

NORTHERN TALENT CUP REGULATIONS

2024




NORTHERN TALENT CUP



FIM
EUROPE



**FIM EUROPE
NORTHERN TALENT CUP
REGULATIONS**

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Articles amended since **2023** for the **2024** season are in red

Articles amended during the **2024** season are in red and bold type

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GENERAL UNDERTAKINGS AND CONDITIONS

All riders, teams' personnel, officials, organizers and all the persons involved in any capacity whatsoever participating in the *Northern Talent Cup* (hereinafter referred to as NTC or "Cup") undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

1. SPORTING REGULATIONS – FIM Europe RR 01 and RR 02
2. TECHNICAL REGULATIONS
3. DISCIPLINARY AND ARBITRATION CODE
4. FIM Standards for Circuits or RR 07 FIM Europe Standards for Road Racing Circuits
5. MEDICAL CODE
6. ANTIDOPING CODE
7. ENVIRONMENTAL CODE
8. FIM CODE OF ETHICS

as supplemented and amended from time to time.

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

All the persons mentioned above may be penalised in accordance with the provisions of the Northern Talent Cup Regulations (hereinafter referred to as "NTC 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 time observe the FIM Anti-Doping Code and may be penalised accordingly.

1. SPORTING REGULATIONS

1.1 INTRODUCTION

1.1.1 A series of motorcycle races counting toward the NTC for riders will be organized.

1.1.2 Official documents relating to a meeting must bear the official logo of FIM Europe and the meeting's registration number (IMN).

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 NTC (Northern Talent Cup) Race Direction and Panel of Stewards during that period.

1.2.2 Events must be staged on race circuits that have been homologated by the FIM or FIM Europe for the Cup.

1.2.3 The Event Promoter is responsible for providing the facilities and personnel to ensure the smooth and efficient running of the event.

1.2.4 The Event Promoter shall obtain insurance for third party liability according to article 110.1.1 of the FIM Sporting Code or article 1.2.7 of the FIM World Championship Grand Prix Regulations. For Events together with IDM according FIM Europe Sporting Code article 110.1.

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

1.2.6 At least 30 days prior to the Event, the Promoter of the event must submit the following information to the:

a – Confirmation of the name and address of the Promoter, including email address, 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, length and pole position placement.

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 circuit Chief Medical Officer.

i – The name, address and telephone number of the hospitals designated for the event.

1.3 THE PADDOCK

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

1.3.2 Access must be available for teams' staff arriving to set up between the hours of 08:00 and 20:30 with the proper accreditation

1. The entrance procedure for trucks and working vehicles will be the following:
2. The team arrives at the Circuit gate and identify themselves.
3. They wait for a person from the Organization/ Circuit to check the accreditation of the vehicles for the Event. After that, the Organization/Circuit will indicate to them the NTC tent location in the paddock for unloading their material.
4. Any vehicle arriving after the entrance time will have to wait at until the next paddock opening time.

The entrance and exit time to the paddock and/or NTC tent for working vehicles which have already been accredited for the Event will be indicated depending on the event in Team Book and detailed timetable for events may be consulted on the Cup web site www.northerntalencup.com

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

1.3.4 When the Paddock is occupied there must be an adequate medical and firefighting service available to all riders, teams, manufacturers, sponsors, service companies, officials, FIM, FIM Europe, Dorna, ADAC etc.

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

1.3.5 Full security must be supplied to the Paddock area from at least midnight of the day prior to the first practice day until midnight of the day after the event.

1.4 OFFICIALS

1.4.1 Permanent Officials

All permanent officials shall be appointed for the Cup by The Relevant Commission.

The following officials will be appointed to perform supervisory and executive roles.

NTC Race Director

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

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

In case of Event held with Moto GP or WSBK the NTC Race director had no competence for the application of sanctions.

In case of Events held with IDM the Race director shall be the first step for the application of sanctions.

The Clerk of the Course shall work in permanent consultation with the NTC Race Director.

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

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

Starter

Responsible for the start procedure.

1.4.2 Individual Event officials

All individual Event Officials shall be appointed for each event by the FMNR /Organiser and shall be approved by the FIM Europe and/or FIM. They are:

1.4.2.1 Clerk of the Course – Responsible for:

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

The stationing of all track personnel and equipment (i.e. marshals, fire-fighting services, Moto-taxi, recovery/intervention vehicles, flags, etc.) alongside the Circuit no later than 30 minutes prior to the beginning of all practice sessions and warm-ups.

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

The NTC Race Director, the Clerk of the Course and the Medical Director (CMO in case of IDM Events) will make the final inspection of the Circuit to ensure this regulation is complied with, 30 minutes prior to the beginning of the day's first practice sessions and/or warm up.

During the final inspection lap, the **waved flags, LED panels and other equipment requested by the NTC Race Director must be displayed at each marshal post.**

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

1.4.2.2 Secretaries – Responsible for:

- a) During the event effecting communications between the various officials.
- b) Providing secretarial support for the NTC Event Management Committee, the NTC Race Direction and the Panel of Stewards.

1.4.2.3 Other Officials

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

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

1.4.3 The NTC Race Direction

The NTC Race Direction shall be appointed for the Championship by the relevant Commission

1.4.4 The Panel of Stewards

The Panel of Stewards shall be appointed for each event by FIM or FIM Europe, or by FMNR where it is necessary

1.5 NTC EVENT MANAGEMENT

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

The NTC Race Director – who will chair the meetings,

The Clerk of the Course,

The National Chief Medical Officer,

The NTC FIM, or FIM Europe Representative (also acting as Chief Steward).

The NTC organization and/or Dorna representative.

1.5.2 At any time the duties of the members of the NTC Event Management Committee are:

- a) To ensure the smooth and efficient running of the event.
- b) To make recommendations to the NTC Race Direction concerning any organisational matter that is in contradiction to the Organiser's protocols or the Regulations.
- c) To report to the NTC Race Direction any infringements of the Regulations.

1.5.3 The NTC Event Management Committee will meet at any time required during the event, either in person or via electronic meeting. Meetings will be held, in principle:

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

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

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

1.5.6 The composition of the NTC Race Direction and of the Panel of Stewards must be clearly stated during the 1st meeting of the NTC Event Management Committee.

1.5.7 The NTC Race Director may also invite the participation of Officials or other persons to assist in the meetings. However, these invited persons will have no right of vote.

1.5.8 The duties of the NTC Event Management Committee are:

- a) To receive reports from the various Officials concerning scrutineering, practice and races.
- b) To make recommendations to the Promoter to improve the smooth and efficient running of the event.

1.6 NTC RACE DIRECTION

1.6.1 The NTC Race Direction will comprise the following persons:

- The NTC Race Director
 - For events held with MotoGP this will be the MotoGP Deputy Race Director or MotoGP Race Director.

- For events held with WorldSBK this will be the WorldSBK Deputy Race Director, the WorldSBK Race Director or a person designated by Dorna.
- For events held with EWC this will be the EWC safety Officer, EWC Race Director, or a person designated by Dorna.
- For stand-alone events this will be a person designated by DORNA
- The NTC FIM Europe or FMNR Representative or ADAC Representative (also acting as Chief Steward)
 - For events held with MotoGP this will be one of the FIM MotoGP Stewards.
 - For events held with World SBK this will be the FIM World SBK Stewards.
 - For events held with EWC this will be one of the FIM EWC Stewards,
 - For stand-alone events this will be the Chief Steward of the event nominated by FIM Europe.
- The NTC Organization and/or DORNA Representative

1.6.3 Each member has one vote. Decisions are based on a simple majority. However, in case of a tie, the NTC Race Director will exercise a casting vote.

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

1.6.5 The duties of the NTC Race Direction are:

- a) To take decision as provided in the Regulations.
- b) To impose penalties for any infringements of the Regulations.
- c) To make changes in the conduct and/or format of a race and/or a practice session based on safety considerations and provided that such decision is absolutely necessary to resolve a situation not foreseen in the Regulations. In such exceptional cases, such decision may prevail over specific provisions of the Regulations.
- d) Provided that it is absolutely necessary to resolve a situation not foreseen in the Regulations, the Race Direction may issue pre-race instructions or clarifications and in specific cases even create pre-race regulations (e.g. to take into account the local conditions at a particular circuit). However, such actions may only be taken within the limits set out by the Regulations.
- e) To impose penalties on Promoters for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.
- f) To adjudicate on any protest relating to infringements of the Regulations. No protest may be lodged for matters pertaining to the Technical regulations.
- g) Decisions of the NTC Race Direction taken during track activities (practice and races) may be communicated on monitors. Such communications on public screens are considered valid notification.

1.7 THE FIM, FIM EUROPE OR FMNR STEWARDS “PANEL OF STEWARDS”

1.7.1 There will be a panel of up to three FIM, FIM Europe or FMNR Stewards (with FIM Sporting Steward licence), hereinafter referred to as “Panel of Stewards”, supervised by the Chief Steward who will chair the meetings.

1.7.2 The Chief Steward and the other Stewards are responsible for enforcing the Regulations. All Stewards officiating at more than four NTC events in any year shall be approved by the Permanent Bureau.

1.7.3 The quorum for a meeting of Panel of Stewards is two persons including a safety officer.

1.7.4 If the Chief Steward is indisposed during the Event then the second steward, FIM Europe or FMNR Steward will fill the vacancy.

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

1.7.6 The Panel of Stewards has no executive role in the running of the events.

1.7.7 The Panel of Stewards will meet at any time required during the event.

1.7.8 The Panel of Stewards are responsible for

a) Ensuring that the event is conducted according to the Regulations and reporting any infringement to the NTC Race Direction.

b) Adjudicating on any appeal against the decisions of the NTC Race Direction. In the case of an appeal, the Panel of Stewards will meet without the presence of the Chief Steward who was involved in the NTC Race Direction Decision being appealed.

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

1.8 THE CALENDAR

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

1.8.2 The season is defined as starting on the day after the final race of the year and finishing on the day of the final race of the following year.

1.8.3 The date of an event may be rescheduled due to force majeure, in agreement (with FIM, FIM Europe, Dorna, and the Promoter, under the powers of Race Direction detailed in Art. 1.6.5.c)

1.9 MOTORCYCLES

1.9.1 Classes

The class admitted is 250cc single cylinder 4 strokes, according to Article 2.

1.9.2 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.

1.10 ELIGIBLE COMPETITORS

Riders must hold a valid CCR Continental licence, issued by **a federation regularly affiliated to FIM Europe or to another of the FIM Continental Unions (CONUS)**.

Licences for riders are issued only when the minimum age of 14 years old has been attained.

The limit for the minimum age starts at the beginning of the year in which the rider turns 14.

The limit for the maximum age finishes at the end of the year in which the rider reaches the age of 19

1.10.1 The rider will only represent one Nation listed as per his/her passport.

In case of multiple nationalities, the rider chooses which Nation he/she will represent at the beginning of his/her career when ordering his/her first FIM Europe **or other FIM Continental Unions (CONUS)** licence.

In case of loss or change of nationality or force majeure, the rider can request a change in sport nationality to the FIM Europe **or other FIM Continental Unions (CONUS)**, only before the start of a season (when he/she orders his/her new FIM Europe **or other FIM Continental Unions (CONUS)** licence). The rider will compete during the whole season under his/her national flag, earning poles, podiums, wins and titles for that nation only.

1.11 ENTRIES

The maximum number of riders permitted in the Northern Talent Cup is 30.

1.11.1 The application form and the entry fee are posted on the website www.northerntalentcup.com.

The intention not to participate in an event must be communicated to teams@northerntalentcup.com before the Thursday before the event takes place. The communication must be written and sent through e-mail. Failing to communicate this circumstance will be penalised. FIM Europe and Dorna Sports reserve the right to not admit or to dismiss any entry. The appearance of a rider's name on the provisional entry list is not a final acceptance and is only to inform that the rider has passed the first step and is waiting for the entry to be confirmed. The entry will only be confirmed when all required conditions have been met, including the rider details and compliance with regulations for the Cup, and final confirmation of the entry has been sent to the rider.

FIM, FIM Europe and Dorna Sports are not liable in any way if a rider has received a provisional entry acceptance, and finally the entry has not been confirmed or has been dismissed.

1.11.2

a) Teams and Riders must avoid any public declaration or press release which could damage or negatively affect the Cup. Accordingly, it is an obligation for all Riders, Teams and Teams' directors and/or personnel and/or representative thereof, to refrain from releasing any public pronouncement which may irresponsibly harm the lawful interests of the Cup Officials or which may be contrary to the integrity of Cup or the sport.

b) Public pronouncements which harm irresponsibly the lawful interest of, or which are contrary to the integrity of Cup or the sport shall include, but not be limited to:

- Public statements or comments to the media that irresponsibly attack, disparage, disrepute or

damage the Cup Officials.

- Public comments that members and Riders of the Team know, or should reasonably know, will irresponsibly harm the reputation, image or best interests of the sport and/or any of the Cup Officials are expressly covered by this regulation.
- It is understood that responsible expressions of legitimate disagreement with the Cup Officials and/or Cup policies are not prohibited.

1.11.3 A compulsory briefing will be held for all the riders who will be participating for the first time in the current Cup on the day preceding the day scheduled for the first practice session.

Failure to attend the briefing in full may result in a penalty.

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

1.11.4 A rider competing in the Northern Talent Cup is not permitted to participate in the FIM Moto3 World Championship, Red Bull MotoGP™ Rookies Cup, the FIM Supersport 300 World Championship or IDM Supersport 300 practices or races at the same event.

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

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

1.12 STARTING NUMBERS

1.12.1 Each rider accepted for the Cup will be allocated a specific starting number which will be valid for the whole Cup. The number one (1) is reserved to first place qualified rider of the previous year. Only the numbers between 1 and 99 will be allowed.

1.13 SCHEDULE

1.13.1 The Event schedule will be published before each event.

1.13.2 The schedule, including the date of the Event, can only be varied as follows:

- i) Prior to the event by Dorna;
- ii) During the event by the NTC Race Direction.

1.13.3 The schedule may include an allotted time for riders and teams to make familiarisation laps by non-motorised vehicle or on foot, scooters are forbidden. All traffic at this time must be in the circuit direction. Violation of this rule may result in a penalty.

At events run in conjunction with MotoGP or WorldSBK, the use of scooters on track during the entire event is forbidden, including the set-up days prior to the official event start. Exceptions are made for Circuit and Organisation staff who are required to be on track for the purposes of set-up and maintenance of the facilities.

1.14 TECHNICAL CONTROL - MEDICAL CONTROL – DOPING CONTROL

1.14.1 Technical Control of motorcycles and rider's equipment will be the responsibility of the NTC

technical staff in conjunction with ADAC, carried out as required by the NTC Organisation. All motorcycles should be checked by the Technical Scrutineers prior to first participation in practice on safety aspects, according to the published schedule. Teams may present only one motorcycle per rider for Technical control. Unless a waiver is granted by the Race Direction, the riders who do not comply with the schedule for technical or medical controls will not be allowed to take part in the event.

1.14.2 The procedure for Medical Control is described in the FIM Medical Code available at: <http://www.fim-live.com/en/library/>

1.14.3 Any rider to be tested for doping control must report to the doping control room in the medical centre with sufficient identification within one hour of notification. One associate may accompany the rider. All articles regarding anti-doping procedures are mentioned in the FIM Anti-Doping Code available at: <http://www.fim-live.com/en/library/>

1.15 PRACTICES AND TESTING

1.15.1 Practice and testing restrictions

- i) A Northern Talent Cup “Event” is defined as starting at the scheduled time for NTC Technical and Sporting checks, usually a Thursday. This time and date are used when determining 7 days before an Event in regard to testing restrictions.
- ii) Rider Training and Track Familiarisation is permitted at any time at any circuit under the following conditions:
Such on-track activity is not permitted within the 7 days before a Northern Talent Cup Event at that circuit unless authorised by the NTC Race Direction. This includes private testing and participation in organised events at that circuit during this time period. **Infractions may be penalized by the NTC Race Direction.**
- iii) Wild Card or one event riders are not subject to any testing restrictions (with the exception that they cannot participate in another class for practices or races at the same event where he has been accepted as a Wild Card or one event rider (refer Art. 1.11.4).

1.15.2 Practice Sessions (warm-up inclusive)

- i) Riders will commence practice from the pit lane when the green light is displayed at the exit of the pit lane.
- ii) The duration of practice will commence from the illumination of the green light. A visible board or count-down will be shown in the pit lane or on the official Timekeeping screens to indicate the minutes of practice remaining.
- iii) The end of practice will be indicated by the waving of a chequered flag at which time the pit exit will be closed. The end of a practice session is determined by the end of the allotted time for the session as shown by official timekeeping. A rider's time will continue to be recorded until he passes the finish line after the allotted time has elapsed. After the chequered flag, riders complete one pit-in lap prior to entering the pits.
- iv) If practice is interrupted due to an incident or any other reason, then a red flag will be waved at the start line and at all 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 that the red flags were waved, unless otherwise adjusted by NTC Race Direction.
- v) After practice has started, it is not permitted for any person to alter the condition of the racing surface of the circuit. This includes track Marshals and other Officials who cannot clean the track surface without prior instructions and/or authorisation from the NTC Race Director.

Private practices in the same track where the event takes place are forbidden, from Monday previous to the event, for all riders who are registered for this event. The penalty will entail

the cancellation of the entry of the rider to that event.

From the 1st of January of the Cup year, practice days with a bike of the same category as the one used by the rider in the race, in the same circuits of the Cup before the events take place, are limited to a maximum total of 13 days.

Riders must inform NTC organization of their practice sessions' days sending an email to teams@northerntalentcup.com, within 72 hours after the completion of each practice sessions' day.

Failure to notify Dorna of practice sessions' days or exceeding the maximum number of practice sessions' days permitted will be sanctioned by NTC Race Direction.

- vi) Qualifying sessions will be required; these sessions will have a minimum duration of 30 minutes.
Events with MotoGP™ and WorldSBK will have one (1) and the other events may have two (2) qualifying sessions.

1.15.3 Motorcycles

A rider may practice on one motorcycle providing that his/her motorcycle has been scrutineered in his/her name.

The maximum number of motorcycles allowed in one race is 30 including wild cards.

1.15.4 Lap time

All laps of the riders will be timed.

Official circuit records will be recognised as the following:

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

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

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

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

1.15.5 Qualification for the Race

To qualify for the race, a rider must achieve a time during the Qualifying session(s) at least equal to 107% of the qualifying time recorded by the fastest rider.

Any rider who fails to achieve a qualifying time will be permitted to take part in the race provided that in any of the free practice sessions he/she has achieved a time at least equal to 107% of the fastest rider in same session. Such riders will start the race from the back of the grid, in order of their free practice times.

Exemptions may be granted by The NTC Race Direction.

1.16 GRID POSITIONS

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

1.16.2 The Grid will be arranged in the 3-3-3 configuration “in echelon”.

Each line will be offset.

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

1.16.3 Grid positions for all races (in case there is more than one race at an event) will be based on the fastest time recorded by the riders in all qualifying practices when all the qualifying sessions are held before the first race. If there is any change in the time schedule causing this order to change, the grid positions will be based on the qualifying practice immediately prior to that race.

In the case of a Qualifying session being interrupted and unable to be restarted, the following will apply: If the session has run for at least 50% of the allocated time, the session will be considered to be complete and the results valid.

If the session has completed less than 50% of the allocated time, the session will be considered to be cancelled.

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

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

1.16.5 The final grid will be published, in principle, at the latest one hour before the start of the race.

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

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

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

1.17 RACES

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

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

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

1.17.4 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.

1.18 STANDARD START PROCEDURE

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

1) Only riders who have completed at least one sighting lap will be permitted to start the race from their position published on the final grid. Under no circumstances may they push onto the grid from the pit lane.

2) 10 Minutes before the Start of the Warm Up Lap – Pit lane exit opens for sighting laps.

Green lights on and green flags waved at the pit lane exit.

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

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

3) 5 Minutes before the Start of the Warm Up lap – Pit lane exit closes. Red lights on and red flags presented at the pit lane exit.

4) Riders who do not go onto the grid may start the warm up lap from the pit lane under the instructions of a marshal positioned at the pit lane exit.

Riders starting the warm up lap from the pit lane must start the race from the back of the grid.

5) When riders reach the grid after the sighting lap(s) they must stop at the rear of the grid and turn off the engine. The motorcycle will then be pushed at walking pace by a team member to the grid position. The rider may dismount or remain on the motorcycle to be pushed to the grid position. Riders on the grid may be attended by up to 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 NTC Race Director 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. One generator per machine may be used to power tyre warmers 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 or change machine.

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

8) Refuelling or changing fuel tank on the grid is forbidden.

9) 5 Minutes Before the Start of the 1 Warm Up Lap – Display of 5 Minute Board on the grid.

10) 3 Minutes Before the Start of the 1 Warm Up Lap – Display of 3 Minute Board on the grid.

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

At this point, all persons other than 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.

11) 1 Minute Before the Start of the 1 Warm Up Lap – Display of 1 Minute Board on the grid.
Immediate removal of tyre warmers from machines on the grid.

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

12) 30 Seconds Before the Start of the 1 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/her machine must remove it to the pit lane, under the control of the grid marshals, where he/she may make further attempts to start it. Such riders may start the warm up lap from the pit lane and will start the race from the back of the grid.

13) 2 Minutes (approximately) before the Start of the Race – Green flag waved to start the 1 warm up lap.

Any rider who stalls his engine on the grid or who has other difficulties must signal by raising an arm. Attempting to restart the motorcycle on the grid is not permitted. Under the supervision or assistance of an official, the rider and machine will exit the grid to the pit lane as quickly as possible where mechanics may provide assistance. Such rider(s) may start the warm up lap from the pit lane and will start the race from the

back of the grid, provided he/they exit before the pit lane is closed and reach the grid before the Safety Car. If they do not exit before pit lane is closed, they will start the race from pit lane. Team personnel are not permitted to re-enter the grid after it has been cleared, unless instructed to do so by an official.

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

As soon as the riders have passed the pit lane exit lights, 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, closing the pit lane exit.

On returning to the grid the riders must take up their positions with the front wheel of their motorcycle up to and behind the front line and between the side lines defining the grid position and keep their engines running. The front tyre must not be touching the track surface outside of the painted lines.

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

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

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

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

Any rider who stalls the engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm. It is not permitted to attempt to delay the start by any other means. Attempting to restart the motorcycle on the grid is not permitted. Under the supervision or assistance of an official the rider and machine will exit the grid to the pit lane where mechanics may provide assistance.

As each row of the grid is completed, the officials will lower the panels indicating that their row is complete. Panels will not be lowered when a rider in that row has indicated that he/she has stalled their 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.

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

A safety car will follow behind the motorcycles for the whole of the first lap. The safety car will overtake slow riders.

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

Any rider who anticipates the start will be penalised by the NTC Race Direction. The standard penalty is two Long Lap Penalties as described in Article 1.19.2. The two Long Laps must be completed within 5 laps of the rider receiving notification of the penalty. Other penalties may be imposed.

The motorcycle must be stationary at the time the red lights are turned off. Anticipation of the start is defined by the motorcycle moving forward at the time the red lights are turned off. In the case of a minor movement and subsequent stop while the red lights are on, the NTC Race Direction will be the sole judge of whether an advantage has been gained. If a penalty is imposed, Race Direction must communicate the penalty to the rider as soon as possible.

15) If, after the start of the race, a rider stalls their machine, officials will assist to push the machine into the pitlane where his/her mechanics may provide assistance. Team personnel are not permitted to re-enter the grid after it has been cleared, unless instructed to do so by an official.

16) After the riders have passed the exit of the pit road, the official situated at this exit will display a green light to start any riders still in the pit lane. A pit lane race start will be made from a stationary position as indicated by the officials. However a rider who is delayed (for example due to machine problems or repairs) and arrives after the pit exit is open will not be required to stop at pit exit before joining the race. When more than one rider is starting the race from pit lane, Officials will control their start position and order.

The exit of the pit road is defined as the point where the pit road joins the circuit, or as defined by the Race Direction.

17) Unless the race is interrupted, after the leading rider has passed the finish line at the end of his

first lap, no further changes of machines are permitted as indicated in the technical regulations. If a machine that has been active in the race enters the pit box, this machine is deemed to be retired and may not re-enter again the race (refer to Art. 1.21.8).

18) Start Delayed

Should there be a problem that might prejudice safety at the start, the Starter will invoke the Start Delayed procedure as follows:

- A red flag is waved from the Starter's rostrum and the red light stays on.
- The "Start Delayed" board is displayed from the Starter's rostrum and a marshal will wave a yellow flag at each row of the starting grid from the signalling platform.
- Riders must stay in their grid position with helmets on, engines may be switched off.
- The machine(s) which caused the Start Delayed procedure will be removed to the pit lane, regardless of what work is needed to restart the machine. If they can be restarted or a spare machine is taken the rider may start the warm up laps from pit lane, and will start the race from the back of the grid.
- After display of the Start Delayed board, a maximum of 2 mechanics per rider are allowed on the grid. Only tyre warmers, stands, starter engines and hand-carried tools are allowed, no generators are allowed on the grid.
- Only essential officials are allowed on the grid, no media, guests, umbrella-holders or other team personnel will be permitted, with the exception of camera crew(s) authorised by the Championship Organisers.
- The start procedure will be re-commenced at the 3 minute board, which the Starter will order to be displayed as soon as possible (normally as soon as all riders on the grid are attended by their team).
- Following the 1 minute and 30 second boards the riders will complete an additional warm up lap. The race distance will automatically be reduced by one lap, or more if deemed necessary by NTC Race Direction.

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

19) Rain on Grid

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

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

- The Rain on Grid Procedure board is displayed. This may be before or after the normal five-minute countdown has started on the grid.
- All bikes will be moved to pit lane where wheel changes and adjustments may be made.
- The race distance may be shortened by the Race Director, in consultation with the NTC Organisation.
- Approximately 10 minutes after the display of the Rain on Grid Procedure board, one of the following start procedures will be followed:
 - A. If all sessions have been in dry track conditions, the Wet Race Start Procedure will take place.
 - B. If there has been at least one session in wet track conditions, the Quick Start Procedure will take place.

20) Wet Race Start (following all dry practice)

In case all practice and warm up sessions have been dry (as declared by the Race Director), and the race

start is declared wet before the opening of pit lane for the sighting lap, the following Wet Race Start procedure will apply.

- The declaration of Wet Race Start will be made as early as possible before the opening of the pit lane and communicated to teams.
- The pit lane will open on time and remain open for 7 minutes.
- Riders may make more than one sighting lap, passing through the pit lane.
- Refuelling and adjustments are permitted in pit lane during the sighting laps period.
- At the same time the pit exit is closed, the 5-min board will be displayed on the grid, starting the 5-3-1-30sec countdown for the warm up lap.
- The race distance may be shortened by the Race Director, in consultation with the NTC Organisation.

21) Quick Start Procedure

When a race is stopped, riders must return to the pit lane, unless otherwise instructed by officials.

If there is to be a restart, the following procedure will apply:

- Upon arrival in the pit lane, repairs and adjustments may be made to the motorcycle. Refuelling is permitted.
- When all riders have entered the pit lane the Race Director will announce the time remaining to the re-opening of the pit lane, which will be a minimum of 5 minutes. The time remaining to the opening of the pit exit will be displayed on timing screens and countdown boards.
- When the time period has elapsed, the pit lane exit will be opened for SIXTY (60) SECONDS only. Riders will make one lap at unrestricted speed to the starting grid, followed by a Safety Car. Any rider delaying the progress of the sighting lap will be overtaken by the Safety Car. Any rider arriving behind the Safety Car must go into the pit lane. Such riders will have to start the warm up lap from the pit lane and will start the race from the back of the grid.
- Any riders remaining in the pit lane after it has been closed will have to start the warm up lap from the pit exit and start the race from the back of the grid.
- ONE mechanic only, per rider, may go onto the grid (without tools) to primarily indicate to his rider his position on the grid. In the case that the restarted race involves new grid positions, the mechanic should check their rider's new grid position from the classification displayed on the timing screen or from officials who will be positioned at the entry point to the grid with the revised starting grid information.
- Riders will arrive back on the starting grid and stop in their grid position, with engines running, no adjustments may be made. Any rider requiring repairs or adjustments on the sighting lap from the pit exit must enter the pit lane.
- As soon as the last bike arrives to the grid or the Safety Car arrives on the back of the grid, a 30-seconds board will be displayed at the front of the grid. At this point the mechanics must immediately leave the grid by the quickest route. The 30 seconds may be reduced at the discretion of the Starter when the grid is cleared and it is considered safe.
- After 30 seconds have elapsed and/or the grid is clear, a green flag will be shown to start the warm up lap.
- The riders will make one warm up lap at unrestricted speed, followed by a Safety Car. When the last rider has passed the pit exit lights it will be opened for a period of 30 seconds to release any rider waiting. After 30 seconds, the pit lane exit will remain closed until after the start of the race. Any rider not able to leave the pit exit whilst it is open will start the race from the pit exit. Any rider delaying the progress of the warm up lap will be overtaken by the Safety Car.

- Upon arrival back at the starting grid the normal start procedure will be followed, with the start signal given in the normal manner.
- Riders who started the warm up lap from the pit lane must start the race from the back of the grid as directed by officials. In case of two or more riders, they will take up the last grid positions in order of their grid positions. Any rider arriving at the pit lane entry point after the Safety Car must enter the pit lane and start the race from the pit lane exit.
- After the start signal has been given and the last rider has passed the end of the pit exit road, the pit exit will be opened, as per Article 1.18.16. Any riders still in the pit lane may then start the race.
- The Quick Start procedure may be invoked by NTC Race Direction as necessary in cases other than an interrupted race (for example, a delayed start procedure).

1.19 SPECIAL RACE PENALTIES PROCEDURE

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

1.19.1 RIDE THROUGH PROCEDURE

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

The rider must respect the speed limit (Art. 1.21.13), in the pit lane. In case of infraction of this speed limit, the rider will be penalised by the NTC Race Direction (default penalty is 2X Long Lap penalty, however other penalties may be imposed), and repeated infractions during the race will be further penalised.

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

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

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

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

In the case where the organisation has been unable to carry out the ride through penalty before the end of the race, the relevant rider will be inflicted with a time penalty as determined by NTC Race Direction to reflect the ride through time and notified to teams before the race.

1.19.2 LONG LAP PENALTY PROCEDURE

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

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

If the rider does not comply after the board has been presented 3 times the rider will be penalised with a 2X Long Lap Penalty or other penalty as decided by the NTC Race Direction.

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

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

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

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

Overtaking is forbidden within the Long Lap route.

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

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

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

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

For events without a long lap penalty route, time or other penalties, decided by the NTC Race Direction can be issued.

1.20 "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.

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

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

1.21 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 1.22.

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

3) Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then they may re-join it at the place indicated by the officials or at a place which does not provide an advantage to them. Advantage may be deemed to be gained, including by exceeding track limits and short-cutting, as detailed in the NTC Race Direction protocols. Any infringement of this rule during the practices or warm up will be penalised by the cancellation of the lap time concerned and during the race, by a penalty decided by the NTC Race Direction.

Penalties imposed during a race will be communicated via a board is played for the rider at the start/finish line during a maximum of 3 laps. If the rider did not comply after the board has been presented 3 times, they will be penalised by a ride through, or other penalty decided by the Race Direction.

A time penalty may be imposed in **place** of a change of position penalty where necessary.

Further penalties may also be imposed.

4) Any repairs or adjustments along the race track must be made by the rider working alone with no outside assistance, except that rendered by the marshals. The marshals may assist the rider to the extent of helping him/her to lift the machine and holding it whilst any repairs or adjustments are made. The rider may then be assisted by marshals or others to re-start by pushing or to move the machine, on track, trackside or in the service road. No person other than marshals or riders are permitted on the track side of the first line of protection.

5) If the rider intends to retire, then they must park 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 their retirement from the practice or the race, then they should not attempt to tour at reduced speed to the pits but should pull off the track and park the 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 but taking the motorcycle inside the pit box is not permitted.

Adding and removing fuel in pit lane is strictly prohibited after the race start. Any infringement of this rule will be penalised with a disqualification.

9) Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.

10) Riders are not allowed to transport another person on their 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 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. On-board TV camera signals are allowed, but only when such signals are for the purposes of and managed by the NTC Organiser.

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

Any rider found to have exceeded the limit during the practice will be subject to a penalty, and increased penalties may be imposed for repeated offences.

For exceeding the pit lane speed limit during a race the standard penalty will be a 2x Long Lap Penalty. However the NTC Race Direction may apply further or different penalties (for example for excessively high speed causing danger).

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

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

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

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

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

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

16) If any rider wishes to parade a flag or engage in any celebration after the chequered flag, they must ride to the side of the racing surface in a safe location to collect the flag and/or perform any celebrations and then re-join the circuit when it is safe to do so. It is forbidden to stop on the Start-Finish straight or at the 1st corner after the chequered flag for any celebrations of any kind.

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

18) After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane / parc fermé.

19) Pit Lane Exit

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

1.22 FLAGS AND LIGHTS

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

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

1.22.1 Flags and Lights used to provide information

Green Flag

The track is clear.

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

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

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

Yellow and Red Striped Flag

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

White Flag with Diagonal Red Cross (stroke width of cross: 10 – 13 cm)

Drops of rain on this section of the track including rain affecting the track surface. This flag must be shown waved at the flag marshal post.

Blue Flag

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

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

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

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

Chequered Black / White Flag

This (these) flag(s) will be waved at the finish line to indicate the finish of the race or practice session.

The finish of a practice session is determined by the official timekeeping as per Art. 1.15.2, the finish of a race is determined as per Art. 1.24.

Chequered Black / White Flag + Blue Flag

The chequered Black/White flag(s) will be waved together with the Blue Flag at the finish line when a rider(s) precedes closely the leader during the final lap before the finish line (see Art. 1.24.1).

Green Light

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

Flashing Blue Lights

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

1.22.2 Flags which convey Information and Instructions

Yellow Flag

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

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

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

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

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

The riders must slow down and proceed with caution. Overtaking is forbidden up until the point where the green flag is waved.

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

During a race an infringement of this rule during the race will result in a penalty.

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

Penalties imposed during a race will be communicated via boards displayed for the rider on the start/finish line. If the rider does not comply with the penalty after the board has been presented 3 times (5 times in the case of a 2X Long Lap Penalty), they will be penalized by the NTC Race Direction.

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

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

Red Flag and Red Lights

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

When the pit-lane exit is closed, the light will be switched on, and the red flag may be used in conjunction with the official red light signal.

Riders are not allowed to exit the pit lane.

The red flag will be presented motionless on the starting grid at the end of the warm up lap. The red flag may also be used to close the track.

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

Black Flag

This flag is used to convey instructions to one rider only and is waved at each flag marshal post together with the rider's number. The rider must stop at the pits at the end of the current lap and cannot restart when this flag results from a penalty.

This flag can also be presented to a rider for a reason other than a penalty e.g. to clarify a non-dangerous technical problem such as a transponder problem, or to indicate to a rider on the Warm Up lap arriving at pit lane entry after the safety car that he/she must enter pit lane.

Black Flag with Orange Disk (dia. 40 cm)

This flag is used to convey instructions to one rider only and is waved at each flag marshal post together with the rider's number. This flag informs the rider that his motorcycle has mechanical problems likely to endanger themselves or others, and that they must immediately leave the track. The rider cannot rejoin the track unless authorised to do so by an official. If rejoining the track, the rider must proceed to the pitlane (in the same lap) for a technical check by an official.

1.22.3 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.

1.22.4 Flag Colour

The Pantones for the colours are as follows;

Orange: Pantone 151C

Black: Pantone Black C

Blue: Pantone 298C

Red: Pantone 186C

Yellow: Pantone Yellow C

Green: Pantone 348C

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

1.22.5 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.

1.22.6 Flags Marshals posts

The location will be fixed during the circuit homologation.

1.22.7 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.

1.23 MEDICAL CARS

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

1.24 FINISH OF A RACE AND RACE RESULTS

1.24.1 When the leading rider has completed the designated number of laps for the race, he/she 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.

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

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

- If this chequered flag was displayed before a race-result distance is obtained (two-thirds of race distance), the race will be restarted according to the provisions of Art. 1.26.
- If this chequered flag was displayed after a race-result distance is obtained two-thirds of race distance), the race will be deemed to be completed.

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

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

As soon as the chequered flag is shown, 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.

1.24.2 To be counted as a finisher in the race and included in the results a rider must:

- a. Complete 75% of the race distance.
- b. Cross the **plane of the finish line** (not in the pit lane, **with the exception of Art. 1.25.1.d**)) within five minutes of the race winner. The rider must be in contact with his machine. In case the rider is not in contact with the machine, the finish time is determined by the first part of the rider or machine to cross the finish line, whichever arrives last.

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

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

1.24.4 In case of a photo-finish between two or more riders the decision shall be taken in favour of the rider whose front wheel leading edge crosses the plane of the finish line first.

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

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

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

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

1.24.6 The Results of a race will be considered as definitive when all the required control/test (technical, fuel, etc) have been made. If, as a result of waiting for the tests, a classification is waiting to be approved, this should be communicated to the teams.

1.25 INTERRUPTION OF A RACE

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

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

The results will be the results taken at the last point where the leader had completed a full lap without the red flag being displayed, and the classification established as follows:

- a) For all the riders who had crossed the finish line on the same lap as the leader before the red flag was shown, a partial classification will be established at the end of this lap.
- b) For all the riders who had not crossed the finish line on the same lap as the leader before the red flag was shown, a partial classification will be established at the end of the previous lap.
- c) The complete classification will be established by combining both partial classifications as per the lap/time procedure.
- d) Riders who have entered pit lane, which then closes due to a red flag, may be classified according to the number of laps completed and the time of crossing the virtual finish line in the pit lane as follows:
If the rider has crossed the virtual finish line in pit lane, this time is used as the finish time.
If the rider has not crossed the virtual finish line in pit lane, the rider's last crossing of the finish line is used.
(in these cases 1.24.2.b requiring the rider to cross the finish line on track does not apply).

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

Within 5 minutes after the red flag has been displayed, riders who have not entered the pit lane, crossing the designated pit lane entry timing point, together with their motorcycle, will not be classified. An exemption may be granted in exceptional circumstances (e.g. post-race celebration in an interrupted race deemed to have been completed as per Art.1.25.4.

1.25.2 If the results calculated show that less than three laps have been completed by the leader of the race, then the race will be null and void and a completely new race will be run.

If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count for the Cup.

1.25.3 If three laps or more have been completed by the leader of the race, but less than two-thirds of the race distance, rounded down to the nearest whole number of laps, then the race will be restarted according to Art. 1.26.

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

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

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

1.25.5 For the purposes of these regulations “active” and “actively competing” are defined as the rider riding on track, or attempting to repair/restart the machine, or to rejoin the track or return to pit lane. The NTC Race Direction will be the sole judge of whether a rider is actively competing, and no appeal is possible against the NTC Race Direction’s decision.

1.26 RESTARTING A RACE THAT HAS BEEN INTERRUPTED

Re-started races will in principle follow the protocols defined in Article 1.26. However, as local track and climatic conditions and circumstances may vary, Race Direction may reschedule re-started races in the race programme as necessary, and will make the final decision on whether, when and how many times to re-start any interrupted race according to circumstances.

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

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

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

1.26.3 The start procedure for a restarted race will follow the Quick Start Procedure, Art.1.18.21, unless otherwise informed by NTC Race Direction.

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

- i) In the case of situation described in 1.24.2 (less than 3 laps completed) above:
 - a. All riders may start, including riders who may not have completed the sighting or warm up lap for the original start.
 - b. Motorcycles may be repaired. Refuelling is permitted.
 - c. The number of laps will be two-thirds of the original race distance rounded down to the nearest whole number of laps.

- d. The grid positions will be as for the original race.
- ii) In the case of situation described in 1.24.3 (3 laps or more and less than two-thirds completed) above:
- a. Only riders who are classified as finishers in the first race, as per Art. 1.24, may re-start.
 - b. Motorcycles may be repaired. Refuelling is permitted.
 - c. The number of laps of the second race will be the number of laps required to complete two-thirds of the original race distance rounded down to the nearest whole number of laps with a minimum of 5 laps.
 - d. The grid position will be based on the finishing order of the first race.
Riders who are classified 1 full lap down (having been lapped by the race leader) in the first race will start the restarted race from Pit Lane.
Riders who are classified 2 full or more laps down (having been lapped more than once by the race leader) in the first race will not be eligible to restart.
 - e. The final race classification will be established according to the position and the consolidated number of laps of each rider at the time he crossed the finish line at the end of the last part of the race. Provisions of Art. 1.23.2 will apply (except 1.24.2.b. for riders in pit lane who may cross the virtual finish line in pit lane).

1.26.5 In the case of Art. 1.25.3 (race interrupted with 3 or more laps completed), any start position penalties applying to a rider in the first race. e.g. a drop of grid position or starting the race from pit lane, will be considered to have been served at the original race start and will not apply to the restarted race. Any existing penalty applied before the race (eg. Ride Through) which has been completed in the first part of the race, will be considered to have been served and will not apply to the restarted race. If such penalty was not completed in the first part of the race it will be carried forward to be served in the restarted race.

In the case of Art. 1.25.2 (race interrupted with less than 3 laps completed) the new start will be a completely new race so therefore any existing start position penalties and other penalties applied before the race will apply.

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

1.27 TECHNICAL CONTROL AREA

At the end of the race, or the final part of a race that has been interrupted, the first three motorcycles plus any other motorcycles specified by the Race Direction or Technical Director, must be removed to a check area pending inspection by the Technical Scrutineers or potential protests.

These teams will be informed and must attend Technical Control immediately after the race with tools ready to assist with inspections as required.

In the case of multiple races within a day the Race Direction or Technical Director may choose to seal the items to be inspected and carry out inspection after the last race.

1.27.1 Deposits for Technical Protest.

Any protests regarding the Technical Regulations will be submitted according to the Disciplinary and Arbitration Code with the required security deposit, plus an additional deposit of 500€. In the case that the machine is found to be in accordance with the regulations, the protest is denied, and this additional deposit will be paid to the team who were protested against.

In the case that the machine is found not to be in accordance with the regulations, the protest is upheld, and this additional deposit is refunded to the team who lodged the protest.

1.27.2 Deposits for Fuel Protest.

Any protests regarding the fuel regulations will be submitted according to the Disciplinary and Arbitration Code with the required security deposit, plus an additional deposit of 600€. In the case of a successful protest the winning party will have this additional deposit reimbursed.

In the case of an unsuccessful protest the losing party will forfeit this additional deposit, plus pay the costs of the controls carried out.

1.28 CUP POINTS AND CLASSIFICATION

1.28.1 Riders will compete for the *Northern Talent Cup*.

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

1.28.3 For each race, Cup points will be awarded on the following scale:

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

1.28.4 All races will count for the Cup classification.

1.28.5 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 Cup at which the highest place was achieved will be taken into account with precedence going to the latest result.

1.28.6 The winner, the 2nd and the 3rd riders of the NTC Series are obliged to attend an official FIM or FIM Europe ceremony. The necessary Medals for these 3 riders and the Diploma for the NTC winner will be provided by FIM Europe.

1.29 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

1.29.1 Instructions may be given by the Race Director, the Panel of Stewards and/or Clerk of the Course to Teams and/or Riders by means of special circulars in accordance with the Regulations. Circulars must be posted on the official

notice board and/or delivered by electronic means such as email. Posting on the official notice board, or delivery by other means will be deemed as proof of delivery.

1.29.2 All classifications and results of practice and the race, as well as all decisions issued by the officials, must be posted on the official notice board, or otherwise delivered to the teams. Posting on the official notice board and/or delivery to the teams by other means will be deemed as proof of delivery and official publication.

1.29.3 Any communication from The NTC Race Direction, the Permanent Officials, the Panel of Stewards or the Clerk of the Course to a team or rider must be communicated in writing, including electronic means such as email and official Timekeeping monitors. Similarly, any communication from a team or rider to The NTC Race Direction, the Permanent Officials or the Clerk of the Course must also be made in writing, including electronic means such as email.

1.30 TEAM PERSONNEL IN THE PIT LANE

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

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

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

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

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

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

2. TECHNICAL REGULATIONS

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

2.1. INTRODUCTION

2.1.1 The Championship is for motorcycles, i.e. vehicles with two wheels that make one track propelled only by an internal combustion engine, controlled by one rider.

2.1.2 In the Technical Regulations section, the term “Organiser” refers to the Championship Organiser and/or Promoter.

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

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

The only model homologated is **HONDA NSF 250R from 2021 onwards. The first FIN (Frame Identification number) allowed in the championship is JH2MR03C.** All machines must be normally aspirated. All motorcycles must comply in every respect with all the requirements for road racing as specified in these Technical Regulations, unless they are already equipped as such on the homologated model.

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

2.2. MOTORCYCLE REGULATIONS

2.2.1. Homologated motorcycles

The **motorcycle** homologated for the **2024** Northern Talent Cup is the **HONDA NSF 250R from 2021 onwards. With the first FIN allowed as indicated in 2.1.3.**

Only **motorcycles checked by** the official NTC series channel are admissible. Homologation is available through NTC and the Technical Steward of the series. Homologations are complementary to the Northern Talent Cup Rules and Regulations. In the event of any uncertainties, the Rules and Regulations shall prevail.

Only standard parts from the motorcycle supplier may be used, with the following exceptions:

- **Bodywork, including the main fairing, fenders, and seat, may be sourced from suppliers other than the motorcycle supplier, provided they comply with all these technical regulations, including Art. 2.1.3. only GPR (glass fiber reinforced plastic) material is allowed.**
- **Parts and accessories provided by official technical partners (including but not limited to, lubricants, chains, sprockets, brake protectors, screens and dashboard) are mandatory to be used.**
- **Parts in Appendix 1 which are specified as being allowed from other suppliers.**

2.2.2. Motorcycle Technical specifications

DIMENSIONS

Overall length	1,809 mm (71.2 in)
Overall width	560 mm (22.0 in)
Overall height	1,037 mm (40.8 in)
Wheelbase	1,219 mm (48.0 in)
Ground clearance	107 mm (4.2 in)
Seat height standard	729 mm (28.7 in)

FRAME

Type	Aluminum, twin tube
Front suspension	Telescopic, inverted type
Rear suspension	Swinger, Pro- link
Front tire size	100/70 R17
Rear tire size	120/70 R17
Front brake	Single disc 296 mm, with 4-piston caliper
Rear brake	Single disc 186 mm, with single piston caliper
Fuel capacity	11.0 liter (2.91 US gal, 2.42 Imp. gal)

ENGINE

Type	Liquid cooled 4-stroke engine
Cylinder arrangement	Single cylinder, inclined 15° from vertical
Bore and stroke	78.0 x 52.2 mm (3.07 x 2.06 in)
Displacement	249.3 cm ³ (15.21 cu-in)
Compression ratio	12.3:1
Valve train	Chain driven, DOHC
Lubrication system	Semi-dry sump, forced pressure and wet sump
Oil pump type	Trochoid

FUEL SYSTEM

Throttle body type	GQD1A
Throttle bore	50 mm (2.0 in)

DRIVE TRAIN

Clutch operating system	Cable operated
Clutch type	Wet, multi-plate
Transmission	6 speeds constant mesh
Final reduction	2.333 (15/35T)
Gearshift pattern	1 – N – 2 – 3 – 4 – 5 – 6 (1 up and 5 down)

ELECTRICAL

Fuel Delivery System	PGM-FI
Ignition system	Full Transistor

2.2.2. Engines / engine revisions and repair

The engines and the relevant powertrain parts will be sealed by the Technical Steward (Appendix 2). If any seals are found missing at a meeting after timed practice or a race, riders are liable to have their result deleted.

Engines will be serviced and repaired centrally by the official NTC racing service at a fixed price. We recommend a servicing interval of maximum of **2,000km - 2,500km**. An immediate control is mandatory if

any seals are found to be missing. Fees for repair are based on fixed hourly rates. The current rates will be displayed at the official racing service. Participants in the Northern Talent Cup may not perform engine revisions themselves.

Participants can buy replacement engines from the official racing service of the Northern Talent Cup and have them sealed for use in the Northern Talent Cup.

2.2.3. Weight

Minimum total weight of Motorcycle and Rider: 147 kg

Motorcycle minimum weight: 85kg

The minimum total weight will not be applied if the motorcycle's weight is 92 kg or more.

At any time of the event, the weight of the whole machine (including the tank and its contents) and rider, must not be lower than the minimum weight. There is no tolerance on this minimum weight.

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

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

Ballast

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

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

2.2.4. Safety lights

All motorcycles must have a functioning red light mounted at the rear of the machine to be used in rain or low visibility conditions as instructed by Race Direction. The team must ensure that the light is switched on whenever a rain tyre is fitted on the motorcycle.

Lights must comply with the following:

- a) lighting direction must be parallel to the machine centre line (motorcycle running direction), and clearly visible from the rear at least 15 degrees to both left and right sides of the machine centre line.
- b) mounted on the seat/rear bodywork approximately on the machine centre line, in a position approved by the Technical Steward. In case of dispute over the mounting position or visibility, the decision of the Technical Steward will be final.
- c) power output/luminosity equivalent to approximately: 10 – 15W (incandescent) 0.6 – 1.8 W (LED).
- d) safety light power supply should be its own battery.

2.2.5. BodyWork

Bodywork, including the main fairing, fenders, and seat, may be sourced from suppliers other than the motorcycle supplier, provided they comply with all these technical regulations, including Art. 2.1.3.

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

The lower fairing should incorporate a maximum of two holes of 25 mm. These holes must remain closed in dry conditions and must be only opened in wet race conditions, as declared by the Race Director.

2.3. PREPARATIONS TO MAKE

- All filling and drain screws must be tightly fastened and secured visibly.
- The fuel tank must be filled up with a non-flammable material. The material must comply with military specification MIL B 83054 B. The non-flammable material specified in Appendix 1 of the present Technical Regulations must be used.
- Water ~~with Motul additive specified in Appendix 4~~ is the only coolant allowed. ~~Motul additive is prohibited at IDM events.~~
- The frame must not be drilled, filed, sawed or welded; no other milling or cutting shall be tolerated. Exceptions shall be subject to the approval of the Technical Steward.
- ~~Modifications to the rear sub-frame and tail of the bike are only allowed for taller riders, as indicated in Appendix 4. The type of material must remain as homologated, or material of a higher specific weight.~~
- Only the sponsor decals specified in Appendix 1 of the present Technical Regulations (Decal kit) are allowed.
- The covers specified in Appendix 1 of the present Technical Regulations must be mounted on the engine cowlings left and right.
- A brake lever guard must be mounted. The brake lever guard specified in Appendix 1 of the present Technical Regulations must be used.
- A rear fender must be mounted. The rear fender specified in Appendix 1 of the present Technical Regulations must be used.
- Installation of a timing transponder is mandatory. Details are fixed in the actual Team Handbook and Appendix 3. The attachment method and position specified by the Official Timekeeper must be respected.
- ~~Only electric-powered engine starters may be used.~~

2.4. MODIFICATIONS

2.4.1. Allowed Modifications

- The secondary drive (front and rear sprockets) may be modified within the allowed parameters. Parts specified at Appendix 1 of the present Technical Regulations must be used.
- The drive chain ~~supplied by the Official supplier must be used.~~
- The springs and spring rates of the telescopic fork and the oil levels may be modified. The rest of the fork must remain unchanged. ~~Only~~ the springs and oils specified in Appendix 1 of the present Technical Regulations must be used.
- The spring on the rear spring strut may be replaced by the springs specified in Appendix 1 of the present Technical Regulations.
- The front and rear brake pads may be replaced by the brake pads specified in Appendix 1 of the present Technical Regulations.
- The rider seat padding may be modified. The hump behind the rider's seat may be modified to allow

rider position adjustment. All frame mounting points must be maintained.

- Screws may be replaced with screws of equal or higher quality. Non-ferrous metals (e.g. aluminium, titanium) are not allowed.
- Exhaust silencers may be opened to replace soundproofing material. However, the kit for the soundproofing material specified in Appendix 1 of the present Technical Regulations must be used.
- Traction pads (e.g. Stompgrip) may be used
- The handlebar hand grips rubber is not subject to any restrictions
- The mounting of ballast is allowed to stay over the minimum weight limit. Modifications of the weight shall be subject to the approval of the Technical Steward.
- **The seat cowl** and the seat retaining bracket may be replaced by the parts specified in Appendix 1 of the present Technical Regulations.
- The **front windscreen** may be replaced by the parts specified in Appendix 1 of the present Technical Regulations.
- The front fork **and rear shock absorber** may be replaced by the parts specified in Appendix 1 of the present regulations.
- The footrest holders and handlebar holders may be replaced by the optional parts listed in Appendix 1 to accommodate different rider size. However the footrest and handlebar pipe must remain original.
- **The addition of a swing-arm protection is allowed. The use of carbon fiber material for this is allowed. Only allowed part in carbon fiber material.**
- **The addition of a radiator protector (net) is allowed. The recommended material is aluminium or steel.**

2.4.2. Prohibited Modifications

- Modifications to the cable harness or rewiring the various switches/connectors are prohibited. Repairs shall be subject to prior consultation with the Technical Steward.
- No information whatsoever in whatever shape or form may be transmitted from or to a moving motorcycle.
- The bikes must be equipped with a fully functional kill switch.
- A data logger may be used, but only with using the GPS signal to determine lap times. The installation of external sensors or spring position sensors etc. is prohibited. Power will be fed by **its own battery**.
- Active suspensions are prohibited.

Parts not mentioned in these Technical Regulations must remain in their original condition; they must not be modified/removed. Any modifications not mentioned herein shall be prohibited. Allowed modifications must not entail prohibited modifications.

2.5. TYRES, FUEL & LUBRICANTS

2.5.1. Tyres

Slick tyres

Front wheel: **100/70 R17**
Rear wheel: **120/70 R17**

Wet tyres

Front wheel: **100/70 R17**
Rear wheel: **125/70 R17**

Only tyres from the official tyre supplier may be used in this class and each team must sign a contract.

The tyre specifications available at each event will be determined by the Championship Promoter. Only homologated tyres in each event are permitted.

The maximum number of rear slick tyres allowed to use during the qualifying practices are TWO (2).

A maximum of ONE (1) rear “dry” tyre per race may be used.

The slick tyres need to be marked with a tyre sticker on the right side.

The rain tyres need to be marked with a tyre sticker and will not be considered in the total number of tyres available for use.

The teams will be delivered the adhesive stickers used for marking the tyres. Each team will be responsible of marking their tyres.

The Technical Stewards may perform random controls during the qualifying practices. If the riders are shown a red flag during the practice or the race/s, the Permanent Race Direction is allowed to authorize the use of a supplementary tyre. All checked tyres must be easily identifiable with a colour marking or a numerical system.

In case of a technical problem, the Technical Director will take a decision about the problem.

The participants themselves shall be responsible for having tyres marked immediately after they are mounted. Only marked tyres are allowed during all Northern Talent Cup sessions and races. Riders using unmarked tyres may have their points deleted.

2.5.2. Fuel

Before the events the fuel tank must be emptied so that no other fuel can be in the tank.

At no time must other fuel than from the official supplier be found in the fuel tank and/or fuel system.

2.5.3. Lubricant

At no time must other lubricant than from the official supplier be found in the motorcycle parts.

2.6. COMPETITION NUMBERS AND NUMBER PLATES

The shape, size, number and method of fastening and the lettering of competition number plates must comply with the DMSB regulations. Competition numbers must be affixed at the front and to the left and right of the fairings, as described in Appendix 1. Only the fonts Verdana Bold and Futura Heavy are allowed.

Colour of the competition number plates and the competition numbers:

White numbers over blue background.

The sizes for the numbers are the following:

	Front numbers	Side numbers
Minimum height:	140 mm	120 mm
Minimum width:	80 mm	70 mm
Minimum stroke:	20 mm	25 mm
Minimum space between numbers:	10 mm	10 mm

Competition numbers must be designed and fastened in such a manner as to allow time-keepers to identify riders unequivocally. Should identification not be possible, the Technical Steward may refuse to inspect and approve the bike in question. The participants themselves shall be responsible for any disadvantages arising to them because of illegible competition numbers (e.g. getting too little practice time).

2.7. SCRUTINEERING

The bikes may be scrutineered and technical checks (including the required disassembly) or noise/performance and weight measurements may be executed before, during or after a meeting. The Stewards of the Meeting and/or the Technical Steward shall decide which bikes to check.

Violations of the present Technical Regulations and noise levels exceeding the allowed limits shall be sanctioned by loss of result and/or the following penalties:

- for prohibited potentially performance-enhancing modifications of the power unit including intake and exhaust systems = fine up to €250 (incl. VAT) and the rider's suspension for up to two subsequent events. If the offence occurs during the penultimate or last meeting of the season, the suspension may be carried to the next season, no matter in which class the rider shall start in that season.
- Other prohibited modifications = fines up to €150 (incl. VAT) per violation.

Should the officials be unable to determine the compliance/non-compliance of a part with the regulations on the spot, the part or the whole bike will be confiscated for checking and the affected entrant will not be able to make any claims whatsoever. The owner of the motorcycle will be responsible for any costs incurred (disassembly, reassembly).

Non-compliant parts found during Scrutineering will be marked.

For major contraventions to the Technical Regulations, the Technical Steward shall be free to penalise the respective participants by disqualification from one or several races or from the whole Northern Talent Cup series.

2.7.1 Sanction for Non-Compliance with Fuel Regulations.

A fuel control may be carried out in accordance with article 2.5.2. of the Technical Regulations. A rider whose fuel does not correspond to the technical requirements will be sanctioned as follows:

1. Exclusion from the whole event in question independent of the moment of the fuel sampling;
2. Fine of 500 €;
3. Payment of all costs connected to the fuel test(s) for his case.

2.8. SOUND LEVEL

Noise will be controlled at: Max. 105 dB/A measured in a static test at 8000 rpm.

In a competition which requires a final examination of machines before the results are announced, this examination can include a noise control measurement of at least the first three machines listed in the final classification. At this final test, there will be a 3 dB/A tolerance.

2.9. PROTECTIVE CLOTHING AND HELMETS

- 2.9.1** Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, hips **that conform to EN1621-1:2012.**
The use of sliders (specific parts of the riders safety equipment, either permanently fixed or removable, intended to make regular contact with the track surface to assist the rider

while cornering), is permitted on the knees, elbows or any other parts of the race suit, where it is deemed necessary. They must not be manufactured from or contain any material that when in contact with the track surface may cause visual or other disturbance to other riders.

The use of an airbag is compulsory. The equipment must be presented to the technical control for inspection prior the start of the event.

- 2.9.2 Linings or undergarments must not be made of a synthetic material which might melt and cause damage to the riders' skin.
- 2.9.3 Riders must also wear leather gloves and boots, which with the leather suit provide complete coverage from the neck down.
- 2.9.4 Leather substitute materials may be used, providing they have been checked by the Chief Technical Steward.
- 2.9.5 Use of back and chest protectors is compulsory. **The chest/back protector must comply with the following standards:**
 - Back protector: EN1621-2, CB ("central back") or FB ("full back") Level 1 or 2
 - Chest protector: EN1621-3 or EN 14021
- 2.9.1 Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened.
- 2.9.2 Only FIM homologated helmets (with a valid FIM Homologation Label) will be allowed **with the following deadlines:**
 - Until 31/12/2025: FRHPhe-01 & FRHPhe-02
 - From 01/01.2026: FRHPhe-02 only

A list of FIM Homologated helmets is available on www.frhp.org.

FHHPhe-01 (FIM)	 
FRHPhe-02 (FIM)	

Disposable visor "tear-offs" are permitted.

2.9.3 Any question concerning the suitability or condition of the riders clothing and/or helmet shall be decided by the Technical Steward, who may, if he so wishes, consult with the manufacturers of the product before making a final decision.

APPENDIX 1

Allowed add-ons/replacement parts for the Honda NSF 250R.

Rule #	Description	Brand	Part Number	Notes
2.2	Replacement engine	Honda	MR03E-100.....	Order from MCA Racing
2.2	Safety light	Cateye	NSFRAIN	Order from MCA Racing
2.3	Catch Tank fuel	Honda	19130-NX5-770	
2.3	Fuel Tank foam	Honda	17522--NF5-790	3 piece
2.3	Rear sprocket guard (fin)	Honda	52156--GAN-670	
2.3	NTC Decal kit decals	-	Custom made	Can be ordered from MCA Racing
2.3	NTC emergency switch	Honda	35130-NX7-003	
2.3	Ignition cover guard	GB Racing	50040	Order from MCA Racing
2.3	Clutch cover guard	GB Racing	50041	Order from MCA Racing
2.3	Front brake lever guard	Rizoma	LPR040LHT	
2.3	Timing transponder/bracket	-	Custom made	Order from MCA Racing
2.3	Motul coolant additive	Motul		Not allowed at IDM events.
2.3	Rear fender	Open	-	
2.3	Front wheel	Honda	44601-NX4-811	
2.3	Rear wheel	Honda	42601-NX4-811	
2.4	Sprocket T15	AFAM	20207-15	
2.4	Sprocket T16	AFAM	20207-16	
2.4	Sprocket T17	AFAM	20207-17	
2.4	Sprocket T34	AFAM	11233-34 PS	
2.4	Sprocket T35	AFAM	11233-35 PS	
2.4	Sprocket T36	AFAM	11233-36 PS	
2.4	Sprocket T37	AFAM	11233-37 PS	
2.4	Sprocket T38	AFAM	11233-38 PS	
2.4	Sprocket T39	AFAM	11233-39 PS	
2.4	Sprocket T40	AFAM	11233-40 PS	
2.4	Chain (link)	RK Chain	B415HRU-130	
2.4	Connecting link	RK Chain	GB415HRU	
2.4	Front fork spring 6.0 kg	Honda	51401--NX4-003	
2.4	Front fork spring 6.5 kg	Honda	51402-NX4-003	
2.4	Front fork spring 7.0 kg	Honda	51402-NX7-003	
2.4	Front fork oil	Standard or Motul		
2.4	Front Fork complete	Honda	51400-NX7-003 r-side	
2.4	Rear suspension spring 6.5 kg	Honda	52405-NX4-701	
2.4	Rear suspension spring 7.0 kg	Honda	52404-NX4-701	
2.4	Rear suspension spring 7.5 kg	Honda	52403-NX4-705	
2.4	Rear suspension spring 8.5 kg	Honda	52402-NX4-003	
2.4	Rear preload adjuster	Honda	07702-0020001	Each pin spanner is o.k.
2.4	Rear shock absorber	Honda	52400-NX7-651	
2.4	Front brake pads	Honda	06455-NX7-006	
2.4	Rear brake pads	Honda	43105-NF5-612	
2.4	Front brake Master Cylinder	Honda Brembo	Honda ref: 45500-NX4-861 Brembo ref: 10476082	Brembo: PR 16 x 18
2.4	Swing-arm protection	Speedfiber	22364	Can be ordered from MCA Racing
2.4	Radiator protector (net)	Open	-	Recommended in aluminium or steel.
2.4	Seat pad	Open	-	Only GRP material allowed
2.4	Seat Cowl	Open	-	Only GRP material allowed
2.4	Front windscreen	Honda MRA	Honda ref: 64200-NX4-860 MRA ref: EAN4025066125951 or EAN4025066133697	Honda windscreen must have the MRA sticker.
2.4	Silencer repair kit	Honda	18336-NX7-300	
2.4	Ballast mounting plate	Open	-	Not available from Honda
2.4	Footrest holder L/R	Open	-	Must be standard size

2.4	Handlebar holder L/R	Open	-	Must be standard size
2.4	Holder step left + right side	Open	-	Modifications are allowed, fixing point must be same
2.4	Arm step	Honda	50610-NL5-760	
2.4	Holder R/L handle	Open	-	Modifications are allowed
2.4	Pipe handle	Honda	53111-NX4-000	
2.4	Dashboard	AiM	NSFMYCHRON5	MyChron5 Black TR Patch Lead + Watertemp Sensor Dashboard
2.6	Competition numbers front	-	Custom made	Can be ordered from MCA Racing
2.6	Competition numbers side	-	Custom made	Can be ordered from MCA Racing

APPENDIX 2

Engine sealing positions for Honda NSF 250R.



Seal connector ECU



Seal diagnostic plug



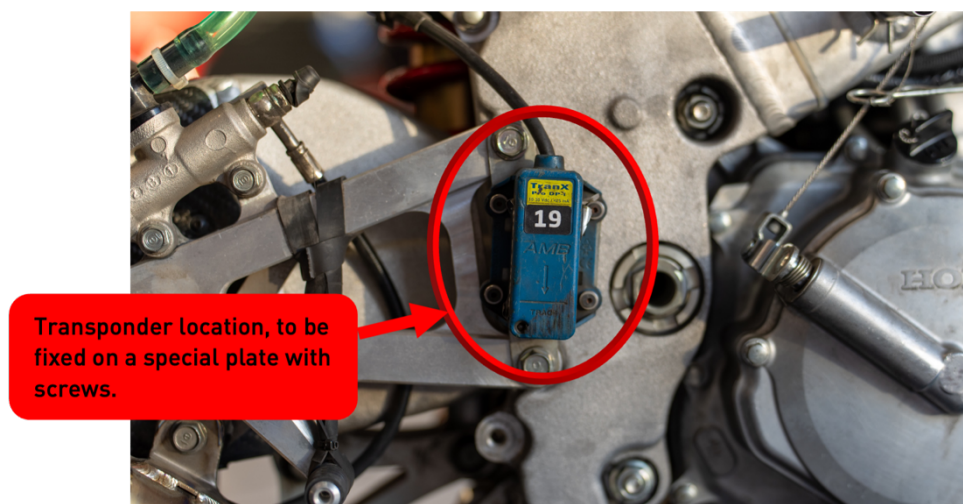
Seal cylinder/cylinder head



Seal engine housing/transmission cover

APPENDIX 3

Transponder Position for Honda NSF 250R.



APPENDIX 4

Adaptations for taller riders allowed in the sub-frame & tail:



Standard rear sub-frame



Longer rear sub-frame



Standard tail



Longer tail

3. DISCIPLINARY AND ARBITRATION Regulations

3.1 Principles

The obligations incumbent upon the participants, officials and organisers are set out in the Regulations published by the FIM and FIM Europe.

Proven violation or non-observance of these obligations will be subject to the penalties laid down in this chapter.

3.2 Penalties

The penalties are:

- warnings
- fines
- change of position
- long lap penalties
- ride through
- time or distance penalties
- grid penalty
- disqualification
- withdrawal of Cup points
- suspension
- exclusion

3.2.1 Definition and application of penalties

Warnings can be made privately or publicly and can be made without a hearing.

Fines: **financial** penalty up to 50'000 Euro
 A fine of up to 1'000 Euro can be imposed without a prior hearing being necessary.
 However, the right of appeal remains as set out in Article 3.4.2.

Change of position: the rider must go back the number of positions decided by the NTC Race Direction.

Time or distance penalty or suppression of time: **the imposition of time or distance affecting the rider's actual result or suppression of time.**

Long Lap penalty: the rider must complete the pre-defined route of the Long Lap (when existing) under the conditions as defined in Article 1.19.2.

Ride through:	See Art. 1.19.1
Time penalties:	The imposition of time affecting the rider's actual result up to 2 minutes and the cancellation of time.
Grid penalty:	The imposition of a drop of any number of grid positions or the imposition of starting the race from the pit lane exit at the rider's next race or next event. A grid position penalty may be imposed without a prior hearing being necessary. However, the right of appeal remains as set out in Article 3.4.2
Disqualification:	Entails automatically, and independently of any other penalty, the invalidation of the results obtained in an event, practice, race or ranking. An immediate disqualification from a practice session or a race may also be pronounced by means of a black flag, black flag with orange disc.
Withdrawal of championship points:	The loss of points from the Championship races already run.
Suspension:	Entails the loss of all the rights granted to FIM CONUS licence holders, or prohibition from taking part in certain or any of the activities under FIM control for a specified period of time. The application of this penalty may be conditionally deferred for a period of up to a maximum of two years. A suspension penalty from one or more official practice sessions (or part thereof) of the event may be imposed without a prior hearing being necessary. However, the right of appeal remains as set out in Article 3.4.2.
Exclusion:	Entails the complete loss of all rights of participation in any activity under FIM control. This exclusion is adjustable over time.

3.2.2 Plurality of penalties

Any offender may have several penalties pronounced against him according to the circumstances.

3.2.3 Principles applicable to the penalties.

The nature and seriousness of the offence, the degree of fault and the conduct of the offender, as well as other relevant circumstances, must be taken into account in order to impose a proportionate sanction.

3.3 The Disciplinary and Arbitration Bodies

The disciplinary and arbitration bodies of the FIM, and FIM Europe, qualified to deal with disciplinary and arbitration matters, are:

- The NTC Race Direction
- The FIM, FIM Europe or FMNR Panel of Stewards
- The FIM Europe Disciplinary Commission

-
- The International Disciplinary Court (CDI)

3.3.1 The NTC Race Direction

3.3.1.1 Constitution

The Constitution of the NTC Race Direction is in accordance with the requirements laid down in Article 1.6.

3.3.1.2 Authority and Competence

The NTC Race Direction has the authority to penalise riders and teams' personnel, officials, promoters/organisers and all the persons involved in any capacity whatsoever in an event or in the Championship, without the necessity of a hearing in the case of minor offences, for:

- Infringements of the Regulations.
- any voluntary or involuntary action or deed accomplished by a person or a group of persons during a meeting, contrary to the current Regulations or instructions given by an official of the meeting, **including all protocols, notices and other instructions communicated by Officials in writing or via electronic means..**
- any corrupt or fraudulent act, or any action prejudicial to the interests of the meetings or of the sport, carried out by a person or a group of persons occurring during an event.
- any voluntary or involuntary action of Officials and Promoters/Organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations and Protocols covering the event organisation.

The NTC Race Direction is competent to adjudicate upon a protest relating to infringements of the Regulations.

3.3.1.3 Penalties that may be pronounced by the NTC Race Direction:

- a warning
- a fine
- a change of position
- a long lap penalty/penalties
- a ride through
- a time penalty
- a grid penalty
- a disqualification
- a withdrawal of Cup points
- a suspension

Furthermore, the NTC Race Direction can refer the case to the FIM Europe Disciplinary Commission in order to impose a higher penalty than the RC Race Direction is empowered to do.

3.3.2 The FIM, FIM Europe or FMNR Stewards (Panel of Stewards)

3.3.2.1 Constitution

The Constitution of the Panel of Stewards is in accordance with the requirements laid down in Article 1.7.

3.3.2.2 Authority and Competence

The Panel of Stewards will hear any appeals against decisions taken by the NTC race Direction.

3.3.2.3 Penalties that may be pronounced by the FIM Stewards Panel, only following an appeal:

- a warning
- a fine
- a time penalty
- a grid penalty
- a disqualification
- a withdrawal of Championship points
- a suspension

Furthermore, the Panel of Stewards can refer the case to the International Disciplinary Court (CDI) in order to impose a higher penalty than the Panel of Stewards is empowered to do.

3.3.3 The FIM Europe Disciplinary Commission (see the FIM Europe Disciplinary and Arbitration Code)

3.3.3.1 Authority

The Disciplinary Commission will hear appeals against decisions taken by Panel of stewards.

The Disciplinary Commission may impose sanctions without any restrictions of amount or of time based on the previous decisions taken by the FIM EUROPE Jury or Referee, as provided for in article 2. of these regulations.

3.3.4 The International Disciplinary Court (CDI) (see FIM Disciplinary and Arbitration Code)

3.3.4.1 Appointment of the Members

The FIM LJI Director will appoint, each time, the judge(s) who will constitute the CDI.

3.3.4.2 Procedures

The names of the members appointed must be communicated to all interested parties in the case, who have the right to make a duly documented objection to the composition of the Court, either in total or in part, within three days after having received the information. If the Executive Board of the FIM considers that a reasonable objection is made, they must appoint the necessary replacements. Otherwise they reject the objection and fix the date for the hearing.

The court may request the opinion of an expert or summon a witness who it considers useful.

3.3.4.3 Authority and Competences

The CDI will hear any appeals against decisions taken by the FIM Europe Disciplinary Commission.

Depending on the nature and complexity of the case, any disciplinary body referred above may bring the matter at hand to the CDI to handle the case.

The President of the FIM Europe, or the Management Council may, within 4 days after an Event, refer to the CDI matters of violation or infringement of the FIM Europe regulations.

3.4 Protests and Appeals

3.4.1 Right to protest

A protest is an action taken by any legal entity or any individual, rider, team, manufacturer, official etc. against another legal entity or any individual, rider, team, manufacturer, official etc.

Any natural or legal person, holder of a FIM or FIM CONUS licence, who considers to be directly prejudiced, during a meeting sanctioned by the FIM or FIM Europe, following dangerous, unsporting or fraudulent behaviour, riding or act, which has not been subject to a decision by the disciplinary bodies listed in article 3 has the right to protest against such behaviour, riding or act.

3.4.1.2 Scope of protests

A protest may be lodged against:

- an entry of a Rider, or Team.
- an alleged non-compliance of a machine with the regulations,
- a classification established at the end of a practice or a race.
- any alleged error, irregularity or breach of the regulations occurring during an event,
- a presumed wrongdoing behaviour of a competitor, not seen or not sanctioned by the FIM Stewards Panel, having occurred during an event.

However, no protest may be lodged against an immediate decision made by any judges of fact in the exercise of their duties, including but not limited to:

- a fine for speeding in the pit lane, pit lane exit violation, or practice start violation.
- a change of position.
- a long lap penalty(ies).
- a ride through.
- a time penalty given instead of any penalty not subject to protest.
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a grid penalty for the race of the event.
- a cancellation of the lap time concerned for a rider exceeding the track limits during practices.
- a disqualification from the practice sessions or the race following a positive result to the breath alcohol test carried out at the event.

No protest may be lodged against a decision of whether a rider is actively competing in the case of an interrupted race.

No protest may be lodged against a decision of the NTC Race Direction or FIM Stewards Panel or any other judge of fact based on a jump start, a track limit violation or a photo finish.

3.4.1.3 Procedure and time limit for protests

All protests must be submitted in writing and signed only by the person directly concerned. Each protest must specify:

- the relevant regulations or infringed provisions,
- the concerns of the protesting party,
- against whom the protest is filed (when relevant).

Each protest must refer to a single subject only and must be directly filed to the NTC Race Direction
In the case of Technical Regulation protests, for practical reasons, the intention to protest must be notified before the chequered flag of the session or race.

The protest must-formally filed in writing within 1 hour at the latest after the publication of the results.*

* publication of results includes the official notice/timekeeping board (digital or otherwise) together with time of publication, or the digital distribution of results by the Organiser, the latest communication / publication among those will be the basis to determine the protest time deadline.

A protest against the eligibility of a rider, team or a motorcycle to enter a class or event must be made before the start of the official practice. A protest against a machine on technical control compliance grounds (e.g. weight, noise, materials, etc.) may be made after the start of official practice and must be informed to the NTC Race Direction before the chequered flag of the practice session or race concerned.
If the protest was not lodged in accordance with the relevant procedures set up by the regulations and/or the security deposit for appeal not paid within the dead line specified in article 3.4.1.3, the appeal body is entitled to declare inadmissible the protest without hearing

3.4.1.4 Security Deposit for Protests

Protests must be handed to a responsible official (Clerk of the Course, NTC Race Direction, FIM Steward or Secretary of the Meeting) together with the security deposit of 350 Euros or equivalent. This security deposit may only be returned if the protest is upheld.

In the case of protests referring to the alleged non-compliance of machines with the regulations and requiring the dismantling and re-assembly of clearly defined parts of a machine, an additional deposit may be specified by the NTC Race Direction on a proposal from the NTC Organisation. This additional deposit must be paid by the protester within one hour upon notification of the Race Direction and before the dismantling has started.

3.4.1.5 Hearing of a protest

After an immediate hearing, the NTC Race Direction must decide on any protest presented. The protest has to be judged according to the provisions of the Regulations.

Decisions of the NTC Race Direction taken during track activities (practice and races) may be communicated on monitors. Such communications on public screens are considered valid notification.

3.4.1.6 Effect of the decision upon a protest

The decision of the NTC Race Direction of determination of penalty is immediate.

3.4.2 Right to appeal

Any natural or legal person, holder of a FIM or FIM CONUS licence and directly affected by a decision taken during a meeting under the authority of the FIM or FIM Europe has the right to lodge an appeal against such a decision.

3.4.2.1 Scope of appeal

The rules concerning appeals against FIM Europe Disciplinary Commission decisions are:

1. To the Panel of Stewards against a decision of the NTC Race Direction.

No appeal may be lodged against a decision made by any judges of fact in the exercise of their duties, including but not limited to:

- a fine for speeding in the pit lane, pit lane exit violation, or practice start violation.
- a change of position.
- a long lap penalty/penalties imposed for a race on that same day.
- a ride through imposed for a race on that same day.
- a time penalty given instead of any penalty not subject to appeal.
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a grid penalty imposed for a race on that same day. for the race of the event.
- a cancellation of the lap time concerned for a rider exceeding the track limits during practices.
- a disqualification from the practice sessions or the race following a positive result to the breath alcohol test carried out at the event.
- a suspension from one or more practice sessions (or part thereof) imposed for a session on that same day.

No appeal may be lodged against a decision based on a photo finish, or a decision of whether a rider is actively competing in the case of an interrupted race.

When no appeal may be lodged the decision of the NTC Race Direction is final.

2. To the FIM Europe Disciplinary commission against the decision of the panel of stewards.

No appeal may be lodged if the Panel of Stewards confirm the previous decision of the NTC Race Direction. In this case, the decision of the Panel of Stewards is final.

3. To the CDI against a decision of the FIM Europe Disciplinary Commission.

The decision of the CDI is final.

No appeal may be lodged if the FIM Europe Disciplinary Commission confirm the previous decision of the Panel of Stewards. In this case, the decision of the FIM Europe Disciplinary Commission is final.

4. To the Court of Arbitration for Sports (CAS).

No appeal may be lodged against a decision made by any judges of fact in the exercise of their duties, including but not limited to:

- a fine for speeding in the pit lane, pit lane exit violation, or practice start violation.
- a change of position.
- a long lap penalty/penalties imposed for a race on that same event.
- a ride through imposed for a race on that same event.
- a time penalty given instead of any penalty not subject to appeal.
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.

- a grid penalty imposed for a race on that same event.
- a cancellation of the lap time concerned for a rider exceeding the track limits during practices.
- a disqualification from the practice sessions or the race following a positive result to the breath alcohol test carried out at the event.
- a suspension from one or more practice sessions (or part thereof) imposed for a session on that same event.

No appeal may be lodged against a decision based on a photo finish, or a decision of whether a rider is actively competing in the case of an interrupted race.

3.4.1.2 Time limits for the lodging of an appeal

The time limit for lodging a statement of appeal is:

Against a decision of the NTC Race Direction -	1 hour
Against a decision of the FIM Stewards / Panel of Stewards -	5 days
Against the FIM Europe Disciplinary Commission	5 days
Statement of appeal before the Court of Arbitration for Sports (CAS) -	5 days

The time limits shall be taken from the date and time of receipt of the decision by the appellant.

3.4.1.3 Lodging of an appeal

See Art. 4.7 FIM Europe Disciplinary and Arbitration Code

3.4.1.4 Security deposit for appeals

- a) Against a decision of the NTC Race Direction
The amount of the security deposit is 650 Euros.
The correct security deposit for appeal must be paid via bank transfer (as indicated on the Notification of Sanction to the FIM Europe.
Proof of the security deposit payment must be joint to the statement of appeal in writing.
This security deposit may only be returned if the appeal is upheld.
- b) Against a decision of the FIM Stewards / Panel of Stewards
The amount of the security deposit is 650 Euros.
Proof of the security deposit payment must be joint to the statement of appeal in writing.
This security deposit may only be returned if the appeal is upheld.
- c) Against a decision of the FIM Europe Disciplinary Commission
The amount of the security deposit is 1320 Euros.
Proof of the security deposit payment must be joint to the statement of appeal in writing.
This security deposit may only be returned if the appeal is upheld.

3.4.3 Time limits to be observed for appeal hearings

The Panel of Stewards must be convened to examine an appeal immediately after the brief of appeal is received.

The FIM Europe Disciplinary Commission and CDI must be convened to examine an appeal not later than

6 weeks after the brief of appeal is received.

The Panel of Stewards, the FIM Europe Disciplinary Commission and the CDI must in all cases pronounce a decision.

3.4.4 Effect of an appeal

On request of the appellant, the Panel of Stewards may decide a stay of the provisional execution adjudicated by the NTC Race Direction by injunction or in its decision.

On request of the appellant, the FIM Europe Disciplinary Commission may decide a stay of the provisional execution adjudicated by the Panel of Stewards by injunction or in its decision.

On request of the appellant, the CDI may decide a stay of the provisional execution adjudicated by the FIM Europe Disciplinary Commission by injunction or in its decision.

3.4.5 Procedure before all the Disciplinary and Arbitration Bodies as stated in the respective FIM Europe and FIM regulations

3.5 Law of Mercy

The FIM Europe Management Council, after consultation with the President of FIM Europe the Judicial Panel or upon his proposal, may mitigate or completely forgive the penalty of a person or group of persons after having exhausted all the appeal procedures

3.9 Arbitration Clause

Final decisions made by the disciplinary bodies or the General Assembly of the FIM Europe may be submitted exclusively to the Court of Arbitration for Sport by way of appeal within the time limit as laid down in article 3.4.2.2, which shall have exclusive authority to impose a definitive settlement in accordance with the Code of Arbitration applicable to sport.

4 CIRCUIT STANDARDS

Circuit standards will be defined by the “FIM STANDARDS FOR CIRCUITS” (SRRC) or RR 07 Standards for Road Racing Circuits

5 MEDICAL CODE

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

6 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”.

8 CODE OF ETHICS

The regulations will be defined by the “FIM CODE OF ETHICS”