



FÉDÉRATION INTERNATIONALE DE MOTOCYCLISME

Road Racing Superbike & Supersport World Championships and Superstock Cup Regulations

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

SBK SUPERBIKE
WORLD CHAMPIONSHIP

SUPERSPORT
WORLD CHAMPIONSHIP

SUPERSTOCK
FIM CUP 1000

ROAD RACING SUPERBIKE & SUPERSPORT WORLD CHAMPIONSHIPS AND SUPERSTOCK CUP REGULATIONS

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

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

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

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

General Undertakings and Conditions

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

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

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

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

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

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

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

ANTIDOPING CODE

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

1. SPORTING REGULATIONS

1.1 INTRODUCTION

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

1.2 EVENTS

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

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

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

1.2.7

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

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

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

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

In case the organiser subscribes his own Third Party Liability Insurance in full conformity with the above specification of the present art. 1.2.7, the organiser may send the certificate of insurance duly filled in, signed and stamped by an authorised Representative of the Insurance Company, to FGSport and to the FIM Executive Secretariat.

This original declaration (form to be provided by FGSport) shall be sent to FGSport by mail or courier at least 20 days before the event.

1.2.8

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

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

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

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

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

1.3 THE PADDOCK

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

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

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

- 1.3.4** **When** the Paddock is occupied there must be **an adequate** medical and fire fighting service **available to all riders, teams, manufacturers, sponsors, service companies, officials, FIM, FGSport, etc.**

At minimum the services must be available from 08.00 – 18.00hrs on the two days prior to the “setting up of teams day”, and on a 24 hour basis for the remainder of the event, ending at midnight on the day after race day.

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

1.4 OFFICIALS

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

1.4.1 Permanent Officials

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

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

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

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

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

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

Technical Director	Responsible for ensuring that technical Regulations are correctly enforced and supervising scrutineering and protests of a technical nature.
Medical Director	Responsible for liaison with the Chief Medical Officer appointed by the Organisers to ensure compliance with the Medical Code.
FIM Safety Officer	Responsible for the supervision of all aspects of safety.
Starter	Responsible to start the race.

1.4.2 Individual Event officials

All individual Event Officials shall be appointed for each event.

They are:

A) Officials appointed by the FIM

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

B) Officials appointed by the FMNR/Organiser.

2) Clerk of the Course Responsible for:

- a – Ensuring that the circuit is suitably prepared for and maintained during the Event and that all legal requirements applicable for the running of the event have been complied with.
- b – Ensuring that all officials and services are in place.

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

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

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

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

3) Secretaries Responsible for:

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

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

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

1.4.3 The Race Direction

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

1.4.4 The FIM Stewards

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

1.5 INTERNATIONAL JURY

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

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

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

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

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

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

- 1.5.4** The quorum for a meeting of the International Jury is three persons.
- 1.5.5** All the Members have one vote. Decisions are based on a simple majority. In the case of a tie, then the President will exercise a casting vote.
- 1.5.6** The Technical and the Medical FIM Observer as well as the Environmental Steward may attend the meetings of the International Jury. The International Jury President may also invite the participation of Officials or other persons to assist in the meetings. However, the FIM Observers, the Environmental Steward and the invited officials or other persons will have no right of vote.
- 1.5.7** The duties of the International Jury are:
- a – To receive reports from the various Officials concerning scrutineering, practice and races.
 - b – To make recommendations to the organiser to improve the smooth and efficient running of the event.
- 1.6 RACE DIRECTION**
- 1.6.1** The Race Direction will comprise the following persons:
- The FIM Representative – who will chair the meetings.
 - The FGSport Representative
 - The teams Representative
- 1.6.2** The quorum for a meeting of the Race Direction is two persons.
- 1.6.3** Each member has one vote. Decisions are based on a simple majority.
- 1.6.4** The Race Direction will meet at any time required during the event.
- 1.6.5** The duties of the Race Direction are:
- a – To impose penalties for any infringements of the Regulations.

- b – 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.
- c – To adjudicate on any protest relating to infringements of the Regulations.

1.7 THE FIM STEWARDS

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

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

1.8 THE CALENDAR

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

1.9 CLASSES

- 1.9.1** Classes will be for the following categories:

Superbike 4 stroke 2, 3 or 4 cylinders

Supersport 4 stroke 2, 3 or 4 cylinders

Superstock 4 stroke 2, 3 or 4 cylinders

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

1.10 ELIGIBLE COMPETITORS

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

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

- Supersport: 16 years
- Superbike: 18 years

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

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

As from 2010, in the Supersport class, the maximum age is 32 at the 1st January of the corresponding Championship year.

Licenses for Superstock riders are issued to riders born between 1st January 1984 and 30th March 1991.

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

1.11 ENTRIES

- 1.11.1** Each team, must submit to the Secretariat of FGSport, by 1st February of the year in question, an entry for their team which will, except when special dispensation is granted, be valid for all races in the FIM Road Racing World Championship Superbike or Supersport or in the FIM Superstock Cup. At the same time, the team must indicate the riders designated and the class in which they will participate together with the Testing Circuits designated by the team (e.g. 1.15.1.A.d.). The Superbike and Supersport tyre development teams approved by the FIM and FGSport must designate, amongst their testing circuits, the circuits designated by the Official Tyres Supplier.
- 1.11.2** Each entry must specify, for each rider, the insurance company providing the minimum cover specified by FIM, the number of the policy and the expiry date of the policy.
- 1.11.3** Each entry commits the team to designate a rider to compete in all the events of the FIM Superbike or Supersport Championship and of the Superstock FIM Cup in the chosen class. Exceptions can only be made as follows:
- i) A team may withdraw a rider from an event which has already started, due to injury of the rider, irreparable damage to the motorcycle(s) or in case of "Force Majeure". A withdrawal for medical reasons must be supported by a letter from the Chief Medical Officer of the meeting or the Medical Director.

- ii) A team may withdraw a rider from additional events in the FIM Road Racing World Championship Superbike or Supersport or in the FIM Superstock Cup only for medical reasons or other reasons of "Force Majeure". Withdrawals for medical reasons must be supported by a letter from a qualified Doctor.
Teams must make every reasonable effort to provide a qualified substitute rider, approved by FIM and FGSport, to fulfil their entry obligations. However no substitution or replacement of the entered rider may be made after 14h00 on the day preceding the first practice session of the event, except in Superbike, when the limit is at 9h00 on the day preceding the race.
- iii) For reasons not being medical reasons and not being reasons of "Force Majeure", and subject to the Team obtaining the approval of FIM and FGSport (neither of whom shall be obliged to give reasons for any refusal to approve), a Team may replace a rider which that Team has entered in the FIM Road Racing World Championship Superbike or Supersport or in the FIM Superstock Cup with another rider ("replacement rider") for remaining rounds of the FIM Road Racing World Championship Superbike or Supersport or in the FIM Superstock Cup. Only one replacement of a rider will be permitted per season. Exceptional circumstances will be examined by the FIM and FGSport.

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

1.11.5 Each Event host Federation (FMNR) may nominate 4 wild card entries for the Superbike class and 2 wild card entries for the Supersport and Superstock classes, in their own event only. Wild card riders must be holders of an FIM "one event Road Racing Superbike or Supersport or Superstock" licence issued by any FMN and entries must be submitted by the FMNR to the FIM, on the official entry form issued by the FIM, at least 30 days before the event. These entries will be submitted to the approval of the Superbike Commission.

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

- 1.11.6** The FIM may nominate 2 wild card entries for the Superbike class. Wild card riders must be holders of an FIM " one event Road Racing Superbike licence issued by any FMN and entries must be submitted to the FIM, on the official entry form issued by the FIM, at least 30 days before the event. These entries will be submitted to the approval of the Superbike Commission.

Wild card riders designated by the FIM are subject to the insurance requirements stipulated under Art. 1.11.2.

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

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

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

A waiver can be granted by the Race Direction.

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

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

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

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

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

1.12 STARTING NUMBERS

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

1.13 SCHEDULE

- 1.13.1** The Event schedule will be as follows:

WEDNESDAY and THURSDAY: Arrival and setting up of Teams

Thursday

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

Friday

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

Saturday

TIMING	CATEGORY	PROGRAM
09.15-09.45 (30 mins)	Superstock	free practice
10.00-10.45 (45 mins)	Supersport	free practice
11.00-12.00 (60 mins)	Superbike	qualifying practice
13.45-14.30 (45 mins)	Supersport	qualifying practice
14.45-15.45 (60 mins)	Superbike	free practice
16.00	Superbike	superpole
16.50-17.15 (25 mins)	Superstock	qualifying practice

Sunday

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

1.13.2 The above schedule can only be varied as follows:

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

1.14 TECHNICAL CONTROL – MEDICAL CONTROL – DOPING CONTROL

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

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

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

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

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

1.15 PRACTICE

1.15.1 Practice Restrictions for Superbike, Supersport and Superstock

- A) Practice by riders contracted to compete in the Championships is prohibited at each circuit included in the calendar, after the running of the first event, with the following exceptions:
 - a. Within the six days prior to the race day, private practice on the same track for riders participating in the event may be organised. They must be open to all the entered riders and if a charge is made, it shall be no greater than USD 80.– per rider for the day. The information concerning the supplementary practices must be sent to all the riders entered, to the FIM and FGSport.
 - b. Free or qualifying practices at the event.
 - c. Practice at any circuit after the event at that circuit.
 - d. Practice at the 3 Testing Circuits designated by each team (see Art. 1.11.1) which may take place up to 6 days before the race scheduled for the circuit.
 - e. Official practice sessions organised by FGSport, with the approval of the FIM.
 - f. Any activity allowed by the Race Direction.
- B) Exceptions to this rule may be granted, with the approval of the FIM, due to reasons of force majeure. For example, where a team recruits a qualified rider to replace an injured rider, the qualified rider could possibly have practised unwillingly at a circuit included in the Championships.
- C) During the four days preceding the beginning of the official practices, scooters are the only two-wheel motorised vehicles on which the riders participating in the event, are allowed to ride on the track. Exceptions may be granted with the approval of the FIM.

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

1.15.2 Practice Sessions (warm-up inclusive)

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

1.15.3 Motorcycles

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

1.15.4 Lap time

All laps of the riders will be timed.

1.15.5 Qualifying practices results

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

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

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

1.15.6 Qualification for the Race

To qualify for the race, a rider must achieve a time at least equal to 107% of the time recorded by the fastest rider of his class in at least one qualifying session; exceptions to this rule may be made at the discretion of the Race Direction.

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

1.16 SUPERPOLE FOR SUPERBIKE

1.16.1 Participants

The first 16 riders of the qualifying practice results must take part in the "Superpole" except for reasons of force majeure approved by the International Jury.

A provisional list of participants will be established during the Jury meeting following the last qualifying practice session.

The final list of participants will be published immediately after the end of free practice of the day proceeding the race day.

If before the Superpole a rider, classified in the first 16 of the qualifying practice results, is declared unfit for the race (written and signed declaration from the Medical Director), the 17th placed rider must take his place and so on in order to have a list of 16 riders for the Superpole.

If before the Superpole a rider, classified in the first 16 of the qualifying practice results, is declared unfit for the Superpole and uncertain for the race (written and signed declaration from the Medical Director), then he will not be replaced. The Superpole will be carried out with 15 riders. At the Jury meeting after the Superpole, the non participation of this rider must be considered as a force majeure. No other case can be considered as a force majeure.

1.16.2 Choice of procedure

- 1) No later than 15 minutes before the start of the "Superpole", the Race Director, in agreement with the Clerk of the Course, will declare whether the "Superpole" will be running according to the "dry" procedure (Art. 1.16.3) or according to the "wet" procedure (Art. 1.16.4);
- 2) If the "Superpole" will be running according to the "dry" procedure, a "SUPERPOLE DRY" board will be displayed in the pit lane together with a horn;
- 3) If the "Superpole" will be running according to the "wet" procedure, a "SUPERPOLE WET" board will be displayed in the pit lane together with a horn;

1.16.3 "Dry" procedure

- 1) Each rider will carry out 3 laps of the circuit (one warm up lap – one time lap – one slow down lap).
- 2) The riders will start one by one, from the end of the pit lane, under the authority of the starter or his assistant.
- 3) The starting order of the riders will be the opposite of the practice results (i.e. the 16th will start first, etc.).
- 4) Approximately 2 minutes before the start of each rider, a board indicating his race number will be displayed together with a "2 minutes" board at the starting area and halfway the pit-lane. A countdown **will be** displayed on the monitors of the official timekeepers.

- 5) 30 seconds before the start of each rider, a board indicating his race number will be displayed together with a "30 seconds" board at the starting area and halfway the pit-lane. The countdown will be adjusted on the monitors of the official timekeepers.
- 6) The starter or his assistant will give the start to the first rider at the time scheduled and then to each following rider 30 seconds after the previous rider has started his timed lap.
- 7) Any rider presenting himself late will be given a fine of USD 700.–
After 1 minute, the pit-lane will be closed with the red flag and red light for the late rider. In this case, the provision of article 1.16.6.4 (Superpole results) will apply.
- 8) It is compulsory for a rider to return to the pit lane, once he has accomplished his 3rd lap;
- 9) Any rider getting in the way of another rider will automatically be excluded from the event.
- 10) If the procedure has to be interrupted the pit lane exit will be closed (red flag + red light) and the red flag will be displayed at all observation posts. A minimum interval of 8 minutes has to be observed between the interruption and the restart of the procedure (exception: Art. 1.16.5).
- 11) At the conclusion of each rider's "Superpole", machines have to be presented directly to scrutineering for verification.

1.16.4 "Wet" procedure

- 1) 50 minutes of timed practices for the 16 riders together;
- 2) each rider cannot run more than 12 laps;
- 3) every exit from the pit lane will be considered as a lap;

- 4) if 13 laps are registered for one rider, his best time will be cancelled; if 14 laps are registered, his two best times will be cancelled and so on for each extra lap;
- 5) at the end of the session, machines have to be presented directly to scrutineering for verification.

1.16.5 Interruption

If the "Superpole", which is running according to the "dry" procedure, has to be interrupted because the track becomes wet, the following procedure will apply:

- 1) pit lane exit closes (red flag + red lights) and the red flag will be displayed at each observation post;
- 2) an interval of 15 minutes must be observed;
- 3) new start of the "Superpole" according to the "wet" procedure (Art. 1.16.4);
- 4) the best time obtained by each rider who has already taken part in the "dry Superpole" will be cancelled.

1.16.6 Superpole results

Procedure to be followed:

A) Dry procedure

- 1) The results will be established according to the time lap recorded by the riders. In the event of a tie, the qualifying practices results will be taken into account;
- 2) In the event of a rider placed in the first 4 positions of the qualifying practices results has started the Superpole but has fallen during the time lap or has not participated in the Superpole for reasons of force majeure (1.16.1), the riders placed from the 8th position in the Superpole results established according to point 1 above will move one position back and the rider concerned will be included at the 8th position. If there is more than one rider in the same situation, the qualifying practices results will be taken into account to dissociate them and the above mentioned procedure will be adapted accordingly.

- 3) In the event of a rider placed between the 4th and the 9th position of the qualifying practices results has started the Superpole but has fallen during the time lap or has not participated in the Superpole for reasons of force majeure (1.16.1), the riders placed from the 12th position in the Superpole results established according to point 1 above will move one position back and the rider concerned will be included at the 12th position. If there is more than one rider in the same situation, the qualifying practices results will be taken into account to dissociate them and the above mentioned procedure will be adapted accordingly.
- 4) In the event of a rider placed after the 8th of the qualifying practices result has started the Superpole but has fallen during the time lap or has not participated in the Superpole for reasons of force majeure (1.16.1), he will be included at the end of the Superpole results established according to point 1 above. If there are more than one rider in the same situation, the qualifying practices results will be taken into account to dissociate them and the above mentioned procedure will be adapted accordingly.

B) Wet procedure

The results will be based on the fastest time recorded by the riders. In the event of a tie rider's second and subsequent best times will be taken into account.

1.16.7 Starting grid

During the Jury meeting following the "Superpole" a provisional starting grid will be established in accordance with the following priorities:

- 1) the riders mentioned in the "Superpole" results. They will be placed according to the results;
- 2) the riders not mentioned on the final list of the participants for the "Superpole". They will be placed according to the qualifying practice results.
- 3) the riders mentioned in the final list of the participants for the "Superpole" and who are not mentioned in the Superpole results. They will be placed according to the qualifying practice results.

1.16.8

Example

- 1) Qualifying practice results (riders' number)

1	5	9	13	17
2	6	10	14	18
3	7	11	15	19
4	8	12	16	20

- 2) Rider placed in the first 16 of the qualifying practice results declared force majeure according to Article 1.16.1: 6
- 3) Riders not placed in the first 16 of the qualifying practice results: 17-18-19-20
- 4) Rider placed in the first 16 of the qualifying practice results not declared as force majeure according to Article 1.16.1. and who didn't start the Superpole: 9
- 5) Order of the riders according to the time they achieved during the Superpole:

1) 16	5) 5	9) 7
2) 10	6) 15	10) 14
3) 3	7) 12	
4) 8	8) 13	

- 6) Riders who didn't complete the time lap during the Superpole:
1 (fall) – 2 (no fall) – 4 (fall) – 11 (fall)

- 7) Starting grid

16	10	3	8
5	15	1	4
12	13	7	6
14	11	2	17
18	19	20	9

1.17 GRID POSITIONS

- 1.17.1 The pole position, allocated to the faster rider, will be determined during the homologation of the circuit.
- 1.17.2 The Grid will be arranged in the 4-4-4-4 configuration "in echelon". Each line will be offset.
There will be a distance of 9 metres between each row.
- 1.17.3 Grid positions will be based
- 1) For the Superbike, on the Superpole results and the qualifying practice results.
In the case where the Superpole has been canceled, the grid position will be based on the qualifying practice results.
 - 2) For the Supersport and for the Superstock, on the qualifying practice results.
- 1.17.4 The final grid will be published at the latest one hour before the start of each race.

1.18 RACES

- 1.18.1 The length of races must be according to the following parameters:
- | | | |
|-------------|---------------|----------------|
| Superbike: | minimum 90 km | maximum 110 km |
| Supersport: | minimum 85 km | maximum 110 km |
| Superstock: | minimum 40 km | maximum 70 km |
- and will be determined by the FIM and FGSport after publication of the calendar.
- 1.18.2 The length of a race may only be varied by the Race Direction.
- 1.18.3 A visible countdown board will be shown to indicate the number of remaining laps in the race.
- 1.18.4 If the Timekeeping rooms are fed by normal power (electricity) supply, they must also be permanently connected to an U.P.S. (Uninterruptable Power System) and to a generator.

START PROCEDURE

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

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

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

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

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

- 6) The Race Director may, at this stage, choose to declare the race as "wet" or "dry" and will indicate this to the riders on the grid and those who may still be in the pit lane by the display of a board. If no board is displayed the race will automatically be "dry".
- 7) Riders on the grid may, at this stage, make adjustments to the machine or change tyres to suit the track conditions. Trolleys, as shown in the SBK Organisation Rules published by FGSport, are allowed on the grid. Two air blowers, as shown in the SBK Organisation Rules published by FGSport, are allowed on the grid. Tyre warmers may be used on the grid. No batteries or other electrical supplies are permitted on the grid. Riders may use a generator to power tyre warmers and air blowers on the grid. Only one generator per machine may be used. The generator must be of the "hand carried" type and have a maximum output capacity of **two** kilowatts. The noise limit of the generator is 65 dB/A.

Starter engines may also be used on the grid.

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

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

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

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

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

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

Removal of tyre warmers from machines on the grid.

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

Riders must put their helmets on.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

- 15) If, after the start of the race, a rider stalls his machine, then he may be assisted by being pushed along the track until the engine starts.
If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance or where the rider may change machine.
- 16) After the riders have passed the exit of the pit lane, the official situated at this exit will display a green light to start any riders still in the pit lane.

- 17) After the leading rider has passed the finish line at the end of his first lap, no further changes of machines are permitted unless the race is interrupted.
- 18) Should there be a problem that might prejudice safety then the Starter will display a flashing yellow light and the board "Start Delayed" and a marshal will wave a yellow flag at each row of the starting grid from the signalling platform.
The start procedure will be re-commenced at the 1 minute board stage, the riders will complete an additional warm up lap and the race distance will be reduced by one lap.
Any person who, due to his behaviour on the grid is responsible for a "start delayed", may be penalised with one of the following penalties: fine – ride through – disqualification – withdrawal of Championship points.

1.20

RIDE THROUGH PROCEDURE

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

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

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

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

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

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

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

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

1.21 "WET" AND "DRY" RACES

- 1.21.1 All races will be categorised as either wet or dry. A board may be displayed on the grid to indicate the status of the race. If no board is displayed, the race is automatically dry. The purpose of this classification is to indicate to riders the consequence of varying climatic conditions during a race.
- 1.21.2 **Dry Races** – A race classified as dry will be interrupted by the Race Director, if he considers that climatic conditions affecting the surface of the track makes it likely that riders will wish to change tyres.
- 1.21.3 **Wet Races** – A race classified as wet, usually commenced in varying or wet conditions, will not be stopped for climatic reasons and riders who wish to change tyres or make adjustment must enter the pits and do so during the actual race.
- 1.21.4 In all cases where the first race is stopped for climatic reasons, then the restart will, automatically, be a "wet" race.

- 1) Riders must obey the flag signals, the light signals, and the boards which convey instructions. Any infringement to this rule will be penalised according to the provisions of article 1.23.
- 2) Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Any infringement of this rule will be penalised with one of the following penalties: fine – Ride through – disqualification – withdrawal of Championship points – suspension.
- 3) Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the marshals or at a place which does not provide an advantage to him. Any infringement of this rule during the practices or warm up will be penalised by the cancellation of the lap time concerned and during the race, by a ride through.
Further penalties (such as fine – disqualification – withdrawal of Championship points) may also be imposed
- 4) Any repairs or adjustments along the race track must be made by the rider working alone with absolutely no outside assistance. The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made. The marshal may then assist him to re-start the machine.
- 5) If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals.
- 6) If the rider encounters a problem with the machine which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.
- 7) Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.

- 8) Riders may enter the pits during the race. Refuelling and changing motorcycle are strictly prohibited.
- 9) Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
- 10) Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine (exception: Another rider or by another rider after the chequered flag or red flag).
- 11) Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
- 12) No signal of any kind may pass between a moving motorcycle and anyone connected with the motorcycle's entrant or rider, save for the signal from the time keeping transponder, from on-board cameras, or legible messages **on an onboard screen or** on a pit board or body movements by the rider.
- 13) Riders in the top ten positions in the Superbike class will be required to carry two "on-bike" cameras on their motorcycles.

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

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

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

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

- 14) A speed limit of 60 km/h will be enforced in the pit lane at all times during the event. Riders must respect the speed limit from where the sign 60 km/h is placed up to where the sign 60 km/h crossed out is placed.
Any rider found to have exceeded the limit during the practice will be subject to a fine of USD 200.–

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

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

- 15) Stopping on the track during practices and races is forbidden.
- 16) During the practice sessions and warm ups, practice starts are permitted, when it is safe to do so, at the pit lane exit before joining the track **and** after the chequered flag is shown, **at the end of practice sessions and warm-ups** when it is safe to do so, off the racing line.
- 17) If the winning rider wishes to parade a flag, he must ride to the side of the racing surface to collect the flag and then rejoin the circuit when it is safe to do so.

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

1.23.1**Flags and Lights Used to Provide Information:**

- **Green Flag**

The track is clear

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

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

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

- **Green Light**

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

- **Yellow and Red Striped Flag**

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

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

- **White Flag with diagonal red cross**

Drops of rain on this section of the track.

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

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

Rain on this section of the track.

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

- **Blue Flag**

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

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

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

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

At all times, this flag will be shown waved to a rider leaving the pit lane if traffic is approaching on the track.

- **Chequered Black / White Flag**

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

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

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

1.23.2

Flags Which Convey Information and Instructions:

- **Yellow Flag**

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

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

Any infringement of this rule during a practice session will result in the cancellation of the time of the lap during which the infraction occurred.

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

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

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

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

- **Flashing Blue Lights**

Will be switched on at the pit lane exit at all time during practices 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, this flag will be shown motionless at the pit-lane exit and the light will be switched on. Riders are not allowed to exit the pit lane.

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

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

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

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

- **Black Flag**

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

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

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

Black Flag with orange disk (Ø 40 cm)

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

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

1.23.3 Flag Dimension

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

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

1.23.4 Flag Colour

The Pantones for the colours are as follows:

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

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

1.23.5 Rider's number board

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

This board must be available at each flag marshal post.

1.23.6 Flags Marshals posts

The location will be fixed during the circuit homologation.

1.23.7 Marshals Uniforms

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

1.24 MEDICAL CARS

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

1.25 FINISH OF A RACE AND RACE RESULTS

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

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

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

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

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

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

1.26 INTERRUPTION OF A RACE

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

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

Example of a race consisting of 30 laps:

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

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

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

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

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

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

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

1.27 RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

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

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

1.28 CHECK AREA

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

1.29 CHAMPIONSHIP POINTS AND CLASSIFICATION

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

- 1.29.4 For each race, Championship points will be awarded on the following scale:
- | | |
|------------------|-----------|
| 11 st | 25 points |
| 12 nd | 20 points |
| 13 rd | 16 points |
| 14 th | 13 points |
| 15 th | 11 points |
| 16 th | 10 points |
| 17 th | 9 points |
| 18 th | 8 points |
| 19 th | 7 points |
| 10 th | 6 points |
| 11 th | 5 points |
| 12 th | 4 points |
| 13 th | 3 points |
| 14 th | 2 points |
| 15 th | 1 points |
- 1.29.5 All races will count for the FIM Road Racing World Championship Superbike or Supersport or for the FIM Superstock Cup classification.
- 1.29.6 In the event of a tie in the number of points, the final positions will be decided on the basis of the number of best results in the races (number of first places, number of second places etc.). In the event that there is still a tie then, the date in the Championships at which the highest place was achieved will be taken into account with precedence going to the latest result.
- 1.29.7 In the case where a rider participates on different machines, it is the make of the machine with which he obtained the most points that will appear next to his name in the final classification, without, however, modifying the calculation for the Constructors' classification.
- 1.29.8 The World Champions in each category or winner of the FIM Cup are obliged to attend an official FIM ceremony.

1.30 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

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

1.31 EXTRA DEPOSITS IN CASE OF MACHINE CONTROL FOLLOWING A PROTEST

The deposit in case of dismantling and reassembling a machine to measure the cylinder capacity, following a protest, is **USD 200.–** (material included)

The deposit in case of partial or complete dismantling of an engine or gearbox is **USD 350.–**

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

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

1.32 EXTRA DEPOSIT FOR FUEL CONTROLS FOLLOWING A PROTEST

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

After the last control:

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

1.33 NON-PARTICIPATION IN AN EVENT

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

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

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

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