



EUROPEAN HANDY BRIDGESTONE CUP SPORTING REGULATIONS RR 09 & TECHNICAL REGULATIONS RR 09T 2022

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RR 09 1.0 TITLE AND GENERAL

The FIM Europe together with **DD Diversamente Disabili** and **Handi Free Riders** will organize the EUROPEAN BRIDGESTONE IRON CUP 2022. The calendar published at <http://www.fim-europe.com/open-calendar-road-racing/>. These Events will run under jurisdiction of the FIM EUROPE Sporting, Disciplinary and Arbitration Code, the FIM EUROPE Road Racing rules (RR01 and RR02) and the FIM Europe Technical Rules for European Bridgestone Iron Cup (see the Supplementary Regulations).

RR 09 1.1 ADMISSION to the EVENT

Riders admitted to the event must have one of the following disabilities: amputation of a limb, total plexus injury, paraplegia, total hemiplegia of at least one limb, myelopathy lower limbs. Riders with other/smaller disabilities, can be allowed to take part in championship in "lesser impaired" category **with different classification**.

In any, case the promoters "DD. Diversamente Disabili" and "Handy Free Riders" reserve the rights to accept or deny a rider's registration.

RR 09 1.2 CLASSES ADMITTED

Unless differently specified, classes admitted to the race are 600cc and 1000cc as specified in the Technical Regulations. The two classes will run in a single grid with different classification.

RR 09 1.3 PRIZE GIVING CEREMONY

The prize giving ceremony will follow procedure as foreseen from Covid-19 pandemic. Riders will be awarded from 1st to 3rd for each class.

"Lesser impaired" class will award separately **only 1st classified rider for 600cc and 1st classified rider for 1000cc**.

RR 09 2.0 CIRCUIT

The Event must take place on a permanent circuit. The event must be held under the requirements of National Homologation or FIM Europe Homologation.

RR 09 3.0 MOTORCYCLES

RR 09 3.1 MOTORCYCLES and TRECHNICAL INFO

See Technical Regulations attached and Supplementary Regulations.

RR 09 4.0 OFFICIALS (according to the FIM EUROPE Sporting Code)

RR 09 4.1 PRESIDENT and MEMBERS of the JURY and FIME STEWARD PANEL

- JURY - The Jury President is appointed by the FIM EUROPE/RRC. The second Jury member is delegated appointed by the FMNR.
- FIME STEWARD PANEL – It consists of three members. The jury president is the chief of the stewards' panel and FMNR Delegate is a second member. A third Member may be chosen from the FMNs delegates. All these persons must hold an FIM or FIM Europe Sporting Steward license for the respective discipline. The following persons are members of the International Jury but without voting rights:

- Head of Organization permanent:
- Clerk of the Course:
- Secretary of the meeting:
- Chief of Technical Inspection:
- Chief of Timekeeper:
- Chief Medical Officer:
- Environmental Stewart:

RR 09 4.2 FMN DELEGATES

An FMN delegate must be appointed by his FMN and must be a holder of an FIM or FIM EUROPE "Sporting Steward" license. (See art. 50.6 of the FIM EUROPE Sporting Code). He is entitled to attend, as observer, the open meetings of the Jury and will receive all the official papers of the event.

RR 09 4.3 CLERK of the COURSE

The Clerk of the Course must be appointed by the FMNR and must be a holder of a valid FIM or FIM EUROPE "Clerk of the Course" license.

RR 09 4.4 OTHER OFFICIALS

The FIM EUROPE may appoint a Technical Director who is responsible for ensuring that Technical Regulations are correctly enforced and supervising the technical control and protests of a technical nature. If there is no Technical Director, the Chief Technical Official has the same task and responsibility. The Chief Technical Official and Chief Timekeeping Official must be appointed by the FMNR and must hold an FIM or FIM EUROPE International Official's license, in accordance with the criteria for qualification as laid down in the FIM EUROPE Sporting Code Art. 40.2.1.

RR 09 4.5 LANGUAGE

The English language will be used to communicate.

RR 09 5.0 RIDERS

RR 09 5.1 LICENSE

Riders must be holder of a **FIM Europe CCR promotional licence** and a starting permission from his FMN.

RR 09 5.2 AGE LIMITS

The minimum and maximum ages for participants are:

MINIMUM AGE 18 years, MAXIMUM AGE 50 years.

FIME Sporting Code / 60.5 AGE OF RIDERS

Licences for riders and passengers are issued only with the permission of their own federation with respect to the minimum age and if in force, to the maximum age as mentioned in the specialized sporting rules. Applicants aged over 50 years may have a licence after undergoing a special medical examination according to art. 01.1.4 of the FIM EUROPE/FIM Medical Code.

The FMN of the applicant is responsible for checking this prior to issuing the licence. The limit for the minimum age starts on the date of the rider's birthday and the limit for, the maximum age finish at the end of the year in which the maximum age has been reached.

RR 09 5.3 ENTRY & ENTRY FEE

The Entry form must be sent to the Organizer by info in Supplementary Regulations. The entry fee is listed in the Supplementary Regulations. This must be paid at the Race Office on the circuit during the administration registration.

RR 09 5.4 RIDERS BRIEFING

At the first Event there will be an obligatory rider briefing for all riders, then only for new riders. BEHAVIOUR DURING PRACTICE AND RACE.

- 1) Riders must obey the flag signals, light signals and boards, which convey instructions.
- 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. The speed limit in the pit lane is 60 km/h. Riders must at all times adhere to the provisions of the Sporting Regulations. All infringements to these rules will be penalized by the Clerk of the Course or the Jury.
- 3) Riders should only use the track and the pit-lane. However, if a rider accidentally leaves the track then he may re-join the circuit at the place indicated by the marshals or at a place, which does not provide an advantage to him. The marshals may assist the rider in helping him to lift the machine and holding it whilst any repairs or adjustments are made. Any repairs or adjustments must be made by the rider working alone with absolutely no outside assistance. The marshals may then assist him to re-start the machine. If a rider wants to re-join to race following a crash, the marshals must check the bike's safety, and ensure the track remains free of any gravel or other dirt.
- 4) If a rider encounters a problem with his machine which will result in his retirement from the race, he may not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.
- 5) Riders who are returning slowly to the pits during the practice, should ensure that they travel as far as possible off the race line. They must give a signal by raising an arm/leg.
- 6) Riders may enter the pit-lane during the practice and the race to make adjustments to their machines or change tyres. During the race all such work must be carried out in the pit lane on the working apron in front of the boxes. Refuelling is strictly prohibited after the leading rider has passed the finish line after the first lap of the race. During the intervals, if races are interrupted, work and refuelling in the pit boxes is permitted.
- 7) A rider will only be allowed to start the race until the leader has crossed the start/finish line for the first time.
- 8) Riders who stop their motorcycle in the pits may be assisted to re-start it by the mechanics or a starting device.
- 9) Riders must not transport another person on their machine during the practices and race.
- 10) Riders must not ride their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane. Only mechanics are allowed to push machines on the opposite

direction of the pit lane for the starting procedure and/or to reach the Parc Ferme under the direction of an Official.

- 11) Voluntary stopping on the track during practices and races is forbidden.
- 12) After passing the chequered flag, of the official free practice session and warm ups, which determine the end of the session, when it safe to do so, off the racing line and in the designed area by Clerk of the Course which is marked with a removable panel indicating "PRACTICE START", riders are allowed to do "Practice Start".
- 13) As a general rule, silence in the paddock must be respected during the night between 11.00 pm and 07.00 am except local restrictions.

RR 09 5.5 RIDER NUMBERS

In the first year of the championship, all numbers can be used. The numbers 1, 2 and 3 in class are reserved for the first three of the Championship or Cup of the previous year. The rider's numbers will be assigned as requested by the participating riders. In case of a double number, the rider which registered first may hold his number and the second rider has to change.

RR 09 6.0 TIMETABLES

See the supplementary Regulations of Organizer or Promoter.

RR 09 7.0 PRACTICE AND RACES

RR 09 7.1 PRACTICE RESCTICTIONS

To qualify for the race, a rider must achieve at least a time equal to **115 %** of the time recorded by the fastest rider of his class during the qualifying practice. Any rider who fails to achieve a qualifying time will be permitted to take part in the race providing that in any of the official free practice sessions he has achieved a time at least equal to **115 %** of the fastest rider of his class in the same session.

RR 09 7.2 RESULTS of QUALIFYING PRACTICE

The provisional results must be signed by the Clerk of the Course.

RR 09 7.3 STARTING GRID

At the Jury meeting following each qualifying practice session, a provisional starting grid will be determined by the qualifying practice results. The official grid must be signed by the Jury President before it can be published maximum one hour before the start of each race, at the latest.

RR 09 7.4 RACE DISTANCE

Races must correspond to the following distances:

CLASS MINIMUM KM: 30

MAXIMUM KM: 60

RR 09 7.5 START of RACES

- a) 15 minutes before the start of the race, the green light of the pit lane exit will be switched on. The riders will not do the sighting lap, but they will go onto the starting grid with

mechanics and bikes with engine off, within the 5 minutes the green light stays on. After 5 minutes the pit lane exit light will become red and all riders and bikes must be on the grid. In the meanwhile, a LEADING CAR will be positioned in front of the starting grid.

- b) The motorcycles will be arranged along the pit wall side of the main straight, positioned at about 30 degrees respect the edge of the track, following the sequence of the qualifying practice results. The pole bike will be at about 1 meter from the starting line and the other bikes at about 2 meters each other, with the reference of road traffic cones. The bikes can be put on stands with tyre warmers and adjustments can be made by mechanics.
- c) 5 minutes before the start of the warm-up lap, will start the display of time boards, with the sequence 5— 3— 1 min. — 30 sec.
- d) When the 3 min board is displayed on grid, any work on bikes must be stopped and all teams staff must leave the grid, except 2 mechanics per rider, as needed.
- e) When the 1 min board is displayed, mechanics must remove the tyre warmers and the bike stands and help the rider to switch on the engine. Having done that, they will go near the pit wall in a safe position. For riders who cannot hold the bike on their own, they can be assisted by mechanics holding the bike before the start of the warm-up lap.
- f) After the display of 30 sec. board, the starter will waive the green flag to start the warm-up lap, thus each rider will leave his starting position, following the proceeding rider in the grid sequence and the pole man behind the LEADING CAR.
- g) The riders will do ONE WARM-UP LAP ONLY, following the LEADING CAR and without overtaking each other. In case a rider has an issue during the start of the warm-up lap, he can make up for his grid position during the lap. In case a rider has a technical issue and reduces his pace, other riders can overtake him to keep following the rest of the group.
- h) After the last turn of the track, the LEADING CAR will enter the pit lane, while the group of the riders will keep going on the main straight, with the leading rider who will hold the same pace until the starting line.
- i) The race will start when the starter will turn off the red light. Each rider can overtake or come up beside the rider in front of him only after the turn off the red light. Any overtake before is considered JUMP START and penalized as such.
- j) In case of red flag all riders must go to pit lane to be assisted by their teams.
- k) Starting procedure will be the same as standard procedure in order to guarantee safety conditions to the riders.
- l) The starting grid will be defined according to RR 01.14.1 “Interruption of a Race”

RR 09 7.6 JUMP START

Anticipation of the start (Jump-start) is defined by the motorcycle flanking or overtaking the motorcycle forward when the red light is on.

The Clerk of the Course together with the Jury President (or Race Director, only in case of Race Direction) will decide if a penalty will be imposed and must inform the Teams-Rider(s) **within the half of the race. Against this decision is not allowed any protest. Penalty for Jump Start is 20” added to the total race time.**

In case of race interrupted, any rider who has been sanctioned in the first half of the race must accomplish the following procedure:

- a) If the race has been interrupted before the leader and other riders have completed less than 3 laps, being the race considered not valid, the jump start is considered not valid as well therefore not penalised;
- b) If the race has been interrupted after the leader and other riders have completed more than three laps, and in the case of a race interrupted prior to the penalty being complied with, and if there is a second part, the rider will be assigned 20" penalties after the start of the second part of the race.
- c) In the case of a rider carrying forward a penalty for anticipation of the start, into the second part of an interrupted race and subsequently found to have anticipated the second start, the rider will be shown the black flag.

RR 09 7.7 POINTS SCALE

Series points will be awarded to the top 15 finishers at each race according to the following standard scale: 25-20-16-13-11-10-9-8-7-6-5-4-3-2-1.

1 point for the fastest lap time of the race for each class.

1 point for the fastest lap time in qualifying practice for each class.

RR 09 7.8 PARC FERME

After the chequered flag, all riders must join Parc Ferme. Only riders with paraplegics' injuries must go to pit lane and their mechanics are entitled to bring the machines into Parc Ferme the quickest possible.

RR 09 7.9 ARMBANDS

For safety reasons riders must wear armbands according to the following colours combination:

- RED for paraplegics and plexus injured
- BLU for amputees
- NO BANDS for other injuries

RR 09 7.10 PROTEST

All protests must be submitted in accordance with the FIM EUROPE Disciplinary and Arbitration Code together with a fee of 350,00 EURO. An appeal against the decision of the Race Direction must be addressed to the FIME Steward panel. It must be submitted within 30 minutes after the notification of this decision and must be accompanied by a fee see Appeal fee according the FIME Yearbook for a Technical protest art. RR 01.19 (FIM EUROPE Road Race Rules) will apply.

RR 09T TECHNICAL REGULATIONS

Motorcycles manufactured from Model Year 2000 onwards will be allowed at the EUROPEAN BRIDGESTONE IRON CUP 2021. All non-mentioned components must be original as they came from the factory.

RR 09T 1.0 ALLOWED CATEGORIES & MINIMUM WEIGHTS

RR 09T 1.1 ALLOWED CATEGORIES

- a) The 600-cc. class allows motorcycles with naturally aspirated 4-stroke engines with the following configuration:
 - 4 cylinders: over 500 up to 650 cc.
 - 3 cylinders: over 500 up to 675 cc.
 - 2 cylinders: over 500 up to 850 cc.
- b) The 1000-cc. class allows motorcycles with naturally aspirated 4-stroke engines with the following configuration:
 - 3 and 4 cylinders: over 748 cc up to **1300** cc.
 - **3 cylinders: over 850 cc up to 1310** cc.
 - 2 cylinders: over 850 cc. up to **1310** cc.

RR 09T 1.2 MINIMUM WEIGHTS

The minimum weight of the motorcycles in running condition must be:

- Class 600: 151 kg
- Class 1000: 158 kg

RR 09T 2.0 CHASSIS

RR 09T 2.1 MAIN FRAME

- a) Unless otherwise specified in the following articles, the main frame must be original.
- b) Drilling the frame to add authorized additional or replacement components (e.g. fairing supports, steering shocks, sensors, etc.) is allowed.
- c) Engine supports or brackets must be kept original.
- d) Use of protections in order to shelter the sides of the frame is permitted.
- e) Removing centre stand and side stand brackets is allowed.

RR 09T 2.2 SEAT & REAR SUBFRAME

Seat and rear subframe can be modified or replaced.

RR 09T 2.3 FRONT SUBFRAME

Front subframe and front support of the fairings can be modified or replaced.

RR 09T 2.4 SWINGARM

Swingarm and all the motorcycle infrastructures are free within the limits established by this regulation.

RR 09T 2.5 HANDLEBARS & HAND CONTROLS, FOOT RESTS & FOOT CONTROLS

Handlebar, half handlebar, control levers, foot levers, foot control levers and relative protection are free within the limits established by this regulation.

RR 09T 2.6 *SUSPENSION*

- a) Front and rear suspensions are free, within the limits established by this regulation.
- b) Installing steering shock absorbers with relative fixing brackets is allowed.

RR 09T 2.7 *BRAKE SYSTEM*

- a) The brake system (front and rear) is free within the limits established by this regulation.
- b) All motorcycles must have at least one functioning brake per wheel axle.

RR 09T 2.8 *WHEEL RIMS*

- a) Wheel rims are free within the limits established by this regulation.
- b) Using wheel rims in materials such as carbon and/or Kevlar and/or magnesium, including those reinforced with carbon or glass fibres, are not allowed.

RR 09T 2.9 *TYRES*

- a) Only Bridgestone tyres are allowed at the INTERNATIONAL BRIDGESTONE HANDY RACE. Bridgestone Battlax Racing R11 or Battlax Slick V02 tyres must be used in the size and compound established by the Organisers. New Rain Battlax W01 must be used in the size and compound established by the Organisers, and can only be used during trials and races if the race manager declares the track to be wet.
- b) Additional treads or other modifications to the tyre surface are only permitted if carried out by the manufacturer or specialised, authorized personnel, by means of equipment specially constructed for this purpose.
- c) When mounting the tyre on the wheel rim, it is necessary to follow the directions indicated by the manufacturer.
- d) Using tyre warmers and electric generators (equipped with a tank to contain any liquid spills), on the starting grid, is allowed for all classes.
- e) Changing tyres at the starting grid is allowed for all classes only when the race manager declares "wait race" with the motorcycles already lined up on the starting grid with tread/slick tyres.

RR 09T 3.0 *FUEL SYSTEM*

RR 09T 3.1 *GENERAL*

- a) Fuel system is free within the limits established by this regulation.
- b) Engine supercharging is not permitted in any way. Connecting the air box to the tank is allowed. Fuel injection, even when it occurs in the combustion chamber (direct injection), is not considered supercharging.

RR 09T 3.2 *FUEL*

Only unleaded fuel is allowed, in line with FIM regulation for Superbike class.

RR 09T 3.3 *FUEL TANK*

- a) Unless otherwise specified in the following articles, fuel tank must be original.
- b) Tank cap can be changed as long as it ensures a perfect seal.
- c) Fuel vent pipes can be modified or replaced.

RR 09T 3.4 FUEL CIRCUIT

Fuel circuit between tank and injector rail is free. The fuel circuit must be located in such a way as to be protected in case of fall.

RR 09T 4.0 ENGINE

RR 09T 4.1 GENERAL

- a) The 600 cc and 1000 cc classes allow motorcycles with 4-stroke, naturally aspirated engines with displacements indicated in Art. 1 of this regulation.
- b) Bore and stroke must be kept homologated, it is not allowed to modify the displacement to reach the limits set in the previous article.
- c) The engine structure and mergers must be original to the motorcycle and approved for road use.
- d) As established in previous articles, engine preparation is free for motorcycles manufactured and approved for road use prior to 2012.
- e) For motorcycles approved and manufactured from 2012 onwards, only normal maintenance specified by the manual is allowed. The engine must be maintained as originally manufactured for road use, with the following specifications:
- f) The engine gaskets (including head gasket) are free.

RR 09T 4.2 CYLINDER HEAD

- a) Any change to the cylinder head is prohibited.
- b) Valves, valve seats, valve guides, tappets and seals must be original.
- c) The springs, the semi-cones and the valve plates are free, on the condition that they be made of a material with a specific weight equal to or greater than the original.

RR 09T 4.3 CAMSHAFTS & CAM DRIVE

- a) The camshaft drive method must be original.
- b) Modifying (re-profiling) or replacing the camshafts in order to change the camshaft profile is allowed on the condition that the maximum cam lift is maintained as original.
- c) The camshaft timing is free.
- d) The spools or the gears of the camshafts can be replaced with ones with slots to vary the phase of the cams.
- e) The chain or timing belt and its tensioner must remain original.

RR 09T 4.4 CYLINDERS

Any cylinder modification is forbidden.

RR 09T 4.5 PISTONS

Any modification to the pistons, including polishing and lightening, is prohibited; - Any modification to sealing bands, pins and relative stops, is forbidden.

RR 09T 4.6 CONNECTING RODS

Any modifications to connecting rods, including lightening and polishing is prohibited.

RR 09T 4.7 CRANKSHAFT

The crankshaft must be kept original. Any modification, including lightening, balancing and polishing, is prohibited.

RR 09T 4.8 CRANKCASE

- a) Except as specified below, crankcases must be kept original, also in terms of colour and surface finish.
- b) The side covers of the crankcase can be modified or replaced, provided the material used has a specific weight equal to or greater than the original. In any case, the overall weight and impact resistance of the side covers must not be less than the original.

RR 09T 4.9 CLUTCH

The clutch and the clutch control are free.

RR 09T 4.10 GEAR BOX

- a) The gearshift is free within the limits of what is established in this regulation.
- b) A maximum of 6 gears is allowed.

RR 09T 4.11 FINAL TRANSMISSION

- a) The final transmission part (pinion, crown and chain) is free for type, materials and size, within the limits of what is established in this regulation.
- b) For mounting the pinion, crown and sprocket (if any), only steel bolts (screws, nuts) are permitted.

RR 09T 5.0 COOLING & LUBRICATION SYSTEM

The cooling and lubrication systems (radiators, pump and pipes) are free, within the limits of what is established in this regulation.

RR 09T 6.0 ELECTRICAL SYSTEM

- a) The instrumentation, engine control unit (ECU), wiring and controls are free, within the limits of what is established in this regulation.
- b) Use of "quick-shifter" (gear shifting assistance device) is permitted.
- c) The use of electronic equipment with IR technology (infrared), GPS or radio for timekeeping is allowed.
- d) The use of electronic devices for data acquisition and for traction control is allowed.

RR 09T 7.0 FAIRING & STARTING NUMBERS

RR 09T 7.1 FAIRING

- a) The fairing, mudguards and superstructures are free, within the limits of what is established in this regulation.
- b) The use of carbon and/or Kevlar fibres is permitted.
- c) No part of the motorcycle must exceed the vertical plane tangent to the rear part of the rear tyre. No part of the motorcycle must pass the vertical plane tangent to the front of the front tyre.
- d) The edges of the windshield, as all the exposed edges of fairings, must be rounded.

RR 09T 7.2 STARTING NUMBERS

- a) Starting numbers and the number-holder plates are free within the limits of the constraints of this regulation. The colours of the race numbers and the number plates are free within the limits of what is established in this regulation.
- b) Race number font must be clearly visible and evenly coloured, with a matte background if possible so as not to reflect sunlight.
- c) Minimum font dimensions for the race numbers must be:
 - Front number: height 140 mm; width 80 mm; thickness 25 mm.
 - Side number: height 120 mm; width 70 mm; thickness 20 mm.
- d) The starting number must be displayed on the front and on both sides of the motorcycle so as to be clearly visible to the spectators and Technical Director from both sides of the track.

RR 09T 8.0 EXHAUST SYSTEM

- a) Exhaust system is free, within the limits established by the RTGS. The end of the motorcycle's exhaust pipes must not extend beyond the vertical plane tangent to the rear tyre.
- b) The noise limit is 107 dB/A for all classes. The test RPM for noise control will be as follows:
 - Class 600: 4 cylinders @ 7.000 rpm; 3 cylinders @ 6.500 rpm; 2 cylinders @ 5.500 rpm.
 - Class 1000: 4 cylinders @ 5.500 rpm; 2 and 3 cylinders @ 5.000 rpm.
- c) Some circuits may have a lower noise limit. This will be published in the Supplementary Regulations of the respective event.**

RR 09T 9.0 FIXING ELEMENTS & MATERIALS

- a) Bolts and fasteners are free, within the limits of what is established in this regulation.
- b) The use of titanium for the construction of the frame, the front fork, the swingarm, the swingarm pivot, the wheel pins and the handlebars is forbidden.
- c) The use of composite materials as a construction material for steering plates, handlebar bracelets, handlebars or half-handlebars, foot supports and footrest platforms is forbidden in all classes.
- d) Brake callipers must be made of an aluminium alloy.

RR 09T 10.0 GENERAL SAFETY REGULATIONS

- a) Riders and teams are invited to read this article as all motorcycles must comply with what is specified herein.
- b) Riders who has an external prosthesis, must cover it. Is not possible to use prosthesis made in titanium or other alloys, without an external cover (rubber, foam, leather).
- c) Upon preliminary checks, the Technical Director has the right to reject motorcycles non-compliant with this regulation. In case of dispute the final decision regarding motorcycle compliance of lies with the Technical Director and his decision is final.

- d) At preliminary checks each rider has the right to have a single motorcycle checked and stamped. Replacing a motorcycle is granted for proven technical reasons (e.g. accident, etc.) and must be previously agreed upon with the Technical Director. The motorcycle must be the same brand as the one replaced.
- e) The procedure consists in applying a sticker, a ligature with plummet or indelible varnishes, on the motorcycle frame in a clearly visible area and accessible near the steering tube, at the discretion of the Technical Delegate in charge. The affixing area must be clear of previous stamps, and free from possible protections and perfectly degreased. The use of non-approved motorcycles or stamps in poor condition on the track will be considered a technical irregularity.
- f) It is the rider's obligation and responsibility to ensure that the motorcycle complies with safety regulations.
- g) Motorcycles must comply with this regulation at any time during the event.
- h) During the technical verification, the Technical Delegate has the right to request, inspect, analyse and retain any component or data of the motorcycle in order to determine its conformity. Refusing to comply with the Technical Delegate's request constitutes a technical irregularity.
- i) The Technical Commissioner decides which technical verifications, tools and verification methods to use, his decisions are final. Unless otherwise specified in the RTGS and in the class or trophy regulations, no tolerance of method of measurement is applied to measurements taken.
- j) Use of a ballast to reach the minimum weight limit is permitted. The ballast must be declared to the Technical Delegate and must consist of one or more pieces in solid metal and firmly fixed to the motorcycle, possibly to the chassis or engine. It is forbidden to increase the weight of the rider through the use of solid weights.
- k) It is compulsory to fit stops or other similar devices that ensure a minimum clearance of 30 mm between the tank and the handlebars including any accessories attached to it. In no case may the steering damper act as a device limiting the steering angle.
- l) Pipes containing brake fluid under pressure must be external braided and have crimped or threaded iron alloy terminals. The use of terminals, banjo and fixing bolts made of iron alloy or titanium is recommended, where permitted. Any brake hose bifurcation towards the two front brake callipers, must not occur below the lower steering plate. Connect the front brake callipers to each other, using a pipe passing over the wheel.
- m) It is compulsory to secure front brake calliper bolts using tying wire, to prevent accidental unscrewing.
- n) The exposed ends of the handlebars, all adaptations and control levers on the handlebars and the foot pegs must have rounded edges and a spherical end part.
- o) On a semi-handlebar or handlebars, a switch or a red button (kill-switch) must be installed to shut off the engine. The kill-switch must be positioned so as to be easily accessed by the pilot when he grips the knob and must be kept operational at all times.
- p) In all classes the use of a device (lever protections) that protects the front brake lever from any involuntary actuation resulting from the contact between two motorcycles is

compulsory. At the unquestionable discretion of the First Technical Commissioner, you can remove the brake lever guard (para-lever) only if you have fitted your handlebar both with front brake and gas (and/or clutch) control. This can be possible only if the brake lever guard avoids the operation of the levers mounted on the handlebars.

- q) Regardless of the material of the tank, is it compulsory this be completely filled with spongy fireproof material (such as "Explosafe").
- r) Motorcycles equipped with a filter box must be equipped with a closed recirculation system, in which: the purge or vent pipes of the filter casing must be closed (clogged / sealed). Engine vents must be terminated and drained into the filter casing, either directly or with an intermediate recovery tank. On motorcycles without filter box, all engine exhaust pipes must be terminated in one or more collection tanks, placed in an easily accessible position and secured to the motorcycle. The minimum capacity of tanks must be 500cc.
- s) Even if you have frame sliders and integral fairing, all side covers of the engine crankcase containing oil must be protected by an additional protective cover, to avoid ground contact. It is compulsory to fix these covers to the crankcase by at least 3 steel bolts (aluminium or titanium are forbidden), and that these extra covers cover at least 1/3 of the surface of the side covers.
- t) It is compulsory to place on the lower part of the swingarm, between the lower part of the chain and the crown, a protection (chain guard) designed to prevent the rider from getting trapped. If it is not an integral part of the swingarm, the chain guard must be firmly fixed to it, either by welding or screws.
- u) The only authorized coolant in the water circuit is pure water.
- v) The filler cap of the radiator must guarantee a perfect seal and must be secured with a binding wire to prevent accidental opening.
- w) All the oil caps, external to the motor, must have a perfect seal and be secured with a tying wire in such a way as to prevent accidental opening. Pipes containing pressurized oil must be external braided and have crimped or threaded terminals. The use of terminals, banjo and fixing bolts made of iron alloy or, when permitted, titanium is recommended.
- x) The oil cooler must not be installed above the rear mudguard. It is compulsory to firmly mount a light (with waterproof casing) with a continuous red-light beam with a power of 10-15 Watts, for incandescent lamps and 0.6-1.8 Watt, for led lamps. The light must be positioned under or over the rear part. This light must be activated by a switch, positioned so the rider can switch the rear light on or off while riding. The light must be switched on only when the Race Manager declares test or wet race and in case of reduced visibility at the discretion of the Race Manager. Reduced visibility is designated with specific signage and riders must turn on the rear lights.
- y) The windshield (plexi) must be made of transparent and colourless material (tinted plexi are not allowed). - Motorcycles must have a tank positioned under the engine in order to contain liquid leaks in case of engine failure. Minimum capacity of the containment tank 6.0litres. In the lower front part of the tank, a hole (minimum 25mm- diameter) must be drilled which remains sealed in the event of a race or dry tests and should only be opened if the Race Director declares a wet race or wet test. On motorcycles without original

fairing (Naked), it is permissible to mount a containment tank that holds the lower part of the motorcycle in order to comply with this requirement, provided that the height of this tank does not exceed the plane passing through the front and rear wheel axles.

z) The following components must be removed from the motorcycle:

- Front light(s);
- Tail light, except when used as a light in case of wet race;
- Rear-view mirrors, with the exception of sidecars;
- Passenger foot peg and passenger footrest plates if not integrated with those of the rider
- Direction indicators and horn
- Central stand and side stand
- License plate and plate-holder
- Tool bag
- Catalyst
- Helmet hook and passenger handles
- Bags and case holders

aa) Using an approved full-face type helmet, of suitable size, in perfect condition, worn correctly and fastened with the appropriate chin strap is compulsory. The helmet must have an inside label certifying the homologation, and must conform to one of the following recognised international standards:

- **Europe: ECE 22-05, (only "P" type)**
- **Japan: JIS T 8133:2015 (only type 2 "Full Face")**
- **USA: SNELL M 2015**
 - i. Helmets with double D-Ring fasteners are mandatory!**
 - ii. New FIM helmet standards FRHPhe-01 is highly recommended.**
 - iii. Visors must be made of a shatterproof material.**
 - iv. Disposable "tear-offs" are permitted.**

bb) The use of an approved back protector according to EN1621-2: 2010 (and subsequent) standards is compulsory in all classes.

cc) During tests, the rider must wear a leather suit 1.2mm thick in each area. The following areas of the suit must be reinforced with at least a double layer of leather, by a polyurethane foam padding of a minimum thickness of mm. 8 or a plastic and/or metal shell resistant to abrasion: shoulders, elbows, back, knees and both sides of the trunk and hips.

dd) If the suit is unlined, it is compulsory to wear a complete under-suit. It is recommended to use under-suits made of "Nomex", silk or even cotton. Under suits, undergarments and linings in synthetic material that can burn the rider's skin are not allowed.

ee) The rider must wear protective boots, (minimum height of 200 mm.) in order to insure complete protection.

ff) The rider must wear protective leather gloves long enough to completely protect the skin on the arms.

gg) Any question concerning the suitability or condition of the riders clothing and/or helmet should be decided by the Chief Technical Officer, who can, if he wishes so, consult the manufacturers of the product before making a final decision.

RR 09T 11.0 RIDING SUPPORT

For all classes, motorcycles may be equipped with hydraulic or electronic mechanical steering aids or displaced commands to allow riders to ride the motorcycle. The following modifications are an example list of what is allowed provided modifications are carried out properly:

- a) The gear lever can be replaced with an electronic /electromechanical push-button with handlebar control, or it can be moved to the right side, operated via foot control; - the rear brake can be moved to the handlebar or to a semi handlebar, operated by lever control.
- b) The footrests can be modified / widened to allow the rider to place his feet safely (modifications must allow for easy detachment in case of fall), complying however with the requirement of rounded edges and a spherical end part.
- c) Velcro is allowed on the motorcycle and the rider's technical clothing in order to allow a stronger seat and/or grip while riding. Velcro must be used in order to guarantee immediate detachment in the event of a fall.
- d) The throttle grip can be mounted on the left side of the handlebar or on the left handlebar half, as well as the front brake lever.
- e) The clutch lever can be mounted on the right side of the handlebar or on the right handlebar half.
- f) The clutch lever can be mounted on a platform, operated by foot control.
- g) The gas knob can rotate clockwise or counter clockwise.

RR 09T 12.0 CHANGES of the REGULATIONS

The organizer reserves the right to make changes to the Technical Regulations, even during the season, by giving prompt notice to the riders / teams.