v) After practice has started, it is not permitted for any person to alter the condition of the racing surface of the circuit. This includes Track Marshals and other Officials, who cannot clean the track surface without prior instructions and/or authorisation from the Race Director or Safety Officer.

1.11.2. Motorcycles

A rider may practice on one motorcycle providing that their motorcycle has been scrutineered in their name.

1.11.3. Lap time

All laps of the riders will be timed.

Official circuit records will be recognised as the following:

All Time Lap Record – the fastest lap time in history, including all sessions at a race event.

Best Race Lap – the fastest lap time in history recorded during a race.

For both practice and race, the lap time is the subtraction of the time between two consecutive crossings of the plane of the finish line indicated by the line painted on the track.

In case the rider is not in contact with the machine, the finish time is determined by the first part of the rider or machine to cross the finish line, whichever arrives last.

In all cases, any infractions including but not limited to track limits and advantage gained will be taken into account when determining the validity of the lap. This includes cases where the machine and rider are separated, in which case both machine and rider will be taken into account in determining infractions.

1.11.4. Qualification for the Race

To participate in Q1 and Q2 and in the race, a rider must achieve a lap time at least equal to 120% of the time recorded by the fastest rider in the same 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 they have achieved a time at least equal to 120% of the fastest rider in same session.

Such riders will start the race from the back of the grid, in order of their free practices times.

Exemptions may be granted by the Race Direction at their sole discretion.

If no practice sessions have been able to be run, this is deemed force majeure and Race Direction will adjust the schedule and procedure as required, considering the prevailing conditions.

1.12. GRID POSITIONS

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

For all classes, the Grid will be arranged in the 3-3-3-3 configuration "in echelon".

Each line will be offset.

There will be a distance of 9 metres between each row.

1.12.2. Grid positions for the Race 1 and Race 2 of Supersport300 and Supersport

Grid positions will be based on the fastest time recorded by the riders in all qualifying practices.

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

In the case of a Q1 or Q2 being interrupted and unable to be restarted, the following will apply:

If the session has run for at least 50% of the allocated time, the session will be considered to be complete and the results are valid.

If the session has completed less than 50% of the allocated time, the session will be considered to be cancelled and the results taken according to practices time as per clause above.

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

1.12.3. The final grids will be published shortly after the Qualifying session 2 and might be revised after Warm Up.

In regard to grid positions and start procedures, "back of the grid" is defined as the grid position immediately after the final rider's qualifying grid position. In the case of multiple back of grid starts, riders will take subsequent positions according to the specific rule being invoked.

Race Direction may change the back of the grid definition where necessary due to circuit conditions.

1.12.4. In the case of a rider starting the race from pit lane, when this is known before the final grid is published (e.g., due to a penalty), the final grid will show the rider in last position and riders qualifying behind that rider will move up to fill the vacant positions. The rider will make the sighting lap and take last place on the grid, then enter pit lane at the end of the warm-up lap, in order to start the race from pit lane.

1.13. RACES

Supersport	minimum 65 km	maximum 90 km
Supersport300	minimum 40 km	maximum 70 km

1.13.1. The length of races and the number of laps will be published before each event.

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

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

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

1.13.5. FIM Intercontinental Games points will be allocated only to the Races 1 and 2.

1.14. START PROCEDURES

1.14.1 Standard Start Procedure

Note that, due to specific circuit or climatic conditions, Race Direction in consultation with the Organisation may alter any start schedules as necessary.

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 onto the grid from the pit lane.

2) Approximately 15 minutes (except in the case of a restarted or rescheduled race) before the Start of the Race, Pit Lane exit opens for sighting laps.

Green lights on (and possibly green flag waived) at the pit lane exit.

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 or refuel.

Any rider who encounters any problem during the sighting lap(s) is permitted to reach the pit lane safely under the instructions of the Officials and make reparations in the pit lane (not in the box). Race Direction is not responsible for ensuring the machine and rider reach the pit lane in time to start. However, all reasonable efforts will be made to assist the team and rider.

For safety reasons, the bike will be checked in the pit lane by the Technical Director/Technical Stewards.

3) Approximately 10 minutes (except in the case of a restarted or rescheduled race) before the Start of the Race, Pit Lane exit closes.

Red lights on (and possibly red flag waved) at the pit lane exit.

4) Riders who do not go onto the grid may start the warm up lap from the pit lane under the instructions of a 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 riders reach the grid after the sighting lap(s) they must stop at the rear of the grid and turn off the engine. The motorcycle will then be pushed at walking pace by a team member to the grid position. The rider may dismount or remain on the motorcycle to be pushed to the grid position.

Riders on the grid may be attended by up to 4 persons including one person who may hold an umbrella. All attendants on the grid must wear a "Grid Pass".

6) The Race Director may, at this stage, choose to declare the race as "wet" or "dry" and the starter 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.

Tyre warmers may be used on the grid.

All adjustments must be completed by the display of the 3 minutes 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. Such riders will start the warm up lap from the pit lane and will start the race from the back of the grid.

Working on the machine on the grid after the 3 minutes board is presented may be penalised.

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 from tyre warmers and removed from the grid as quickly as possible.

At this point, all persons other than two (2) mechanics per rider, 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.

Immediate removal of tyre warmers from machines on the grid.

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

Any team, responsible for causing a delay in the start procedure may be further penalised.

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 their machine must remove it to the pit lane, under the control of the grid marshals, where they may make further attempts to start it. 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 warm up lap.

Any rider who stalls their engine on the grid or who has other difficulties must signal by raising an arm. Attempting to restart the motorcycle on the grid is not permitted.

Under the supervision or assistance of an official the rider and machine will exit the grid to the pit lane as quickly as possible where mechanics may provide assistance. Such riders may start the warm up lap from the pit lane and will start the race from the back of the grid, provided they exit before the pit lane is closed and reach the grid before the Safety Car.

If they do not exit before pit lane is closed, they will start the race from pit lane.

Team personnel are not permitted to re-enter the grid after it has been cleared, unless instructed to do so by an official.

The riders will make one lap, at unrestricted speed, followed by a Safety Car. The Safety Car will overtake the slow riders.

As soon as the riders have passed the pit lane exit point, 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. 30 seconds later, the light will turn red, 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 and behind the front line and between the side lines defining the grid position and keep their engines running. The front tyre must not be touching the track surface outside of the painted lines.

If two or more riders must start from the back of the grid, they will take up position in the order of the starting grid.

An official will stand at the front of the grid holding a red flag motionless.

Any rider who arrives at the pit lane entry point after the Safety Car, must enter the pit lane and start the race from the pit lane exit (therefore a rider who does not make the race start from the grid at the correct time, must make the start from the pit lane exit).

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

Any rider who stalls the 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. Attempting to restart the motorcycle on the grid is not permitted. Under the supervision or assistance of an official the rider and machine will exit the grid to the pit lane where mechanics may provide assistance.

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 they have stalled the motorcycle or have other difficulties. When all panels have been lowered and the Safety

Car has taken its position, 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. The Safety Car will overtake slow riders.

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 penalised by the Race Direction. The standard penalty is a 2xLong Lap Penalties as described in Article 1.16.2. The 2xLong Lap Penalties must be completed within 5 laps of the rider receiving notification of the penalty. Other penalties may be imposed.

The motorcycle must be stationary at the time the red lights are turned off. Anticipation of the start is defined by the motorcycle moving forward at the time the red lights are turned off.

In the case of a minor movement and subsequent stop whilst the red lights are on, the designated officials will be the sole judge of whether an advantage has been gained.

If a penalty is imposed for taking advantage by anticipating the start, Race Direction must communicate the penalty to the rider as soon as possible.

15) If, after the start of the race, a rider stalls their machine, officials will assist to push the machine into the pit lane, where mechanics may provide assistance.

Team personnel are not permitted to re-enter the grid after it has been cleared, unless instructed to do so by an official.

16) After the riders have passed the exit of the pit lane, the green light at the pit lane exit will be switched on to start any riders still in the pit lane.

A pit lane race start will be made from a stationary position as indicated by the officials. However, a rider who is delayed (for example due to machine problems or repairs) and arrives after the pit exit is open will not be required to stop at pit exit before joining the race.

The exit of the pit lane is defined as the point where the pit lane joins the circuit, or as defined by Race Direction (Art. 1.17.19).

When more than one rider is starting from the pit lane, officials will control their start position and order.

Such riders may then start the race up until the point where the leading rider has crossed the finish line to complete the first racing lap.

17) Unless the race is interrupted, after the leading rider has passed the finish line at the end of their first lap, no further changes on machines are permitted, excepted as indicated in the technical regulations.

If a motorcycle that has been active in the race enters the pit box, this machine is deemed to be retired and may not re enter again in the race (refer to Art. 1.17.8).

Should there be a problem that might prejudice safety for the start, of the warm up lap or the race, the Starter will invoke one of the following procedures:

1.14.2 Start Delayed

- A red flag is waved from the Starter's rostrum and the red light stays on.

- The "Start Delayed" board is displayed from the Starter's rostrum and a marshal will wave a yellow flag at each row of the starting grid from the signalling platform.

- Riders must stay in their grid position with helmets on, engines may be switched off.

- The machine(s) which caused the Start Delayed procedure will be removed to the pit lane, regardless of what work is needed to restart the machine. If they can be restarted or a spare machine is taken the rider may start the warm up lap from pit lane, and will start the race from the back of the grid.

- After display of the Start Delayed board, a maximum of 2 mechanics per rider are allowed on the grid. Only tyre warmers, stands, starter engines and hand-carried tools are allowed, no generators are allowed on the grid.

- Only essential officials are allowed on the grid, no media, guests, umbrella-holders or other team personnel will be permitted, with the exception of camera crew(s) authorised by the Organisers.

- The start procedure will be re-commenced at the 3 minutes board, which the Starter will order to be displayed as soon as possible (normally as soon as all riders on the grid are attended by their team).

- Display of 1 minute Board on the grid: immediate removal of tyre warmers from machines on the grid. The mechanics will, as quickly as possible, assist the rider to start the machine and then vacate the grid. At this point, all team personnel leave the grid.

- 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 their machine must remove it to the pit lane, under the control of the grid marshals, where they may make further attempts to start it. Such riders may start the warm up lap from the pit lane and will start the race from the back of the grid.

- Following the 1 minute and 30 second boards the riders will complete an additional warm up lap. The race distance will automatically be reduced by one lap, or more if deemed necessary by Race Direction.

Any person who, due to his behaviour on the grid is responsible for a “start delayed”, may be further penalised.

1.14.3 Rain on Grid

If the pit lane is opened for the Sighting Lap with the track dry but the track becomes wet during or after the sighting lap (i.e., when the riders are on the track or on the grid), the Starter may invoke the following procedure.

(Note: as climatic conditions and their severity can never be accurately forecast, Race Direction in consultation with the Organisation may react to specific situations by issuing different instructions).

- The Rain on Grid Procedure board is displayed. This may be before or after the normal five minutes countdown has started on the grid.

- All bikes will be moved to pit lane where wheel changes and adjustments may be made.

- Approximately 10 minutes after the display of the Rain on Grid Procedure board, the pit lane will open for 5 minutes.

- Riders may make more than one sighting lap, passing through the pit lane.

- At the same time the pit exit is closed, the 3-Min board will be displayed on the grid, starting the 3-1-30sec countdown for the warm up lap.

- Team members must leave the grid as normal, and the standard start procedure applies from that point according to Art. 1.14.1 10-17 inclusive.

- The race distance is reduced to 2/3 of the original distance.

1.14.4 Wet Race Start (following all dry sessions)

In case a class has had all up sessions prior to the race dry (as declared by the Race Director), and the race start is declared wet before the opening of pit lane for the sighting lap, the following Wet Race Start procedure will apply.

- The declaration of Wet Race Start will be made as early as possible before the opening of the pit lane and communicated to teams.

- The pit lane will open on time and remain open for 10 minutes.

- Riders may make more than one sighting lap, passing through the pit lane.

- Refuelling and adjustments are permitted in pit lane during the sighting laps period.

- At the same time the pit exit is closed, the 3min board will be displayed on the grid, starting the 3-1-30sec countdown for the warm up lap.

- The race distance is reduced to 2/3 of the original distance.

1.14.5 Quick Start Procedure

When a race is stopped, riders must return to the pit lane, unless otherwise instructed by officials. If there is to be a restart, the following procedure will apply:

- Upon arrival in the pit lane, repairs and adjustments may be made to the motorcycle. Refuelling is permitted.

- When all riders have entered the pit lane the Race Director will announce the time remaining to the re-opening of the pit lane, which will be a minimum of 5 minutes. The time remaining to the opening of the pit exit will be displayed with countdown boards.

- When the time period has elapsed, the pit lane exit will be opened for SIXTY SECONDS only. Riders will make one lap at unrestricted speed to the starting grid followed by a Safety Car.

  Any rider delaying the progress of the sighting lap will be overtaken by the Safety Car.

  Any rider arriving behind the Safety Car must enter the pit lane.

Any rider delaying the progress of the sighting lap must go into the pit lane. Such riders will have to start the warm up lap from the pit lane and will start the race from the back of the grid.

- Any riders remaining in the pit lane after it has been closed will have to start the warm up lap from the pit exit and start the race from the back of the grid.

- ONE mechanic only, per rider, may go onto the grid (without tools) to primarily indicate to their rider their position on the grid. In the case that the restarted race involves new grid positions, the mechanic should check themselves of their rider's new grid position from the classification displayed on the timing screen or from officials who will be positioned at the entry point to the grid with the revised starting grid information.

- Riders will arrive back on the starting grid and stop in their grid position, with engines running, no adjustments may be made.

  Any rider requiring repairs or adjustments on the sighting lap from the pit exit must enter the pit lane.

- As soon as all the riders are on the grid, a 30-seconds board will be displayed at the front of the grid.

  At this point the mechanics must immediately leave the grid by the quickest route. The 30 seconds may be reduced at the discretion of the Starter when the grid is cleared, and it is considered safe.

- After 30 seconds have elapsed and/or the grid is clear, a green flag will be shown to start the warm up lap.

- The riders will make one warm up lap at unrestricted speed, followed by a Safety Car. When the last rider has passed the pit exit lights it will be opened for a period of 30 seconds to release any rider waiting. After 30 seconds, the pit lane exit will remain closed until after the start of the race. Any rider not able to leave the pit exit whilst it is open will start the race from the pit lane exit.

  Any rider delaying the progress of the warm up lap will be overtaken by the Safety Car.

- Upon arrival back at the starting grid the normal start procedure will be followed, with the start signal given in the normal manner.

- Riders who started the warm up lap from the pit lane must start the race from the back of the grid as directed by officials. In case of two or more riders, they will take up the last grid positions in order of their grid positions.

- After the start signal has been given and the last rider has passed the end of the pit exit road, the pit exit will be opened, as per Article 1.14.1 16). Any riders still in the pit lane may then start the race.

- The Quick Start procedure may be invoked by Race Direction as necessary in cases other than an interrupted race (for example a delayed start procedure).

1.15. RACE PENALTIES PROCEDURES

Among various penalties, the FIM Race Direction may apply the following ones:

1.15.1. Ride Through Procedure

During the race, the rider will be requested to ride through the pit lane. Stopping is not permitted. The rider may then re-join the race.

The rider must respect the speed limit, in the pit lane (Article 1.17.13). In case of infraction of this speed limit**, the ride through procedure will be repeated; in case of a second infraction of the 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 complete the penalty after the start of the second part of the race.

Yellow boards (100 cm horizontal x 80 cm vertical) displaying the riders' numbers (black colour) will be shown at the start/finish line and the information will also be displayed on the timekeeping monitors and dashboards.

Failure by the relevant rider to ride through, having been shown the board 3 times, will result in that rider being shown the black flag.

In the case where the organisation has been unable, or has decided not to signal ride through penalty before the end of the race, the relevant rider will be inflicted with a time penalty as determined by Race Direction to reflect the ride through time, and notified to teams before the race.

1.15.2. Long Lap(s) Penalty Procedure

During a race, a rider may be instructed to complete the Long Lap(s) Penalty(ies) procedure. The rider must ride through the pre-defined route, which is on an asphalt runoff area, defined by white lines on either side.

The penalty will be communicated via dashboard signals (where possible) and a board displayed for the rider at the start/finish line or other predefined area.

If the rider does not comply after the board has been presented 3 times the rider will be penalised with a two Long Lap penalty or other penalty as decided by the Race Direction.

The rider must stay within the lines defining the Long Lap route, infractions may result in the penalty being repeated, or other penalty applied as decided by the Race Direction.

In the case of a two Long Lap Penalty being given, these 2xLong Laps must be completed within 5 laps of the penalty notification.

If the rider does not complete this 2xLong Lap Penalty after the board has been presented 5 times, they will be penalised with a pit lane ride through (or other penalty as decided by the Race Direction).

The rider carrying out the Long Lap penalty is responsible for leaving and re-joining the track to follow the designated route, in a safe manner without disturbing or endangering other riders. Infractions will be strongly penalised.

Overtaking is forbidden within the Long Lap route.

The penalty should not be carried out when there are yellow flags covering the penalty area, in this case extra lap(s) will be added to the number of laps allowed to comply if the area is unusable due to yellow flags.

In the case where the organisation has been unable to, or has decided not to signal the long lap penalty before the end of the race, the relevant rider will be inflicted with an equivalent time penalty, or other penalty applied as decided by the Race Direction.

In the case of a race interrupted prior to a long lap penalty being carried out, the relevant rider will be required to carry out a long lap penalty in the second part if the race is restarted, or other penalty such as an equivalent time penalty, as decided by the Race Direction.

The Long Lap route and equivalent time penalty will be notified to the teams prior to the first practice session.

1.16. "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.

1.16.1.

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

1.16.2.

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 adjustments must enter the pits and do so during the actual race.

1.16.3.

In all cases where the first race is interrupted for climatic reasons, then the restart will automatically be a “wet” race.

1.17. 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 may be penalised.

2) Riders must ride in a responsible manner which does not cause danger to other competitors or participants or gain an unfair advantage, either on the track or in the pit-lane. Any infringement of this rule may be penalised**.**

3) Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track, then they may re-join it at the place indicated by the officials or at a place which does not provide an advantage to them. Advantage may be deemed to be gained, including by exceeding track limits and short-cutting as detailed in the Race Direction Protocols.

   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 penalty decided by the Race Direction.

   Penalties imposed during a race will be communicated via board that will be displayed for the rider at the start/finish line during a maximum of 3 laps. If the rider did not comply after the board has been presented 3 times, (5 times in a case of a 2xLong Lap Penalty= they will be penalised by the Race Direction (penalties may include Long Lap, 2xLong Lap, Ride Through, Black Flag).

   A time penalty may be imposed in place of a penalty where necessary. Further penalties may also be imposed.

4) Any repairs or adjustments along the racetrack must be made by the rider working alone with no outside assistance, except that rendered by the marshals. 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 rider may then be assisted by marshals or others to re-start by pushing or to move the machine, on track, trackside or in the

service road. No person other than marshals or riders are permitted on the track side of the first line of protection.

5) If the rider intends to retire, then they must park their motorcycle in a safe area as indicated by the marshals.

6) If the rider encounters a problem with the machine which will result in their retirement from the practice or the race, then they should not attempt to tour at reduced speed to the pits but should pull off the track and park their 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 pit lane during the race, but taking the motorcycle inside the pit box is not permitted. Refuelling is strictly prohibited after the race start. 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 motorcycle or to be transported by another rider on their motorcycle (exception: another rider or by another rider after the chequered flag or red flag).

11) Riders must not ride 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 FIM.

13) 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 Free Practice will be subject to the prevailing fine of for the first offence. Repeat offences at the same event will incur a higher fine each time, and any rider committing 3 offences at a single event may also be subject to further penalties from the Race Direction. Excessively high speed, in the judgement of the Race Direction, and multiple repeat offences during the event may incur higher fines and may also be subject to further penalties.

For exceeding the pit lane speed limit during a race, the standard penalty will be a 2x Long Lap Penalty. However, the Race Direction may apply

further or different penalties (for example for excessively high-speed causing danger).

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

14) Stopping on the track during practices and races is forbidden.

15) During the practice sessions and warm ups, practice starts are permitted;

a) when it is safe to do so, at the pit lane exit before joining the track and

b) after passing the chequered flag at the end of practice sessions and warm-ups when it is safe to do so, off the racing line and only in the designated Practice Start Zone(s) and following the procedure, as communicated to teams prior to the first practice session.

Any rider found to have infringed this rule will be subject to an instant penalty. Further penalties may be applied.

16) If any rider wishes to parade a flag or engage in any celebration after the chequered flag, they must ride to the side of the racing surface in a safe location to collect the flag and/or perform any celebrations and then re-join the circuit when it is safe to do so.

It is forbidden so stop on the Start-Finish straight after the chequered flag for any celebrations of any kind.

17) It is not permitted to ride racing motorcycles within the circuit other than in the pit lane, service road or on the track.

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) Pit Lane Exit

If necessary, the pit lane exit road will be defined by the Race Direction and marked with painted lines. A dotted white line (interrupted line) will signify the end of the pit lane road, which is the point where the track starts, and racing may commence. Riders must stay inside the painted lines defining the pit exit road until passing the dotted white line, during all track sessions (practice and race).

Infractions may be penalised with an instant penalty by the Race Direction, and further penalties may be applied.

1.18. FLAGS AND LIGHTS

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

All flags are presented waved.

Light panels may be used in addition to, or instead of, flags and may have slight variations in appearance compared to the flags, due to technical constraints. Flags and lights on track are both official signals.

1.18.1. Flags and Lights Used to Provide Information**:**

- **Green Flag**

  The track is clear.

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

  This flag may be waved at pit exit, in conjunction with the official signal of the green light, as an extra signal that pit lane exit is open.

- **Yellow and Red Striped Flag**

  The adhesion on this section of the track could be affected by any reason other than rain**,** giving unexpected surface conditions. This can include isolated damp patches on a dry track, oil, gravel, grass or other debris. This flag must be shown waved at the flag marshal post.

- **White Flag with diagonal red cross** (stroke width of the cross: between 10 and 13 cm)
-

  Drops of rain on this section of the track including rain affecting the track surface.

  This flag must be waved at the flag marshal post.

- **Blue Flag**

  Waved at the flag marshal post, this flag indicates to a rider that he/she is about to be overtaken.

  During the practice sessions, avoid disturbing other riders by riding slowly on the racing line and allow the faster rider to pass.

  During the race, the rider concerned is about to be lapped. They must allow the rider(s) who are lapping them to pass at the earliest opportunity and passing within a group of lapped riders is forbidden under the blue flag.

Waved at a marshal post after the pit lane exit, this flag indicates to a rider exiting pit lane that riders are approaching on track. The rider exiting pit lane must do so safely and without disturbing riders on track.

- **Chequered Black / White Flag**

  This (these) flag(s) will be waved at the finish line to indicate the finish of race or practice session. The finish of a practice session is determined by the official timekeeping as per Art. 1.11.1 iii), the finish of a race is determined as per Art. 1.19.1.

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

  The chequered black/white flag(s) will be waved together with the blue flag at the finish line when a rider(s) precedes closely the leader during the final lap before the finish line (see Art. 1.19.1).

- **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(s) and the start of the warm up lap.

- **Flashing Blue Lights**

  Will be switched on at the pit lane exit at all times during practices and races, except when the red light is displayed.

1.18.2. Flags Which Convey Information and Instructions**:**

- **Yellow Flag**

  Waved at each row of the starting grid, this flag indicates that the start of the race is delayed. Waved at one row (or more) of the starting grid, this flag indicates that a rider on that row is having difficulties.

  A single yellow flag waved at the flag marshal post indicates that there is a danger ahead beside the track.

  Two yellow flags waved together at the flag marshal post indicate that there is a hazard wholly or partly blocking the track.

  The waving of a single or a double yellow flag does not signify a degree of danger, but only the location of the incident.

  The riders must slow down and proceed with caution.

  Overtaking is forbidden up until the point where the green flag is waved.

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.

An infringement of this rule during the race may result in a penalty.

If immediately after having overtaken, the rider realizes that they committed an infraction, they must intentionally let pass the rider(s) they have overtaken. In this case, no penalty will be imposed.

Penalties imposed during a race will be communicated. Boards will be displayed for the rider on the start/finish line. during a maximum of 3 laps. If the rider does not comply after the board has been presented 3 times, they may be penalised by the Race Direction.

A time penalty may be imposed instead of a penalty where necessary, and further penalties may also 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.

- **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, the light will be switched on, and the red flag may be used in conjunction with the official red-light signal.

Riders are not allowed to exit the pit lane.

The red flag will be shown motionless at the back of the starting grid at the end of the sighting lap.

The red flag will be shown motionless at the front of the starting grid 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 waved 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, when this flag results from a penalty.

This flag can also be presented to a rider for a reason other than a penalty**,** e.g., to rectify a non-dangerous technical problem such as a transponder problem, or to indicate to a rider on the warm up lap arriving at pit lane entry after the safety car that they must enter pit lane.

- **Black Flag with Orange Disk** (∅ 40 cm)

This flag is used to convey instructions to one rider only and is waved at each flag marshal post together with the rider's number. This flag informs the rider that their motorcycle has mechanical problems likely to endanger themselves or others, and that they must immediately leave the track. The rider cannot re-join the track unless authorised to do so by an official.

1.18.3. 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.

1.18.4. Flag Colour

The Pantones for the colours are as follows:

Orange: Pantone 151C
Black: Pantone Black C
Blue: Pantone 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.

1.18.5. 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.

1.18.6. Flags Marshals posts

The location will be fixed during the circuit homologation.

1.18.7. Marshals Uniforms

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

1.18.8. MEDICAL CARS

The medical cars must be equipped with yellow flashing lights. The words “Medical Car” should be clearly indicated on the back and sides of the car.

1.19. FINISH OF A RACE AND RACE RESULTS

1.19.1.

When the leading rider has completed the designated number of laps for the race, they will be shown a chequered flag by an official located at the finish line behind the 1st line of protection. The chequered flag will continue to be displayed to the subsequent riders.

If the chequered flag is displayed at the incorrect time, the following will apply:

In the case of the chequered flag being displayed early (before the designated number of laps have been completed), the classification will be made as each rider crosses the finish line, passing the chequered flag, according to the lap/time procedure.

• If this chequered flag was displayed before a race-result distance is obtained (two-thirds), the race will be restarted according to the provisions of Art. 1.21.

• If this chequered flag was displayed after a race-result distance is obtained (two-thirds) the race will be deemed to be completed.

In the case of the chequered flag being displayed late (after the leading rider has completed the designated number of laps), the race is deemed to have been completed at the end of the lap when the leading rider completed the designated number of laps.

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.

If a rider(s) closely precedes the leader during the final lap before the finish line, the official will wave 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.

1.19.2.

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 plane of finish line on the racetrack (not in the pit lane with the exception of Art.1.20.1 d) within five minutes of the race winner. In case the rider is not in contact with the machine, the finish time is determined by the first part of the rider or machine to cross the finish line, whichever arrives last.

In all cases, any infractions including but not limited to track limits and advantage gained will be taken into account when determining the validity of the lap. This includes cases where the machine and rider are separated, in which case both machine and rider will be taken into account in determining infractions.

1.19.3.

The results will be based on the order in which the riders cross the line and the number of laps completed.

1.19.4.

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 the rider is not in contact with the machine, the finish time is determined by the first part of the rider or machine to cross the finish line, whichever arrives last.

In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.

1.19.5.

The riders placed in the first three positions in the race will be directed by officials and proceed, as quickly as possible and without stopping at the pit boxes, to the parc fermé area and podium for the awards ceremony. Celebration on track after the end of the race are permitted.

Participation in the podium ceremony by the first three riders is compulsory.

1.19.6.

If the podium is located in or above the pit lane, the Race Direction should use best endeavours to avoid having the pit lane open during the podium ceremony.

1.20. INTERRUPTION OF A RACE

Note that in cases of interrupted or restarted races, the number of laps completed refers to the race leader, and a fraction of laps (2/3, 50%)

is rounded down to the nearest whole number of laps.

1.20.1.

If the Race Director decides to interrupt a race at any point from the start of the warm up lap onwards, then red flags will be displayed at the finish line and at all marshals' posts and red lights will be displayed 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 had completed a full lap without the red flag being displayed, and the classification established as follows:

a) For all the riders who had crossed the finish line on the same lap as the leader before the red flag was shown, a partial classification will be established at the end of this lap.

b) For all the riders who had not crossed the finish line on the same lap as the leader before the red flag was shown, a partial classification will be established at the end of the previous lap.

c) The complete classification will be established by combining both partial classifications as per the lap/time procedure.

d) Riders who have entered pit lane, which then closes due to a red flag, may be classified according to the number of laps completed and the time of crossing the virtual finish line in the pit lane as follows:

If the rider has crossed the virtual finish line in pit lane, this time is used as the finish time.

If the rider has not crossed the virtual finish line in pit lane, the rider’s last crossing of the finish line is used.

(in these cases, 1.19.2.b requiring the rider to cross the finish line on track does not apply).

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, crossing the designated pit lane entry timing point together with their motorcycle, will not be classified.

An exemption may be granted in exceptional circumstances (eg. post-race celebration in an interrupted race deemed to have been completed as per Art.1.20.4.

1.20.2.

If the results calculated show that less than three laps have been completed by the leader of the race, 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 Intercontinental Games.

1.20.3.

If three laps or more have been completed by the leader of the race, but less than two-thirds of the race distance, rounded down to the nearest whole number of laps, then the race will be restarted according to Art. 1.21.

If it is found impossible to restart the race, then the results will count and half points will be awarded as follows:

- completed less than 50% of original race distance = half points
- completed 50% or more of original race distance = full points

1.20.4.

If the results calculated show that two-thirds of the race distance rounded down to the nearest whole number of laps have been completed by the leader of the race, then the race will be deemed to have been completed and full FIM Intercontinental Games points will be awarded.

1.20.5.

For the purposes of these Regulations “active” and “actively competing” are defined as the rider riding on track, or attempting to repair/restart the machine, or to re-join the track or return to pit lane, with the machine in a condition fit to re-join the track. The Race Direction will be the sole judge of whether a rider is actively competing including the condition of the machine and no appeal is possible against the Race Direction decision.

1.21. RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

Re-started races will in principle follow the protocols defined in Article 1.21. However, as local track and climatic conditions and circumstances may vary, Race Direction may reschedule re-started races in the race programme as necessary, and will make the final decision on whether, when and how many times to re-start any interrupted race according to circumstances.

Note that in all cases of restarted races, the calculation of race distance required to declare a result (2/3 distance) is based on the number of laps of the current race, not the original Race 1 distance**.**

1.21.1.

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 Race Director will announce a time for the new start procedure to begin which, conditions permitting, should not be later than 10 minutes after the initial display of the red flag.

1.21.2.

The results of the first race must be available to teams before the second part of a race can be started.

1.21.3.

The start procedure will follow the Quick Start Procedure, Art. 1.14.5, unless otherwise informed by Race Direction.

1.21.4.

Conditions for the re-started race will be as follows:

i) In the case of situation described in Art. 1.20.2 (less than 3 laps completed) above:

a. All riders may start, including riders who may not have completed the sighting or warm up lap for the original start.

b. Motorcycles may be repaired. Refuelling is permitted.

c. The number of laps will be two-thirds of the original race distance rounded down to the nearest whole number of laps.

d. The grid positions will be as for the original race.

ii) In the case of situation described in Art. 1.20.3 (3 laps or more and less than two-thirds completed) above:

a. Only riders who are classified as finishers in the first race**,** as per Art. 1.20, may re-start.

b. Motorcycles may be repaired. Refuelling is permitted.

c. 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.

d. The grid position will be based on the finishing order of the first race.

Riders who are classified 1 full lap down (having been lapped by the race leader) in the first race will start the restarted race from Pit Lane.

Riders who are classified 2 or more full laps down (having been lapped more than once by the race leader) in the first race will not be eligible to restart.

e. The final race classification will be established according to the position and the consolidated number of laps of each rider at the time they crossed the finish line at the end of the last part of the race. Provisions of Art. 1.19.2 will apply (except 1.19.2.b for riders in pit lane who may cross the virtual finish line in pit lane).

1.21.5.

In the case of Art. 1.20.3 (race interrupted with 3 or more laps completed), any start position penalties applying to a rider in the first race. e.g., a drop of grid position or starting the race from pit lane, will be considered to have been served at the original race start and will not apply to the restarted race.

Any existing penalty applied before the race which has been completed in the first part of the race**,** will be considered to have been served and will not apply to the restarted race. If such penalty was not completed in the first part of the race it will be carried forward to be served in the restarted race.

In the case of Art. 1.20.2 (race interrupted with less than 3 laps completed) the new start will be a completely new race so therefore existing start position penalties and other penalties applied before the race will apply.

Penalties applied for offences (such as jump start, track limits) during the first race which was interrupted with less than 3 laps completed, will not normally carry forward to the restarted race. However, the Race Direction may specifically designate a penalty for an offence (for example dangerous or irresponsible riding) in the first race to be served in the restarted race where necessary**.**

1.21.6.

Should a re-started race be interrupted and the Race Direction deems it possible to re-start, then the conditions for a further re-start will follows Art. 1.21.4, with the race distance and results defined as described follows.

In all cases, the finish order in the final race where a result has been declared will be the final race result and the FIM Intercontinental Games points awarded on that result only. For a final result to be declared, that race must complete at least 3 laps.

In all cases the number of laps completed refers to the race leader, and a fraction of laps (2/3 or 50%) is rounded down to the nearest whole number of laps.

For restarted races the awarding of full, half or no FIM Intercontinental Games points will be based on the total number of laps completed by the race leader in each and all of the races combined (original start and all restarts), excluding races that did not complete 3 laps.

FIM Intercontinental Games points will be awarded as follows:

• Less than 3 laps completed = no points,

• Completed 3 laps or more but less than 50% of original race distance = half points,

• Completed 50% or more of original race distance = full points.

1. Race 1 completed less than 3 laps: Race 2 started with:

Race 2 distance: 2/3 of Race 1 distance,
Original grid,
All riders may restart,
Motorcycles may be repaired or changed, refueling permitted.

Race 2 interrupted:

a) Completed at least 2/3 of Race 2 distance = result declared, full Championship points.

b) Completed less than 2/3 Race 2 distance = result declared, FIM Intercontinental Games points as follows:

• Less than 3 laps completed in Race 2, race cancelled = no points,
• Completed 3 laps or more but less than 50% of original race distance = half points,
• Completed 50% or more of original race distance = full points.

2. Race 1 completed 3 laps but less than 2/3 Race 1 distance:
Race 2 started with:
Race 2 distance: laps required to complete 2/3 of Race 1 distance,
Grid from Race 1 result,
Only finishers of Race 1 may restart,
Motorcycles may be repaired or changed, refuelling permitted

Race 2 interrupted:

a) Completed at least 2/3 of Race 2 distance = result declared, full FIM Intercontinental Games points.

b) Completed at least 3 laps but less than 2/3 Race 2 distance = result declared, FIM Intercontinental Games points as follows, counting laps from Race 1 + Race 2:

• Completed less than 50% of original race distance = half points,
• Completed 50% or more of original race distance = full points.

c) Completed less than 3 laps = Race 2 null, results from Race 1 with FIM Intercontinental Games points as follows:
• Completed less than 50% of original race distance = half points,
• Completed 50% or more of original race distance = full points.

3. In principle there is no provision for a third race start. However, Race Direction has overriding authority in exceptional circumstances of force majeure when no previous race(s) have yielded a result, taking into account track conditions and the event schedule.

RACE 1	RACE 2	Result	Points (% of original distance)
Less than 3 laps	*Race2 Distance = 2/3 Race1 distance* *Original grid, all riders may start*		*Race2 less than 50% original = Half points* *Race2 at least 50% original = Full points*
	Less than 3 laps	Race	**No Points**
	At least 3 laps but less than 2/3 Race2 distance	Race 2 result stands	Race2 less than 50% Race1 distance = **Half Points** Race2 at least 50% Race1 distance = **Full Points**
	At least 2/3 of Race2	Result	**Full Points**
Impossible to restart Race 1		Race	**No Points**
At least 3 laps but less than 2/3	*Race2 distance = laps to complete 2/3 Race1 laps*	*Total laps of races of more than 3 laps: less than 50% original = Half Points* *Total laps of races of more than 3 laps: at least 50% original = Full Points*	
	Less than 3 laps	Race 1 result stands	Race1 less than 50% Race1 distance = **Half Points** Race1 at least 50% Race1 distance = **Full Points**
	At least 3 laps but less than 2/3 Race2 distance	Race 2 result stands	Race1 + Race 2 = less than 50% Race1 distance = **Half** Race1 + Race 2 = at least 50% Race1 distance = **Full**
	At least 2/3 of Race2	Result	**Full Points**
Impossible to restart Race 1		Race 1 result stands	Race1 less than 50% Race1 distance = **Half Points** Race1 at least 50% Race1 distance = **Full Points**
At least 2/3 of Race1 distance		Result	**Full Points**

1.22. TECHNICAL CONTROL AREA

At the end of the race, or the final part of a race that has been interrupted, the first three motorcycles plus any other motorcycles specified by the Technical Director, 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.

1.23. ICG POINTS AND CLASSIFICATION

1.23.1.

CONUs will compete for the FIM Intercontinental Games – Circuit Racing Overall Championship based on the sum of the best points results of the 4 riders from Race 1 and Race 2, all classes together.

CONUs will compete for the FIM Intercontinental Games – Circuit Racing Championship in Supersport300 and Supersport based on the sum of the best points results of the 4 riders of each class.

For Race 1 and Race 2, for both classes, FIM Intercontinental Games points will be awarded on the following scale:

1st 24 points

2nd	23 points
3rd	22 points
4th	21 points
5th	20 points
6th	19 points
7th	18 points
8th	17 points
9th	16 points
10th	15 points
11th	14 points
12th	13 points
13th	12 points
14th	11 points
15th	10 points
16th	9 points
17th	8 points
18th	7 points
19th	6 points
20th	5 points
21th	4 points
22th	3 points
23rd	2 points
24th	1 point

1.23.2.

In the event of a tie in the number of points between CONUs, the final positions will be decided by the points of the best female rider represented in each team.

If the tie persists, the final classification will be decided by the points scored of the best female riders in the last race.

1.24. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

1.24.1.

Instructions may be given by the Race Director, the FIM Stewards and/or Clerk of the Course to Teams and/or Riders by means of special circulars in accordance with the Regulations. Circulars must be posted on the official notice board and/or delivered by electronic means such as email. Posting on the official notice board, or delivery by other means will be deemed as proof of delivery.

1.24.2.

All classifications and results of practice and the race, as well as all decisions issued by the officials, must be posted on the official notice board or by electronic means.

Posting on the official notice board and/or by electronic means will be deemed as proof of delivery and official publication.

1.24.3.

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 or via electronic means including but not limited to email and official Timekeeping monitors. Similarly, any communication from a team or rider to the Race Direction to the Stewards, the Officials or the Clerk of the Course must also be made in writing including electronic means such as email.

1.25. TEAM PERSONNEL IN THE PIT LANE

For safety reasons, the following rules must be strictly respected.

1.25.1.

Team personnel will not be permitted in the pit lane during practices, warm-up and race of another class unless they are making adjustments to their motorcycle.

1.25.2.

The maximum number of team personnel per rider in the working area in front of the pits is limited to 4.

1.25.3.

The maximum number of team personnel per rider on the signalling platform is limited to 4.

1.25.4.

For safety reasons, it is not permitted to start the engine of racing motorcycles inside the pit box (permanent or temporary box or tent) at any time. Engines must be started in the pit lane or other location outside of the pit box or tent.

1.25.5.

For safety reasons it is not permitted to have the motorcycle engine running during any wheel change.

1.26. EXTRA DEPOSITS IN CASE OF MOTORCYCLE CONTROL FOLLOWING A PROTEST

The deposit in case of dismantling and reassembling a motorcycle to measure the cylinder capacity, following a protest, is 150 € (material included)

The deposit in case of partial or complete dismantling of an engine or gearbox is 300 €.

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.

1.27. 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 600 € 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.

FIM INTERCONTINENTAL GAMES
CIRCUIT RACING

TECHNICAL REGULATIONS

2. TECHNICAL REGULATIONS

2.1 R7 TECHNICAL SPECIFICATIONS

The following rules are intended to permit limited changes to the homologated motorcycle in the interests of safety and improved competition between various motorcycle concepts.

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

If a change to a part or system is not specifically allowed in any of the following articles, then it is forbidden

All machines must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Regulations, unless they are already equipped as such on the homologated model.

Once a motorcycle has obtained the FIM homologation, it may be used for racing in the corresponding class for a maximum period stated in Homologation Art. 1.4.4. Or until such time that the homologated motorcycle is disqualified by new rules or changes in the technical specifications of the corresponding class.

The appearance from the front, rear and the profile of **Yamaha R7** 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.

2.1.1. Motorcycle specifications

All parts and systems not specifically mentioned in the following articles must remain as originally produced by the manufacturer for the homologated motorcycle. **Only OEM and GYTR parts are permitted and Listed in Eligible parts list for competition 2024.**

2.1.2. Eligible Machines

The class will be based around the machines sold in Europe as A2 class machines and excluding the A1 class machines.
The following will be legal:

- Yamaha YZF-R7 2023 (Euro 5)

2.1.3. Minimum weight

The minimum weight is 165 Kgs

a) At any time of the event, the weight of the whole motorcycle (including the tank and its contents) must not be lower than the minimum weight.

b) There is no tolerance on the minimum weight of the motorcycle or rider.

c) During the final technical inspection at the end of the race, the selected motorcycles will be weighed in the condition they finished the race, and the established weight limit must be met in this condition. Nothing may be added to the motorcycle. This includes all fluids.

d) 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.

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

2.1.4. Numbers and number plates

The colour is:

Manufacturer:	**Number/Figure**	**Background**
Yamaha	Black	Yellow

The size for each digit on the front numbers is:

Minimum height:	140 mm
Minimum width:	80 mm
Minimum stroke:	25 mm
Minimum space between numbers	10 mm

The size for each digit on the side numbers is:

Minimum height:	120 mm
Minimum width:	70 mm
Minimum stroke:	20 mm
Minimum space between numbers	0 mm

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

a) The numbers must use the Industry Ultra Italic font.

b) Only single or double digit numbers will be allowed.

c) Once on the front, either in the centre of the fairing or slightly off to one side. The number must be centred on the background with no advertising within 25 mm in all directions.

d) Once on each side of the motorcycle. The location for the numbers on each side of the motorcycle is on the lower rear portion of the main fairing near the bottom. The number must be centred on the background. Any change to this must be pre-approved a minimum of 2 weeks before the first race by the FIM Technical Director.

e) A single outline is permitted and the outline must be of a contrasting colour and the maximum width of the outline is 3 mm. The background colour must be clearly visible around all edges of the number (including outline). Reflective or mirror type numbers are not permitted.

f) Numbers cannot overlap.

g) No machine may enter the circuit if it does not meet the above regulations. If the rider does enter the circuit then no lap times will be recorded and Race Direction will at their discretion black flag the rider.

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

2.1.5. Fuel

See article 2.9 for full Fuel regulations – Only the official FIM Yamaha R7 fuel may be used.

The fuel must be stored and used at ambient temperature.

2.1.6. Tyres

All tyres must be provided by the official tyre supplier. Tyres will only be supplied by the official tyre supplier fitted to the team's wheels.

No loose tyres will be supplied.

Dry Tyres:

a) The rider may use a maximum of five (5) front and eight (8) rear dry-weather tyres. The dry weather tyres must be returned to the official tyre supplier at the end of every event except any set that may have been fitted to the machine (and used) as it finished the race.

Wet Weather Tyres:

b) The rider may use a maximum of five (8) front and eight (8) rear wet weather tyres. The wet weather tyres must be returned to the official tyre supplier at the end of the event except any set that may have been fitted to the machine (and used) as it finished the race.

The wet weather tyres do not need to be marked with a tyre sticker.

c) Wet-weather tyres may only be used after the race or practice has been declared ‘wet’ by the Race Direction.

2.1.7. Engine

The allocated number of engine is 1.

Machines may be randomly chosen for dyno testing.

2.1.7.1 Fuel injection system

a) The original homologated fuel injection system must be used without any modification.

b) The fuel injectors must be stock and unaltered from the original specification and manufacture.

c) Air Funnels must remain as originally produced by the manufacturer for the homologated motorcycle.

d) Butterfly valves cannot be changed or modified.

e) All the parts of the variable intake tract device must remain and operate exactly as homologated. They cannot be added if not fitted to the homologated machine.

f) Air and air/fuel mixture must go to the combustion chamber exclusively through the throttle bodies.

g) Electronically controlled throttle valves, known as “ride-by-wire”, may only be used if the homologated model is equipped with the same system. Software may not be modified and all the safety systems and procedures designed by the original manufacturer must be maintained.

2.1.7.2 Cylinder Head

Must be the originally fitted and homologated part with no modification allowed.

2.1.7.3 Camshaft Assembly

a) Must be the originally fitted and homologated parts with no modification allowed.

b) 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.

2.1.7.4 Cam sprockets or gears

a) Must be the originally fitted and homologated parts with no modification allowed.

b) The cam chain and tensioner must remain as homologated.

2.1.7.5 Cylinders

Must be the originally fitted and homologated part with no modification allowed.

2.1.7.6 Pistons

Must be the originally fitted and homologated part with no modification allowed.

2.1.7.7 Piston rings

Must be the originally fitted and homologated part with no modification allowed.

2.1.7.8 Piston pins and clips

Must be the originally fitted and homologated part with no modification allowed.

2.1.7.9 Connecting rods

Must be the originally fitted and homologated part with no modification allowed.

2.1.7.10 Crankshaft

Must be the originally fitted and homologated part with no modification allowed.

2.1.7.11 Crankcase / Gearbox housing

Must be the originally fitted and homologated parts with no modification allowed.

2.1.7.11.1 Lateral covers and protection

a) 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.

b) 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 metal, such as aluminium alloy, stainless steel, or steel, composite covers are not permitted.

c) The secondary cover must cover a minimum of 1/3 of the original cover. It must have no sharp edges to damage the track surface.

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

e) Covers Eligible Parts for competition List will be permitted without regard of the material or its dimensions.

f) These covers must be fixed properly and securely with a minimum of three (3) case cover screws that also mount the original covers/engine cases to the crankcases.

g) Oil containing engine covers must be secured with steel bolts.

h) The FIM Technical Director has the right to refuse any cover not satisfying this safety purpose.

2.1.7.12 Transmission / Gearbox

a) Must be the originally fitted and homologated parts with no modification allowed

b) Upshift shifter is allowed to use **from the GYTR listed on the FIM Eligible Parts for Competition – List 2024.**

c) Downshift blipping is not allowed.

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

e) The front sprocket cover may be modified or eliminated.

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

2.1.7.13 Clutch

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

2.1.7.14 Oil pumps and oil lines

Must be the originally fitted and homologated part with no modification allowed.

2.1.7.15 Cooling System

a) The only liquid engine coolant permitted is water.

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

c) The cooling system hoses and catch tanks may be changed.

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

2.1.7.16 Airbox

a) The airbox must be the originally fitted and homologated part with no modification allowed.

b) The air filter element may be modified or replaced but not eliminated and must be mounted in the original position.

c) The airbox drains must be sealed.

d) All motorcycles must have a closed breather system. All the oil breather lines must be connected, may pass through an oil catch tank and must exclusively discharge in the airbox. Only the original breather vents may be used.

e) No heat protection may be attached to the airbox.

2.1.7.17 Fuel supply

a) Fuel pump and fuel pressure regulator must be the originally fitted and homologated part with no modification allowed.

b) The fuel pressure must be as homologated.

c) Fuel lines from the fuel tank up to the delivery pipe assembly (delivery pipe excluded) must be the originally fitted and homologated part with no modification allowed.

2.1.7.18 Exhaust system

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

b) 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.

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

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

e) The noise limit for Yamaha R7 be 107 dB/A (with a 3 dB/A tolerance after the race only).

f) The test RPM will be as follows:

Machine:	Test rpm
Yamaha YZF-R7	5,000 rpm

2.1.8. Electrics and electronics

2.1.8.1 Electronic Control System

The complete electronics system must be the originally fitted and homologated part with no modification allowed.

2.1.8.2 Yamaha R7 Control Electronics System

a) The Dashboard/Harness must be the originally fitted and homologated part with no modification allowed.

b) The ECU must be the originally fitted and OEM homologated part with fuel mapping adjusted on the fuel category used and listed on the FIM Eligible Parts for Competition – List 2024.

c) Optional equipment sold by the motorcycle Manufacturer for the homologated model is considered not homologated with the bike and must follow the requirements for eligible electronics/data loggers.

d) At any time during an event the FIM Technical Director has the right to make a team substitute their ECU with an FIM sample.

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

f) Sensors may not be replaced, modified or substituted unless noted and the allowed OEM ECU sensors/channels are:

i) Throttle position Sensor(s)

ii) Grip position sensor – see Eligible Parts for Competition List for substitutions

iii) Map sensor, Map Sync (pressure sensor on the intake port used to synchronize the engine during the start)

iv) Airbox Pressure

v) Engine pick-ups (Cam, crank)

vi) Twist grip position

vii) Front Speed (from ABS sensor)

viii) Rear Speed (from ABS sensor)

ix) Gearbox output shaft speed

x) Gear position

xi) Barometric air pressure

xii) Water temperature

xiii) Air temperature

xiv) Oil Pressure Switch

xv) Tip-Over Switch

g) No external modules may be fitted except:

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

ii) 2D Datalogger.

h) The Data logger must be:

i) From the Yamaha R7 eligible logger list.

i) The firmware/software of any data logging units must be an FIM eligible version.

ii) A copy of the software and documentation must be submitted by the manufacturer to the FIM Technical Director before it can be eligible for use.

iii) An external logger may only connect to the “CAN” connections in the harness. These supply CAN and 12v Power.

iv) A GPS receiver/aerial may be connected to an external logging device.

v) No other connections can be made to the data logger.

vi) Free analysis software must be available.

i) Plug cap must remain as homologated

j) Spark plugs may be replaced.

2.1.8.3 Generator, alternator, electric starter

a) Must be the originally fitted and homologated part with no modification allowed.

b) The stator must be fitted in its original position and without offsetting.

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

d) During parc fermé the starter must crank the engine at a suitable speed for starting for a minimum of 2 seconds without the use a boost battery. No boost battery may be connected to the machine after the end of the session.

2.1.9. Main frame

During the entire duration of the event, each rider can only use one (1) complete motorcycle, as presented for Technical Control, with the frame clearly identified with a seal. In case the frame will need to be replaced the rider or the team must request the use of a spare frame to the FIM Technical Director.

The rebuilt motorcycle must be inspected before its use by the technical stewards for safety checks and a new seal will be placed on the motorcycle frame.

2.1.9.1 Frame body and sub frames

a) The frame must be the originally fitted and homologated part with no modification allowed.

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

c) 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.
Crash protectors may be fitted to the frame using existing points (max. length: 50 mm), or pressed into the ends of the wheel axles (max. length: 30 mm). Without exception, the wheel axles cannot be modified.

d) The sidestand bracket may be cut or removed.

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

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

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

h) Front sub frame / fairing mount may be changed or altered, but the use of titanium and carbon (or similar composite materials) is forbidden.

i) Rear Sub Frame must remain as originally produced by the manufacturer for the homologated motorcycle.

j) Additional seat support 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.

k) The paint scheme is not restricted but polishing the frame body or sub frames is not allowed.

2.1.9.2 Suspension – General (pending Yamaha)

a) Participants in the Intercontinental games class must only use OEM or **from the GYTR listed on the FIM Eligible Parts for Competition – List 2024.**

b) The eligible products from the suspension manufacturers must be available to all participants at least one month before the first round of the World Superbike season, and remain available all season. The products must be available within 6 weeks of a confirmed order.

c) Setting parts and tuning parts must be provided by the suspension manufacturers to all customers/teams/participants using the manufacturer's products. These parts can be used by all participants during the season. These parts shall be available for immediate delivery to all teams/ customers.

d) Teams may not modify any part of the forks or shock absorber; all setting parts must be supplied by the Suspension manufacturer and available to all teams/riders.

e) No type of electronic suspension may be used even when fitted to the homologated machine.

f) Electronic controlled steering damper cannot be used if not installed in the homologated model for road use. However, it must be completely standard (any mechanical or electronic part must remain as homologated).

2.1.9.3 Front Forks **(pending Yamaha)**

a) Forks (stanchions, stem, wheel spindle, upper and lower crown, etc.) must be the originally fitted and homologated part with the following modifications allowed:

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

c) Steering stem pivot position must remain in the homologated position (as supplied on the production bike). If the standard bike has inserts then the orientation/position of the original insert may be changed but the insert cannot be replaced or modified.

d) A steering damper may be added

e) Original internal parts of the homologated forks may be allowed. Only aftermarket damper kits or valves from the Eligible Parts for Competition List may be installed. The original surface finish of the fork tubes (stanchions, fork pipes) cannot be changed.

2.1.9.4 Rear fork (Swing-arm)

a) The rear fork must be the originally fitted and homologated part with no modification allowed.

b) Rear fork pivot bolt Must be the originally fitted and homologated part with no modification allowed.

c) Rear swingarm pivot position must remain in the homologated position (as supplied on the production bike). If the standard bike has inserts then the orientation/position of the original insert may be changed but the insert cannot be replaced or modified.

d) A solid protective cover (shark fin) shall be fixed to the swing-arm, and must always cover the opening between the lower chain run, swingarm and the rear wheel sprocket, irrespective of the position of the rear wheel.

2.1.9.5 Rear suspension unit

a) Rear suspension unit (shock absorber) may be replaced with a unit from the Eligible Parts for Competition List.

b) The original attachments to the frame and rear fork (swing arm) (or linkage) must be as homologated.

c) All the rear suspension linkage parts must be the originally fitted and homologated part with no modification allowed.

d) Removable top shock mounts must be the originally fitted and homologated part with no modification allowed. A nut may be made captive on the top shock mount and shim spacers may be fitted behind it to adjust ride height.

e) Rear suspension unit and spring may be changed.

2.1.9.6 Wheels

a) Wheels must be the originally fitted and homologated part with no modification allowed.

b) The wheel may be overpainted but the original finish cannot be removed.

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

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

e) Wheel axles and retaining nuts (or bolts) must remain as homologated, wheel spacers may be modified or replaced.

f) Bearing spacers must remain as homologated.

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

2.1.9.7 Brakes

a) Brake discs must remain as originally produced by the manufacturer for the homologated motorcycle.

b) Brake pads must be from the GYTR listed on the FIM Eligible Parts for Competition – List 2024 may be used.

c) The front and rear brake calliper (mount, carrier, hanger) must be the originally fitted and homologated part with no modification allowed.

d) The front and rear master cylinder must be the originally fitted and homologated part with no modification allowed.

e) Front and rear brake fluid reservoirs must be the originally fitted and homologated part with no modification allowed.

f) Front and rear hydraulic brake lines may be changed.

g) The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (lower triple clamp). Brake line fittings (including banjo bolts) can only be Steel.

h) “Quick” (or “dry-break”) connectors in the brake lines are not allowed.

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

j) Additional air scoops or ducts are not allowed.

k) The Antilock Brake System (ABS) must be removed. The ABS units electronic board may remain fitted to stop ECU errors.

l) Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle. Composite guards are not permitted. Covers from the Eligible Parts for Competition List will be permitted without regard of the material. The FIM Technical Director has the right to refuse any guard not satisfying this safety purpose.

2.1.9.8 Handlebars and hand controls

a) Handlebars may be replaced (except for the brake master cylinder).

b) Handlebars and hand controls may be relocated.

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

d) Throttle assembly and associated cables may be modified or replaced but the connection to the throttle body and to the throttle controls must remain as on the homologated motorcycle. Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote drive by wire grip/demand sensor.

e) Clutch and brake lever may be replaced with an after-market model. An adjuster to the brake lever is allowed.

f) Switches may be changed but the electric starter switch and engine stop switch must be located on the handlebars.

g) Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. The button or switch must be RED.

2.1.9.9 Foot rest / Foot controls

a) Foot rests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must be mounted to their original frame mounting points.

b) Foot controls; gear shift and rear brake must remain operated manually by foot.

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

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

e) 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 FIM Technical Director has the right to refuse any plug not satisfying this safety aim.

2.1.9.10 Fuel tank

a) Fuel tank must be the originally fitted and homologated part with no modification allowed.

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

c) A rider spacer/pad may be fitted to the rear of the tank with non-permanent adhesive. It may be constructed of foam padding or composite material.

d) The tank may not have a cover fitted over it unless the homologated machine also features a full cover.

e) The sides of the fuel tank may be protected with a cover made of a composite material. These covers must fit the shape of the fuel tank.

f) Fuel tank cannot have heat reflective material attached to its bottom surface.

2.1.9.11 Fairing / Bodywork

a) Fairing and bodywork may be replaced with exact cosmetic duplicates of the original parts, but must appear to be as originally produced by the manufacturer for the homologated motorcycle, with slight differences due to the racing use (different pieces mix, fixing points, fairing bottom, etc). The material may be changed. The use of carbon fibre or carbon composite materials is not allowed. Specific reinforcements in Kevlar® or carbon are allowed locally around holes and stressed areas. Headlights must be included even when considered external.

b) Overall size and dimensions must be the same as the original part, with a tolerance of +-5 mm, respecting the design and features of the homologated fairing as far as possible. The overall width of the frontal area may be +5 mm maximum. The decision of the FIM Technical Director is final.

c) Wind screen must be the originally fitted and homologated part with no modification allowed.

d) Fairing brackets may be altered or replaced.

e) The ram-air intake must maintain the originally homologated shape and dimensions.

f) The original air ducts running between the fairing and the airbox may be altered or replaced. Carbon fibre composites and other exotic materials are forbidden. Particle grilles or “wire-meshes” originally installed in the openings for the air ducts may be removed. Air ducts cannot be added if they are not present on the original machine.

g) The lower fairing must to be constructed to hold, in case of an engine breakdown minimum 4 litres. The lower edge of all the openings in the fairing must be positioned at least 70 mm above the bottom of the fairing.

h) The upper edge of the rear transverse wall of the lower fairing must be at least 70 mm above the bottom. The angle between this wall and the floor must be ≤ 90°.

i) Original openings for cooling in the lateral fairing/bodywork sections may be partially closed only to accommodate sponsors’ logos/lettering. Such modification shall be made using wire mesh or perforated plate. The material is free but the

distance between all opening centres, circle centres and their diameters must be constant. Holes or perforations must have an open area ratio > 60%.

j) Motorcycles may be equipped with a radiator shroud (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.

k) The lower fairing must incorporate a single opening of Ø25 mm diameter in the front lower area. This hole must remain sealed in dry conditions and must be opened only in wet race conditions as declared by the Race Director.

l) Front mudguards must be the originally fitted and homologated part with no modification allowed.

m) Rear hugger type mudguard fixed on the swing arm must be the originally fitted and homologated part with no modification allowed.

n) The exact appearance, shape, size and location of the front headlights of the homologated motorcycle must be respected, and should be obtained by applying a plastic or metallic film on the front of the motorcycle.

2.1.9.12 Seat

a) Seat, seat base and associated bodywork may be replaced.

b) The appearance from front, rear and profile must conform to the homologated shape.

c) The top portion of the rear bodywork around the seat may be modified to a solo seat.

d) The homologated seat locking system (with plates, pins, rubber pads etc.) may be removed.

e) All exposed edges must be rounded.

2.1.9.13 Fasteners

a) Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners cannot be used. The strength and design must be equal to or exceed the strength of the standard fastener.

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

c) Thread repair using inserts of different material such as helicoils and timeserts.

d) Fairing/bodywork fasteners may be replaced with the quick disconnect type.

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

2.1.9.14 Rear Safety Light

All motorcycles must have a functioning red light mounted at the rear of the machine, this light must be switched on any time the motorcycle is on the track or being ridden in the pit-lane and the session is declared wet. All lights must comply with the following:

a) Lighting direction must be parallel to the machine centre line (motorcycle running direction), and be clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.

b) The rear light must be mounted near the end of the seat/rear bodywork and approximately on the machine centre line, in a position approved by the FIM Technical Director. In case of dispute over the mounting position or visibility, the decision of the FIM Technical Director will be final.

c) Power output/luminosity equivalent to approximately: 10 – 15 (incandescent), 0.6 – 1.8 W (LED).

d) The output must be continuous - no flashing safety light whilst on track, flashing is allowed in the pit lane when pit limiter is active.

e) Safety light power should be supplied by the control ECU.

f) The FIM Technical Director has the right to refuse any light system not satisfying this safety purpose.

2.1.10. The following items MAY be altered or replaced from those fitted to the homologated motorcycle

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

b) Gaskets and gasket materials.

c) 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 excepting the exhaust silencer hanger that may be in carbon.

d) Protective covers for the frame, chain and footrests may be made in other materials like fibre composite material if these parts do not replace original parts mounted on the homologated model.

2.1.11. The following items MAY BE Removed

a) Emission control items (anti-pollution) in or around the airbox and engine (O2 sensors, air injection devices).
b) Bolt-on accessories on a rear sub frame.

2.1.12. The following items MUST BE Removed

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

b) Rear-view mirrors.

c) Horn.

d) License plate bracket.

e) Toolkit.

f) Helmet hooks and luggage carrier hooks.

g) Passenger foot rests.

h) Passenger grab rails.

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

j) Catalytic convertors.

k) Rear mudguards affixed to the seat unit.

2.2. Yamaha R3 TECHNICAL SPECIFICATIONS

The following rules are intended to permit limited changes to the homologated motorcycle in the interests of safety and improved competition between various motorcycle concepts.

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

If a change to a part or system is not specifically allowed in any of the following articles, then it is forbidden

All machines must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Regulations, unless they are already equipped as such on the homologated model.
Once a motorcycle has obtained the FIM homologation, it may be used for racing in the corresponding class for a maximum period stated in Homologation Art. 1.4.4. Or until such time that the homologated motorcycle is disqualified by new rules or changes in the technical specifications of the corresponding class.
The appearance from the front, rear and the profile of **Yamaha R3** 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.

2.2.1. Motorcycle specifications

All parts and systems not specifically mentioned in the following articles must remain as originally produced by the manufacturer for the homologated motorcycle. **Only OEM and GYTR parts are permitted and Listed in Eligible parts list for competition 2024.**

2.2.2. Eligible Machines

The class will be based around the machines sold in Europe as A2 class machines and excluding the A1 class machines.

The following will be legal:
- Yamaha YZF-R3 (Euro 4)
- Yamaha YZF-R3 2023 (Euro 5)

2.2.3. Minimum weight

The minimum weight is as follows:

Brand	Bike Weight		Combined Minimum Bike and Rider Weight*
	Hard Minimum	Soft Maximum	
YZF-R3	137 kg	150 kg	204 kg

a) At any time of the event, the weight of the whole motorcycle (including the tank and its contents) must not be lower than the minimum weight.

b) There is no tolerance on the minimum weight of the motorcycle or rider.

c) During the final technical inspection at the end of the race, the selected motorcycles will be weighed in the condition they finished the race, and the established weight limit must be met in this condition. Nothing may be added to the motorcycle. This includes all fluids.

d) 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.

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

2.2.4. Numbers and number plates

The colour is:

Manufacturer:	Number/Figure	Background
Yamaha	Blue (RAL5002)	White

The size for each digit on the front numbers is:

Minimum height:	140 mm
Minimum width:	80 mm
Minimum stroke:	25 mm
Minimum space between numbers	10 mm

The size for each digit on the side numbers is:

Minimum height:	120 mm
Minimum width:	70 mm
Minimum stroke:	20 mm
Minimum space between numbers	10 mm

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

a) The numbers must use the Industry Ultra Italic font.

b) Only single or double digit numbers will be allowed.

c) Once on the front, either in the centre of the fairing or slightly off to one side. The number must be centred on the background with no advertising within 25 mm in all directions.

d) Once on each side of the motorcycle. The location for the numbers on each side of the motorcycle is on the lower rear portion of the main fairing near the bottom. The number must be centred on the background. Any change to this must be pre-approved a minimum of 2 weeks before the first race by the FIM Technical Director.

e) A single outline is permitted and the outline must be of a contrasting colour and the maximum width of the outline is 3 mm. The background colour must be clearly visible around all edges of the number (including outline). Reflective or mirror type numbers are not permitted.

f) Numbers cannot overlap.

g) No machine may enter the circuit if it does not meet the above regulations. If the rider does enter the circuit then no lap times will be recorded and Race Direction will at their discretion black flag the rider.

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

2.2.5. Fuel

See article 2.9 for full Fuel regulations – Only the official FIM Yamaha R3 fuel may be used.

The fuel must be stored and used at ambient temperature.

2.2.6. Tyres

All tyres must be provided by the official tyre supplier. Tyres will only be supplied by the official tyre supplier fitted to the team's wheels.

No loose tyres will be supplied.

Dry Tyres:

d) The rider may use a maximum of five (5) front and eight (8) rear dry-weather tyres. The dry weather tyres must be returned to the official tyre supplier at the end of every event except any set that may have been fitted to the machine (and used) as it finished the race.

Wet Weather Tyres:

e) The rider may use a maximum of five (8) front and eight (8) rear wet weather tyres. The wet weather tyres must be returned to the official tyre supplier at the end of the event except any set that may have been fitted to the machine (and used) as it finished the race.

The wet weather tyres do not need to be marked with a tyre sticker.

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

2.2.7. Engine

The allocated number of engine is 1.

Machines may be randomly chosen for dyno testing.

2.2.7.1 Fuel injection system

h) The original homologated fuel injection system must be used without any modification.

i) The fuel injectors must be stock and unaltered from the original specification and manufacture.

j) Air Funnels must remain as originally produced by the manufacturer for the homologated motorcycle.

k) Butterfly valves cannot be changed or modified.

l) All the parts of the variable intake tract device must remain and operate exactly as homologated. They cannot be added if not fitted to the homologated machine.

m) Air and air/fuel mixture must go to the combustion chamber exclusively through the throttle bodies.

n) Electronically controlled throttle valves, known as “ride-by-wire”, may only be used if the homologated model is equipped with the same system. Software may not be modified and all the safety systems and procedures designed by the original manufacturer must be maintained.

2.2.7.2 Cylinder Head

Must be the originally fitted and homologated part with no modification allowed.

2.2.7.3 Camshaft Assembly

c) Must be the originally fitted and homologated parts with no modification allowed.

d) 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.

2.2.7.4 Cam sprockets or gears

c) Must be the originally fitted and homologated parts with no modification allowed.

d) The cam chain and tensioner must remain as homologated.

2.2.7.5 Cylinders

Must be the originally fitted and homologated part with no modification allowed.

2.2.7.6 Pistons

Must be the originally fitted and homologated part with no modification allowed.

2.2.7.7 Piston rings

Must be the originally fitted and homologated part with no modification allowed.

2.2.7.8 Piston pins and clips

Must be the originally fitted and homologated part with no modification allowed.

2.2.7.9 Connecting rods

Must be the originally fitted and homologated part with no modification allowed.

2.2.7.10 Crankshaft

Must be the originally fitted and homologated part with no modification allowed.

2.2.7.11 Crankcase / Gearbox housing

Must be the originally fitted and homologated parts with no modification allowed.

2.2.7.11.1 Lateral covers and protection

a) 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.

b) 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 metal, such as aluminium alloy, stainless steel, or steel, composite covers are not permitted.

c) The secondary cover must cover a minimum of 1/3 of the original cover. It must have no sharp edges to damage the track surface.

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

e) Covers Eligible Parts for competition List will be permitted without regard of the material or its dimensions.

f) These covers must be fixed properly and securely with a minimum of three (3) case cover screws that also mount the original covers/engine cases to the crankcases.

g) Oil containing engine covers must be secured with steel bolts.

h) The FIM Technical Director has the right to refuse any cover not satisfying this safety purpose.

2.2.7.12 Transmission / Gearbox

g) Must be the originally fitted and homologated parts with no modification allowed

h) Upshift shifter is allowed to use from the GYTR listed on the FIM Eligible Parts for Competition – List 2024.

i) Downshift blipping is not allowed.

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

k) The front sprocket cover may be modified or eliminated.

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

2.2.7.13 Clutch

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

2.2.7.14 Oil pumps and oil lines

Must be the originally fitted and homologated part with no modification allowed.

2.2.7.15 Cooling System

e) The only liquid engine coolant permitted is water.

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

g) The cooling system hoses and catch tanks may be changed.

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

2.2.7.16 Airbox

f) The airbox must be the originally fitted and homologated part with no modification allowed.

g) The air filter element may be modified or replaced but not eliminated and must be mounted in the original position.

h) The airbox drains must be sealed.

i) All motorcycles must have a closed breather system. All the oil breather lines must be connected, may pass through an oil catch tank and must exclusively discharge in the airbox. Only the original breather vents may be used.

j) No heat protection may be attached to the airbox.

2.2.7.17 Fuel supply

d) Fuel pump and fuel pressure regulator must be the originally fitted and homologated part with no modification allowed.

e) The fuel pressure must be as homologated.

f) Fuel lines from the fuel tank up to the delivery pipe assembly (delivery pipe excluded) must be the originally fitted and homologated part with no modification allowed.

2.2.7.18 Exhaust system

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

h) 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.

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

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

k) The noise limit for Yamaha R3 be 107 dB/A (with a 3 dB/A tolerance after the race only).

l) The test RPM will be as follows:

Machine:	Test rpm
Yamaha YZF-R3	7,500 rpm

2.2.8. Electrics and electronics

2.2.8.1 Electronic Control System

The complete electronics system must be the originally fitted and homologated part with no modification allowed.

2.2.8.2 Yamaha R3 Control Electronics System

j) The Dashboard/Harness must be the originally fitted and homologated part with no modification allowed.

k) The ECU must be the originally fitted and OEM homologated part with fuel mapping adjusted on the fuel category used and listed **on the FIM Eligible Parts for Competition – List 2024.**

l) Optional equipment sold by the motorcycle Manufacturer for the homologated model is considered not homologated with the bike and must follow the requirements for eligible electronics/data loggers.

m) At any time during an event the FIM Technical Director has the right to make a team substitute their ECU with an FIM sample.

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

o) Sensors may not be replaced, modified or substituted unless noted and the allowed OEM ECU sensors/channels are:

i) Throttle position Sensor(s)

ii) Grip position sensor – see Eligible Parts for Competition List for substitutions

iii) Map sensor, Map Sync (pressure sensor on the intake port used to synchronize the engine during the start)

iv) Airbox Pressure

v) Engine pick-ups (Cam, crank)

vi) Twist grip position

vii) Front Speed (from ABS sensor)

viii) Rear Speed (from ABS sensor)

ix) Gearbox output shaft speed

x) Gear position

xi) Barometric air pressure

xii) Water temperature

xiii) Air temperature

xiv) Oil Pressure Switch

xv) Tip-Over Switch

p) No external modules may be fitted except:

i) Championship mandated devices (e.g. 2 way RF system).
ii) 2D Datalogger.

q) The Data logger must be:

r) From the Yamaha R7 eligible logger list.

vii) The firmware/software of any data logging units must be an FIM eligible version.

viii) A copy of the software and documentation must be submitted by the manufacturer to the FIM Technical Director before it can be eligible for use.

ix) An external logger may only connect to the “CAN” connections in the harness. These supply CAN and 12v Power.

x) A GPS receiver/aerial may be connected to an external logging device.

xi) No other connections can be made to the data logger.

xii) Free analysis software must be available.

k) Plug cap must remain as homologated

l) Spark plugs may be replaced.

2.2.8.3 Generator, alternator, electric starter

e) Must be the originally fitted and homologated part with no modification allowed.

f) The stator must be fitted in its original position and without offsetting.

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

h) During parc fermé the starter must crank the engine at a suitable speed for starting for a minimum of 2 seconds without the use a boost battery. No boost battery may be connected to the machine after the end of the session.

2.2.9. Main frame

During the entire duration of the event, each rider can only use one (1) complete motorcycle, as presented for Technical Control, with the frame clearly identified with a seal. In case the frame will need to be replaced the rider or the team must request the use of a spare frame to the FIM Technical Director.

The rebuilt motorcycle must be inspected before its use by the technical stewards for safety checks and a new seal will be placed on the motorcycle frame.

2.2.9.1 Frame body and sub frames

l) The frame must be the originally fitted and homologated part with no modification allowed.

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

n) 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.

Crash protectors may be fitted to the frame using existing points (max. length: 50 mm), or pressed into the ends of the wheel axles (max. length: 30 mm). Without exception, the wheel axles cannot be modified.

o) The sidestand bracket may be cut or removed.

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

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

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

s) Front sub frame / fairing mount may be changed or altered, but the use of titanium and carbon (or similar composite materials) is forbidden.

t) Rear Sub Frame must remain as originally produced by the manufacturer for the homologated motorcycle.

u) Additional seat support 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.

v) The paint scheme is not restricted but polishing the frame body or sub frames is not allowed.

2.2.9.2 Suspension – General

g) Participants in the Intercontinental games class must only use OEM or **from the GYTR listed on the FIM Eligible Parts for Competition – List 2024.**

h) The eligible products from the suspension manufacturers must be available to all participants at least one month before the first round of the World Superbike season, and remain available all season. The products must be available within 6 weeks of a confirmed order.

i) Setting parts and tuning parts must be provided by the suspension manufacturers to all customers/teams/participants using the manufacturer's products. These parts can be used by all participants during the season. These parts shall be available for immediate delivery to all teams/ customers.

j) Teams may not modify any part of the forks or shock absorber; all setting parts must be supplied by the Suspension manufacturer and available to all teams/riders.

k) No type of electronic suspension may be used even when fitted to the homologated machine.

l) Electronic controlled steering damper cannot be used if not installed in the homologated model for road use. However, it must be completely standard (any mechanical or electronic part must remain as homologated).

2.2.9.3 Front Forks (pending Yamaha)

f) Forks (stanchions, stem, wheel spindle, upper and lower crown, etc.) must be the originally fitted and homologated part with the following modifications allowed:

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

h) Steering stem pivot position must remain in the homologated position (as supplied on the production bike). If the standard bike has inserts then the orientation/position of the original insert may be changed but the insert cannot be replaced or modified.

i) A steering damper may be added

j) Original internal parts of the homologated forks may be allowed. Only aftermarket damper kits or valves from the Eligible Parts for Competition List may be installed. The original surface finish of the fork tubes (stanchions, fork pipes) cannot be changed.

2.2.9.4 Rear fork (Swing-arm)

e) The rear fork must be the originally fitted and homologated part with no modification allowed.

f) Rear fork pivot bolt Must be the originally fitted and homologated part with no modification allowed.

g) Rear swingarm pivot position must remain in the homologated position (as supplied on the production bike). If the standard bike has inserts then the orientation/position of the original insert may be changed but the insert cannot be replaced or modified.

h) A solid protective cover (shark fin) shall be fixed to the swing-arm, and must always cover the opening between the lower chain run, swingarm and the rear wheel sprocket, irrespective of the position of the rear wheel.

2.2.9.5 Rear suspension unit

f) Rear suspension unit (shock absorber) may be replaced with a unit from the Eligible Parts for Competition List.

g) The original attachments to the frame and rear fork (swing arm) (or linkage) must be as homologated.

h) All the rear suspension linkage parts must be the originally fitted and homologated part with no modification allowed.

i) Removable top shock mounts must be the originally fitted and homologated part with no modification allowed. A nut may be made captive on the top shock mount and shim spacers may be fitted behind it to adjust ride height.

j) Rear suspension unit and spring may be changed.

2.2.9.6 Wheels

h) Wheels must be the originally fitted and homologated part with no modification allowed.

i) The wheel may be overpainted but the original finish cannot be removed.

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

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

l) Wheel axles and retaining nuts (or bolts) must remain as homologated, wheel spacers may be modified or replaced.

m) Bearing spacers must remain as homologated.

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

2.2.9.7 Brakes

m) Brake discs must remain as originally produced by the manufacturer for the homologated motorcycle.

n) Brake pads **must be from the GYTR listed on the FIM Eligible Parts for Competition – List 2024 may be used.**

o) The front and rear brake calliper (mount, carrier, hanger) must be the originally fitted and homologated part with no modification allowed.

p) The front and rear master cylinder must be the originally fitted and homologated part with no modification allowed.

q) Front and rear brake fluid reservoirs must be the originally fitted and homologated part with no modification allowed.

r) Front and rear hydraulic brake lines may be changed.

s) The split of the front brake lines for both front brake callipers must be made above the lower fork bridge (lower triple clamp). Brake line fittings (including banjo bolts) can only be Steel.

t) “Quick” (or “dry-break”) connectors in the brake lines are not allowed.

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

v) Additional air scoops or ducts are not allowed.

w) The Antilock Brake System (ABS) must be removed. The ABS units electronic board may remain fitted to stop ECU errors.

x) Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle. Composite guards are not permitted. Covers from the Eligible Parts for Competition List will be permitted without regard of the material. The FIM Technical Director has the right to refuse any guard not satisfying this safety purpose.

2.2.9.8 Handlebars and hand controls

h) Handlebars may be replaced (except for the brake master cylinder).

i) Handlebars and hand controls may be relocated.

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

k) Throttle assembly and associated cables may be modified or replaced but the connection to the throttle body and to the throttle controls must remain as on the homologated motorcycle. Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote drive by wire grip/demand sensor.

l) Clutch and brake lever may be replaced with an after-market model. An adjuster to the brake lever is allowed.

m) Switches may be changed but the electric starter switch and engine stop switch must be located on the handlebars.

n) Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. The button or switch must be RED.

2.2.9.9 Foot rest / Foot controls

f) Foot rests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must be mounted to their original frame mounting points.
g) Foot controls; gear shift and rear brake must remain operated manually by foot.

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

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

j) 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 FIM Technical Director has the right to refuse any plug not satisfying this safety aim.

2.2.9.10 Fuel tank

g) Fuel tank must be the originally fitted and homologated part with no modification allowed.

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

i) A rider spacer/pad may be fitted to the rear of the tank with non-permanent adhesive. It may be constructed of foam padding or composite material.

j) The tank may not have a cover fitted over it unless the homologated machine also features a full cover.

k) The sides of the fuel tank may be protected with a cover made of a composite material. These covers must fit the shape of the fuel tank.

l) Fuel tank cannot have heat reflective material attached to its bottom surface.

2.2.9.11 Fairing / Bodywork

o) Fairing and bodywork may be replaced with exact cosmetic duplicates of the original parts, but must appear to be as originally produced by the manufacturer for the homologated motorcycle, with slight differences due to the racing use (different pieces mix, fixing points, fairing bottom, etc). The material may be changed. The use of carbon fibre or carbon composite materials is not allowed. Specific reinforcements in Kevlar® or carbon are allowed locally around holes and stressed areas. Headlights must be included even when considered external.

p) Overall size and dimensions must be the same as the original part, with a tolerance of +-5 mm, respecting the design and features of the homologated fairing as far as possible. The overall width of the frontal area may be +5 mm maximum. The decision of the FIM Technical Director is final.

q) Wind screen must be the originally fitted and homologated part with no modification allowed.

r) Fairing brackets may be altered or replaced.

s) The ram-air intake must maintain the originally homologated shape and dimensions.

t) The original air ducts running between the fairing and the airbox may be altered or replaced. Carbon fibre composites and other exotic materials are forbidden. Particle grilles or “wire-meshes” originally installed in the openings for the air ducts may be removed. Air ducts cannot be added if they are not present on the original machine.

u) The lower fairing must to be constructed to hold, in case of an engine breakdown minimum 4 litres. The lower edge of all the openings in the fairing must be positioned at least 70 mm above the bottom of the fairing.

v) The upper edge of the rear transverse wall of the lower fairing must be at least 70 mm above the bottom. The angle between this wall and the floor must be ≤ 90°.

w) Original openings for cooling in the lateral fairing/bodywork sections may be partially closed only to accommodate sponsors' logos/lettering. Such modification shall be made using wire mesh or perforated plate. The material is free but the distance between all opening centres, circle centres and their diameters must be constant. Holes or perforations must have an open area ratio > 60%.

x) Motorcycles may be equipped with a radiator shroud (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.

y) The lower fairing must incorporate a single opening of Ø25 mm diameter in the front lower area. This hole must remain sealed in dry conditions and must be opened only in wet race conditions as declared by the Race Director.

z) Front mudguards must be the originally fitted and homologated part with no modification allowed.

aa) Rear hugger type mudguard fixed on the swing arm must be the originally fitted and homologated part with no modification allowed.

bb) The exact appearance, shape, size and location of the front headlights of the homologated motorcycle must be respected, and should be obtained by applying a plastic or metallic film on the front of the motorcycle.

2.2.9.12 Seat

f) Seat, seat base and associated bodywork may be replaced.

g) The appearance from front, rear and profile must conform to the homologated shape.

h) The top portion of the rear bodywork around the seat may be modified to a solo seat.

i) The homologated seat locking system (with plates, pins, rubber pads etc.) may be removed.

j) All exposed edges must be rounded.

2.2.9.13 Fasteners

f) Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners cannot be used. The strength and design must be equal to or exceed the strength of the standard fastener.

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

h) Thread repair using inserts of different material such as helicoils and timeserts.

i) Fairing/bodywork fasteners may be replaced with the quick disconnect type.

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

2.2.9.14 Rear Safety Light

All motorcycles must have a functioning red light mounted at the rear of the machine, this light must be switched on any time the motorcycle is on the track or being ridden in the pit-lane and the session is declared wet. All lights must comply with the following:

g) Lighting direction must be parallel to the machine centre line (motorcycle running direction), and be clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.

h) The rear light must be mounted near the end of the seat/rear bodywork and approximately on the machine centre line, in a position approved by the FIM Technical Director. In case of dispute over the mounting position or visibility, the decision of the FIM Technical Director will be final.

i) Power output/luminosity equivalent to approximately: 10 – 15 (incandescent), 0.6 – 1.8 W (LED).

j) The output must be continuous - no flashing safety light whilst on track, flashing is allowed in the pit lane when pit limiter is active.

k) Safety light power should be supplied by the control ECU.

l) The FIM Technical Director has the right to refuse any light system not satisfying this safety purpose.

2.2.10. The following items MAY be altered or replaced from those fitted to the homologated motorcycle

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

f) Gaskets and gasket materials.

g) 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 excepting the exhaust silencer hanger that may be in carbon.

h) Protective covers for the frame, chain and footrests may be made in other materials like fibre composite material if these parts do not replace original parts mounted on the homologated model.

2.2.11. The following items MAY BE Removed

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

d) Bolt-on accessories on a rear sub frame.

2.2.12. The following items MUST BE Removed

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

m) Rear-view mirrors.

n) Horn.

o) License plate bracket.

p) Toolkit.

q) Helmet hooks and luggage carrier hooks.

r) Passenger foot rests.

s) Passenger grab rails.

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

u) Catalytic convertors.

v) Rear mudguards affixed to the seat unit.

2.3. FUEL AND LUBRICANT

Only the fuel contracted for the FIM Intercontinental Games can be used.

All vehicles must be fuelled with:

- unleaded fuel (from public pump station or race type) OR
- a mixture of unleaded fuel.

The unleaded fuel or the mixture of unleaded fuels used must comply with the FIM specifications as set out in Art. 2.8.1.

The mixture of unleaded fuel(s) and lubricant must comply with the FIM specifications as set out in Art. 2.8.2.

Riders/teams must declare to the FIM Technical Director (or the FMNR Chief Technical Steward when there is no FIM Technical Director appointed) the make and type of fuel to be used during practices and race(s), upon presentation of the rider/team's motorcycle(s) at the initial Technical Verifications. Riders/Teams are also recommended to provide a certificate issued by the fuel company which certify that the fuel has been tested and is in conformity with FIM specifications.

Fuel companies which supply "race" fuels (fuels other than those obtained at public pump stations) to participating teams/riders must test their fuel at Intertek Schlieren (Switzerland) against FIM specifications set out in Art. 2.8.1.

Providing the fuel is within the FIM specifications, a certificate containing a test report and batch number will be issued to the fuel company.

The fuel company shall be able to provide a copy of such certificate to their client rider/teams before they take part in a race.

Contact for fuel analysis: fimfuels@intertek.com.

A list of fuels which are in conformity with FIM specifications will be published by FIM on the FIM website.

Furthermore, in the cases in which only fuel from the appointed supplier is permitted (for a specific event or the entire World Championship, Prize or Cup), the aforementioned fuel shall have been previously tested in a FIM appointed laboratory in order to test its conformity with the FIM specifications as set out in Art. 2.8.1.

- in case of conformity, a certificate of conformity (including test report and tested batch number) shall be available and Art. 2.8.1 applies in case of controls for the riders/teams;

- in case the conformity is not achieved, the FMN of the organising country/the Organiser/the Promoter shall ask the FIM for a waiver in order to enable the use of fuel not corresponding to FIM specifications. If the waiver is granted, the riders/teams will be responsible for using the fuel provided without changing its composition. Controls may be carried out by FIM.

2.3.1.

A. FIM SPECIFICATION FOR UNLEADED PETROL, CATEGORY 1

The following fuel specification is valid for these FIM Competitions:

- **FIM Intercontinental games 2024**

Please refer to FIM Fuel Regulations (Category 1):

https://www.fim-moto.com/en/documents?tx_solr%5Bq%5D=fuell

The following properties shall be within the following thresholds (for each property, the relative test methods to be used for the measurement are indicated):

From 2024 this fuel must contain a minimum of 40% of non-fossil origin.

Property	Units	Test method	Min.	Max.
Non-fossil components	% (14C/C)	ASTM D6866-**22 - Method B - AMS**	40**.0***	
RON		ISO 5164	95.0	102.0
MON		ISO 5163	85.0	90.0
Oxygen	% (m/m)	ISO 22854		3.7
Benzene	% (v/v)	ISO 22854		1.0
Vapour pressure (DVPE)	kPa	EN 13016-1		90**.0**
Density at 15°C	kg/m3	ASTM D 4052/ **EN 12185**	720.0	775.0
Oxidation stability	minutes	ASTM D 525/ **EN ISO 7536**	360	
Existent gum	mg/100ml	EN ISO 6246		5.0
S	mg/kg	ASTM D 5453/ **EN ISO 20846**		10
N	% (m/m)	ASTM D **4629**		0.2
Cu corrosion	Rating	ISO 2160		Class1
Distillation at 70°C	% (v/v)	ISO 3405	22.0	50.0
Distillation at 100°C	% (v/v)	ISO 3405	46.0	72.0
Distillation at 150°C	% (v/v)	ISO 3405	75.0	
Final boiling point	°C	ISO 3405		210.0
Residue	% (v/v)	ISO 3405		2.0
Olefins	% (v/v)	ISO 22854		18.0
Bi/Polycyclic olefins	**% (m/m)**	**GCMS**		**0.01**
Total di-olefins	% (m/m)	GCMS/HPLC		1.0
Aromatics	% (v/v)	ISO 22854		35.0
Total HC's containing only H and C and present <5% each	% (m/m)	Gas chromathography	30**.0**	
Substances capable of exothermic reaction in absence of external O		**GCMS**		**Not permitted** *
Oxygenates other than below list	**% (m/m)**	**EN ISO 22854**		**0.1**
Methanol	% (v/v)	ISO 22854		3**.0**
Mn content	mg/l	ICPOES or ASTM D3831		1**.0**
Pb content	mg/l	ICPOES or ASTM D3237		5**.0**
Fe content	mg/l	EN 16136 :2015 or ASTM D5059 – 20		5**.0**
Ni content	mg/l	EN 16136 :2015 or ASTM D5059 – 20		5**.0**

Appearance		Visual inspection	Clear and bright

All reported min. and max. thresholds (except for the non-fossil components determination) do not include the tolerance, which needs to be calculated in accordance with ISO 4259 and taken into account to correct the min. and max. thresholds.

List of permitted oxygenates:

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.

***As it is guaranteed that all the samples will be analysed by the same laboratory, an absolute measure uncertainty of +/- 0.5% will be taken in account, as per ASTM D6866- 22 - Method B - AMS.**
****A limit of detection of 0.01% m/m will be applied.**

Fuel definitions:
- **Paraffins Straight chain and branched alkanes.**
- **Olefins Straight chain and branched monoolefins and diolefins.**
- **Monocyclic monoolefins (with five or more carbon atoms in the ring) with or without paraffinic side chains.**
- **Diolefins Straight chain or branched or monocyclic hydrocarbons (with five or more carbon atoms in any ring) with or without paraffinic side chains, containing two double bonds per molecule.**
- **Naphthenes Monocyclic alkanes (with five or more carbon atoms in the ring) with or without paraffinic side chains.**
- **Aromatics Monocyclic and bicyclic aromatic rings with or without paraffinic side chains.**
- **Oxygenates Organic compounds containing oxygen.**
- **Additive An additive is a component added to the fuel at low concentration to improve a particular property of the fuel. These include (but are not limited to) antioxidants, antiknock agents, antistatic additives and deposit control additives.**

2.3.2. FIM specifications for mixtures of unleaded fuel(s) and lubricant

The lubricant

- must not change the composition of the fuel fraction when added to the fuel;

- must not contain any nitro-compounds, peroxides or any other engine power boosting additives;

- must in no way contribute to an improvement in overall performance;

• during the distillation up to 250°C, must not show a reduction in mass by evaporation of more than 10% (m/m) (test method: simulated distillation GC);

• must contain a max. content of anti-knock agents (lead, manganese, iron) of 10 mg/Kg (test method: ICP-OES).

Moreover, the following specifications are set for the mixture of unleaded fuel(s) and lubricant:

a) The following properties shall be within the following thresholds (for each property, the relative test methods to be used for the measurement are indicated):

Property	Unit	Min.	Max.	Test Method
RON			102.0*	EN ISO 5164 or ASTM D2699
MON			90.0*	EN ISO 5163 or ASTM D2700
Density at 15°C	kg/m3	690**	815**	EN ISO 12185 or ASTM D4052

* Reported min. and max. thresholds do not include the tolerance, which needs to be calculated in accordance with ISO 4259 and taken into account to correct the min. and max. thresholds.

** Min. and max. thresholds do include the tolerance.

2.3.3. Air

Only ambient air may be mixed with the fuel as an oxidant.

2.3.4. Sampling and Testing

The FIM may require fuel controls, i.e. controls of the unleaded fuel, mixture of unleaded fuels or mixture of unleaded fuel and lubricant, used by riders/teams at events.

Samples will be taken at the event either during Parc Ferme Procedures or during the session in the pitlane.

The samples will be tested either:

a) (Only in the case of a single fuel supplier) tested at the event using the GC test method.

b) Delivered by FIM courier to the FIM appointed laboratory for post event tests.

2.3.4.1 Sampling

Procedure A: FIM fuel sampling for Gas Chromatography (GC) testing method at the event (when available, if not procedure B applies).

1) The FIM Technical Director (or the FMNR Chief Technical Steward when there is no FIM Technical Director appointed) is the sole official responsible for the sampling management and supervision.

2) Riders/teams selected for fuel controls are directed to proceed with their vehicles to the area that has been designated for this purpose.

3) The FIM Technical Director/FMNR Chief Technical Steward collects the fuel from the motorcycle by using only new sample containers and pipettes/hand pumps.

The fuel is transferred through the use of the pipette/hand pump directly from the fuel tank into the vial A (designed for direct use in the GC machine).

During the total duration of this Procedure, the motorcycle must remain in the appointed test area.

Procedure B: FIM Fuel sampling for FIM appointed laboratory testing method (if Procedure A not applicable).

1) The FIM Technical Director (or the FMNR Chief Technical Steward when there is no FIM Technical Director appointed) is the sole official responsible for the sampling management and supervision.

2) Riders/teams selected for fuel controls are directed to proceed with their vehicles to the area that has been designated for this purpose.

3) The FIM Technical Director/FMNR Chief Technical Steward collects the fuel from the motorcycle by using only new sample containers and pipettes/hand pumps.

4) The fuel is transferred through the use of the pipette/hand pump directly from the fuel tank into three containers, denominated A, B and C. The containers are closed and sealed by the FIM Technical Director/FMNR Chief Technical Steward.

5) The FIM Technical Director/FMNR Chief Technical Steward fills in (in all its parts) and signs the Fuel Sample Declaration Form (see forms). The rider or a team representative also signs this Form, after verifying that all the information is correct.

6) The FIM Technical Director/FMNR Chief Technical Steward prepares an appropriate shipping box containing the collected A, B and C samples and a copy of the respective, signed, Fuel Sample Declaration Form. The box is then shipped to the FIM appointed laboratory by courier.

2.3.4.2 Testing

Procedure A: FIM fuel testing via Gas Chromatography (GC) testing method on during or at the event (when available, if not procedure B applies).

1) One or more properties to be checked (following the relevant testing method as per Art.10.1 and 2.10.2) are set by the FIM for each selected rider/team.

2) The vial A is put directly in the GC machine for GC test / analysis.

3) The threshold of result to pass the GC test is fixed at 97% of match (compared with the same batch of fuel provided by the contracted single fuel supplier for the FIM ICG).

4) Under 97% of match, the GC test result is failed (meaning the fuel tested is not in conformity with the fuel provided by the contracted single fuel supplier for the FIM ICG).

5) The full procedure A can be made a second time upon request of the team manager (of the team which the fuel is tested). The team manager can attend to the full procedure.

6) There will be no protest available, only the option to immediately make a second test.

7) This result will be reported to the FIM Stewards Panel (or International Jury if needed) which will take appropriate actions.

Procedure B: FIM Fuel testing via FIM appointed laboratory (if Procedure A not available).

1) One or more properties to be checked (following the relevant testing method as per Art.10.1 and 2.10.2) are set by the FIM for each selected rider/team.

2) Sample A is the first sample to be tested by the FIM appointed laboratory.

3) Sample B can be used for a second analysis if required by the FIM. The test result of the A or B sample more favorable to the rider/team is taken into account. Costs for the shipping and testing of sample A and B are paid by FIM.

4) As soon as possible after completing the testing, the FIM appointed laboratory reports the test results directly to the responsible CTI Coordinator.

5) For negative cases (i.e. conformity of the tested property(ies) with the specification), the riders/teams concerned will be individually informed by the FIM in due course, copying the rider/team's FMN, the FIM Technical

Director/FMNR Chief Technical Steward, the competent authority (e.g. FIM Stewards Panel, International Jury), the CTI Director, the Director and Coordinator(s) of the sporting Commission concerned.

6) Only for positive cases following testing of sample A or B or A and B (i.e. non-conformity of one or more properties*), the responsible CTI Coordinator notifies by electronic mail* the rider/team concerned (including the testing results) and, 24 hours after, forwards the relevant information to the rider/team's FMN, the FIM Technical Director/FMNR Chief Technical Steward, the competent authority (e.g. FIM Stewards Panel, International Jury), the CTI Director, the Director and Coordinator(s) of the sporting Commission concerned.

*Note: The non-conformity of one property (except the Appearance) is sufficient for declaring non-conformity of the fuel or the mixture.

7) If the rider/team wishes to request a counter-expertise, he must notify the responsible CTI Coordinator by electronic mail* accordingly, within 72 hours of receipt by the FIM of the delivery status notification pertaining to the notification of the test results to the rider/team.

- If a counter-expertise is requested, the sample dedicated to the counter-expertise is sample C and the test shall aim at checking the same property(ies) previously checked on sample A/B. The rider/team can request that sample C be tested at one of the available FIM appointed laboratories. Costs for shipping and testing of sample C are paid by the rider/team concerned.

Upon notification of the sample C results, the responsible CTI Coordinator notifies by electronic mail* the rider/team concerned (including the testing results) and forwards the relevant information to the rider/team's FMN, the FIM Technical Director/FMNR Chief Technical Steward, the competent authority (e.g. FIM Stewards Panel, International Jury), the CTI Director, the Director and Coordinator(s) of the sporting Commission concerned.

- If no counter-expertise is requested within the time limit, the responsible CTI Coordinator forwards the relevant information by electronic mail* the rider/team's FMN, the FIM Technical Director/FMNR Chief Technical Steward), the competent authority (e.g. FIM Stewards Panel, International Jury), the CTI Director, Director and Coordinator(s) of the sporting Commission concerned.

8) The competent authority of the event concerned (e.g. FIM Stewards Panel, International Jury) makes a decision based on the information received. The Coordinator of the sporting Commission concerned notifies the rider/team concerned regarding the decision by electronic mail*.

The non-conformity of:

- A sample (in the cases B sample was not used) or
- B sample (in the cases A sample result was not conclusive) or
- A and B samples or

- A and B and C samples (in the cases B sample was used and a counter-expertise was requested) or
- A and C samples (in the cases B sample was not used and a counter-expertise was requested)

automatically results in the disqualification of the rider/team from the entire event.

No disqualification will be applied in case of conformity of sample C.
Furthermore, in any case, other penalties may be applied.

9) The rider/team has the right to appeal against the decision of competent authority of the event concerned (e.g. FIM Stewards Panel, International Jury) in accordance with FIM Disciplinary and Arbitration Code applicable to the relevant discipline.

*The receipt of a delivery status notification will be deemed as proof of delivery.
The FIM may require fuel controls, i.e. controls of the unleaded fuel, mixture of unleaded fuels or mixture of unleaded fuel and lubricant, used by riders/teams at events. These controls involve an initial sampling at the event and further testing in the FIM appointed laboratory.

2.3.5. Fuel Storage

Fuel must only be stored in metal, sealable containers in the competitor's pit.

All fuel shall be stored and used at ambient temperature.

Firefighting 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.

2.3.6. Coolants

The only liquid engine coolants permitted other than lubricating oil shall be water.

2.4. PROTECTIVE CLOTHING AND HELMETS

2.4.1.

Only the protective equipment contracted for the FIM Intercontinental Games can be used.

2.4.2.

Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, shoulders, hips that conform to EN1621-1:2012.

The use of sliders (specific parts of the riders safety equipment, either permanently fixed or removable, intended to make regular contact with the track surface to assist the rider while cornering), is permitted on the knees, elbows or any other parts of the race suit, where it is deemed necessary. They must not be manufactured from or contain any material that when in contact with the track surface may cause visual or other disturbance to other riders.

The use of an airbag is compulsory. The equipment must be presented to the technical control for inspection prior the start of the event.

2.4.3.

Linings or undergarments must not be made of a synthetic material which might melt and cause damage to the riders' skin.

2.4.4.

Riders must also wear leather gloves and boots, which with the leather suit provide complete coverage from the neck down.

2.4.5.

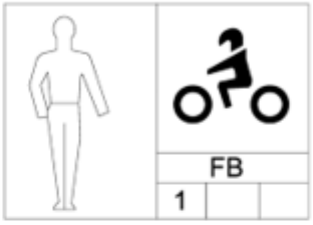
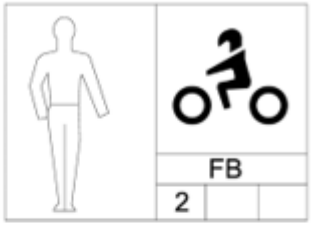
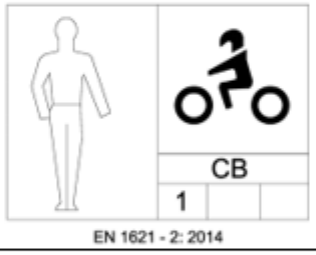
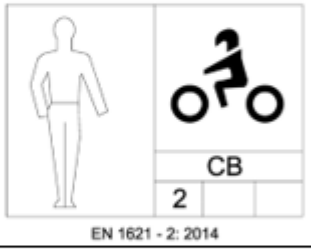
Leather substitute materials may be used, providing they have been checked by the Chief Technical Steward.

2.4.6.

Use of a chest and back protector is compulsory (with or without airbag protection in the suit) and must be clearly marked with the following norms:

a) The back protector must comply with EN1621-2, CB ("central back") or FB ("full back") Level 1 or 2.

b) The chest protector must comply with prEN1621-3 Level 1 or 2.

Newer Labels (1621-2:2014)		
Full Back Level 1 or 2		
Central Back Level 1 or 2		
Older Labels (1621-2:2003)		
Full Back Level 1 or 2		

2.4.7.

Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened.

2.4.8. Helmet Standards

Only the FIM homologated helmets (with a valid FIM Homologation Label) will be allowed as following:

- Until the 31/12/2025: FRHPhe-01 & FRHPhe-02
- As from 01/01/2026: FRHPhe-02 only

A list of FIM Homologated helmets is available on [www.frhp.org.](http://www.frhp.org)

FHHPhe-01 (FIM)	

FRHPhe-02 (FIM)	

2.4.9.

Visors must be made of a shatterproof material.

2.4.10.

Disposable “tear-offs” are permitted.

2.4.11.

Any question concerning the suitability or condition of the riders clothing and/or helmet shall be decided by the FIM Technical Director, who may, if he so wishes, consult with the manufacturers of the product before making a final decision.

2.5. PROCEDURES FOR TECHNICAL CONTROL

A rider is at all times responsible for his motorcycle.

2.5.1.

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:

- FIM Technical Director and Technical Stewards
- Race Direction Members
- FIM Stewards
- Tyre Manufacturer’s staff

• Riders of the motorcycles staying in the parc fermé. The rider and Team Manager should move to the edge of the parc fermé as soon as possible and leave when the rider is no longer required (eg after weighing or protective equipment inspections).

• Two mechanics per motorcycle – until dismissed by the technical stewards No other persons have the right to enter and stay in the parc fermé unless invited by the FIM Technical Director.

* Under special circumstances the Teams allocated garage may be used as the parc fermé.

b) Inspection area

The inspection area is a sensitive area where motorcycles 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 FIM Technical Director and Technical Stewards
• The Race Direction Members
• The FIM Stewards
• The Riders, Team managers or their representatives of the inspected motorcycles
• For disassembling operations up to 3 mechanics per motorcycle may be present

Any other persons may enter or stay in the inspection area at the sole discretion of the FIM Technical Director.

In case of an 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 FIM Technical Director, suitable equipment will be installed to conduct the various tests, e.g.

i) Equipment for measuring the sound 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.

2.5.2.

The technical control procedure will be carried out in accordance with the schedule set out in the final instructions. The Technical Stewards must be available

throughout the event to check motorcycles and equipment as required by the FIM Technical Director.

2.5.3.

Presentation of a motorcycle will be deemed as an implicit statement of conformity with the technical regulations. A rider's presence at the technical control is not mandatory.

2.5.4.

The motorcycle will be inspected under the name of the rider.

2.5.5.

For each motorcycle the Technical Stewards will prepare a technical control card (or computerised spreadsheet) on to which will be recorded, amongst other information, the team presenting the motorcycle and the rider.

2.5.6.

The Technical Stewards must inspect the motorcycle for obvious safety omissions and the FIM Technical Director may, at his discretion, choose to check the motorcycles for technical compliance with all other aspects of these Regulations.

2.5.7.

The FIM Technical Director will refuse any motorcycle 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.

2.5.8.

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.

2.5.9.

The Chief Technical Steward will prepare a report on the results of technical control which, will be submitted to the International Jury via the FIM Technical Director.

2.5.10.

The Technical Stewards must re-inspect any motorcycle that has been involved in an accident. This would normally be carried out at the garage of the rider

concerned. For riders/teams located in the working Paddock, an inspection will be made when the motorcycle is returned to the Technical Inspection area.

2.5.11.

The Technical Stewards must be available, based on instructions from the FIM 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.

2.5.12.

As noted on the timetable at the end of sessions the machines will be:

a) Free: Free to go to the team garage or awning.

b) Garage Parc Fermé: The machines will be allowed to return to their allocated garages where following confirmation of tyre stickers by the FIM Technical Director or his approved staff the wheels may be removed. Data may be downloaded, NO other work may be carried out until 15 minutes after the end of Superbike Superpole 2 (see Art. 3.4.3).

The garage doors must remain fully open at all times during this period.

c) Parce Fermé: The Chief Technical Steward will ensure that all classified motorcycles are placed in the parc fermé for a period of at least 30 minutes from the end of the noted session or race (unless held longer at the discretion of the FIM Technical Director).

The motorcycles must be checked for compliance according to the Verification Guidelines (Art. 2.10), and any other technical requirement if requested by the FIM Technical Director.

Competitors or teams must retrieve their motorcycles within approximately 30 minutes after the motorcycle entered the parc fermé, except for those motorcycles chosen for disassembly. After this time limit, the parc fermé officials will no longer be responsible for the motorcycles left behind.

2.5.13.

The FIM Technical Director may require a team to provide such parts or samples as he may deem necessary.

2.5.14.

If a motorcycle or rider is involved in an accident, then it is the responsibility of the rider to present helmet and clothing for re-examination.

If the helmet is clearly defective, the Chief Technical Steward must arrange to retain this helmet. The IMS must send this helmet, together with the accident and medical report (and pictures and video, if available) to the Federation of the rider,

with a copy to the CMI and to the CTI. If there are head injuries stated in the medical report, the helmet then must be sent to a neutral institute for examination.

2.5.15.

Sound may be checked after Superpole as well as after the race. Sound may be checked at any time of the event by request of the FIM Technical Director. On request of rider, team or mechanic, sound of their own motorcycles can be checked at any time during the event.

2.5.16.

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 FIM Technical Director.

The FIM Technical Director has the final authority in case of a dispute on the conformity of the parts in question and for their acceptance.

2.5.17.

The FIM Technical Director may at any time during the event and until one hour after the finish of the last race, choose to inspect any machine, or team equipment (including but not limited to laptop and other computer equipment) for conformity to these regulations. Logged data may be collected at any point (for any session) for analysis.

2.5.18.

Dyno tests of any Supersport or Supersport 300 machine may be made at any point during the event at the discretion of the FIM Technical director.

3. DISCIPLINARY AND ARBITRATION CODE

The Regulations will be defined by the "FIM DISCIPLINARY AND ARBITRATION CODE"

Updated version available on https://www.fim-moto.com/en/documents

4. CIRCUIT STANDARDS

Circuit standards will be defined by the "FIM STANDARDS FOR CIRCUITS".

Updated version available on https://www.fim-moto.com/en/documents

5. MEDICAL CODE

The regulations will be defined by the “FIM MEDICAL CODE”

Updated version available on https://www.fim-moto.com/en/documents

6. ANTI-DOPING CODE

The Regulations will be defined by the "FIM ANTI-DOPING CODE"

Updated version available on https://www.fim-moto.com/en/documents

7. ENVIRONMENTAL CODE

The Regulations will be defined by the "FIM ENVIRONMENTAL CODE"

Updated version available on https://www.fim-moto.com/en/documents

8. CODE OF ETHICS

The Regulations will be defined by the “FIM CODE OF ETHICS”

Updated version available on https://www.fim-moto.com/en/documents