



FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME

## Appendices / Annexes

### Road Racing FIM e-Power International Championship Regulations

### *Règlements du Championnat International e-Power de Courses sur Route*



*Articles amended as from 1.1.2010 are in bold type*  
Les articles modifiés dès le 1.1.2010 sont en caractères gras

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**Modifications carried out during the year 2010 are written in  
colour**

## **FIM ROAD RACING E-POWER INTERNATIONAL CHAMPIONSHIP REGULATIONS**

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**FEDERATION INTERNATIONALE DE MOTOCYCLISME (FIM)**

**11, route Suisse**

**CH - 1295 MIES**

**Tel: +41-22-950 950 0**

**Fax: +41-22-950 950 1**

**[paul.duparc@fim.ch](mailto:paul.duparc@fim.ch)**

**<http://www.fim-live.com>**

## **General Undertakings and Conditions**

**All riders, teams' personnel, officials, organizers and all the persons involved in any capacity whatsoever participating in the FIM Road Racing e-Power International Championship (hereinafter 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 ANTIDOPING CODE**
- 6. ENVIRONMENTAL CODE**

**as supplemented and amended from time to time.**

**All the persons mentioned above may be penalised in accordance with the provisions of the FIM Road Racing e-Power International Championship Regulations (hereinafter referred to "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.**

## **SUPPLEMENTARY REGULATIONS**

**In special circumstances, the FIM may allow the organiser of individual event to mention in the Supplementary Regulations particular provisions not included in or different from the current Regulations.**

## **1. SPORTING REGULATIONS**

### **1.1 INTRODUCTION**

- 1.1.1 A series of motorcycle races counting toward the FIM Road Racing e-Power International Championship for riders and constructors 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 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 International Jury 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 races approved by the FIM.**
- 1.2.4 Any activity involving 4 wheels racing vehicular use of the track during the event, including "demonstrations", displays or the suchlike must receive prior approval from FIM.**
- 1.2.5 Organisers will be nominated by the 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 The organiser shall obtain insurance for third party liability according to article 110.1.1 of the FIM Sporting Code.**
- 1.2.8 At least 90 days prior to the Event, the Organisers of the event must submit the following information to the FIM:**

- a - Confirmation of the name and address of the 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 teams and riders 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.
- j - The Supplementary Regulations for the event in English and French (see appendix).

**1.2.9** At least 60 days before the Event, the FIM will publish the above information and post it to all riders with an entry for the Event.

### **1.3 THE Paddock**

**1.3.1** The Paddock, pit boxes and all other facilities shall be available to teams at least on the day prior to the first practice day and remain available to competitors for at least one day after the event.

**1.3.2** Access shall 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 shall be a basic medical service and fire fighting service in the circuit.

A fire truck shall be provided with the following minimum characteristics: tank capacity 4 cubic meters; pressure:

40 kg/cm<sup>2</sup> (high), 12 kg/cm<sup>2</sup> (low); water rate 300 - 400 litres/minute.

#### **1.4 OFFICIALS**

**1.4.1 All the following officials shall be present and available at the time necessary to ensure smooth and efficient running of the Event.**

**1.4.2 Refer to article 40 of the FIM Sporting Code.**

**1.4.3 The following officials will be appointed for individual events to perform supervisory and executive roles.**

##### **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.**

**The International Jury President is responsible for the supervision of all aspects of safety**

**2) The FIM Technical Director;  
Responsible for ensuring that technical Regulations are correctly enforced and supervising scrutineering and protests of a technical nature.**

##### **B) Officials appointed by the FMNR/Organiser.**

**3) 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 up.**

**The Jury President, the Clerk of the Course and the Chief Medical Officer 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 up.

During the final inspection lap, the yellow flag shall be waved at each flag marshal post together with the display of other flags and equipment requested by the Jury President.

- 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 International Jury.
- f - The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the International Jury to modify the timetable in accordance with the Sporting Regulations.
- g - 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.
- h - The starting procedure.
- i - The use of medical cars/fast interventions vehicles.
- j - Immediate approval and signature with time of provisional results (practices, warm-ups, starting grids and races) and presentation of reports to the International Jury.

**5) Secretaries  
Responsible for:**

- a - During the event effecting communications between the various officials.
- b - Providing secretarial support for the International Jury.

**6) Other Officials;**

The Chief Technical Steward shall be holder of the FIM Technical Steward licence.

**1.4.4 All communications between Officials appointed by the FMNR/Organiser shall be made via the relevant FIM Officials.**

**1.5 INTERNATIONAL JURY**

**1.5.1 Refer to article 50.1 of the FIM Sporting Code.**

**1.5.2 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.**

**1.5.3 The duties of the International Jury are:**

- a - To amend the Supplementary Regulations if necessary.**
- b - To take decision as provided in the Regulations.**
- c - To ensure the smooth and efficient running of the event.**
- d - To receive reports from the various Officials concerning scrutineering, practice and races.**
- e - To confirm the practices and races results.**
- f - To make recommendations to the organiser to improve the smooth and efficient running of the event.**
- g - To impose penalties for any infringements of the Regulations occurring during the event.**
- h - 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.**
- i - To adjudicate on any protest relating to infringements of the Regulations occurring during the event.**

**No protest and no appeal to the CAS may be lodged against a decision of the International Jury entailing or not:**

- a ride through**
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc**

- a fine for speeding in the pit lane.

No protest and no appeal to the CAS may be lodged against a decision of the International Jury based on a photo finish.

## **1.6 THE CALENDAR**

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

## **1.7 MOTORCYCLES**

### **1.7.1 Classes**

Motorcycle with 2 wheels as defined in chapter 2.

### **1.7.2 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.

## **1.8 ELIGIBLE COMPETITORS**

### **1.8.1 Licences**

The riders shall be in possession of the adequate FIM Licence issued by a FMN. Licences are issued to riders and can, in certain circumstances, be for a single event. To receive a licence, the rider shall be in possession of a national licence of a FMN.

Licences for riders are issued only when the minimum age of 18 years old has been attained.

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 **58**.

### **1.8.2 Entries**

All entries shall be made in writing on an entry form on which all information regarding the rider, teams, sponsor and make of the machine shall be indicated.

The entry form shall be printed in the official languages of the FIM and shall mention Art. 60.5 of the Sporting Code. Riders shall have a permission to take part in the event delivered by their FMN.

Entries shall be received one month in advance, but, in the case of "force majeure", may be modified up until the scrutineering.

A compulsory briefing for all riders who are participating for the first time in the current Championship will be organised before the beginning of the 1<sup>st</sup> official practice session.

Failure to attend the briefing in full will result in the disqualification of the rider.

The licenses of the riders will be checked.

A waiver may be granted by the Jury President.

### **1.8.3 Non-participation in an event**

Any rider who enters an event shall 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 150 €
- 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.

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

### **1.8.4 Withdrawal from an event**

A rider may withdraw from an event which has already started, due to injury, irreparable damage to the motorcycle(s) or in case of "Force Majeure".

Withdrawal shall be approved by the International Jury.

### **1.8.5 Participation in an event**

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

## **1.8.6 Participation in the race**

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

## **1.9 SCHEDULE**

**1.9.1 The Event schedule will be published before each event.**

**It will include:**

- Technical and sporting checks,**
- Free practice (minimum 1 session of 30 minutes)**
- Qualifying practice (2 sessions of 20 minutes)**
- Warm up (15 minutes)**
- Race (minimum 1)**
- Minimum time between practice sessions and warm-up and race: 4 hours (time required for charging of batteries)**

**1.9.2 The schedule can only be varied as follows:**

- i) Prior to the event by the FIM;**
- ii) During the event by the International Jury.**

## **1.10 TECHNICAL CONTROL–MEDICAL CONTROL–DOPING CONTROL**

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

**Riders may present only one machine for Technical Control which will be specially identified by the Technical Controllers.**

**Unless a waiver is granted by the International Jury, riders 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, articles 2.12 and 2.13. The procedure for Medical Control is described in the FIM Medical Code.**

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

## 1.11 PRACTICE

### 1.11.1 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 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 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 Clerk of the Course and the Jury President in response to a localised change in conditions.

### 1.11.2 Lap time

All laps of the riders will be timed.

### 1.11.3 Qualification for the Race

To qualify for the race, a rider must achieve a time at least equal to **the average of the best 3 times +20% in at least one qualifying session.**

Any rider who fails to achieve a qualifying time will be permitted to take part in the race provided that in any of the free practice sessions he/she has achieved a time at least equal to 120% of the fastest rider in same session.

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

## 1.12 GRID POSITIONS

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

1.12.2 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.

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

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

1.12.5 The final grid will be published after the warm up has been completed, at the latest one hour before the start of the race.

## 1.13 RACES

1.13.1 The length of races will be published before each event.

**The total distance of the sighting lap, the warm-up lap and the race, shall be between ~~Minimum 30~~ 35 km and ~~Maximum 40~~ km.**

1.13.2 The length of a race may only be varied by the International Jury.

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.

## 1.14 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 onto the grid from the pit lane.

- 2) Approximately 15 Minutes before the Start of the Race - Pit lane exit opens for sighting laps.

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

Riders **shall** complete **one** sighting lap.

**Riders who do not complete the sighting lap will be given a "ride-through" penalty.**

- 3) Approximately 10 Minutes before the Start of the Race - Pit lane exit closes.

- 4) Riders who **are still in the pitlane** may start the warm up lap from **there** under the instructions of a marshal positioned at the pit lane exit.

- 5) When riders reach the grid after the sighting lap(s) 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".

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 Clerk of the Course will, at this stage, 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.

Tyre warmers may be used on the grid.

No generators, batteries or electrical supplies are permitted 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.

- 8) 5 Minutes Before the Start of the Warm Up Lap - Display of 5 Minute Board on the grid.

- 9) **3 Minutes Before the Start of the Warm Up Lap - Display of 3 Minute Board on the grid.**

**Removal of tyre warmers from machines on the grid.**

**At this point, all persons other than one mechanic per rider, the person holding the umbrella for the rider, the television crew of the host broadcaster and essential officials must leave the grid.**

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

- 10) **1 Minute Before the Start of the Warm Up Lap - Display of 1 Minute Board 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**

- 11) **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. Such riders may start the warm up lap from the pit lane.**

- 12) **2 Minutes Before the Start of the Race - Green flag waved to start 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.**

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

**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.**

**Riders who do not complete the warm up lap will be given a 'ride-through' penalty.**

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~~ **with their engines ready to run.**

**An** official will stand at the front of the grid holding a red flag. Any rider who arrives after the safety car has taken up its position at the back of the grid must stop beside the safety car and start the race from there, as directed by a marshal.

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

Any rider who has difficulties on the grid 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 taken up 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.

- 13) 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 required to carry out the ride through described under article 1.15

Anticipation of the start is defined by the motorcycle moving forward when the red lights are on. The International Jury 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.

- 14) 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.

- 15) 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.
- 16) 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.

#### **1.15 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 shall respect the speed limit (Art. 1.17.14) 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, height 50cm, stroke width 10cm) 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.

If more than one rider is penalised, the riders will be signalled to ride through on subsequent laps. The order of the riders will be based on the qualifying times with the faster rider first.

In the case of a rider failing to respond to the instruction to ride through, and there being more than one rider penalised, no subsequent riders will be signalled to ride through until the previous rider has completed the ride through procedure or has been 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.

#### **1.16 "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 Clerk of the Course, if he 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 will be penalised according to the provisions of article 1. 20.
- 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 - time penalty – 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.  
Changing battery is not permitted**
- 9) Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.**
- 10) Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine (exception: Another rider or by another rider after the chequered flag or red flag).**
- 11) Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.**

- 12) **No signal of any kind may pass between a moving motorcycle and the rider's team, or anyone connected with the motorcycle's team, entrant or rider, except for the signals of the timekeeping transponder, lap trigger, GPS, legible messages on a pit board, or body movements by the rider or team. Onboard TV camera signals are allowed, but only when such signals are for the purposes of and managed by the Championship promoter.**
- 13) **Riders in the top ten positions may be required to carry up to two "on-bike" cameras on their machine.**

**The cameras and associated equipment shall 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, two hours before the first practice at an event.**

**Teams shall 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 shall 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 pit lane speed limit during the practice will be subject to a fine of 150 €**

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

**The International Jury shall 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 passing the chequered flag 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 shall ride to the side of the racing surface to collect the flag and then rejoin the circuit when it is safe to do so.
- 18) After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane / parc fermé.
- 19) It is not permitted to ride racing motorcycles within the circuit other than in the pit lane or on the track.

## **1.18 FLAGS AND LIGHTS**

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

### **1.18.1 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(s) 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.

This flag must be waved by the starter to signal the start of the warm up lap.

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

- **Yellow and Red Striped Flag**

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

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

- **White Flag with diagonal red cross**

Drops of rain on this section of the track.

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

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

Rain on this section of the track.

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

- **Blue Flag**

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

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

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

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

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

- **Chequered Black / White Flag**

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

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

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

- **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 time during practices and races.

#### **1.18.2 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 shall 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.
- Any infringement of this rule during the race will be penalised with a ride through.
- In both cases, further penalties (such as fine - suspension) may also be imposed.
- If immediately after having overtaken, the rider realise that he did an infraction, he shall 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 shall 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, 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.

At the end of each practice session and warm-up, a red light will be switched on at the finish line.

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

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

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

- **Black Flag**

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

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

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

- **Black Flag with orange disk (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 - withdrawal of Championship points - suspension.

### 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 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.

#### **1.18.5 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 rain coat to be transparent.

#### **1.19 MEDICAL CARS**

The medical cars must be equipped with yellow flashing lights. The word "MEDICAL" should be clearly indicated on the back and the sides of the car.

#### **1.20 FINISH OF A RACE AND RACE RESULTS**

##### **1.20.1 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.**

**1.20.2 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.**

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

**1.20.4 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.**

**1.20.5 The classification including the FIM and FMNR logo, will mention, at least, the following information:**

- The names of the riders;**
- The performance carried out (laps, time);**

**It is compulsory for the Jury President to send a list of fines and results by fax or email immediately after the approval of results to the FIM Executive Secretariat.**

**1.20.6 A new lap record for a circuit can only be established by a rider during a race.**

**1.20.7 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.**

## **1.21 INTERRUPTION OF A RACE**

- 1. 21.1 If the Clerk of the Course decides to interrupt a race, then red flags will be displayed at the finish line and at all marshals' posts and he will switch on the red lights around the circuit. Riders must immediately slow down and return to the pit lane.**

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

**Example of a race consisting of 30 laps:**

**If a Red Flag is shown when the leader is on his 10th lap after completing his 9th lap and all other sidecars 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 sidecars 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.**

- 1.21.2 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.

**1.21.3** 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 restarted according to Art. 1.22.4 If it is found impossible to restart the race, then the results will count and half points will be awarded in the Championship.

**1.21.4** 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. If it is found impossible to restart the race, then the results will count and full Championship points will be awarded.

## **1.22 RE-STARTING A RACE THAT HAS BEEN INTERRUPTED**

**1.22.1** 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.

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

**1.22.3** The start procedure will be identical to a normal start with sighting laps, warm-up lap, etc.

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

- i)** In the case of situation described in 1.21.2 (less than 3 laps completed) above:
  - a.** All riders may re-start.
  - b.** Motorcycles may be repaired.  
Changing battery is permitted
  - c.** 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 1.21.3 (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  
Changing battery is permitted.
  - c. The number of laps of the second race will be the number of laps required to complete the original race distance.
  - 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 each race added together.  
Riders who have completed an identical number of laps will be placed according to the combined time.

### **1.23 CHECK AREA**

With the exception of Jury members, the Clerk of the Course and officials who are in charge of keeping watch over the closed park area, no-one may at any time or for any reason be admitted into this area unless they have a written and signed authorisation from the Clerk of the Course.

After the end of the race, all the machines which have finished the race shall remain at the disposal of the officials, for 30 minutes, in the closed park. They cannot be removed without the approval of the Jury.

### **1.24 PODIUM**

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 FINAL TECHNICAL CONTROL**

At the end of each race, a technical control with dismantling may be carried out on the first 3 machines and other machines chosen by random by the International Jury President and the FIM Technical Director.

**1.26 CHAMPIONSHIP POINTS AND CLASSIFICATION**

**1.26.1 Riders and constructors will compete for the FIM Road Racing e-Power International Championship**

**1.26.2 For riders, the points will be those gained in each race.**

**1.26.3 For Constructors, only the highest placed motorcycle of a Constructor will gain points, according to the position in the race.**

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

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

**1.26.5 All races will count for the Championship classification.**

**1.26.6 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 Championship at which the highest place was achieved will be taken into account with precedence going to the latest result.**

**1.26.7 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.**

**1.26.8 The World Champions are obliged to attend an official FIM ceremony.**

**1.27 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS**

- 1.27.1 Instructions may be given by the International Jury 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. Posting on the official notice board will be deemed as proof of delivery.**
- 1.27.2 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. Posting on the official notice board will be deemed as proof of delivery and official publication.**
- 1.27.3 Any communication from the International Jury or the Clerk of the Course to a team or rider shall be communicated in writing. Similarly, any communication from a team or rider to the International Jury or the Clerk of the Course shall also be made in writing.**

## SUPPLEMENTARY REGULATIONS

### 1. ANNOUNCEMENT

The \_\_\_\_\_ on behalf of \_\_\_\_\_

will organise the \_\_\_\_\_ at the circuit \_\_\_\_\_

This meeting will be held on \_\_\_\_\_ and will count towards the

2010 FIM International e-Power Championship \_\_\_\_\_ IMN:

### 2. THE SECRETARIAT OF THE ORGANISING COMMITTEE

Address of the organising committee: \_\_\_\_\_

Before the: \_\_\_\_\_

After the: \_\_\_\_\_

During \_\_\_\_\_ the \_\_\_\_\_ meeting:

\_\_\_\_\_

### 3. CIRCUIT

The length of the circuit is \_\_\_\_\_ km.

The race will be run clockwise / anti-clockwise.

A drawing of the circuit is enclosed.

### 4. JURISDICTION

The meeting will be held in accordance with the FIM Sporting Code, the CCR rules and these Supplementary Regulations.

The Organiser also commits to respect as much as possible the "Green line" charter of good practice.

## 5. OFFICIALS

- Jury President: \_\_\_\_\_
- Jury members: \_\_\_\_\_
- FMNR Delegate: \_\_\_\_\_
- Head of organisation: \_\_\_\_\_
- Clerk of the Course: \_\_\_\_\_
- Secretary of the meeting: \_\_\_\_\_
- Technical Director: \_\_\_\_\_
- Chief of technical inspections: \_\_\_\_\_
- Chief timekeeper: \_\_\_\_\_
- Chief Medical Officer: \_\_\_\_\_
- Environmental Steward: \_\_\_\_\_

Address of Jury members during the meeting:

## 6. NUMBER OF MACHINES ALLOWED

Practice :

Admitted to the start of the race :

Qualified for the race :

## 7. ENTRIES, DEPOSIT

Applications for entry shall be made on the official forms included with these regulations.

Applications shall be approved by the rider's FMN and shall reach the organisers not later than \_\_\_\_\_ midnight.

The organiser will select the applications and advise teams within 72 hours after the closing date of entries whether their applications have been accepted or rejected.

The maximum deposit amount for transponders is....

## 8. TECHNICAL INSPECTION

No rider or machine is permitted onto the track unless he/it has passed the technical inspections.

## 9. PRACTISING

It is strictly forbidden to ride racing machines on the course outside the official practice periods.

Schedule according to Art. 1.9.

**10. RACES: SCHEDULE**

Schedule according to Art. 1.9.

**11. PRIZE-GIVING**

Place - date

**12. PROTESTS**

All protests shall be made in accordance with the requirements of the FIM Disciplinary and Arbitration Code and be accompanied by a fee of (local currency - amount equivalent to 600 Euros)

**13. INSURANCE**

By endorsing the application form for entry the FMN of the rider certifies that the rider is insured in accordance with the FIM requirements.

In conformity with Article 110.1 of the Sporting Code, third party insurance in respect of riders covering accidents occurring during the meeting including practices will be the responsibility of the organiser.

This insurance includes a guarantee of \_\_\_\_\_ (local currency).

The organiser disclaims all responsibility for damage to a machine, its accessories and components arising out of an accident, fire or other cases.

**14. RENUNCIATION OF ANY RECOURSE AGAINST SPORTING AUTHORITIES**

Apart from the requirements of the FIM Sporting Code, riders and teams by participating renounce all rights of appeal against the organiser, his representatives or agents by arbitration or before a tribunal or any other manner not foreseen by the FIM Sporting Code for any damages for which they could be liable in consequence of all acts or omissions on the part of the organiser, his officials, representatives or agents in the application of these regulations or contributed to or arising out of their actions.

Enclosures:

- drawing of the circuit
- entry form

Place and date: \_\_\_\_\_

The President of the Organising Committee: \_\_\_\_\_

The Clerk of the Course: \_\_\_\_\_

The \_\_\_\_\_ Secretary of the Meeting:  
\_\_\_\_\_

Approved on: \_\_\_\_\_

(FMNR)

Approved on: \_\_\_\_\_

(FIM/CCR)

Meeting: \_\_\_\_\_

IMN: \_\_\_\_\_

### Jury meeting No. 1

The first Jury meeting will take place 1 1/2 hours before the beginning of the free practice.

Venue: \_\_\_\_\_ Date: \_\_\_\_\_ Time: \_\_\_\_\_  
End: \_\_\_\_\_

#### 1. Presence:

##### 1.1 Members of the Jury with voting rights

President: \_\_\_\_\_

Member: \_\_\_\_\_

FMNR Delegate: \_\_\_\_\_

##### 1.2 Members of the Jury without voting rights, designated by the FIM

Medical delegate: \_\_\_\_\_

##### 1.3 Clerk of the Course

\_\_\_\_\_

##### 1.4 FMN delegates

\_\_\_\_\_

##### 1.5 Environmental steward

\_\_\_\_\_

##### 1.6 Others

\_\_\_\_\_

#### 2. Supplementary Regulations

- third party insurance policy
- possible alterations
- additions

#### 3. Riders accepted

#### 4. Condition of the track

#### 5. Condition of services

**Timekeeping, results, communications, sanitary installations, paddock, pits, etc.**

**6. Fire fighting procedure**

**7. Next Jury meeting**

### **The International Jury**

**The President    The Secretary**

Meeting: \_\_\_\_\_

IMN: \_\_\_\_\_

Jury meeting No.

Venue: \_\_\_\_\_ Date: \_\_\_\_\_ Time: \_\_\_\_\_  
End: \_\_\_\_\_

**1. Presence:**

**1.1 Members of the Jury with voting rights**

President: \_\_\_\_\_

Member: \_\_\_\_\_

FMNR Delegate: \_\_\_\_\_

**1.2 Members of the Jury without voting rights, designated by the FIM**

Medical delegate: \_\_\_\_\_

**1.3 Clerk of the Course**

\_\_\_\_\_

**1.4 FMN delegates**

\_\_\_\_\_

**1.5 Environmental steward**

\_\_\_\_\_

**1.6 Others**

\_\_\_\_\_

**2. Minutes of the meeting No.**

**3. Track Inspection**

**4. FIM prizes: official exchange rate**

5. **Technical inspections**
  - 5.1 **Inspections carried out**                      **Total**  
    **number of riders**  
    **number of machines**
  - 5.2 **Special checks carried out**  
    - noise  
    - weights  
    - others
6. **Riders briefing**
7. **Protests**
8. **Rule infractions, Sanctions**
9. **Ratification of practice results**
10. **Report of the Clerk of the Course**
11. **Falls/Accidents**
12. **Starting grid**
13. **Closed park**
14. **Miscellaneous**
15. **Next Jury meeting**

**The International Jury**

**The President      The Secretary**

Meeting: \_\_\_\_\_ IMN: \_\_\_\_\_

**Final Jury meeting**

Venue: \_\_\_\_\_ Date: \_\_\_\_\_ Time: \_\_\_\_\_  
End: \_\_\_\_\_

**1. Presence:**

**1.1 Members of the Jury with voting rights**

President: \_\_\_\_\_

Member: \_\_\_\_\_

FMNR Delegate: \_\_\_\_\_

**1.2 Members of the Jury without voting rights, designated by the FIM**

Medical delegate: \_\_\_\_\_

**1.3 Clerk of the Course**

\_\_\_\_\_

**1.4 FMN delegates**

\_\_\_\_\_

**1.5 Environmental steward**

\_\_\_\_\_

**1.6 Others**

\_\_\_\_\_

**2. Minutes of the meeting No.**

**3. Track Inspection**

**4. Final scrutineering check**

**5. Protests**

**6. Rule infractions, Sanctions**

**7. Ratification of the results**

8. **Dispatch of the results (by fax or e-mail) to the FIM**
9. **Report of the Clerk of the Course**
10. **Falls/Accidents during the races**
11. **Unexcused absences**
12. **Podium ceremony**
13. **Overall impression of the meeting**

**The International Jury**

**The President    The Secretary**

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## **2. TECHNICAL REGULATIONS**

The technical concept is for motorcycles with two wheels, having traction on one or both wheels, to be powered without the use of carbon based fuels and having zero toxic/noxious emissions.

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

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

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

### **2.1 GENERAL SPECIFICATIONS.**

2 wheeled electric propelled motorcycles, powered solely by stored electricity (battery/accumulator).

The number of electric motors and propelled wheels is free.

#### **2.1.1 Charging the accumulator**

Energy supply will be provided in the paddock at the times and locations determined by the organiser.

During practices and race riders are allowed to charge accumulator in the pit lane. It is compulsory to declare the process and technology to the FIM Technical Director.

The charging system must be separate from the machine and comply with all electrical safety requirements including thermal overload trip, fusing and be equipped with an earth leakage protection breaker.

### **2.2. TECHNICAL CONTROL**

As a condition of entry, a Technical Construction File must be submitted with the race entry, using the template provided (ref: FIM Technical Construction file). This must provide the

basic information listed, as well as the design steps taken to ensure safety for rider, team, spectators, officials and marshals.

The Technical Director shall check both the machine and the rider for compliance with the technical specifications, as well as the employment of good engineering construction practice, the provision of adequate electrical insulation and weatherproofing.

The rider must wear his clothing to Technical Control to demonstrate good fit.

Damaged machines must be returned to the technical control area for examination after race or practice. In such circumstances it is the responsibility of the competitor to ensure both his machine and clothing have been rechecked and approved before further use in the event.

It is the responsibility of the rider to ensure that a machine used in competition is electric, mechanically and structurally in a safe condition.

#### **2.2.1 Conformity**

It is the duty of each competitor to show the Technical Stewards of the meeting that his/her vehicle fully complies with these rules and the rules governing the meeting, in their entirety at all times.

### **2.3 COMPONENTS**

#### **2.3.1 Number Plates**

The background colours and figures (numbers) are green background with white numbers.

The sizes for all the front numbers are:

|                        |               |
|------------------------|---------------|
| <b>Minimum height:</b> | <b>160 mm</b> |
| <b>Minimum width:</b>  | <b>80 mm</b>  |
| <b>Minimum stroke:</b> | <b>25 mm</b>  |

The size for all the side numbers is:

|                        |               |
|------------------------|---------------|
| <b>Minimum height:</b> | <b>160 mm</b> |
| <b>Minimum width:</b>  | <b>80 mm</b>  |
| <b>Minimum stroke:</b> | <b>25 mm</b>  |

The allocated number for the rider must appear at least three times on the machine. The number on the front must be affixed only once in the centre of the fairing. The two side

numbers must be located on the left and right side of the seat or the fairing. The numbers must be visible to spectators and officials from both sides of the track.

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

### 2.3.2 Handlebars

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

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

Whatever the position of the handlebars, the front wheel, tyre and the mudguard, a **minimum clearance of 10 mm must remain** with the motorcycle (parts).

Solid stops, (other than steering dampers) must be fitted to ensure a minimum clearance of 30 mm between the handlebar with levers and the body when on full lock to prevent the rider's fingers from becoming trapped.

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

The repair by welding of light alloy handlebars is prohibited.

### 2.3.3 Control levers

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

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

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

### 2.3.4 Power control

A 'self-closing' throttle (power control) must be applied

### 2.3.5 Foot Rest/Foot Controls

~~With the exception of vehicles of Group A2 (scooters)~~ Foot rests may be rigidly mounted. Folding type footrests must incorporate a device to return them to the normal position.

The end of the foot rest must have at least an 8mm solid spherical radius.

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

### 2.3.6 Wheel and rims

- 1) Carbon wheels are forbidden.
- 2) If an OEM or aftermarket wheel is modified by the participant, he must supply the FIM technical director with documentation proving the correct dimensioning of the parts.

### 2.3.7 Tyres

Tyres are free.

The use of tyre warmers is allowed.

### 2.3.8 Streamlining

The use of carbon fibre or carbon composite materials is allowed only in local reinforcements (strips) of the fairing.

Air foils or spoilers may only be fitted on solo machines when they are an integral part of the fairing or seat. They must not exceed the width of the fairing nor be positioned above the height of the handlebar. Sharp edges must be rounded off. No movable aerodynamic devices are permitted.

The maximum width of the bodywork must not exceed 800 mm. The width of the seat or anything to its rear shall not be more than 500 mm.

Any part of the streamlining which faces rearwards must be finished with rounded edges.

The rider must be completely visible from either side except for the rider's hands and forearms which may be obscured by bodywork, the inclination of the number plate must not render the front number plate invisible when viewed from the front.

Bodywork must not extend beyond a line drawn vertically at a distance of 200 mm to the leading edge of the front tyre and a line drawn vertically at a distance of 400 mm to the rearward edge of the rear tyre. The suspension should be fully extended when the measurement is taken.

With both wheels (tyres) on the ground, it must be possible to lean an unloaded motorcycle at an angle of 45° from the vertical position without any other part touching the ground.

### **2.3.9 Machine Weight**

Motorcycle minimum weight is 100 kg and up to 300 kg. The machine will be weighed 'ready-to-race'. No weight tolerance will be applied at the technical verification checks after practice and race.

### **2.3.10 Overall Dimensions**

Maximum length of the vehicle: 2700 mm  
Maximum width: 800 mm (2 wheeled vehicles)

### **2.3.11 Materials**

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

1. Titanium test to be performed on the track: Magnetic test (titanium is not magnetic).
2. The 3 % nitric acid test (titanium does not react. If the metal is steel, the drop will leave a black spot).
3. Specific mass of titanium alloys 4,5-5, of steel 7,5-8,7 can be ascertained by weighing the part and measuring its volume in a calibrated glass filled by water (intake valve, rocker, connecting rod, etc.)
4. In case of doubt, the test must take place at a Materials Testing Laboratory.

### **2.3.12 Chassis Number**

A unique number must be embossed visibly on an easily accessible part of the chassis. In addition, a label made from durable material must be affixed in an easily accessible and visible location. The label must permanently display the name of the manufacturer, the model of the vehicle and its chassis number.

## **2.4 ELECTRICAL EQUIPMENT**

### **2.4.1 IEC Publications**

If no specific rule exists in these Technical Rules, the relevant IEC Standard (International Electro-technical Commission Standard) or Report has to be observed:

(Note: IEC Publications may be replaced by ISO publications, in the future.)

- IEC 60529: Degrees of protection provided by enclosures (IP Code).
- IEC 60783: Wiring and connectors for the road vehicles.  
This report is applicable to cabling and connectors used in battery electric road vehicles.
- IEC 60784: Instruments for electric road vehicles.  
This report is applicable to the instrumentation of electric road vehicles, excluding those items which are used as instrumentation in vehicles with internal combustion engines.
- IEC 60785: Rotating machines for electric road vehicles.  
This report is applicable to rotating electrical machines [traction motors and auxiliary motors] of electric road vehicles including hybrids, which are fed from the main traction batteries).
- IEC 60786: Controllers for electric road vehicles.  
This report is applicable to the equipment on electric vehicles that control the rate of energy transfer between the traction battery or batteries and the motor or motors).

### **2.4.2 Accumulator (storage battery)**

The accumulator is defined as any equipment used for the intermediate storage of electrical energy supplied by the charging unit. Any on-board accumulator is considered as an integral part of the vehicle's accumulator.

The type, dimensions and weight of accumulator/s cannot be changed between official practices and race.

All on-board electrical equipment, unless consisting of items originally powered by dry batteries, small accumulators or their own solar cells, must receive its energy supply from the vehicle's official accumulators.

**IMPORTANT:** As a condition of entry, a Material Data Safety Sheet must be supplied with the race entry for the machine, including all relevant details as to the accumulator chemistry, human and environmental hazards, handling and specific fire risks and precautions.

#### **2.4.3 Energy recovery**

Recovering energy generated by the kinetic energy of the vehicle is permitted.

#### **2.4.4 Use of outside energy sources**

The use of any carbon based source of energy in any form whatsoever with the aim of improving the performance of the vehicle is strictly prohibited. This includes the energy used to drive the vehicle's cooling system.

#### **2.4.5 Propulsion system failure**

The vehicle must be able to freewheel in the event that the propulsion system has stopped (i.e. Fuel/Charge exhausted or system failure).

#### **2.4.6 Electrical safety**

In no part of the vehicle's electrical equipment may there be voltages of more than 500 volt referred to chassis and system ground respectively (system ground is the ground of the electrical equipment). Between system ground and chassis or body of the vehicle no more than 50 volts are allowed.

The voltage is limited to 500 volt between any two points. In cases where the voltage of the power circuit exceeds 42 volt, this power circuit must be separated from the onboard circuit by an appropriate insulator.

Symbols warning of 'High Voltage' must be displayed on or near the electrical equipment protective covers; all symbols must comprise a black flash of lightning inside a yellow triangle with a black border. The sides of the triangle must measure at least 12 cm, but may be larger if practical.

The power circuit consists of all those parts of the electrical equipment which are used to propel the motorcycle. The on-

board circuit consists of all those parts of the electrical equipment which are used for signalling, lighting or communication.

All parts of the electrical equipment must be protected to at least the equivalent of IP 44 type protection (dust proof and splash proof).

#### **2.4.7 General circuit breaker – 'Emergency Stop'**

Two emergency stop switches (circuit breakers) are required as a stop has to be easily accessible both to the rider and to marshals.

When seated in a normal riding position, the rider must be capable of interrupting all electrical transmission between the accumulators and the energy consumers by means of a spark-proof general circuit breaker situated in front of him. This breaker must be located in such a way that it can be also operated from outside the vehicle. This breaker must be clearly identified as such. The use of a lanyard attached to the rider to operate this breaker as an alternative to a button is permitted.

The general circuit must also include a second general circuit breaker which shall be located behind the rider, positioned and easily recognised taking into account that the vehicle may be on one side following an incident. This circuit breaker must be operated by a red button and identified with a yellow disc (minimum 8 cm in diameter) reading 'Emergency' in red or black letters.

The options suggested below are acceptable, as are other solutions that meet the stated requirements. Teams will be required to demonstrate the operation of the Emergency Stops during technical inspection.

1. A low voltage switch (e.g. push button) as a control for a contactor relay in which the contactor can be mounted down near the motor and keep the power voltages and currents away from the rider and top side of the vehicle.
2. A relay with an integrated "breaker" switch, which requires running the full battery voltage to wherever this breaker is mounted.

Operation of the general circuit breaker must also isolate any pre-charge resistors, if installed.

In order to prevent contact melting of the general circuit breaker its ampere square seconds characteristics, representing heat energy dissipated on the breaker contacts during switching, must be sufficient to guarantee proper operation of the circuit breaker, even under surge current conditions, in particular those occurring during the connection of the accumulator to the power plug.

Low power accumulators provided for low voltage circuits, e.g. auxiliary circuits, do not have to be isolated by the general circuit breaker – Emergency Stop provided that they are completely isolated from the main power accumulators.

#### **2.4.8 Power Indicator**

When the vehicle is in a powered on state, there must be two clearly visible indicators, one light on the instrument panel and one light on the rear of the vehicle.

The rear light must be red and visible from at least 10m away, from the side or rear, and must flash between 1 – 2 times / second on a 50% duty cycle.

#### **2.4.9 Fuses (over-current trip switches)**

An over-current trip is a device which automatically interrupts the electrical current in which it is installed if the level of this current exceeds a defined limit value for a specific period of time.

Fuses and circuit breakers (but never the motor circuit breaker) count as over current trips. Extra fast electronic circuit fuses and fast fuses are appropriate. The fuses must be in an easily accessible location and as close as possible to the accumulator at both polarities.

All electrical cables inside the motorcycle must be protected by means of over currents trips rated according to the diameter of the individual conductors. Over-current trips must under no circumstances replace the general circuit breaker (Emergency Stop Button).

#### **2.4.10 General electric safety**

It must be ensured that the components used cannot cause injury under any circumstances, either during normal operation or in foreseeable cases of malfunction. It must be ensured that the components used for protecting persons or objects can reliably fulfil their function for an appropriate length of time.

#### **2.4.11 Insulation resistance**

**Every part of the electrical equipment must have a minimum insulation resistance between all live components and earth.**

**For equipment with up to 300 volt to earth, the insulation resistance must reach the following value: 250 k Ohms.**

**For equipment with more than 300 volt to earth, the insulation resistance must reach the following value: 500 k Ohms.**

**The measurement of the insulation resistance must be carried out using a dc Voltage of at least 100 volts.**

#### **2.4.12 Dielectric strength**

**All electrical equipment of the vehicle conducting electric must fulfil the following conditions:**

**With regard to the dielectric strength, a distinction must be made between materials with light, normal or reinforced insulation.**

**Normal insulation is insulation which can withstand a test voltage of at least 2000 volt at 50 hertz for a period of one minute. It must only be used for electrical circuits with a nominal voltage not exceeding 500 volt.**

**Light insulation must not be used (except for the on-board circuit).**

**All electric live parts must be protected against accidental contact. Insulating material not having sufficient mechanical resistance, i.e. paint coating, enamel, oxides, fibre coatings (soaked or not) or insulating tapes are not accepted.**

**All electric conducting non live parts must be connected with the motorcycle ground.**

#### **2.4.13 Capacitors**

**Voltage across capacitors belonging to the power circuit should fall below 65 volts within 5 seconds after the general circuit breaker is opened or the over current trips of the accumulator are blown.**

#### **2.4.14 Accumulator fastening**

The accumulator must be installed securely inside the vehicle and be protected against short-circuits and leakage. The accumulator must be attached to the frame or chassis using metal clamps with an insulating covering.

The fixing method must be designed in such a way that neither the accumulator nor the fastening device itself nor its anchorage points can come loose, even when subjected to a crash. A solid partitioning bulkhead must separate the location of accumulator from the rider. Each accumulator box must include an air intake with its exit.

The accumulator installation must ensure that in the event of accumulator cell leakage or explosion, the contents are kept away from the rider and do not interfere in any way with the rider's vision or the safe handling of the machine.

## **2.11 PROTECTIVE CLOTHING AND HELMETS**

**2.11.1** Riders shall wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, shoulders, hips etc.

**2.11.2** Linings or undergarments shall not be made of a synthetic material which might melt and cause damage to the riders' skin.

**2.11.3** Riders shall also wear leather gloves and boots, which with the suit provides complete coverage from the neck down.

**2.11.4** Leather substitute materials may be used, providing they have been checked by the Chief Technical Steward.

**2.11.5** Use of a back protector is highly recommended.

**2.11.6** Riders shall wear a helmet which is in good condition, provides a good fit and is properly fastened.

**2.11.7** Helmets shall be of the full face type and conform to one of the recognised international standards:

- Europe ECE 22-05 'P'
- Japan JIS T 8133 : 2000 (until 31.12.2011)
- Japan JIS T 8133 : 2007
- USA M 2005 (until 31.12.2011)
- USA M 2010

**2.11.8** Visors shall be made of a shatterproof material.

- 2.11.9 Disposable "tear-offs" are permitted.**
- 2.11.10 Any question concerning the suitability or condition of the riders clothing and/or helmet shall be decided by the Technical Director, who may, if he so wishes, consult with the manufacturers of the product before making a final decision.**
- 2.12 PROCEDURE OF TECHNICAL CONTROL**
- 2.12.1 The rider is at all times responsible for his machine.**
- 2.12.2 The Chief Technical Steward shall be in attendance for an event at least 1 hour before the technical verifications are due to begin. He shall inform the Clerk of the Course, the Jury President and the FIM Technical Director of his arrival.**
- 2.12.3 He shall ensure that all Technical Stewards, appointed for the event, carry out their duties in a proper manner.**
- 2.12.4 He shall appoint the Technical Stewards to individual posts for the race, practices and final control.**
- 2.12.5 One rider, or his mechanic, shall be present with the machine for Technical control within the time limits stated in the Supplementary Regulations. The maximum number of persons present at the technical verification will be the rider, plus two others. In addition, the Team Manager will also be allowed.**
- 2.12.6 The FIM Technical Director/Chief Technical Steward shall inform the International Jury of the results of the Technical control. The FIM Technical Director/Chief Technical Steward will then draw up a list of accepted machines and submit this list to the Clerk of the Course.**
- 2.12.7 The FIM Technical Director/Chief Technical Steward has the right to inspect any part of the machine at any time of the event.**
- 2.12.8 Any rider failing to report as required below may be disqualified from the event. The International Jury may forbid, any team who does not comply with the rules, or any rider who can be a danger to other participants or to spectators, to take part in the practice sessions or in the races.**
- 2.12.9 The Technical control shall be carried out in accordance with the procedure and times fixed in the Supplementary Regulations of the event.**

- 2.12.10** The FIM Technical Director/Chief Technical Steward will refuse any machine that does not have a correctly-positioned positive transponder attachment. The transponder shall be fixed to the machine 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 shall also be secured by a tie-wrap.
- 2.12.11** The rider or mechanic shall present a clean machine and in conformity to the FIM rules. He shall also present a duly filled in and confirmed technical card
- 2.12.12** An overall inspection of the machine shall be carried out in conformity with the FIM rules. Accepted machines will be marked with paint or a sticker.
- 2.12.13** FIM Technical Director/Chief Technical Steward has the final authority in case of a dispute on the conformity of the parts in question and for acceptance thereof.
- 2.12.14** Before each practice the Technical Steward shall confirm that the machine has passed the Technical control by checking the Technical control sticker before the machines go on the track.
- 2.12.15** Only accepted machines may be used in practices and races.
- 2.12.16** Approximately 30 minutes after the Technical control have been completed, the FIM Technical Director/Chief Technical Steward shall submit to the International Jury list of accepted machines and riders.
- 2.12.17** If a machine is involved in an accident, the FIM Technical Director/Chief Technical Steward shall check the machine, together with the helmet and clothing of the rider involved, to ensure that no defect of a serious nature has occurred.

If a machine was stopped with a black flag with orange disc, the FIM Technical Director/Chief Technical Steward shall check the machine.

In both cases, it is the responsibility of the team to present the machine (together with helmet and clothing of the fallen rider) for this re-examination in case they wish to continue.

If the helmet is defective, the Chief Technical Steward shall retain this helmet. The organiser shall send this helmet, together with the accident and medical report (and pictures

and video, if available) to the Federation of the rider. If there are head injuries stated in the medical report, the helmet then shall be sent to a neutral institute for examination.

## **2.13 VERIFICATION GUIDELINES FOR TECHNICAL STEWARDS**

- Make sure all necessary measures and administrative equipment are in place at least 1 hour before the Technical control (see separate list) is due to open (time in Supplementary Regulations).**
- Decide who is doing what and note decisions. "Efficiency" shall be the watchword. Always keep cheerful and remember the reasons for Technical controls: SAFETY AND FAIRNESS.**
- Be well informed. Make sure your FMN has supplied you with all technical "updates" that may have been issued subsequent to the printing of the Technical Rule Books. Copies of all homologation documents shall be in your possession.**
- Inspection shall take place under cover with a large enough area (min. surface 100 sq. metres) to handle the technical verifications in two lines.**
- Weighing apparatus shall be accurate and practical. Certified master weights and their certificate shall be available for verifying.**
- Rules regarding sound level and measurement shall be respect**

### **2.13.1 Preparations, procedures**

**At each circuit, an area shall be designated as the Technical control Area. In this area, under the control of the FIM Technical Director/Chief Technical Steward, suitable equipment will be available to conduct proper inspections.**

**The Technical control will be carried out in accordance with the schedule set out in the Supplementary Regulations.**

**Technical Stewards shall be available throughout the entire event to check motorcycles and equipment as required by the FIM Technical Director/Chief Technical Steward.**

**Presentation of a machine will be deemed as an implicit**

**statement of conformity with the technical regulations.**

**The Technical Stewards shall inspect the motorcycles for obvious safety omissions.**

**The Technical Stewards shall inspect that the motorcycle conforms to all technical rules laid out in the Regulations.**

**1) All classes**

**All machines will be required for weight and/or sound check at the pre-race technical inspection.**

**The scales and sound meter will be available to the teams or riders for pre-race checking in the technical control area.**

**Sound test should take place in a clear area adjacent to the Technical control at least 5 metres from any possible sound reflecting obstruction.**

**The riders shall be aware that the weight and sound may be controlled at random during practice in the pit-lane and at the end of the race.**

**Claiming that the sound and weight were not officially controlled before the race will not be grounds for appeal. Conformity of the rules is the responsibility of the rider.**

**The FIM Technical Director/Chief Technical Steward reserves the right to spot check the weight and sound of any machines on pit row during free practice and official practice. This can occur at any time during the free practice and in the first ten minutes of any official (timed) practice. This will be carried out with the least possible inconvenience to the rider.**

**Machines arriving later than the first free practice shall be controlled in the technical control area.**

**At the conclusion of the inspections, a small sticker or coloured mark will be placed on the frame indicating that the machine had passed inspection**

**The Technical Stewards shall re-inspect any machine that has been involved in an accident.**

**The Technical Stewards shall be available, based on instructions from the FIM Technical Director/Chief Technical Steward, to re-inspect any motorcycle for technical compliance during the event.**

**During the technical inspection in the closed park the**

mechanics shall assist with the inspections. A maximum of four (4) team members per rider is allowed in the closed park during the post-race technical inspection. Downloading of data is allowed in the closed park.

Representatives of the tyre manufacturers are allowed in the closed park.

## 2) Practice

### – Dry Practice :

Every machine used in free or official practice may be checked.

The minimum checks are weight and sound. The FIM Technical Director/Chief Technical Steward may request other checks.

### – Wet practice :

The FIM Technical Director/Chief Technical Steward may perform certain checks during/after a wet practice.

## 3) Final inspection at the end of the race

Machines may be checked at least for the following compliance points:

### – Weight :

The weight will be checked in the condition that the machine has finished the race. No elements can be added to the machine, neither fuel, oil, water nor tyres.

### – Sound : compliance with minimum sound limit

The FIM Technical Director/Chief Technical Steward may require a team to provide parts or samples, as he may deem necessary to confirm compliance with the rules.

## 4) Appointment and attendance

The Technical Stewards shall be present and available during the opening hours of the Technical control area. FIM Technical Director/Chief Technical Steward will instruct the Technical Stewards to verify motorcycles for compliance with technical and safety rules.

## 5) Administration day / Technical control:

|   |               |
|---|---------------|
| For all teams:  | min. 3 people |
| Tasks: Inspection of machine safety,<br>clothing and helmets                      |               |
| (NO SOUND OR WEIGHT CONTROL)  |               |
| Administration tasks:<br>Saturday :   | 1 person      |
| Technical control: free practice and<br>official qualifying sessions              |               |
| <u>Task</u> : Inspection of machine safety:<br>Sound and Weight:                  | 3 persons     |
| Inspection of crashed machines and<br>Technical controls                          | 2 persons     |
| <u>Administration tasks</u> :   | 1 person      |
| b) Sunday:<br>Technical control during race day                                   |               |
| <u>Before race</u> : safety checks on start<br>grid:                              | as required   |
| <u>After race</u> : Technical control sound<br>weight and carburation instruments | 3 persons     |
| Displacement checks   | 2 persons     |
| Administration  | 1 person      |

**NOTE: This is the required minimum of Technical Stewards.  
The number may of course be higher.**

**All final verification points to be decided in co-operation with  
the International Jury President and the FIM Technical  
Director/Chief Technical Steward. Post-race checks are under  
extreme pressure. It is important to be very well organised.**

**The Chief Technical Steward must report to the Jury after the  
final verifications.**

#### **6) Minimum Equipment list**

- Revolution meter
- Sound meter and calibrator
- Slide caliper
- Depth gauge
- Steel measuring tape
- Seals
- Colour for marking parts
- Magnet for materials testing

#### 7) Documents list

- Regulations of the current year
- Supplementary Regulations
- Homologation documents
- CD-Rom with homologations
- Technical control forms
- Writing materials

### 2.14 SOUND LIMITS

Minimum: 60 dB/A, Maximum: 90 dB/A measured at 60 km/h.

The sound will be controlled with the microphone placed at 2 m from the line of the passing bike at an angle of 90°, at least 100 cm above the ground.

Sound will be controlled at the discretion of the Technical Director.

2.14.1 Apparatus for sound control shall be to international standard IEC 651, Type 1 or Type 2.

2.14.2 The sound level meter shall be equipped with a calibrator for control and adjustment of the meter during periods of use.

2.14.3 The "slow response" setting shall always be used.

### 2.15 GUIDELINES FOR USE OF SOUND LEVEL METERS

2.15.1 The Sound Control Officer (NCO) shall arrive in sufficient time for discussions with the Technical Director and other Technical Stewards in order that a suitable test site and testing policy can be agreed.

2.15.2 Sound level measuring equipment shall include a compatible calibrator, which shall be used immediately before testing begins and always just prior to a re-test if a disciplinary sanction may be imposed.

Two sets of equipment shall be available in case of failure of tachometer, sound level meter or calibrator during technical control.

- 2.15.3 Before testing, the NCO should if possible liaise with a maximum of two holders of FIM Sponsor's or Manufacturer's licences, or team managers, who have sound test equipment including calibrators, in order to agree the accuracy of the official sound level meter.
- 2.15.4 Tests should not take place in rain or excessively damp conditions. Machines considered excessively noisy shall be individually tested if conditions allow.
- 2.15.5 In other than moderate wind, machines should face forward in the wind direction. (Mechanical sound will blow forward, away from microphone).
- 2.15.6 'Slow' meter response shall be used.
- 2.15.7 'A' weighted setting on sound level meter.
- 2.15.8 Always round down meter reading, that is: 107.9 dB/A = 107 dB/A.
- 2.15.9 Ambient temperature

Below 10° Celsius: deduct 1 dB/A

Below 0° Celsius: deduct 2 dB/A

All tolerances are accumulative. Action and decisions will be taken after discussions with the FIM Technical Director/Chief Technical Steward.

### **3. DISCIPLINARY AND ARBITRATION CODE**

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The regulations will be defined by the “FIM DISCIPLINARY AND ARBITRATION CODE”.

#### **4. CIRCUIT STANDARDS**

**Circuit standards will be defined by the "FIM STANDARDS FOR ROAD RACING CIRCUITS" (SRRC).**

**5. MEDICAL CODE**

**The regulations will be defined by the “FIM MEDICAL CODE”.**

## **ANTI-DOPING CODE**

**The regulations will be defined by the “FIM ANTI-DOPING CODE”.**

## **7. ENVIRONMENTAL CODE**

**The regulations will be defined by the “FIM ENVIRONMENTAL CODE”.**

## **DIAGRAMMES**

**Reprendre diagrammes O jusqu'aux normes de casques utilisées pour le Superbike Supersport Superstock**