



FIM EUROPE

YAMAHA R3 bLU cRU EUROPEAN CUP REGULATIONS

2021



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GENERAL UNDERTAKINGS AND CONDITIONS

The **Yamaha R3 bLU cRU European Cup** is organised by Yamaha Motor Europe and JIR acting as Promotor of the series with the support of FIM Europe and Dorna WSBK Organisation. It consists of 6 round that will award one **Yamaha R3 bLU cRU European Cup** Winner. This event will run in the WSBK events.

Calendar 2021:

- 1) 11-12.06. Misano World Circuit "Marco Simoncelli" / IT
- 2) 02-03.07. Donington Park / UK
- 3) 23-24.07. TT Circuit Assen / NED
- 4) 06-07.08 Autodrom Most / CZ
- 5) 03-04.09. Circuit de Nevers Magny-Cours / FRA
- 6) 17-19.09. Circuit de Barcelona-Catalunya / ESP

The same Officials and Bodies acting with their responsibilities in The FIM WSBK/WSSP and WSSP300, i.e: Race Direction, Race Director, FIM Safety Officer, Technical Director, Medical Director, Starter, Clerk of the Course are executive officials. The Disciplinary and Arbitration code will be managed by FIM EUROPE / FIM Stewards.

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

All riders, team personnel, officials, promoters/organizers and all the persons involved in any capacity whatsoever participating in the FIM Europe Yamaha R3 bLU cRU European Cup (hereinafter collectively referred to "R3 Cup") undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

1. SPORTING REGULATIONS
2. TECHNICAL REGULATIONS
3. DISCIPLINARY AND ARBITRATION CODE
4. CIRCUIT STANDARDS
5. MEDICAL CODE
6. ANTIDOPING CODE
7. ENVIRONMENTAL CODE
8. CODE OF ETHICS

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

All the persons mentioned above may be penalised in accordance with the provisions of the 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 motorcycle 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 motorcycle or present in any capacity whatsoever in the Paddock, Pits, Pit lane or Track, must wear an appropriate pass at all times during the Event.

ANTIDOPING CODE

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



1. SPORTING REGULATIONS

1.1 INTRODUCTION

1.1.1

A series of motorcycle races counting toward the R3 Cup for Riders will be organised.

1.2 EVENTS

1.2.1

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

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

1.2.2

Events must be staged on race circuits that have been approved by the FIM for the Championship.

1.2.3

Organisers will be nominated by DWO FIM and FIM Europe.

1.2.4

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

1.2.5

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

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

The cover provided for each event shall be US\$ 6 million.

The validity of the insurance must start at 08:00 hrs on the Tuesday (or Monday in case of Saturday races) before the race and finish at 24:00 hrs on the Monday (or Sunday in the case of Saturday races) after the race. In case the organiser subscribes his own Third Party Liability Insurance in full conformity with the above specification of the present Art. 1.2.5, the organiser may send the certificate of insurance duly filled in, signed and stamped by an authorised Representative of the Insurance Company, to DWO and to the FIM Executive Secretariat.

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

1.2.6

At least 90 days prior to the Event, the Organisers of the event must submit the following information to the FIM Europe and Yamaha Motor Europe and JIR:

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



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

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

1.2.7

At least 60 days before the Event, Yamaha Motor Europe and JIR must publish the above information and post it to all teams with an entry for the Event.

1.3 THE Paddock

1.3.1

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

1.3.2

Due to contingency plan regulations all the person entering the Paddock for the first time must access between these timing:

- Wednesday: from 09:00 to 20:00
- Thursday: from 08:30 to 20:00
- Friday: from 07:00 to 18:00
- Saturday: from 08:00 to 18:00
- Sunday: from 08:00 to 14:00

Once the person has been checked in for the 1st time (according to schedule above), the Paddock circulation entry/exit will be on a 24h. basis.

1st time check in procedure will apply to all Permanent and One Event pass holders at every single Round of the 2021 Championship.

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. (if the person has checked in for the 1st time according to schedule above).

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, DWO, YME, JIR, etc.

At minimum the services must be available from 08.00 – 18.00 hrs on the day 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.

1.3.5

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

1.4 OFFICIALS

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

1.4.1 Permanent Officials

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

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

Race Director

Responsible for ensuring proper observance of the Regulations and efficient running of the practice and races. The Race Director is also responsible for all communications between the Event Management Committee and the FIM WSBK Stewards Panel.

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

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

Technical Director

Responsible for ensuring that technical Regulations are correctly enforced and supervising scrutineering and protests of a technical nature. The Technical Director has the power to disallow the use of any parts based on safety concerns at his/her sole judgement and discretion. The Technical Director is responsible for technical decisions during the course of the event.

Medical Director

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

FIM Safety Officer

Responsible for the supervision of all aspects of safety.

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/Promoter and shall be approved by the FIM. They are:

i) Clerk of the Course

Responsible for:

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



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

Once the morning medical inspection is finished, Medical personnel should stand 5 metres behind the Track Marshals or leave. Only sportive personnel should stay on the edge of the track for the “sporting” track inspection.

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

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

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

ii) Secretaries

Responsible for:

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

iii) 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 Race Direction

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

1.4.4 The FIM Stewards

The FIM Stewards shall be nominated by the FIM and approved by the Permanent Bureau.

1.4.5 The FIM Europe Steward

The FIM Europe Steward shall be nominated by the FIM Europe Road Racing Commission.

1.5 EVENT MANAGEMENT

1.5.1

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

- The Race Director - who will chair the Meetings
- The Technical Director
- The FIM Medical Officer



- The Clerk of the Course
- The Delegate appointed by DORNA
- The FIM Safety Officer

1.5.2

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

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

1.5.3

The Event Management Committee will meet at any time required during the event, but at least:

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

1.5.4

The quorum for a meeting of the Event Management Committee is three 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 Race Director will exercise a casting vote.

1.5.6

The FIM / FIME Stewards may attend the meetings of the Event Management Committee and the Race Director may also invite the participation of Officials or other persons to assist in the meetings. However, FIM / FIME Stewards and the invited officials or other persons will have no right of vote.

1.5.7

The duties of the Event Management Committee are:

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

1.6

RACE DIRECTION

1.6.1

The Race Direction will comprise the following persons:

- The FIM Representative, who will chair the Race Direction meetings
- The Race Director
- The DORNA Representative

These persons can perform other functions during the event.

1.6.2

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

1.6.3

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

1.6.4

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

1.6.5

The duties of the Race Direction are:

- a) To take decision as provided in the Regulations.
- b) To oversee operational matters to ensure the safe, efficient, and timely running of the event according to the FIM Europe R3 Cup Regulations.
- c) To make changes in the conduct and/or format of a race and/or a practice session based on safety considerations, provided that such decision is absolutely necessary to resolve a situation not foreseen in the **R3 Cup** Regulations. In such exceptional cases, such decision may prevail over specific provisions of the **R3 Cup** 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 **R3 Cup** Regulations.

1.7 THE FIM WSBK STEWARDS PANEL

1.7.1

There will be a panel comprised of three persons holders of an FIM WSBK Superlicence.

Each FIM Steward may be a permanent appointment, or appointed by rota, and approved by the Permanent Bureau.

1.7.2

The quorum for a meeting of the FIM WSBK Stewards Panel is two persons.

1.7.3

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.

1.7.4

The FIM WSBK Stewards have no executive role in the running of the events, except for the imposition of penalties and the adjudication of protests as per Art. 1.7.6.

1.7.5

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

1.7.6

The FIM WSBK Stewards Panel is responsible for:

- a) Taking decisions as provided in the Regulations.
- b) Imposing penalties for any infringements of the Regulations.
- c) Adjudicating on any protest relating to infringements of the Regulations.

1.7.7

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



1.8 THE CALENDAR

1.8.1

The provisional calendar of races counting for the **R3 Cup** will be, in principle, published by no later than 30th December of the preceding year.

1.8.2

The Yamaha Motor Europe and JIR with approval of Superbike Commission reserves the right to propose the inclusion, substitution or cancelation of events in the provisional calendar.

1.9 CLASSES

1.9.1

Class will be for the following categorie:
Yamaha R3

1.9.2

Technical Regulations are provided under chapter 2 of the Regulations.

1.10 ELIGIBLE COMPETITORS

1.10.1

The rider must be in possession of the adequate CCR Continental Licence issued by a FIM Europe.

1.10.1.1 Minimum age

R3 Cup 12 years

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

1.10.1.2 Maximum age

R3 Cup

The limit for the maximum age finishes at the end of the year in which the rider reaches the age of 20.

1.11 ENTRIES

1.11.1

The entry fee has to be paid before the start of the season to the Promoter

The organisers draw up a complete Entry List of the accepted Riders. The maximum number of permanent riders is 36. This List will be submitted to DWO and the FIM EUROPE for final approval.

The Entry form must be sent to the Organiser of the meeting.

1.11.2

A rider, entered in a round of the R3 Cup cannot participate in a support race during the same event and on the same track.



1.11.3

Wild card entries: The deadline for a Wild Card entry is 30 days before the event starts.

1.11.4

A compulsory briefing will be held for all the riders, and their parent's (guardian) who have not participated at any briefing of the actual year, on Thursday of the event at 5:00 p.m.

Failure to attend the briefing in full may result in a penalty. A waiver can be granted to a rider by the Race Direction.

1.11.5

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

1.11.6

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

1.12 STARTING NUMBERS

1.12.1

Each rider accepted for the R3 Cup will be allocated a specific starting number which will be valid for the whole Cup season.

In general, the precedence in the choice of starting number will be based on the result of the rider in the previous year's Cup season.

The numbers 1, 2 and 3 in class are reserved for the first three of the Cup of the previous year.

The rider's numbers will be assigned as requested by the participating riders. In case of a double number, a ballot will decide which rider may hold his number and which rider has to change.

All the numbers must be in the range from 1 to 99.

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

1.13 SCHEDULE

1.13.1

The Event schedule will be as follows and can only be varied:

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

FRIDAY:

Free Practice - 09,00 – 09,30

Superpole - 13,30 – 14,00

SATURDAY:

Race 1 - 11,45

Race 2 - 16,15

From Thursday latest till 12.00 the rider is required to be present on track.

1.13.2

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

1.14 TECHNICAL CONTROL–MEDICAL CONTROL–DOPING CONTROL**1.14.1**

All motorcycles should be checked by the Technical Stewards prior to first participation in practice on safety aspects, according to the published schedule. At the Discretion of the Technical Director, machines may be checked earlier than the schedule if the machines are ready.

Teams may present for Technical Control one (1) motorcycle per rider for the R3 Cup which will be specially identified by the Technical Controllers.

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

1.14.2

The procedure for Technical Control is will be managed by YME and JIR. The procedure for Medical Control is described in the Medical Code.

1.14.3

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

1.15 PRACTICE**1.15.1 Practice and Pre-Season test**

Promotional day for Yamaha-Racing activity will be organized together with test day.

Test day with 6 sessions of 20 minutes duration will be organized

1.15.2 Practice Sessions

- i) Riders will commence practice from the pit lane when the green light is displayed at the exit of the pit lane.
- ii) The duration of practice will commence from the illumination of the green light. A visible board or count-down will be shown in the pit lane to indicate the minutes of practice remaining.
- iii) The end of practice will be indicated by the waving of two chequered flags, at which time the pit exit will be closed. A rider's time will continue to be recorded until he passes the official chequered flag at the finish line after the allotted time has elapsed. If it is not possible to show the chequered flag because the rider passes the finish line closer to the end of the session, the scheduled time of the end of the session will be considered. After the chequered flags riders may complete the lap to the pit entry.
- iv) If practice is interrupted due to an incident or any other reason, then a red flag will be displayed at the start line and at all marshals posts. All riders must return slowly to the pit lane. When practice is restarted, the time remaining will be that shown on the count-down device in the pit lane and on the monitors of the official timekeepers at the moment the red flags were displayed.

During the whole event, once practice has started, nobody can alter the condition of the racing surface of the circuit. Even track marshals cannot clean the track without prior instructions and/or authorisation of the Race Director and the Safety Officer.

1.17.2

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

The Clerk of the Course is responsible of the proper operation.

1.18 START PROCEDURE

1.18.1 Race 1 - Start procedure

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

2. Approximately 5 Minutes before the Start of the **R3 Cup Race 1**- Pit lane exit opens for sighting lap.

Green lights on (and possibly green flags waved) at the pit lane exit. The pit lane exit will be opened for SIXTY SECONDS only.

Riders will make one sighting lap at unrestricted speed to the starting grid.

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

His bike will be checked in the pit lane, for safety reasons, by the Technical Director (or his appointed deputy).

3. Approximately 4 Minutes before the Start of the **R3 Cup Race 1**- Pit lane exit closes.

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

4. All riders will arrive slowly and safely on the starting position, with engines running, no adjustments may be made. Any rider encountering difficulties on the "out lap" from the pit exit must enter the pit lane.

When riders reach the grid after the sighting lap they must stop on the grid with engines running. Riders on the grid may be attended by one mechanic only (without tools). All attendants on the grid must wear a "Grid Pass".

As soon as the rider arrive on the grid position mechanic must leave the grid

5. Riders who do not go on to the grid may start the warm up lap from the pit lane under the instructions of the marshal positioned at the pit lane exit.

Riders starting the warm up lap from the pit lane must start the race from the back of the grid. If such riders do not respect the "back of the grid position", they will be penalised by a ride through. In a case of a restarted race with less than 3 laps, the riders will take their original grid position but the ride through penalty will be applied.

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

6. The Race Director may, at this stage, choose to declare the race as "wet" or "dry" and the starter will indicate this to the riders on the grid and those who may still be in the pit lane by the display of a board. If no board is displayed the race will automatically be "dry".

7. Trolleys, air blowers, tyre warmers are not allowed on the grid for the Race 1

Generators and starter engines are not allowed on the grid for the Race 1.

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

9. 30 Seconds before the Start of the Warm Up Lap - A 30 seconds board will be shown. These 30 seconds may be reduced at the discretion of the Race Direction when the grid is cleared and it is considered safe.

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

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 motorcycle will immediately be removed from the grid, under the control of the grid marshals. The machine will be moved to the pit lane where further attempts can be made to rectify the problem by the mechanics and or rider. Such riders may start the warm up lap from the pit lane and will start the race from the back of the grid.

10. 2 Minutes before the Start of the Race 1 - Green flag waved to start warm up lap.

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

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

Any rider who arrives at pit lane entry after safety car must enter the pit lane and start the race from there.

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

On returning to the grid the riders must take up their positions with the front wheel of their motorcycle up to 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 motionless.

Any rider who crashes or encounters a problem with his motorcycle on the warm up lap may return to the pit lane and make repairs in the pit lane not in the box.

Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm.

Attempting to restart the motorcycle on the grid is not permitted. It is not permitted to delay the start by any other means. Under the supervision or assistance of an official, he will leave the grid to enter into the pit lane where his 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 has stalled his motorcycle or has other difficulties. When all panels have been lowered and the safety car has taken up its position, an official at the rear of the grid will wave a green flag.

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

11. A red light will be displayed for between 2 and 5 seconds. The red light will go out to start the Race 1.

A safety car will follow behind the motorcycles for the whole of the first lap. The safety car must 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 or who is deliberately not placed in his starting box be penalised by the FIM WSBK Stewards. The standard penalty is two Long Lap Penalties as described in Article 1.19.2. The two Long Laps must be completed within 6 laps of the rider receiving notification of the penalty. Other penalties may be imposed.

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



the motorcycle moving forward at the time the red lights are turned off.

In the case of a minor movement and subsequent stop whilst the red lights are on the FIM WSBK Stewards panel will be the sole judge of whether an advantage has been gained.

The FIM WSBK Stewards panel will decide if a penalty will be imposed for taking advantage by anticipating the start and must communicate the penalty to the rider as soon as possible.

12. If, after the start of the race, a rider stalls his motorcycle, then he may be assisted by being pushed by an official along the track until the engine starts.

If, after a reasonable period, the engine does not start, then the rider will be pushed by an official into the pit lane where his mechanics may provide assistance.

13. After the riders have passed the exit of the pit lane, the official situated at this exit will display a green light to start any riders still in the pit lane.

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

The Race direction may apply a delay before the display of the green light according to the layout and distance of the pit exit. In that case an official information will be circulated.

14. Should there be a problem that might prejudice safety for the start, of the warm up lap or the race the Starter will invoke one of the following procedures described in article 1.18.2 points 17.1, 17.2, 17.3 and 17.4

1.18.2 Race 2 - Start procedure

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

2. Approximately 15 Minutes (10 minutes in the case of a restarted or rescheduled race before the Start of the **R3 Cup Race 2** - Pit lane exit opens for sighting lap.

Green lights on (and possibly 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 or refuel.

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

His bike will be checked in the pit lane, for safety reasons, by the Technical Director (or his appointed deputy).

3. Approximately 10 Minutes (5 minutes in the case of a restarted or rescheduled race before the Start of the **R3 Cup Race2** - Pit lane exit closes.

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

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 the grid position. Riders on the grid may be attended by up to three (3) persons one of whom may hold an umbrella. All attendants on the grid must wear a "Grid Pass". Having taken up their grid position, riders must take off their helmets, except in the case of a restarted or wet race.

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

Riders starting the warm up lap from the pit lane must start the race from the back of the grid. If such riders do not respect the "back of the grid position", they will be penalised by a ride through. In a case of a restarted race with less than 3 laps, the riders will take their original grid position but the ride through penalty will be applied.



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

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

Trolleys, are allowed on the grid.

Two air blowers, are allowed on the grid.

Tyre warmers may be used on the grid.

Riders may use a generator to power tyre warmers and air blowers on the grid.

Only one generator per motorcycle may be used. The generator must be of the “hand carried” type.

Starter engines may also be used on the grid.

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

To ensure ease of mobility when clearing the grid, the size and type of grid equipment such as generators, tool trolleys, etc. is subject to the approval of the Technical Director.

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 motorcycle to the pit lane. Such riders and their motorcycles must be clear of the grid and in the pit lane before the display of the 1 minute board, where they may continue to make adjustments. Such riders will start the warm up lap from the pit lane and will start the race from the back of the grid.

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

7. Refuelling or changing fuel tank on the grid is forbidden.
8. 5 Minutes before the Start of the Warm Up Lap - Display of 5 Minute Board on the grid.
9. 3 Minutes before the Start of the Warm Up Lap - Display of 3 Minute Board on the grid. Generators must have been disconnected.

Generators, trolleys and air blowers must be removed from the grid as quickly as possible.

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

Riders must put their helmets on.

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

10. 1 Minute before the Start of the Warm Up Lap - Display of 1 Minute Board on the grid.

Tyre warmers and stands must have been removed from motorcycles on the grid or in the pit lane. All team personnel must have left the rider/machine and be leaving the grid except when there is a problem with the machine.

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

11. 30 Seconds before the Start of the Warm Up Lap - Display of 30 Second Board on the grid.

All riders must be in position on the grid with engines running. No further assistance from mechanics is permitted. Any rider who is unable to start his motorcycle will immediately be removed from the grid, under the control of the grid marshals. The machine will be moved to the pit lane where further attempts can be made to rectify the problem by the mechanics and or rider. Such riders may start the warm up lap from the pit lane and will start the race from the back of the grid.

12. 2 Minutes before the Start of the Race - Green flag waved to start warm up lap.

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

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

Any rider who arrives at pit lane entry after safety car must enter the pit lane and start the race from there.

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

On returning to the grid the riders must take up their positions with the front wheel of their motorcycle up to 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 motionless.

Any rider who crashes or encounters a problem with his motorcycle on the warm up lap may return to the pit lane and make repairs in the pit lane not in the box.

Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm.

Attempting to restart the motorcycle on the grid is not permitted. It is not permitted to delay the start by any other means. Under the supervision or assistance of an official, he will leave the grid to enter into the pit lane where his 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 has stalled his motorcycle or has other difficulties. When all panels have been lowered and the safety car has taken up its position, an official at the rear of the grid will wave a green flag.

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

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

A safety car will follow behind the motorcycles for the whole of the first lap. The safety car must 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 or who is deliberately not placed in his starting box be penalised by the FIM WSBK Stewards. The standard penalty is two Long Lap Penalties as described in Article 1.19.2. The two Long Laps must be completed within 6 laps of the rider receiving notification of the penalty. Other penalties may be imposed.

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

In the case of a minor movement and subsequent stop whilst the red lights are on the FIM WSBK Stewards panel will be the sole judge of whether an advantage has been gained.

The FIM WSBK Stewards panel will decide if a penalty will be imposed for taking advantage by anticipating the start and must communicate the penalty to the rider as soon as possible.

14. If, after the start of the race, a rider stalls his motorcycle, then he may be assisted by being pushed by an official

along the track until the engine starts.

If, after a reasonable period, the engine does not start, then the rider will be pushed by an official into the pit lane where his mechanics may provide assistance.

15. After the riders have passed the exit of the pit lane, the official situated at this exit will display a green light to start any riders still in the pit lane.

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

The Race direction may apply a delay before the display of the green light according to the layout and distance of the pit exit. In that case an official information will be circulated.

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

17.1 START DELAYED

- A red flag is waved from the Starter's rostrum and the red light stays on.
- The "Start Delayed" board is displayed from the Starter's rostrum and a marshal will wave a yellow flag at each row of the starting grid from the signaling 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 by an official to the pit lane, regardless of what work is needed to restart the machine. If they can be restarted the rider may start the warm up lap from pit lane, and will start the race from the back of the grid.
- After display of the Start Delayed board, a maximum of 2 mechanics per rider is allowed on the grid. Only tyre warmers, stands, and hand-carried tools are allowed, no generators are allowed on the grid.
- Only essential officials are allowed on the grid, no media, guests, umbrella-holders or other team personnel will be permitted, with the exception of camera crew(s) authorised by the Organisers.
- The start procedure will be re-commenced at the 3 minutes board which the Starter will order to be displayed as soon as possible (normally as soon as all riders on the grid are attended by their team).
- Display of 1 Minute Board on the grid: Immediate removal of tyre warmers from machines on the grid. The mechanics will, as quickly as possible, assist the rider to start the machine and then vacate the grid. At this point, all team personnel leave the grid.
- Display of 30 Second Board on the grid: All riders must be in position on the grid with engines running. No further assistance from mechanics is permitted. Any rider who is unable to start his machine must remove it to the pit lane, under the control of the grid marshals, where he may make further attempts to start it. Such riders may start the warm up lap from the pit lane and will start the race from the back of the grid.
- Green flag waved to start warm up lap. In the interest of safety, should a rider stall his machine, he may be assisted by an official to restart. If, after a reasonable period, the engine does not start, then the rider will be pushed by an official into the pit lane where his mechanics may provide assistance.
- The race distance will be reduced by one lap only if the Start Delayed signal is after the warm up lap.
- For a restarted race the race distance may not be reduced.

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

172 START DELAYED “RAIN”

- A red flag is waved from the Starter’s rostrum and the red light stays on.
 - The “Start Delayed Rain” 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 signaling platform.
 - Riders must stay in their grid position, engines must be switched off.
 - After display of the Start Delayed Rain board, a maximum of 5 mechanics per rider is allowed on the grid. Works on bike are allowed.
 - Only essential officials are allowed on the grid, no media, guests, umbrella-holders or other team personnel will be permitted, with the exception of camera crew(s) authorised by the Organisers.
 - The start procedure will be re-commenced at the 5 minutes board which the Starter will order to be displayed as soon as possible (normally as soon as all riders on the grid are attended by their team).
 - Display of 3 minutes board on the grid: Generators must have been disconnected. Generators, trolleys and air blowers must be removed from the grid as quickly as possible.
 - Trolleys and air blowers must be removed from the grid as quickly as possible.
 - At this point, all persons except maximum two mechanics per motorcycle, the television crew of the host broadcaster and essential officials must leave the grid.
 - Riders must put their helmets on.
 - Display of 1 Minute Board on the grid: The mechanics will, as quickly as possible, assist the rider to start the machine and then vacate the grid. At this point, all team personnel leave the grid.
- Tyre warmers and stands must have been removed from motorcycles on the grid or in the pit lane.
- Display of 30 Second Board on the grid: All riders must be in position on the grid with engines running. No further assistance from mechanics is permitted. Any rider who is unable to start his machine must remove it to the pit lane, under the control of the grid marshals, where he may make further attempts to start it. Such rider may start the sighting lap from the pit lane and rejoin their grid position.
 - Green flag waved to start the sighting lap. In the interest of safety, should a rider stall his machine, he may be assisted to restart. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance.
 - Any rider starting the sighting lap from the pitlane/back of the grid may rejoin his grid position.
 - After the sighting lap the start procedure will be re-commenced at the 5 minutes board which the Starter will order to be displayed as soon as possible (normally as soon as all riders on the grid are attended by their team).
 - The race distance will be reduced by one lap if the Start Delayed Rain signal is after the sighting lap and by two laps if its declared after the warm up lap.
 - For a restarted race the race distance will not be reduced.
 - Any person who, due to his behaviour on the grid is responsible for a “start delayed” may be further penalized.

173 START DELAYED “BOX”

- A red flag is waved from the Starter’s rostrum and the red light

stays on.

- The “Start Delayed Box” 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 signaling platform.
- Engines must be switched off.
- After display of the Start Delayed Box board, a maximum of 2 mechanics per rider is allowed on the grid to help riders to take the bike into the boxes.
- Race Direction will communicate the new Event schedule on the Official Time keeping monitors.

174 START DELAYED “QUICK START”

- A red flag is waved from the Starter’s rostrum and the red light stays on.
- The “Start Delayed Quick Start” 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 signaling platform.
- Riders must stay in their grid position, engines must be switched off.
- After display of the Start Delayed Quick Start, a maximum of 5 mechanics per rider is allowed on the grid. Works on bike are allowed.
- Only essential officials are allowed on the grid, no media, guests, umbrella-holders or other team personnel will be permitted, with the exception of camera crew(s) authorised by the Organisers.
- The start procedure will be re-commenced at the 5 minutes board which the Starter will order to be displayed as soon as possible (normally as soon as all riders on the grid are attended by their team).
- Display of 3 minutes board on the grid: Generators must have been disconnected. Generators, trolleys and air blowers must be removed from the grid as quickly as possible.
- Trolleys and air blowers must be removed from the grid as quickly as possible.
- At this point, all persons except maximum two mechanics per motorcycle, the television crew of the host broadcaster and essential officials must leave the grid.
- Riders must put their helmets on.
- Display of 1 Minute Board on the grid: The mechanics will, as quickly as possible, assist the rider to start the machine and then vacate the grid. At this point, all team personnel leave the grid. Tyre warmers and stands must have been removed from motorcycles on the grid or in the pitlane.
- Display of 30 Second Board on the grid: All riders must be in position on the grid with engines running. No further assistance from mechanics is permitted. Any rider who is unable to start his machine must remove it to the pit lane, under the control of the grid marshals, where he may make further attempts to start it. Such rider may start the sighting lap from the pit lane and rejoin their grid position.
- Green flag waved to start the sighting lap. In the interest of safety, should a rider stall his machine, he may be assisted by an official to restart. If, after a reasonable period, the engine does not start, then the rider will be pushed by an official into the pit lane where his mechanics may provide assistance.
- Any rider starting the sighting lap from the pitlane/back of the grid may re-join his grid position.
- After the sighting lap the start procedure will be re-commenced with a quick start procedure From the Grid (one mechanic may go to the grid to indicate the grid position, 30 sec. board, warm up lap).



- The race distance will be reduced by one lap if the Start Delayed quick start signal is after the sighting lap; and by two laps if its declared after the warm up lap.
- For a restarted race the race distance will not be reduced.
- Any person who, due to his behaviour on the grid is responsible for a “start delayed” may be further penalized.

1.18.3 Quick Start or Restart procedure

When a race is stopped, riders must return to the pit lane, unless otherwise instructed by officials. If there is to be a second part to the race, minor repairs may be carried out. The following procedure will take place:

1.18.3.1

Upon arrival in the pit lane, riders may make adjustments to their machine. Refuelling is permitted in the pit lane for teams with no garages. (Prior to the start of the race, teams should ensure that all necessary equipment is located in the pit lane service area in a safe position).

1.18.3.2

When all riders have entered the pit lane the Race Director will announce the time remaining to the re-opening of the pit lane.

- a) The duration between the red flag and the actual opening of the pit exit will be 10 minutes or more.
- b) The time remaining to the opening of the pit exit will be displayed on timing screens and the 5, 4, 3, 2 and 1 minute(s) count-down boards are shown at the pit exit.

1.18.3.3

When the time period has elapsed, the pit lane exit will be opened for SIXTY SECONDS only. Riders will make one lap at unrestricted speed to the starting grid, followed by a Safety Car. Any rider delaying the progress of the sighting lap will be overtaken by the Safety Car. Any rider arriving behind the Safety Car must 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.

1.18.3.4

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.

1.18.3.5

After the closure of the pit lane exit, tyre warmers must be removed from all machines remaining in the pit lane.

1.18.3.6

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 of a race impacting new grid positions, the mechanic should avail himself of his riders' 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.

1.18.3.7

All riders will arrive slowly and safely on the starting position, with engines running, no adjustments may be made. When the rider takes his grid position, the mechanic must immediately leave the grid. Any rider encountering difficulties on the “out lap” from the pit exit must enter the pit lane.

1.18.3.8

As soon as the Safety Car arrives on the back of the grid, a 30 seconds board will be shown. These 30 seconds may be reduced at the discretion of the Race Direction when the grid is cleared and it is considered safe.

1.18.3.9

After 30 seconds have elapsed a green flag will be shown to start the warm up lap.

1.18.3.10

The warm up lap will be completed at unrestricted speed, followed by a Safety Car. When the last rider has passed the pit exit it will be opened for a period of 30 seconds to release any rider waiting. The pit lane exit will remain closed



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

1.18.3.11

Any rider not able to leave the pit exit has a final option of starting the race from the pit exit.

1.18.3.12

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

1.18.3.13

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. 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 or, in case of a restarted race, according to the position they qualified in the previous red flagged race.

Any rider arriving in the pit lane entry after the safety car must enter the pit lane and start the race from there.

1.18.3.14

After the start signal has been given and the last rider has passed the pit exit, the pit exit will be opened. Any riders still in the pit lane may then start the race up until the point when the lead rider has crossed the finish line to complete the first racing lap.

1.18.3.15

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

1.19 SPECIAL RACE PENALTIES PROCEDURES

Among various penalties, the FIM WSBK Stewards 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. He may then re-join 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 FIM WSBK Stewards (default penalty is a 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 or notified to, and if there is a second or subsequent parts, the rider will be required to ride through after the start of the second or subsequent parts of the race.

A yellow board (100 cm horizontal x 80 cm vertical) displaying the rider's number (black colour) will be shown at the finish line and the information will also be displayed on the time keeping monitors.

Failure by the relevant rider to ride through, having been shown the board 5 times, will result in that rider being shown the black flag. In the case where the organisation has been unable to carry out the ride through penalty before the end of the race, the relevant rider will be inflicted with an automatic time penalty.

If the infraction is committed during the last five laps, and the rider will not be able to enter the pit lane for complying his ride through, therefore an automatic time penalty will be applied.

This automatic time penalty cannot be subject of any protest or appeal.

This automatic penalty will be calculated thus: The time to pass through the pit lane from pit entry to pit exit at 60 km/h + 20% rounded down to the nearest second.



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, usually painted on an asphalt runoff area.

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

If the rider does not comply after the board has been presented 5 times the rider will be penalised with a 2 x Long Lap penalty or other penalty as decided by the FIM WSBK Stewards.

In the case of a 2 x Long Lap Penalty being given, these 2 long laps must be completed within 6 laps of the penalty notification.

If the rider does not complete this 2X Long Lap Penalty after the board has been presented 6 times, he will be penalised with a pit lane ride through (or other penalty as decided by the FIM WSBK Stewards).

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

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 carry out the long lap penalty before the end of the race, the relevant rider will be inflicted with an equivalent time penalty, or other penalty applied as decided by the FIM WSBK Stewards.

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

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

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 R3 CUP

1.20.1.1

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

1.20.1.2

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

1.20.1.3

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

1.21 BEHAVIOUR DURING PRACTICE AND RACE

1. Riders must obey the flag signals, the light signals, the officials' instructions and the boards which convey instructions. Any infringement to this rule will be penalised according to the provisions of article 1.23.
2. Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Any infringement of this rule may be penalised.
3. Riders must use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may re-join it at the place indicated by the officials or at a place which does not provide an advantage to him.
Any infringement of this rule during the practices or warm up will be penalised by the cancellation of the lap time concerned and during the race, by a penalty decided by the FIM / FIME Stewards Panel.

Penalties imposed during a race will be communicated via dashboard signals (where possible) and a board will be displayed for the rider at the finish line during a maximum of 5 laps.

If the rider did not comply after the board has been presented 5 times, (6 times in case of a 2X Long Lap Penalty) they will be penalised by the FIM WSBK Stewards (penalties may include Long Lap, 2 x Long Lap, Ride Through, Black Flag).

A time penalty may be imposed in lieu of a 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 to lift the motorcycle and holding it whilst any repairs or adjustments are made. The rider may be assisted by marshals or others to re-start or to move the machine on track, trackside or in the service road.
5. If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals. Should a rider crash during any practice or qualifying session and wish to re-join the session, then at the discretion of the track marshals, he may re-join the track and must proceed directly to the pit lane. The rider is responsible of the safety with his machine until he reaches the pit lane. His bike will be checked in the pit lane, for safety reasons, by the Technical Director (or his appointed deputy).
6. If the rider encounters a problem with the motorcycle which will result in his retirement from the practice or the race, then he must not attempt to tour at reduced speed to the pits but must pull off the track and park his motorcycle 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 who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
9. Riders are not allowed to transport another person on their motorcycle or to be transported by another rider on his motorcycle (exception: Another rider or by another rider after the chequered flag or red flag).
10. 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.
11. 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, races, 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 Championship promoter.
12. 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 practices will be subject to a fine of 200 Euros for the first offence. Repeat offences at the same event will incur a higher fine each time.

Any rider committing 3 offences at a single event may also be subject to further penalties from the FIM WSBK Stewards.

Excessive speed and multiple repeat offences during the season may incur higher fines and may also be subject to further penalties from the FIM WSBK Stewards.

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

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

13. Stopping on the track during practices and races is forbidden.
14. 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 checkered flags 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 and following the procedure, as communicated to teams prior to the first practice session. Practice starts during a red flag situation are strictly prohibited.

Any rider found to have infringed this rule will be subject to an instant fine of 150€. Further penalties may be applied.
15. 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.
Riders must not slow on the start-finish straight after the chequered flag unless they are in a safe position to do so and a sufficient distance from the finish line so as not to endanger or impede other riders.
It is forbidden to stop on the start-finish straight after the chequered flag for any celebrations of any kind.
16. After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane/parc fermé.
17. It is not permitted to ride racing motorcycles within the circuit other than in the pit lane or on the track.
18. Any rider or team whose motorcycle spill oil on the track causing interruption of practice, warm up or race twice in the same event may be penalised by the FIM WSBK Stewards Panel.
19. Any rider whose machine enters the pit box or in the paddock during a race will be considered to have finished the race and CANNOT re-enter the track.
20. Any rider who enters the pit lane twice during the race, to make adjustments (for other reasons than changing tyre), may be forbidden by the Race Direction to re-join the race.
21. The pit lane exit road will be defined by the Safety Officer and marked with painted lines. A dotted white line (interrupted line) will signify the end of the pit lane road, which is the point where the track starts and racing may commence. Riders must stay inside the painted lines defining the pit exit road until passing the dotted white line, during all track sessions (practice and race).
Infractions may be penalised with an instant penalty by the FIM WSBK Stewards panel.
22. Penalties for infringement of Engine allocation articles:
 - Infringement before the race: the rider will start the next 2 races from the pit lane exit after the green light is on. Penalties will be applied from the first race of the season till the end of the current season.
 - Application for a red flagged race with less than 3 laps completed: rider will start the restarted **(new)** race from pit lane.

1.22

PIT STOPS

Riders may enter the pit lane (but must not cross the line into the pit box) during the race.

Refuelling is strictly prohibited. Any infringement of this rule will be penalised with a disqualification.

1.23 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.

As from 2023 the use of light panels in association with waved flags will be compulsory in all circuits.

1.23.1 Flags and Lights Used to Provide Information:

- **Green Flag**

The track is clear.

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

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

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

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

- **Yellow and Red Striped Flag**

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

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

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

Drops of rain on this section of the track.

This flag must be waved at the flag marshal post.

- **White Flag**

Waved at all the flag marshal posts, this flag indicates that it is raining at some parts of the circuit.

Only the Race Direction can take the decision.

- **Blue Flag**

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

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

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

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

Any Infringement of this rule may be penalised by the Race Direction.

- **Chequered Black/White Flag**

This (these) flag(s) will be waved at the finish line on track level to indicate the finish of race or practice

session.

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

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

- **Green Light**

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

- **Flashing Blue Lights**

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

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

- **Yellow Flag**

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

A single yellow flag waved at the flag marshal post indicates that there is a danger ahead beside the track. Two yellow flags waved together at the flag marshal post indicate that there is a hazard wholly or partly blocking the track.

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

The riders must slow down and proceed with caution.

During all practices, the lap time of riders passing a yellow flag(s) area will be cancelled.

During a race, overtaking is forbidden up until the point where the green flag is waved.

An infringement of this rule will result in a penalty.

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

Penalties imposed during a race will be communicated via dashboard signals (where possible) and boards will be displayed for the rider on the finish line.

If the rider does not comply after the board has been presented 5 times, (6 times in case of a 2X Long Lap Penalty) they will be penalised.

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

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

- **Red Flag and Red Lights**

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

When the pit-lane exit is closed, the light will be switched on and the red flag may be used in conjunction with the official red light signal. Riders are not allowed to exit the pit lane.

Any Infringement of this rule may be penalised by the FIM Stewards Panel. The red flag will be shown 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.

He cannot restart when this flag results from a penalty.

Any Infringement of this rule may be penalised by the FIM Stewards Panel. This flag can also be presented to a rider for a reason other than a penalty (ie. for checking or changing a transponder), in that case he can restart.

- **Black Flag with orange disk (Ø 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 himself or others, and that he must immediately leave the track.

Any Infringement of this rule may be penalised by the FIM WSBK Stewards Panel.

1.23.3 Flag Dimension

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

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

1.23.4 Flag Colour

The Pantones for the colours are as follows:

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

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

1.23.5 Rider's number board

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

This board must be available at each flag marshal post.

1.23.6 Flags Marshals posts

The location will be fixed during the circuit homologation.

1.23.7 Marshals Uniforms

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

1.24 MEDICAL CARS

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

1.25 FINISH OF A RACE AND RACE RESULTS

1.25.1

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

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

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

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

1.25.2

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

- a) Complete 75% of the race distance or laps completed, rounded down to the nearest whole number of laps.
- b) Cross the finish line on the race track (not in the pit lane) within five minutes of the race winner. In case the rider is not in contact with the machine, the finish time is determined by the first part of the rider or machine to cross the finish line, whichever arrives last.

1.25.3

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

1.25.4

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

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

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

1.25.5

The riders classified in the first three positions in the race will be escorted by officials, as quickly as possible, to the podium for the awards ceremony. Participation in the podium ceremony by these riders is compulsory.

1.26 INTERRUPTION OF A RACE

1.26.1

If the Race Director decides to interrupt a race at any point from the start of the warm up lap onwards, then red flags will be displayed at the finish line and at all marshals' posts and he will switch on the red lights around the circuit. Riders must immediately slow down and return to the pit lane.

The results will be established taking into account all the time keeping points along the track and only the virtual pit finish line inside the pit lane. Any time keeping point between the finish line and the pit out will not be taken into account. The order of classification shall be based upon the total number of completed laps and the order of last crossing point for each individual rider prior the showing of the red flag.

For any rider who is inside the pit lane (not in the garage) at the moment the red flag is displayed, the following procedure will be applied:

- If the rider has crossed the virtual finish line inside the pit lane, that time will be used as **finish time**
- if the rider has not crossed the virtual finish line inside the pit lane, his last time keeping point along the track will be used.
- In the particular case where the virtual pit finish line is between the pit garages, for any rider who has or has not crossed the virtual finish line inside the pit lane, his last time keeping point in the track will be used. In case a rider has a problem with his transponder, the FIM WSBK Stewards has the faculty to assign to that rider a position using the last working time keeping point and the TV / CCTV.

To be classified a rider must:

- Complete 75% of the laps of the leader of the race rounded down to the nearest whole number of laps;
- Enter the pit lane using the designated track within 5 minutes after the red flag has been displayed, pushing or riding on their motorcycle.

In exceptional circumstances an exemption may be analysed and considered by the FIM WSBK Stewards panel.

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

1.26.2

If the results calculated show that less than three laps have been completed by the leader of the race, then the race will be null and void and a new race will be run according to the article 1.27.4. If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count for the Championship.

1.26.3

If three laps or more have been completed by the leader of the race, but less than two-thirds of the original race distance, rounded down to the nearest whole number of laps, then the race will be re-started according to article 1.27.4.

If it is found impossible to re-start the race, then the results will be given in accordance with Art. 1.27.7.

1.26.4

If the results calculated show that two-thirds of the current 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 Championship points will be awarded.

1.26.5

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 with the machine in a condition fit to rejoin the track..

The FIM WSBK Stewards will be the sole judge of whether a rider is actively competing including the condition of the machine and no appeal is possible against the FIM WSBK Stewards’ decision

1.27 RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

1.27.1

If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits, the Race Director will announce a time and the start procedure type (Normal Start or Quick Start).

1.27.2

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

1.27.3

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

1.27.4

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

- i) In the case of situation described in 1.26.2 (less than 3 laps completed) above:
 - a) All riders may 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 1.26.3 (3 laps or more and less than two-thirds completed) above:
 - a) Only riders who are classified in the original race may re-start. To be eligible to re-start the rider must enter pit lane, riding or pushing his motorcycle, within 5 minutes after the red flag was displayed in the interrupted race (using the homologated track). If in the previous part of the race a rider is lapped by one or more laps, he will re-start the race from the pit lane exit 10 seconds multiplied the lapped laps after the green light is on.
 - 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 one-third of the original race distance rounded up. The decision is at the discretion of Race Direction respecting schedules.
 - d) The grid position will be based on the finishing order of the first race.
 - e) The final race classification will be established according to the position and the 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. 1.25.4 will apply.

1.27.5

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), if such penalties were duly applied, will not apply to the restarted race.

In the case of Art.1.26.2 (race interrupted with less than 3 laps completed), the new start will be a completely new race so therefore existing start position penalties will apply.

1.27.6

Should a re-started race be interrupted and Race Direction deems it possible to re-start, then the conditions for a further re-start will follow Art. 1.27.4, with the race distance and results defined as follows:

- a) If the re-started race is interrupted when two-thirds of the current race distance (two-thirds must be minimum 5 laps) rounded down to the nearest whole number of laps have been completed by the leader of the race, the race will be deemed to have been completed and full Championship points awarded. The race classification will be according to Art. 1.27.4. ii) e).
- b) If the re-started race is interrupted when less than two-thirds of the current race distance rounded down to the nearest whole number of laps have been completed by the leader of the race, the race would be re-started a further time if possible, for the same number of laps as the first re-start.



- c) If that further re-started race (third race) is interrupted when less than 5 laps have been completed, Race Direction will determine if it is practical to re-start the race and will define the number of laps to be completed, with a minimum of 5 laps.
- d) Race Direction may reschedule re-started races in the race programme as necessary.

1.27.7

- a) If it has not been possible to re-schedule the race, the race results will then be determined by the last race where at least 5 laps have been completed by the leader of the race and full Championship points will be awarded. To be eligible to championship points, a rider must be classified in the last race.
- b) If the first race is re-started and none of the races (original or subsequent re-starts) have completed 5 or more laps, then the race is deemed to be cancelled and no Championship points will be awarded.

1.28 CHECK AREA / PARC FERMÉ

At the end of the race, or the final part of a race that has been interrupted, all the classified motorcycles will be directed to a compulsory check area (parc fermé) pending inspection by the Technical Stewards or potential protests. It is the responsibility of the teams and riders to ensure that the machine is in the parc fermé. Motorcycles will normally be released from the parc fermé 30 minutes after the finish of the race.

The top three classified finishers in each class will be held at the podium area, the remaining machines will be directed to the Parc Fermé.

1.29 CHAMPIONSHIP POINTS AND CLASSIFICATION

1.29.1

Riders will compete for the FIM Europe Yamaha R3 bLU cRU Cup.

1.29.2

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

1.29.3

Championship points will be awarded on the following scale:

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

**1.29.4**

All races will count for the FIM Europe Yamaha R3 bLU cRU Cup classification.

1.29.5

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

1.30**INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS****1.30.1**

Instructions may be given by the Race Director and/or Clerk of the Course to Teams and/or Riders by means of special circulars in accordance with the Regulations. Circulars must be posted on the official notice and / or delivered by electronic means such as email and/or placed in the special team mailbox which will be provided at each event. Posting on the official notice board, or via electronic means and/or placing in the team mailbox will be deemed as proof of delivery.

1.30.2

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. Posting on the official notice board will be deemed as proof of delivery and official publication.

1.30.3

Any communication from the Race Direction, the Permanent Officials or the Clerk of the Course to a team or rider must be communicated in writing or by Time keeping monitors. Similarly, any communication from a team or rider to the Race Direction, the Permanent Officials or the Clerk of the Course must also be made in writing.

1.30.4

For safety reasons, it is not permitted to start the engine of racing motorcycles inside the pit box at any time. Engines must be started in the pit lane.

1.30.5

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

1.31**NON-PARTICIPATION IN AN EVENT**

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

- First offence: fine of 150 €.
- Subsequent offences in the same season: suspension from the next event counting towards the Championship.

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

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



2. TECHNICAL REGULATIONS

Amendments to the technical regulations may be made by the Yamaha Motor Europe and JIR at any time.

During practices: If a motorcycle is found not to be in conformity with the technical regulations during or after the practices, its rider will be given a penalty for the event such as a ride-through, a drop of any number of grid positions for the next race, suspension and/or withdrawal of Championship or Cup points.

After a Race: If a motorcycle is found not to be in conformity with the technical regulations after a race, its rider will be given a penalty such as a time penalty, or disqualification.

2.1 MOTORCYCLES AND TECHNICAL INFO

2.1.1 Yamaha R3 bLU cRU Cup is a full supported series with riders provided with a race-ready Yamaha YZF-R3

2.1.2 Full riding package will be provided including motorcycle, technical assistance, tyres, fuel

2.1.3 It is not allowed to remove any part to the bike beyond what is already provided by the Promoter

2.1.4 Front and final sprocket choice according to the options offered by the Promoter

2.1.5 For the motorcycle is not allowed use of any technical equipment other than provided by the Promoter

2.1.6 No technical modification to the bike is allowed

2.1.7

YAMAHA R3: The motorcycle Yamaha R3/2020 must be absolute stock, following changes are allowed: Front cartridge suspension and rear shock absorber, Clutch, Exhaust system and dedicated ECU mapping. 2D data recording system is allowed.

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The weights of the motorcycles in running condition are specified as follows:

Motorcycle	Motorcycle Hard Minimum	Motorcycle Soft Maximum	Combine d Minimum Weight (Motorcy cle + rider)
YamahaZF-R3	137,0 kg	150,0 kg	204,0 kg

2.2 TYRES

The Promoter of the FIM Europe European Cup Road Races reserves the right to nominate Pirelli as the tyres manufacturer to supply the tyres to all the bikes entered in events for the duration of the season.

2.3 MAXIMUM NUMBER OF TYRES

The maximum number of Dry tyres which may be used in an event is: 3 front and 3 rear. All competitors must only use tyres distributed on site by the official supplier during the event. Usage of wet tyres is unlimited. A used tyre found on machines either checked in the pit lane or in the park fermé, may be replaced when it has been damaged. The damage must be confirmed by the official tyre supplier.

2.4 PROTECTIVE CLOTHING AND HELMETS

The Promoter provides as rider gear a FIM homologated helmet, leather suit with the back protector, gloves and boots.

The rider is free to use other approved gear with the constraint that the suit must have the colours and the same graphic layout of the Cup.

The helmet must have in the same positions the logos of the Cup

2.4.1

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

External protection on the leather suit intended to make regular contact with the track surface 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.

2.4.2

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

2.4.3

Riders must also wear leather gloves and boots, which with the leather suit provide complete coverage from the neck down.

2.4.4

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

2.4.5

Use of back and chest protectors is compulsory.

2.4.6

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

2.4.7

Helmets must confirm to:

Homologated helmets - <http://www.frhp.org/circuit%20helmets/homologated-helmets>

Disposable visor "tear-offs" are permitted.

2.4.8

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

3. DISCIPLINARY AND ARBITRATION CODE

3.1 PRINCIPLES

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

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

The duties powers and responsibilities of the bodies and delegates of the FIM Europe are set out in FIM Europe Statutes and By Laws. In case of any provision not foreseen in FIM Europe Statutes or By Laws, FIM Codes and By Laws are to be applied. Similarly, the obligations incumbent upon the participants, officials and organisers of sporting and eventually touring events connected under FIM Europe control are set out in the rules of the different sporting and touring disciplines or in any other rules and regulations which are or may be introduced and published by the FIM Europe. All people involved in the activity of the FIM Europe, both sporting and non-sporting, as well as the member of its organs, must adhere to its rules and keep an irreproachable behaviour in the carrying out of their respective duties, so as to avoid any possible prejudice to the honourableness of the FIM Europe and of its members. Proven violation or nonobservance of these obligations will be subjected to the penalties laid down in the FIM Europe Disciplinary and Arbitration Code.

3.2 PENALTIES

The penalties are:

- warnings
- fines
- drop of position
- ride through
- long lap(s) penalty
- time penalties
- grid penalty
- disqualification
- withdrawal of Championship 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:	cash penalty up to 50'000 € A fine of up to 1'000 € can be imposed without a prior hearing being necessary. However, the right of protest remains as set out in Article 3.4.1.
Drop of position:	the rider must go back the number of positions decided by the FIM WSBK Stewards Panel.
Ride through:	see Art. 1.19.1
Long lap(s) penalty:	the rider must complete the pre-defined route of the Long Lap under the conditions as defined in Article 1.19.2.
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 protest remains as set out in Article 3.4.1.
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 or a black flag with orange disc.
Withdrawal of championship points:	the loss of points from the Championship races already run.
Suspension:	entails the loss of rights to participate for a specified period of time in any activity under FIM control. 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 protest remains as set out in Article 3.4.1.
Exclusion:	the final and complete loss of all rights of participation in any activity under FIM / FIM Europe control.

3.2.2 Plurality of penalties

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

3.3 THE RACE DIRECTION AND THE FIM / FIM EUROPE DISCIPLINARY AND ARBITRATION BODIES

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

- The Race Direction
- The FIM WSBK Stewards Panel
- The **FIM Europe** Appeal Stewards
- **The FIM Europe Disciplinary Commission**
- The International Disciplinary Court (CDI)

3.3.1 The Race Direction

3.3.1.1 Constitution

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

3.3.1.2 Authority and Competence

The Race Direction has the authority to refer any case involving riders, teams' personnel, Officials and Promoters/Organisers, and all persons involved in any capacity whatsoever in the event or in the Championship, to the FIM WSBK Stewards Panel for possible disciplinary for:

- any voluntary or involuntary action or deed accomplished by a rider or team member or any other person as mentioned above, contrary to the current Regulations or instructions given by an official of the meeting.
- 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.

3.3.2 The FIM WSBK Stewards Panel

3.3.2.1 Constitution

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

3.3.2.2 Authority and Competence

The FIM WSBK Stewards Panel has the authority to penalise riders, 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.
- any corrupt or fraudulent act, or any action prejudicial to the interests of the meetings or of the sport, carried out by a person or a group of persons occurring during an event.
- The FIM WSBK Stewards Panel is competent to adjudicate upon a protest relating to infringements of the Regulations.

3.3.2.3 Penalties that may be pronounced by the FIM WSBK Stewards Panel:

- a warning
- a fine
- a drop of position
- a ride through
- **a long lap(s) penalty**
- a time penalty
- a grid penalty
- a disqualification
- a withdrawal of Championship points
- a suspension

3.3.3 The FIM Europe Appeal Stewards

3.3.3.1 Constitution

The **FIM Europe Appeal Stewards** will consist of:



- **one FIM Europe Steward with FIM Sporting Steward Licence who will be the chairman of the FIM Europe Appeal Stewards and exercise a casting vote if necessary. This Steward will be nominated by the FIM Europe Road Racing Commission and approved by the FIM.**
- and one FMNR Steward with FIM Sporting Steward Licence, nominated by the FMNR and approved by the FIM.

3.3.3.2 Authority and Competence

The **FIM Europe** Appeal Stewards will hear any appeals against decisions taken by the FIM WSBK Stewards Panel.

The **FIM Europe** Appeal Stewards may confirm or overturn a decision of the FIM WSBK Stewards panel, or impose a different penalty according to the penalties described in Art. 3.3.2.3.

The FIM Europe Appeal Stewards may refer the case to the **FIM Europe Disciplinary Commission** if it appears impossible to deal with the case for any valid reason. Such a decision will be justified in writing by the **FIM Europe** Appeal Stewards.

3.3.4 The FIM Europe Judicial Panel

3.3.4.1 Constitution

The Panel is composed of five jurists, elected by the General Assembly and proposed by the Management Council, for a period of four years. The Chairman will be nominated by the Management Council from the members of the Panel. The Panel may appoint one Vice-Chairman amongst its members. (SEE Art. 3.2.1 of FIM Europe Disciplinary Code)

3.3.4.2 Qualifications

In order to qualify for appointment to the FIM Europe Judicial Panel, a candidate must be in possession of a diploma in Law granted after studies at University level. He must be able to express himself in at least one of the official languages of the FIM Europe.

3.3.5 The FIM Europe Disciplinary Commission

3.3.5.1 Authority

The FIM Europe Disciplinary Commission will hear appeals against decisions taken by the FIM / FIM Europe Stewards following a protest.

The Disciplinary Commission may impose sanctions without any restrictions of amount or of time based on the previous decisions taken by the FIM / FIM Europe Stewards as provided for in Art. 3.3.3.2

Violation or non-observance of the FIM Europe rules and regulations are referred in the first instance to the FIM Europe Disciplinary Commission by the more diligent party

3.3.5.2 Composition and Procedures

The President of the Judicial Panel, after having established that the procedures have been followed and/or that the case can be heard, will appoint members to form the appropriate Disciplinary Commission. For each case, the FIM Europe Disciplinary Commission is made up of 1 or 3 judges.

The names of the members appointed must be communicated to all interested parties in the case, who have the right to refuse with due justification totally or partially the composition of the Court, within three days after having received the information. If the President considers that a reasonable refusal is made, he must appoint the necessary replacements among other judges of the Judicial Panel. Otherwise he will have to justify his decision.

During all procedures brought to the FIM Europe Disciplinary Commission it will be possible for the FIM Europe to express its position in a written report.

3.3.5.3 The Court of Appeal

In the case of an appeal against a decision taken by the FIM / FIM Europe Stewards or the FIM Europe Disciplinary Commission the Court of final jurisdiction shall be the International Disciplinary Court (CDI) of the FIM.

3.3.6 The International Disciplinary Court (CDI)

3.3.6.1 Appointment of the Members

For each case, and with the exception of the Anti-Doping cases, the CDI is made up of 1 to 3 members appointed by the Director of the List of International Judges (LJI) of the FIM will appoint each time, the President and the members who will constitute the CDI.

3.3.6.2 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.

3.3.6.3 Authority and Competences

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

The CDI adjudicates upon request of the Race Direction, the FIM WSBK Steward Panel or FIM FIM Europe Appeal Stewards.

After a meeting, the President of the FIM, the Executive Board or the Board of Directors may, within **5 days**, refer to the CDI, matters of violation or infringement of the FIM regulations not concerning sporting or technical regulations.

Violation or non-observance of FIM rules and regulations are referred in first instance to the CDI by the more diligent party.

3.3.7 The FIM / FIM Europe as a Party in the Legal Proceedings

3.3.7.1 Function

For all the appeals to the CDI, the FIM Europe is entitled to support the correctness of the penalties pronounced against

3.3.7.2 Appointment

The **FIM / FIM Europe** Executive Board shall appoint in each case, the person who will represent the **FIM / FIM Europe**.

3.3.7.3 Procedure

The intervention of the FIM / **FIM Europe** is optional and is left to the **discretion** of the Executive Board.

According to this Code, the FIM / **FIM Europe** enjoys the same rights and obligations as the other parties.

The FIM / **FIM Europe** may be present in person at a hearing or may present its claims in writing.

3.3.7.4 Cases concerning behaviours of an exceptional gravity

In case of a behaviour of an exceptional gravity, the President of the FIM / **FIM Europe**, the FIM Executive Board / **FIM Europe Management Council** may refer the case to the FIM CDI which will hear such a case

according to the procedures and time limits laid down by the General FIM / **FIM Europe** Disciplinary and Arbitration Code.

3.4 PROTESTS AND APPEALS

3.4.1 Protests

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.

3.4.1.1 Right of protest

A protest can be lodged against:

- **an entry of a Rider, a Team or a Manufacturer,**
- **an alleged non-compliance of a motorcycle 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 disciplinary authorities, 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, entailing or not:

- a fine, resulting from a pit lane speeding, pit lane exit, or practice start violation.
- a drop of position.
- **a long lap penalty(ies)**
- a time penalty given in lieu of any penalty not subject to appeal.
- a ride through.
- a cancellation of the lap time concerned for a rider exceeding the track limits during practices.
- 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**

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 Race Direction or FIM WSBK Stewards Panel based on a photo finish.

3.4.1.2 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,**
- **the concerns of the protesting party,**
- **against whom the protest is lodged (when relevant).**

Each protest must refer to a single subject only and the intention to protest **should** be notified to the Race Direction or to the FIM WSBK Stewards Panel **within 30 minutes of the publication of the results.**

The protest must then be **notified** in writing or withdrawn within 1 hour at the latest after the publication of the results.

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 motorcycle on technical control compliance grounds (eg. weight, noise, materials, etc.) may be made after the start of official practice and must be informed to Race Direction or to an FIM Steward before the chequered flag of the practice session or race concerned.**

3.4.1.3 Security Deposit for protests

Each protest must be handed to a responsible official (Clerk of the Course, Race Director, FIM Steward or

Secretary of the Meeting) together with the security deposit of 660 Euros or equivalent **via bank transfer to the FIM Europe General Secretariat.**

Proof of the payment must be joined to each statement of protest in writing.

This security deposit may only be returned if the protest is upheld.

3.4.1.4 Hearing of a protest

After an immediate hearing, the FIM WSBK Stewards Panel must make a decision on any protest presented. The protest has to be judged according to the provisions of the Regulations.

3.4.1.5 Effect of the decision upon a protest

The decision of the FIM WSBK Stewards Panel of determination of penalty is immediate.

3.4.2 Appeals

An appeal is an action taken by any legal entity or any individual, rider, team, manufacturer, official etc. affected by a decision issued by the FIM authorities (whether arising from a protest or otherwise).

3.4.2.1 Right of appeal

The rules concerning appeals against FIM / FIM Europe disciplinary decisions are:

1. To the FIM Europe Appeal Stewards against a decision of the FIM WSBK Stewards Panel

No appeal may be lodged against a decision **made by any judges of fact in the exercise of their duties**, entailing or not:

- a fine for speeding in the pit lane, pit exit line violation, or practice start violation.
- a drop of position
- **a long lap penalty(ies)**
- a time penalty given in lieu of any penalty not subject to appeal.
- a ride through
- a cancellation of the lap time concerned for a rider exceeding the track limits during practices
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a disqualification from the practice sessions or the race following a positive results to the breath alcohol test carried out at such event.
- **a suspension from one or more official practice sessions (or part thereof) of the event.**
- a grid penalty for the race of the event

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

No appeal may be lodged against a decision based on a photo finish.

When no appeal may be lodged **to the FIM Europe Disciplinary Commission**, the decision of the **FIM Europe Appeal Stewards** is final.

2. To the FIM Europe Disciplinary Commission against a decision of the FIM Europe Appeal Stewards

No appeal may be lodged against a decision **made by any judges of fact in the exercise of their duties**, entailing or not:

- a fine for speeding in the pit lane, pit exit line violation, or practice start violation.
- a drop of position
- **a long lap penalty(ies)**
- a time penalty given in lieu of any penalty not subject to appeal.
- a ride through
- a cancellation of the lap time concerned for a rider exceeding the track limits during practices



- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a disqualification from the practice sessions or the race following a positive results to the breath alcohol test carried out at such event.
- **a suspension from one or more practice sessions (or part thereof) of the event.**
- a grid penalty for the race of the event

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

No appeal may be lodged against a decision based on a photo finish.

No appeal may be lodged if the **FIM Europe** Appeal Stewards confirm the previous decision of the FIM WSBK Stewards. In this case, the decision of the **FIM Europe** Appeal Stewards is final.

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

No appeal may be lodged against a decision **made by any judges of fact in the exercise of their duties**, entailing or not:

- a fine for speeding in the pit lane, pit exit line violation, or practice start violation.
- a drop of position
- **a long lap penalty(ies)**
- a time penalty given in lieu of any penalty not subject to appeal.
- a ride through
- a cancellation of the lap time concerned for a rider exceeding the track limits during practices
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a disqualification from the practice sessions or the race following a positive results to the breath alcohol test carried out at such event.
- **a suspension from one or more practice sessions (or part thereof) of the event.**
- a grid penalty for the race of the event

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

No appeal may be lodged against a decision based on a photo finish.

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

4. To the CAS

No appeal may be lodged against a decision **made by any judges of fact in the exercise of their duties**, entailing or not:

- **a fine, resulting from a pit lane speeding, pit lane exit, or practice start violation.**
- a drop of position
- **a long lap penalty(ies)**
- a cancellation of the lap time concerned for a rider exceeding the track limits during practices
- a ride through
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a disqualification from the practice sessions or the race following a positive results to the breath alcohol test carried out at such event.
- a fine for speeding in the pit lane, pit exit line violation, or practice start violation.
- **a suspension from one or more practice sessions (or part thereof) of the event.**
- a grid penalty for the race of the event

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

No appeal may be lodged against a decision based on a photo finish.

3.4.2.2 Time limits for the lodging of an appeal

The time limit for lodging a statement of appeal is:

- against a decision of the FIM WSBK Stewards Panel - **1 hour**
- against a decision of the **FIM Europe** Appeal Stewards - 5 days
- **against a decision of the FIM Europe Disciplinary Commission** - **5 days**
- against a decision of the FIM CDI - 5 days
- statement of appeal against 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.

3.4.2.3 Lodging of an appeal

To be admissible, the statement of appeal must be submitted in writing (appeal before the **FIM Europe** Appeal Stewards) or submitted or sent by registered letter or special courier or by electronic mail:

- to the **FIM Europe General Secretariat** and postmarked (appeal before the **FIM Europe Disciplinary Commission**).

Within 10 days following the statement of appeal before the FIM Europe Disciplinary Commission, the appellant assigns to the FIM Europe General Secretariat a brief of appeal stating the facts.

If the appeal was not lodged and/or the security deposit for appeal not paid within the dead line specified in Art. 3.4.2.2 and 3.4.2.4, the appeal will be declared inadmissible without hearing.

3.4.2.4 Security deposit for appeals

The amount of the security deposit is 1'320 Euros.

The correct security deposit for appeal must be paid via bank transfert (as indicated on the Notification of Sanction):

- to the FIM Europe General Secretariat (appeal before the FIM Europe Disciplinary Commission),

as the case may be as per requested by the officials on duties at the event.

Proof of the payment must be joint to the statement of appeal in writing.

This security deposit may only be returned if the appeal is upheld.

3.4.2.5 Security deposit payable upon an adjournment

If an adjournment to call further witnesses is ordered upon the request of one of the parties involved, this party must provide an additional financial guarantee within a time limit to be fixed by the disciplinary body. The hearing will not be continued until this guarantee has been paid. In case of no provision of the guarantee within the time limit, the disciplinary body will make a determination on the appeal based on the evidence of the original witness.

3.4.2.6 Time limits to be observed for appeal hearings

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

The **FIM Europe** Stewards must in all cases announce a decision immediately following the hearing of the appeal.

The FIM Europe Disciplinary Commission must be convened to examine an appeal not later than 2 months after the brief of appeal is received.

The FIM Europe Disciplinary Commission must in all cases pronounce a decision.

For all classes, the CDI must be convened to examine an appeal not later than 6 weeks after the brief of appeal is received.

The CDI must in all cases pronounce a decision within 6 weeks after the brief of appeal is received.

3.4.2.7 Effect of an appeal

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

On request of the appellant, the International Disciplinary Court (CDI) may decide a stay of the provisional execution adjudicated by the FIM Stewards Panel by injunction or in its decision.

3.5 PROCEDURE BEFORE ALL THE DISCIPLINARY AND ARBITRATION BODIES

3.5.1 Right to a hearing

It shall be the unquestionable right of any person or body charged with any offence under the Regulations to defend themselves, either in person or by proxy.

Any party convened before a disciplinary or arbitration body has the right to be represented by one defense counsel of its own choice and at its own expense. Adequate notice of this intention must be given in order that this may also be notified to all other parties in the case. Failure to do so may result in the disciplinary or arbitration body upholding an objection to such representation.

If any of the parties duly convened do not appear, judgment can be rendered by default.

The disciplinary or arbitration bodies may decide that the hearing take place by means of a telephone conference call or through any other means of communication using a telephone or electronic device. Such a method of conducting a hearing shall only take place with the consent of all parties involved.

3.5.2 The hearing

The hearing shall be public unless the disciplinary or arbitration body itself decides otherwise in exceptional circumstances.

The hearing shall be conducted in one of the official languages of the FIM. Should one of the parties wish to use another language, it shall provide the necessary interpreters at its own costs.

The appellant must be present or duly represented, failing which, the protest will not be admissible and the costs shall be borne by the appellant.

Once the Judge(s) has opened the proceedings, he will invite the parties involved to state their respective cases without the witnesses being present.

After statements of the parties concerned, the disciplinary or arbitration body shall hear the various witnesses and experts in order to complete the evidence. The parties involved in the case shall have the right to question all witnesses and experts on their evidence.

Any member of the disciplinary or arbitration body may, at any time during the hearing and with the Judge's approval, question any of the parties involved, the witnesses and experts.

3.5.3 Witnesses and Experts

Each party is responsible for the convening and appearance of its own witnesses, as well as their expenses unless decided otherwise by the Court.

The disciplinary or arbitration body has no authority to oblige the witnesses to swear on oath; therefore,

testimony shall be given freely. The witnesses may only testify to the facts they know and shall not be allowed to express an opinion, unless the disciplinary or arbitration body should regard them as experts on a particular subject and should ask them to do so.

After having made their statements, the witnesses may not leave the Courtroom and shall not be allowed to speak to any other witness who has still to give evidence.

The Court may summon experts.

3.5.4 Judgement

Decisions of all disciplinary or arbitration bodies will be reached in camera by a simple majority of votes. All members will have equal voting rights which must be exercised when a decision is required. Abstention is not permitted.

Each member of the disciplinary or arbitration body binds himself to keep all deliberations secret.

3.5.5 Notification of judgements

The decisions of the FIM WSBK Stewards Panel and of the **FIM Europe** Appeal Stewards must be notified directly at the event venue, or failing that, addressed by registered letter with acknowledgement of receipt or by electronic mail.

All judgements of the International Disciplinary Court (CDI) and FIM Europe Disciplinary Commission must be notified, in writing, by registered letter with acknowledgement of receipt or by electronic mail in order to inform all the parties concerned.

3.5.6 Publication of judgements

The disciplinary or arbitration body imposing a penalty or adjudicating a protest or an appeal must have its findings published and quote the names of all parties concerned. The persons or bodies quoted in these statements have no right of action against the FIM / **FIM Europe** nor against any person having published the statement.

Furthermore, final decisions will be published by Press Release (in the Media Centre) and in the FIM/FIM Europe Website unless the Court itself decides otherwise..

3.6 COSTS OF PROCEDURE

The costs of a disciplinary or arbitration decision will be assessed by the FIM Executive Secretariat and will be awarded against the losing party, unless the Court decides otherwise.

3.6.1 Payment of fines and costs

If the penalty is definitive and either the fine and/or costs are not paid within 30 days of notification of the judgement decision according to Art.3.5.5, the person or body affected by the decision shall be automatically suspended from participation in all FIM Europe activities, until such time as full payment has been received by the FIM Europe General Secretariat.

3.7 RECIPROCITY OF PENALTIES

As a consequence of the agreement of reciprocity concluded on April 30th, 1949 between the 4 organisations controlling motorised sports internationally, i.e. in addition to the FIM, namely:

- the Fédération Internationale de l'Automobile (FIA)
- the Fédération Aéronautique Internationale (FAI)
- the Union Internationale Motonautique (UIM)

penalties of suspension or exclusion may also be applied to one or another of the sports represented by the above organisations, upon request of the FIM.



3.8 LAW OF MERCY

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

3.9. ARBITRATION CLAUSE

Final decisions made by the disciplinary bodies (exception Art. 3.4.2.3) may be submitted exclusively to the Court of Arbitration for Sport by way of appeal within the time limit as laid down in Art. 3.4.2.2, which shall have exclusive authority to impose a definitive settlement, in accordance with the Code of Arbitration applicable to sport.

Final decisions handed down by the jurisdictional organs or the General Assembly of the FIM Europe shall not be subjected to appeal in the ordinary courts.

4 CIRCUIT STANDARDS

*Circuit standards will be defined by the "FIM STANDARDS FOR CIRCUITS".
Up dated version available on www.fim-live.com*



5 MEDICAL CODE

*The regulations will be defined by the "FIM MEDICAL CODE".
Up dated version available on www.fim-live.com*



6 ANTI-DOPING CODE

*The regulations will be defined by the "FIM ANTI-DOPING CODE".
Up dated version available on www.fim-live.com*



7 ENVIRONMENTAL CODE

*The regulations will be defined by the "FIM ENVIRONMENTAL CODE".
Up dated version available on www.fim-live.com*



8 CODE OF ETHICS

*The regulations will be defined by the "FIM CODE OF ETHICS".
Up dated version available on www.fim-live.com*

