2014

SPORTING REGULATIONS

FIM CEV REPSOL INTERNATIONAL CHAMPIONSHIP

Contents

General Undertakings and Conditions

All riders, teams' personnel, officials, organizers and all the persons involved in any capacity whatsoever participating in the Road Racing FIM CEV Repsol International Championship (hereinafter referred to "CEV") 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

as supplemented and amended from time to time.

All the persons mentioned above may be penalised in accordance with the provisions of the Road Racing FIM CEV Repsol International Championship Regulations (hereinafter referred to "Regulations").

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

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

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

ANTIDOPING CODE

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

1. SPORTING REGULATIONS

1.1 Introduction

1.1.1 A series of motorcycle races counting toward the FIM CEV REPSOL International Championship for Riders and Constructors (engine for Moto3, frame for Moto2 and motorcycle for Superstock 600 and Superbike) will be organised.

1.1.2 Official documents relating to a meeting must conform to article 100.5 of the FIM Sporting Code

1.2 Events

1.2.1 The Event shall be deemed to commence at the scheduled time for Technical and Sporting Checks and finish after all the races at the expiry of the deadline for the lodging of a protest and the time at which technical or sporting verifications have been concluded, whichever is the latest.
The race control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain at the circuit available to the CEV Race Direction and FIM Stewards during that period.

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

1.2.3 Events must not include any other races except for Grand Prix races and support races approved by the FIM and DORNA.

1.2.4 Any activity involving 4 wheels racing vehicular use of the track during the event, including "demonstrations", displays or the suchlike must receive prior approval from FIM and Dorna.

1.2.5 Organisers will be nominated by the FIM and DORNA

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

1.2.7 The organiser will arrange third party liability insurance according to article 110.1.1 of the Sporting Code. This insurance including cover for all participants, teams, sponsors, service companies, officials, FIM, DORNA, etc.

The coverage for each event will be at least, equivalent to the coverage requested by the laws of the country where the event is taking place.

The organiser will send a copy of such liability insurance to Dorna by e-mail, at least 15 days prior to its event.

The validity of the insurance will come into effect three days before the first race and will terminate one day after the last race day.

1.2.8 At least 30 days prior to the Event, the Organisers of the event must submit the following information to the FIM and DORNA:

a. Confirmation of the name and address of the Organisers, including telephone and e-mail address.

b. The date and place of the event.

c. A detailed plan of the circuit, its direction, clockwise or anticlockwise, and length.

d. The location at the circuit of the rider information centre and the official notice board.

e. The name and address of the company providing the third party liability insurance cover and the number of the policy.

f. Name and address of FMNR.

g. The name of the Clerk of the Course (with FIM Clerk of the Course licence).

h. The name, address and telephone number of the Chief Medical Officer.

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

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

1.3 Paddock

1.3.1 The entrance and exit time to the paddock and/or garages for trucks, working vehicles, hospitality units, and campers for their location and setting-up will be the following:

- Thursday prior to the Event: from 9:00h to 14:00h and from 15:00h to 20:00h.
- Friday prior to the Event: from 8:00h to 20:00h non stop.
- Saturday prior to the Event: from 8:00h to 10:00h and from the end of the practices to 20:00h.

- The Sunday Event: from 8:00h to 10:00h and after the end of the Event.

The Circuit staff may require holding a Personal Credential between 18:00h and 8:00h of the next day.

Entering the paddock by scooter is allowed until 23:00h as long as the rider and scooter bike are properly accredited.

The entrance procedure for trucks and working vehicles will be the following:

- The team arrives at the Circuit gate and identify themselves.
- They wait for a person from the Organization to come and indicate to them their location in the paddock and the number of the garage allocated (if any).
- Any vehicle arriving after the entrance time will have to wait at a secondary paddock until the next paddock opening time.

On Sundays no vehicle parked inside the paddock shall leave it (on a permanent basis) until the end of the event. Dismantling panels, carpets and other furnishing of the box is strictly prohibited until the end of the event.

Image recording inside the Paddock area is subject to Dorna's (Organizer) prior authorisation.

1.3.2 In order to improve its functionality, the paddock will be divided into the following areas:

1. Zona de boxes
1. Garages area
2. Working area (teams without a garage)
3. Hospitality units and caterers area
4. Living area
5. Service area
6. Support race area

The distribution will be done by the Organizers, and everyone must follow the instructions for their location.

The location assigned to each team on the different areas of the paddock will admit no changes.

The Organizers reserve the right to make any changes if it is considered necessary.

1.3.3 Teams must always follow the instructions of those in charge of directing the vehicles to the parking areas as well as respect the schedule applicable in the paddock.

1. Garages area.

The CEV Organization is in charge of the garage allocation, as the availability and capacity of the garages vary from one Circuit to another.

Availability of garages may be consulted at the CEV web site www.cevrepsol.com from the Tuesday prior to the race.

If you do not appear on the garage list published on the Tuesday before the race, his means you will not have a garage. Teams are responsible for providing themselves with a tent in order to work on their bike(s).

Should you not wish a garage you must confirm this in writing ten days before the race to info@cevrepsol.com Those teams interested in having a garage that forget to confirm this in writing prior to Wednesday before the race at info@cevrepsol.com may be required to pay the for garage regardless of whether you use it or not.

The payment of garage hiring and deposit by teams must be made at the Circuit office.

Work hours at the working areas from Thursday prior to the Event until Sunday are from 8:00h to 23:00h.

Between 23:00h-8:00h starting engines is forbidden.

Engines are never to be started inside the garages any time.

Dismantling panels, carpets and other furnishing of the garage is strictly prohibited until the end of the Event.

Working vehicles parked in the paddock must be on the main line of the street all times. It is strictly prohibited to move any working vehicle parked inside the paddock, as well as to dismantle any hospitality before the last race ends.

2. Working area (teams without a garage)

This working area is for those teams that do not have a garage.

Those teams without garage must have the necessary equipment to work in the paddock.

Work hours at the working areas from Thursday prior to the Event until Sunday of the Event are from 8:00h to 23:00h.

The running of engines or those works likely to disturb the resting of the participants are forbidden after 23:00h.

3. Hospitality units and caterers area

The location of hospitality units and catering tents must be planned. Therefore teams that have foreseen the installation of these structures must inform the Organization 15 days before the Event. Teams accredited for the whole season wishing to install a hospitality unit or catering tent in all the races must notify the Organizers regarding the details of these structures one month before the first race. Otherwise no space will be reserved.

Four teams is the maximum amount permitted to use each hospitality unit or catering tent. The use of a hospitality unit or catering tent inside the paddock by more than four teams is subject to a pre-arranged agreement with the Organizers.

For reasons of space the Organizers reserve the right to admit or limit the number of square meters in the paddock available for hospitality units and catering tents.

4. Living area

At each Event the Organization will reserve an area solely for campers and motorhomes. This leaving area will be as large as the Circuit facilities permit and will be as near as possible to the paddock, though not necessarily inside it. The distribution will be under the Organizers' indications.

5. Service area

At each Event, the organization will reserve a Service area for the companies holding a license for the current year.

6. Support Race Area

In those Events in which the support race is to take place, the Organizer shall reserve an area devoted to their infrastructure.

1.3.4 Every advertising, promotional or public relations activity inside the Organization area or around the Circuit, service road, paddock, garages, etc. must be previously authorized.

1.3.5 For a better cohabitation inside the paddock and to improve its image, the following actions are strictly forbidden:

- Driving motorcycles in a reckless manner inside the paddock. 'Reckless' is understood as not having both tyres on the ground, inadequate speed for pedestrian safety and more Passengers than permitted by law.
- Driving on the track with any motor vehicle outside official practice and race times. Those riders and team members who do not comply with this rule may be sanctioned according to the criteria of the Organization.
- It is strictly forbidden to park trailers in general within the paddock. Trailers must be parked in the parking lots outside the paddock.
- Walking on the paddock stripped to the waist.
- Cooking or eating in the garage or the paddock outside the designated areas.
- Smoking in the garages and the pit lane. Should this prohibition be breached, the Organizer of the Event may, at its own discretion, decide to withdraw the accreditation and to expel the infractor from the installations.
- Pets are not allowed in the paddock.
- Sleeping within the garage.
- Exchange of Personal or Vehicle Credentials.
- Installation of tents within the paddock.

1.3.6 Use of installations

- It is hereby expressly forbidden to paint, drill, dismantle or make any misuse of the installations of the Circuit (paddock, garages, pit-lane, signalling zone, etc…). Any damage caused to the installations will be the sole liability of the participant.
- Once the race is finished, it is the sole responsibility of the teams to withdraw any and all used tyres and fuel containers from the installations of the Circuit.

1.3.7 These rules may be subject to change in those events held in connection with other championships

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.

CEV 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 Stewards.

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

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

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

a) The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the Race Direction to modify the timetable in accordance with the Sporting Regulations.

b) The stopping of practice or the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.

c) The starting procedure

d) The use of medical cars/fast interventions vehicles

CEV Technical Director

Responsible for ensuring that technical Regulations are correctly enforced and supervising scrutineering and protests of a technical nature.

1.4.2 Individual Event officials

All individual Event Officials shall be appointed for each event by the FMNR / Organiser.

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/ 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 meters behind the track marshals or leave. Only sportive personnel should stay at the edge of the track for the “sporting” inspection.

The CEV Race Director and the Clerk of the Course 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 CEV Race Director.

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 CEV Race Direction

f) Immediate approval and signature with time of provisional results (practices, warm-ups, starting grids and races) and presentation of reports to the CEV Event Management Committee.

ii. Secretaries - Responsible for

a) During the event effecting communications between the various officials.

b) Providing secretarial support for the CEV Event Management Committee, the CEV 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 CEV Race Direction

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

1.4.4 The FIM Stewards

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

1.5 CEV EVENT MANAGEMENT

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

- The CEV Race Director - who will chair the meetings.
- The CEV Technical ,
- The Clerk of the Course,
- The CEV FIM Chief Steward
- The DORNA representative.
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1.5.2 At any time the duties of the members of the CEV Event Management Committee are:

a) To ensure the smooth and efficient running of the event.

b) To make recommendations to the CEV Race Direction concerning any matter that is in contradiction to the Regulations.

c) To report to the CEV Race Direction any infringements of the Regulations.

1.5.3 The CEV 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 CEV 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 CEV Race Director will exercise a casting vote.

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

1.5.7 The duties of the CEV Event Management Committee are

a- To receive reports from the various Officials concerning scrutineering, practice and races.

b- To make recommendations to the organiser to improve the smooth and efficient running of the event.

1.6 The CEV Race Direction

1.6.1 The CEV Race Direction will comprise the following persons:

- The CEV Race Director
- The CEV FIM Representative (also acting as FIM Chief Steward)
- The CEV DORNA Representative
- The CEV Commission Representative

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

1.6.3 Each member has one vote. Decisions are based on a simple majority.

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

1.6.5 The duties of the CEV Race Direction are:

a- To take decision as provided in the Regulations.

b- To impose penalties for any infringements of the Regulations.

c- A change in the conduct and/or format of a race and/or a practice session based on safety considerations and provided that such decision is absolutely necessary to resolve a situation not foreseen in the Regulations. In such exceptional cases, such decision may prevail over specific provisions of the Regulations.

d- Provided that it is absolutely necessary to resolve a situation not foreseen in the Regulations, the CEV Race Direction may issue pre-race instructions or clarifications and in specific cases even create pre-race regulations (e.g. to take into account the local conditions at a particular circuit). However, such actions may only be taken within the limits set out by the Regulations.

e- To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.

f- To adjudicate on any protest relating to infringements of the Regulations. No protest may be lodged for matters pertaining to the technical regulations.

1.7 The FIM Stewards

1.7.1 There will be a panel of three FIM Stewards (with FIM Sporting Steward licence) supervised by the Chief Steward who will chair the meetings

1.7.2 The Chief Steward and the other Stewards are responsible for enforcing the Regulations.

1.7.3 The quorum for a meeting of the FIM Stewards is two persons

1.7.4 If the Chief Steward is indisposed during the Event then the second FIM Steward will fill the vacancy.

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

1.7.6 The FIM Stewards have no executive role in the running of the events

1.7.7 The FIM Stewards will meet at any time required during the event

1.7.8 The FIM Stewards are responsible for:

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

b- Adjudicating on any appeal against the decisions of the CEV Race Direction. In the case of an appeal, the FIM Stewards will meet without the presence of the Chief Steward which was involved in the CEV Race Direction Decision appealed.

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

1.8 The Calendar

The calendar of races counting for the CEV will be, in principle, published by no later than 30th November of the preceding year

1.9 Classes

1.9.1 Classes will be for the following categories:

Moto3 250cc 4 stroke, single cylinder

Moto2 official engine

Superbike

The Moto2 category also includes 600 Superstock motorcycles.

1.9.2 Technical Regulations governing the three classes are provided in the FIM CEV Repsol Technical Rules for the FIM Championship

1.10 Eligible competitors

Riders must hold a valid licence covering them for international races issued by a FMN. The organizer / Promoter will provide the appropriate licence for the FIM CEV Repsol International Championship.

The minimum age has been attained as below:

Moto3	between 14 and 28 years old on
Moto2	from 15 years old on
Superbike	from 16 years old on

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

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

1.11 Entries

1.11.1 The registration form and the entry fee are posted on the website www.cevrepsol.com.

Riders will not take part in more than two classes on the same day

Failing to participate in an event must be communicated to entry@cevrepsol.com until the Friday before the event takes place. The communication must be written and sent through e-mail. Failing to communicate this circumstance will be penalized with a sanction.

The number of registrations to those admitted in the starting grid in Moto2 and Superbike categories will be the number of riders admitted in the starting grid plus 6 more riders.

FIM and DORNA the right not to accept or reject an entry is reserved

1.11.2 A compulsory briefing will be held for all the riders who will be participating for the first time in the current FIM CEV Repsol International Championship on the day preceding the day scheduled for the first official practice session and the hour set on the official timetable of the event

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

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

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

1.11.4 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

The number one is reserved to qualified rider in the first place in the championship last year

Only the numbers between 1 and 99 will be allowed.

1.13 Schedule

The Event schedule will be published before each event. The schedule can only be varied as follows:

- Prior to the event by Dorna.
- During the event by the CEV Race Direction.

1.14 Technical Control – Medical Control – Doping Control

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

Teams may present only one motorcycle per rider for Technical control.

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

1.14.2 The procedure for Technical Controls is described in the FIM Technical Rules. The procedure for Medical Control is described in the FIM Medical Code.

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

1.15 Practices

1.15.1 Practice Sessions (warm-up inclusive)

i) Riders will commence practice from the pit lane when the green light is displayed at the exit of the pit lane.

ii) The duration of practice will commence from the illumination of the green light. A visible board or count-down will be shown in the pit lane to indicate the minutes of practice remaining.

iii) The end of practice will be indicated by the waving of a chequered flag at which time the pit exit will be closed. A rider's time will continue to be recorded until he passes the finish line after the allotted time has elapsed, at which time the red light on the finish line will be displayed. After the chequered flag, riders complete one additional lap prior to entering the pits.

iv) If practice is interrupted due to an incident or any other reason, then a red flag will be waved at the start line and at all marshals posts. All riders must return slowly to the pit lane.

The restart of the practice sessions must be announced by the timing system on the times' screens .A minimum of 3 minutes must pass between the effective announcement and the restart.

When practice is restarted, the time remaining will be that shown on the monitors of the official timekeepers at the moment the red flags were waved.

v) After practice has started, the condition of the racing surface of the circuit should not be altered except on instruction from CEV Race Director in response to a localised change in conditions

vi) Private practices in the same track were the event takes place are forbidden, in the 6 days previous to the event, for all riders who are registered for this event. The penalty will entail the cancellation of the entry of the rider to that event. This prohibition does not apply in the last event of the season. During the days of the event circulating on the track with any type of motor vehicle is forbidden out of the officially established timetable for practice or races.

1.15.2 Duration of practices

Two separate qualifying sessions will be required; these sessions will have a minimum duration of:

- Moto3 40 minutes
- Moto2 / Superstock 600 40 minutes
- Superbike 40 minutes

The CEV Race Direction can decide to change the practices' times

1.15.3 Motorcycles

A rider may practice on one motorcycle providing that his motorcycle has been scrutinised in his name.

1.15.4 Lap time

All laps of the riders will be timed.

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

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

1.15.5 Groups

If there are two practice groups in the same class, these will be made up as it follows:

- For the first race, the groups will be made up by drawing, except for the riders classified in 2013 season's final results, who will be distributed in alternate groups, A and B
- For the other races, the groups will be made up by drawing, except for the riders who are in the Championship's provisional standings, who will be distributed in alternate groups, A and B
- The groups must have the same number of riders.

1.15.6 Qualification for the race

To qualify for the race, a rider must achieve a qualifying time at least equal to 110% of the time recorded by the fastest rider in same session.

Exemptions may be granted by the CEV Race Direction.

If, due to mechanical failure or crash, a rider cannot take part in any of the qualifying sessions, and provided that the grid is not complete, the CEV Race Direction could allow the rider to take part in the Warm- Up. The rider must achieve a maximum qualifying time of the warm-up, 10%, which will allow the rider to take the last position in the starting grid.

1.16 Starting grid

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

1.16.2 The Grid will be arranged in the 3-3-3-3 configuration "in echelon".
Each line will be offset.
There will be a distance of 9 metres between each row.

1.16.3 Grid positions will be based on the fastest time recorded by the riders in all qualifying practice.

When a class is split into several divided into several practice groups, the positions on the starting grid will be allocated starting with the best time of the first placed, followed by the 2nd time of the first placed, then the best time of the 2nd placed, followed by the second best time of the 2nd placed etc, until fulfilling the starting grid.

If the starting positions of any of the groups cannot be fully attributed in conformity with the qualification criteria as a consequence of having a group of riders that do not fulfil these conditions, these positions will be attributed to those riders qualified in the other groups

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

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

1.17 Races

1.17.1 The length of races must be according to the following parameters:

- Moto3: between 60 Km and 90 Km
- Moto2 / Superstock 600: between 65 Km and 90 Km
- Superbike: between 65 Km and 90 Km

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

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

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

1.18 Start procedure

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

2) Approximately 15 Minutes before the Start of the Race - Pit lane exit opens for sighting laps.
Green lights on and green flags waved at the pit lane exit.

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

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

3) - Approximately 10 Minutes before the Start of the Race
   - Pit lane exit closes.
   - Red lights on and red flags waved presented at the pit lane exit.

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

5) When riders reach the grid after the sighting lap(s) they must take up their positions and may be attended by up to five persons, one of whom may hold an umbrella. All attendants on the grid must wear a "Grid Pass".

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

6) All races will be categorised as “wet”

7) Riders on the grid may at this stage make adjustments to the machine or change tyres to suit the track conditions.

Tyre warmers may be used on the grid. Riders may use a generator to power tyre warmers on the grid.
Riders may use a generator to power tyre warmers on the grid. Only one generator per machine may be used. The generator must be of the “hand carried” type and have a maximum output capacity of two kilowatts.

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

Starter engines may also be used on the grid.

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

All adjustments must be completed by the display of the 3 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.

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

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

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

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

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

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

Immediate removal of tyre warmers from motorcycles on the grid.

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

12) – 30 Seconds Before the Start of the 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 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.

13) – 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.

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 waved closing the pit lane exit.

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

An official will stand at the front of the grid holding a red flag. Any rider who arrives after the safety car has taken up its position at the back of the grid must stop will be directed by grid marshals to the last place on the grid and will start the race from there. In the case of more than one rider arriving to the grid after the safety car, they will be directed to the last places on the grid, in the order they arrive to the grid.

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

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

As each row of the grid is completed, the officials will lower the panels indicating that their row is complete. Panels will not be lowered when a rider in that row has indicated that he has stalled his motorcycle or has other difficulties. When all panels

have been lowered and the safety car has taken up its position, an, an official at the rear of the grid will wave a green flag.
The Starter will then instruct the official at the front of the grid, displaying the red flag, to walk to the side of the track.

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

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

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

Any rider who anticipates the start will be required to carry out the ride through described under article 1.19

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

15) If, after the start of the race, a rider stalls his machine, then he may be assisted by being pushed along the track until the engine starts. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane, where his mechanics may provide assistance or where the rider may change machine

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

17) Unless the race is interrupted, no further changes of machines are permitted, following from technical rules.

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

- A red flag is waved from the Starter’s rostrum and the red light stays on.
- The "Start Delayed" board is displayed from the Starter’s rostrum and a marshal will wave a yellow flag at each row of the starting grid from the signalling platform.
- Riders must stay in their grid position with helmets on, engines may be switched off.
- The machine(s) which caused the Start Delayed procedure will be removed to the pit lane, regardless of what work is needed to restart the machine. If they can be restarted or a spare machine is taken the rider may start the warm up 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 are allowed on the grid. Only tyre warmers, stands, starter engines and hand-carried tools are allowed, no generators are allowed on the grid.

- Only essential officials are allowed on the grid, no media, guests, umbrella-holders or other team personnel will be permitted, with the exception of camera crew(s) authorised by the Organisers.
- The start procedure will be re-commenced at the 3 minute board, which the Starter will order to be displayed as soon as possible (normally as soon as all riders on the grid are attended by their team).
- Following the 1 minute and 30 second boards the riders will complete an additional warm up lap. The race distance will be reduced by one lap.

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

1.19 Ride Through Procedure

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

He may then rejoin the race.

The rider must respect the speed limit (Art. 1.21.13), in the pit lane. In case of infraction of this speed limit, the ride through procedure will be repeated; in case of a second infraction of this speed limit, the black flag will be shown to the rider.

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

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

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

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

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

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

1.20 "WET" and "DRY" Races

A race will not be interrupted for climatic reasons, except for exceptional reasons and riders who wish to change tyres or make adjustment must enter the pits and do so during the actual race

1.21 Behaviour during practice and race

1) Riders must obey the flag signals, the light signals, and the boards which convey instructions. Any infringement to this rule will be penalised according to the provisions of article 1.22.

2) Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Any infringement of this rule will be penalised with one of the following penalties: penalty points - fine - change of position - ride through –time penalty – drop of any number of grid position at the rider's next race – disqualification - withdrawal of Championship points - suspension.

3) Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the 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 change of position decided by the CEV Race Direction.

   A board will be displayed for the rider on the finish line during a maximum of 5 laps. If the rider did not go back after the board has been presented 5 times, he will be penalised by a ride through.

   Further penalties (such as penalty points **-** fine - ride through - disqualification - withdrawal of Championship points) may also be imposed.

4) Any repairs or adjustments along the race track must be made by the rider working alone with absolutely no outside assistance. The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made. The marshal may then assist him to re-start the machine.

5) If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals.

6) If the rider encounters a problem with the machine which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals

7) Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.

8) Riders may enter the pits during the race, but taking the motorcycle inside the pit box is not permitted.
   Refuelling is strictly prohibited.
   Any infringement of this rule will be penalised with a disqualification.

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

10) Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine (exception: Another rider or by another rider after the chequered flag or red flag).

11) Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.

12) No signal of any kind may pass between a moving motorcycle and the rider's team, or anyone connected with the motorcycle's team, entrant or rider, except for the signals of the timekeeping transponder, lap trigger, GPS, legible messages on a pit board, or body movements by the rider or team. Onboard TV camera signals are allowed, but only when such signals are for the purposes of and managed by the Championship promoter. It is strictly prohibited the placement of systems, of any type, image recording on the motorcycle and / or pilot, other than those set by the championship promoter and controlled by it.

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

    Any rider found to have exceeded the limit during the practice will be subject to a fine of 100 €.

    Further penalties may also be imposed. Any rider who exceeds the pit lane speed limit during a race will be penalised with a ride through.

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

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

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

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

    b) After passing the chequered flag at the end of practice sessions and warm-ups when it is safe to do so, off the racing line and only in the designated Practice Start Zone(s) and following the procedure, as communicated to teams prior to the first practice session. Any rider found to have infringed this rule will be subject to an instant fine of 150 €. Further penalties may be applied.

16) If the winning rider wishes to parade a flag, he must ride to the side of the racing surface to collect the flag and then rejoin the circuit when it is safe to do so

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

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

1.22 Flags and Lights

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

All flags are presented waved.

1.22.1 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.

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

- **Yellow and Red Striped Flag**

The adhesion on this section of the track could be affected by any reason other than rain. This flag must be shown **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 with diagonal red cross (stroke width of the cross: between 10 and 13 cm) + Yellow and Red Striped Flag**

Rain on this section of the track.

These flags must be **waved** together at the flag marshal post.

- **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 following rider(s) to pass him at the earliest opportunity. . If this flag is shown, riders that are going to be overtaken will not be able to overtake other riders.

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

- **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) precedes closely the leader during the final lap before the finish line (see art. 1.24.1).

- **Green Light**

This light must be switched on at the pit lane exit to signal the start of each practice session 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.

1.22.2 Flags Which Convey Information and Instructions:

- **Yellow Flag**

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

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 riders must slow down and be prepared to stop. Overtaking is forbidden up until the point where the green flag is waved.

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

In case of infringement of this rule during the race, the rider must go back the number of positions decided by the CEV Race Direction. A board will be displayed for the rider on the finish line during a maximum of 5 laps. If the rider did not go back after the board has been presented 5 times, he will be penalized by a ride through.

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

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

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

- **Red Flag and Red Lights**

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

When the pit-lane exit is closed, this flag will be **waved** at the pit-lane exit and the light will be switched on. Riders are not allowed to exit the pit lane.

Any infringement of this rule will be penalised with one of the following penalties: penalty points - fine - disqualification - withdrawal of Championship points - suspension.
At the end of each practice session and warm-up, a red light will be switched on at the finish line.

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

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

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

- **Black Flag**

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

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

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

- **Black Flag with orange disk (∅ 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 will be penalised with one of the following penalties: penalty points - fine - withdrawal of Championship points - suspension.

1.22.3 Flag Dimension

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

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

1.22.4 Flag Colour

The Pantones for the colours are as follows:

Orange: Pantone 151C
Black: Pantone Black C
Blue : Pantone 286C or 298C **(only 298C will be accepted in 2015)**
Red: Pantone 186C
Yellow: Pantone Yellow C
Green: Pantone 348C

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

1.22.5 Rider' s number board

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

This board must be available at each flag marshal post

1.22.6 Flags Marshals posts

The location will be fixed during the circuit homologation

1.22.7 Marshals Uniforms

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

1.23 Medical Cars

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

1.24 Finish of a race and race results

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

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

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

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

1.24.2 In case of a photo-finish between two, or more, riders, the decision shall be taken in favour of the competitor whose front wheel leading edge crosses the plane of the finish line first. In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race. The Timekeeper will be in charge of delivering a final opinion and submitting it to the CEV Race Direction, in case of doubt.

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

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

a) Complete 75% of the race distance.

b) Cross the finish line on the race track (not in the pit lane) within five minutes of the race winner. The rider must be in contact with his machine.

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

1.25 Interruption of a race

1.25.1 If the CEV Race Director decides to interrupt a race due to safety reasons or of any other kind, the red flags will be displayed at the finish line and at all flag marshals' posts the red lights around the circuit will be switched on. Riders must immediately slow down and return to the pit lane. The results will be calculated as in the following example:

1.25.2 First start:

- If the red flag is shown when the rider heading the race hasn't exceeded 50% of the set number of laps (rounding up to the highest whole number of laps), the race will be null and void and proceed to a new start. The new race will represent 50% of the laps initially set (rounding up to the highest whole number of laps)

- If the red flag is shown when the rider heading the race has exceeded 50% of the set number of laps (rounding up to the highest whole number of laps), the race will be deemed to be finished and valid, and all points will be awarded.

1.25.3 Further starts:

- In case of further stoppage(s), the new race(s) will represent 50% of the laps initially set (rounding up to the highest whole number of laps) If in the second and/or further starts the rider heading the race hasn't exceeded 50% of the set laps (rounding up to the highest whole number of laps) the race will be re started with the same number of laps and starting grid as the stopped race.

- In case of race stoppage when the rider heading the race has already exceeded 50% of the set laps (rounding up to the highest whole number of laps) the race will be deemed to be finished and valid, but only half of the points will be awarded.

If there are no chances of re starting the race, it will be considered as null and void and no points at all will be awarded.

Example of a race consisting of 21 laps (50% - 11 laps)

Red flag has been shown when the rider heading the race has completed 10 laps and is racing the 11th lap. The race will be deemed to be null and void and there will be a second start for a 11 laps race. Riders included in the initial starting grid will take part in the new start, and the grid's configuration will remain as the original one.

If the red flag is shown when the rider heading the race has completed 11 laps and is racing the 12th lap, the race will be deemed to be valid and completed and all points will be awarded.

Example of a race consisting of 11 laps as a result of the first race's stoppage (50% - 6 laps)

If the red flag is shown when the rider heading the race has completed 5 laps and is racing the 6th lap, the race will be deemed to be null and void and a new start will be taken. The new race will consist again of 11 laps. Riders included in the initial starting grid will take part in the new start, and the grid's configuration will remain as the original one.

If the red flag is shown when the rider heading the race has completed 6 laps and is racing the 7th lap, the race will be deemed to be valid and completed, but only half of the points will be awarded.

If the race is interrupted and deemed to be valid, the qualifying process will be the following:

1. Riders who have crossed the finish line before the red flag is shown, will be qualified on the basis of the total number of laps completed

2. Riders who have not crossed the finish line, before the race's stoppage, will be qualified on the basis of the previous lap

3. The complete classification will be established by combining both partial classifications as per the lap/time procedure.

4. Riders who are not returning through the pit-lane riding their own motorbike within 5 minutes after the red flag is shown, will not be classified.

If the race is interrupted during the last lap, and any rider has already taken the chequered flag the procedure will be the following:

1. For riders to whom the chequered flag was shown before the red flag was shown, the classification will be based on the total number of completed laps
2. For riders to whom the chequered flag was not shown before the interruption of the race, a classification based on the penultimate lap of the race.
3. The complete classification will be established by combining both partial classifications as per the principle of the lap/ time.

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

1.26 Re-starting a race that has been interrupted

1.26.1 If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits the CEV Race Director will announce a time for the new start procedure to begin which, conditions permitting, should not be later than 20 minutes after the initial display of the red flag. Exceptionally, the CEV Race Direction will decide the appropriate changes in the schedule in order to include the new start after some other category (-ies) take place.

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

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

All riders may re-start and the grid positions will be as for the original race.

Motorcycles may be repaired and refuelling is permitted

1.27 Technical Control Area

After the end of the race, all the machines which have finished the race must remain at the disposal of the officials, for 30 minutes, in the parc ferme.If two or more races from the same class were scheduled for the same day, the motorcycles should remain at least for 15 minutes after the first/s race/s, and for at least 30 minutes after the last race. In case of a technical claim related to a motorcycle remaining in one of the 15 minutes parc fermé, it has to be determined one way to guarantee that the bike could not be fixed without being controlled by the technical scrutineers, in order to assure the proper technical control related to the claim after the last of the races.

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

At the end of each race, a technical control with dismantling may be carried out on the first 3 machines and other machines chosen by random by the CEV Race Direction or CEV Technical Director. Those riders whose motorcycles have to go through the final technical control must be informed. Their mechanics must appear before the Technical Stewards with the necessary tools within the 30 minutes at the latest following the official notification.

1.28 Championship points and classification

1.28.1 Riders and Constructors will compete for the FIM CEV Repsol International Championship.

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

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

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

Position	Points
1º	25
2º	20
3º	16
4º	13
5º	11
6º	10
7º	9
8º	8
9º	7
10º	6
11º	5
12º	4
13º	3
14º	2
15º	1

1.28.5 All races will count for the FIM CEV Repsol International Championship

1.28.6 In the event of a tie in the number of points, the final positions will be decided on the basis of the number of best results in the races (number of first places, number of second places etc.). In the event that there is still a tie then, the date in the Championships at which the highest place was achieved will be taken into account with precedence going to the latest result.

1.29 Instructions and communications to competitors

1.29.1 Instructions may be given by the Clerk of the Course to Teams and/or Riders by means of special circulars in accordance with the Regulations. Circulars must be posted on the official notice board. Posting on the official notice board will be deemed as proof of delivery.

1.29.2 All classifications and results of practice and the race, as well as all decisions issued by the officials, must be posted on the official notice board. Posting on the official notice board will be deemed as proof of delivery and official publication.

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

1.30 Team personnel in the pit lane

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

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

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

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

1.31 Deposits in case of machine control following a protest

The technical protests must be submitted together with security deposit according with the "Disciplinary and arbitration code of the FIM Road Racing World Championship Grand Prix Regulations", plus a deposit of 500 €. If the checked motorcycle fits the stipulated dispositions, the amount will cover the charges of the respondent team.

If the CEV Race Direction considers the protest is fair, the total amount of the deposit will be returned to the claimant.

1.32 Deposit for fuel controls following a protest.

All requests for fuel control following a protest or an appeal must be accompanied by a deposit of 600 € paid to the FIM.

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

1.33 Sanction for non-compliance with the fuel rules

A fuel control may be carried out in accordance with Art. 2.10.5 of the Road Racing CEV Repsol Regulations. A rider whose fuel does not correspond to the technical requirements will be sanctioned as follows:
1. Exclusion from the whole event in question independent of the moment of the fuel sampling;
2. Fine of 500 €;
3. Payment of all costs connected to the fuel test(s) for his case.

1.34 Transponders

1.34.1 Placing and returning

Timekeepers must indicate how and where the transponders have to be placed in the motorcycles.
Riders will be responsible of the correct use and they must return them once the practice or the race is over. Failing to return the transponder can entail an economic penalty equivalent to the value of the material that has not been returned.

1.35 Appendix (1)

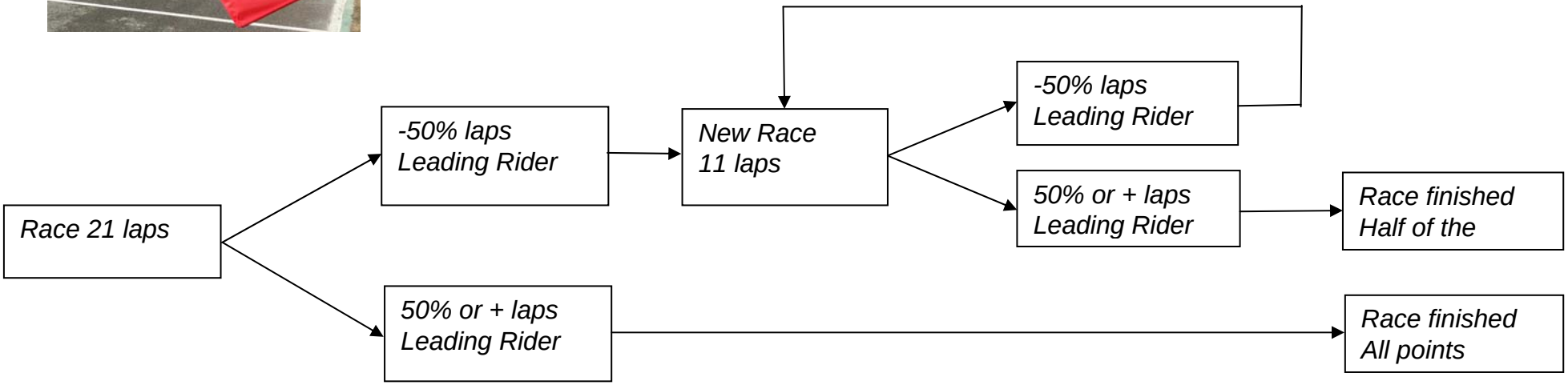
Calculation of laps as established in articles:

1.25 (Interruption of a race) and 1.24 (end of the race and results)

Laps	50% Art.1.25	75% Art. 1.24
5	3	3
6	3	4
7	4	5
8	4	6
9	5	6
10	5	7
11	6	8
12	6	9
13	7	9
14	7	10
15	8	11
16	8	12
17	9	12
18	9	13
19	10	14
20	10	15
21	11	15
22	11	16
23	12	17
24	12	18
25	13	18
26	13	19
27	14	20
28	14	21
29	15	21
30	15	22

Appendix 2 - 1.25 Interruption of a race

Red Flag



- Rounding up to the highest whole number of laps

- Riders included in the initial starting grid will take part in the new start.

- The number of laps will be the same that completed by the rider heading the race

2014 FIM CEV REPSOL INTERNATIONAL CHAMPIONSHIP
TECHNICAL RULES
Moto3

Moto3 TECHNICAL REGULATIONS
2014 FIM CEV REPSOL INTERNATIONAL CHAMPIONSHIP

Contents

Moto3 TECHNICAL REGULATIONS
2014 FIM CEV REPSOL INTERNATIONAL CHAMPIONSHIP

Technical Rules

1. Engine

1.1 4-stroke reciprocating piston engines only.
1.2 Engine capacity: maximum 250 c.c.
1.3 Single cilindres only.
1.4 Maximum bore size: 81 mm. No oval pistons. (refer to Art. 2.3.1 of the FIM Grand Prix Regulations).
1.5 Engines must be normally aspirated. No turbo-charging, no super-charging.
1.6 Crankshaft speed limited to maximum: 14,000 rpm.**
1.7 Maximum of 1 ignition driver.
1.8 Pneumatic and/or hydraulic valve systems are not permitted.
1.9 Valve timing system drive must be by one chain. An intermediate drive gear which rotates on only one axle or rotation centre is allowed in the system (refer to ANNEX 1 for some examples of permitted systems).
1.10 Variable valve timing and/or variable valve opening systems are not permitted.

**All motorcycles will have to be equipped with a control system to verify the highest RPM reached during the event, as established in art. 1.6 of these rules.

The only system authorized for this control is:
- RPM Logger AIM (Annex 2 – manufacturer's full address)

The only motorcycles exempt from installing this device are those equipped with:

- ECU Moto3 ell'Orto Dope, models "RACE", "START" or **"FACTORY"**
  (annex 2 - manufacturer's full address)

- Data adquisition Evo4 AIM (specific firmware M3_CEV_ 2012)

(annex 2 - manufacturer's full address)

2. Inlet & Fuel System

2.1 Variable-length inlet systems are not permitted.
2.2 Only one throttle control valve is permitted to control the power demand by the rider, which must be controlled exclusively by mechanical means (eg. cable) operated by the rider only. No other powered moving devices (except injectors and the idle control air bypass) are permitted in the inlet tract before the engine intake valve. No interruption of the mechanical connection between the rider's input and the throttle is allowed.
Idle speed (including engine braking) adjustment by means of an air bypass system, controlled by the ECU is allowed.
2.3 Fuel injectors must be located upstream of the engine intake valves.
2.4 Maximum of 2 fuel injectors and 2 independent fuel injectors drivers
2.6 Other than engine sump breather gases, only air or air/fuel mixture is permitted in the inlet tract and combustion chamber.
2.7 Only fuel from the appointed fuel supplier is permitted. This fuel will be available at all official events, and will conform to the FIM Grand Prix specification.
Use of this fuel without any addition or alteration is mandatory during all event (free practices, qualifying practices, warm-up and races).
2.8 Any quality of oil may be used.

3 Exhaust System

3.1 Variable length exhaust systems are not permitted.
3.2 No moving parts (e.g. valves, baffles...) are allowed in the exhaust systems.
3.3 The noise limit will be a maximum of 115 dB/A, measured in a static test at 5.500rpm.

4 Transmission

4.1 A maximum of 6 gearbox speeds is permitted.
4.3 Gearbox systems must be of the conventional type. So-called "seamless shift" transmissions (also known as Automated Manual Transmission, Instantaneous Gearchange System) are not permitted
4.4 Electro-mechanical or electro-hydraulic clutch actuating systems are not permitted.

5 Ignition, Electronics & Data-Logging

5.1 The Electronic Control Unit (ECU) is free
5.2 The traction control systems are not allowed.
5.3 The Data-Logging system is free.
5.4 A battery is compulsory; proper engine management function is ensured only when the battery voltage is in the 8÷18V range

6 Chassis

6.1 Chassis must be a prototype, the design and construction of which is free within the constraints of the FIM Grand Prix Technical Regulations.

6.2 Minimum total weight of Motorcycle + Rider: 148 kgs.
6.3 Brake discs must be made from an iron-based alloy.
6.4 Suspension systems must be of a conventional passive, mechanical type. Active and semi-active suspension systems and/or electronic control of any aspect f the suspension and ride height is not permitted. Springing must be by jeans os coil springs made of Iron-based alloys.
6.5 Referring to Article 2.7.7.9 of the FIM Grand Prix Regulations, the lower fairing minimum capacity to retain spilled engine fluids is 2.5 liters.
6.6 The lower fairing must incorporate an opening of Ø 25 mm diameter in the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions

7 Wheels & Tyres

7.1 The only materials allowed for the wheels rims are Magnesium and Aluminium alloys.
7.2 The only permitted wheel rim sizes are: Front 2.50" x 17"
Rear 3.50" x 17"

7.3 Only tyres from the official tyre supplier may be used in a Moto3 FIM CEV Repsol and each team must sign a contract.
7.4 The tyre specifications available at each event will be determined by the tyre supplier. Only homologated tyres in each event are permitted.

8 Materials & Construction

8.1 Construction materials must comply with Article 2.7.10 of the FIM Grand Prix Regulations.
8.2 Camshafts, crankshafts and piston pins must be made from Iron-based alloys. Inserts of a different material are allowed in the crankshaft for the sole purpose of balancing
8.3 Engine crankcases, cylinder blocks and cylinder heads must be made from cast aluminium alloys.
8.4 Pistons must be made from an aluminium alloy.
8.5 Connecting rods, valves and valve springs must be made from either ferrous or Titanium-based alloys.
8.6 "X-Alloy" means the element X (e.g. Fe, for Iron based alloy) must be the most abundant element in the alloy, on a % w/w basis.

9 General

9.1 Number of machines: the team can scrutineer only one motorcycle per rider.
9.2 If during the official practice sessions a motorcycle suffers any damages that are difficult to repair in the circuit, the FIM CEV Technical Director could allow a second motorcycle to go under the technical inspection. **The process of authorizing a new machine is not possible during a practice session or after the pit lane closes for the sighting lap of the race.**
9.3 Once the official practice sessions have started, only the motorcycle that has gone under the technical inspection will be allowed to be inside the box.

10 Numbers & Backgrounds

10.1 The front plate must be located in the middle of the fairing's fornt or on the side facing the official time keeping staff.
10.2 Rear or side numbers are optional. If they are fitted, must govern the same rules as the front.
10.3 The dimensions for the number plates must be: 140mm x 25mm minimum. Numbers from 1 to 9 can be wider. Only numbers between 1 and 99 will be admitted.
10.4 Backgrounds must be of one single colour over an area large enough to provide a minimum clear area of 25 mm around the numbers.
10.5 In case of a dispute concerning the legibility of numbers, the decision of the FIM Technical Director will be final.
10.6 The numbers and backgrounds will be as follows:

	Background	Number
Moto3	Black	White

11. Safety points.
11.1 Motorcycles can be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.

11.2 Rear Safety Light
All motorcycles **MUST** have a functioning red light mounted at the rear of the seat, to be used during Wet Races or in low visibility conditions.

The rear safety light must comply with the following:

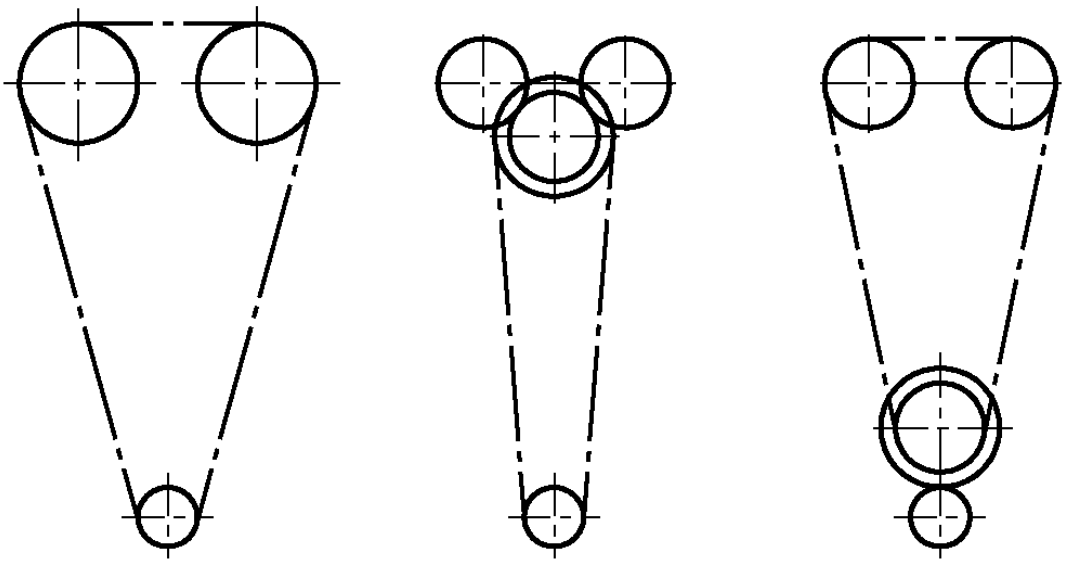
a) The lighting direction must be parallel to the centre line of the motorcycle (running direction) and it must be clearly visible from the rear, at least 15 degrees to both the left and right sides of the centre line of the motorcycle.

b) It must be safely mounted on the very end of seat/rear bodywork and approximately on the centre line of the motorcycle. In case of dispute over the mounting position or visibility of the Rear Safety Light, the decision of the FIM CEV Technical Director will be final.

c) The power output/luminosity must be equivalent to approximately 10-15W (incandescent) or 0,8-5W (led).

d) The light must be able to be switched on and off.

ANNEX 1



A) Simple chain drive

B) Chain drive + upper gear

C) Chain drive + lower gear

ANNEX 2

- RPM Logger AIM
Miguel SANCHEZ
info@cevrepsol.com

- ECU Moto3 Dell'Orto Racing
Ofi +39 (031) 7692219
Cell. +393383028650
Barbara SALA - Dell'Orto
barbara.sala@dellorto.it
www.dellorto-pe.com

- Evo4 AIM
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Tel +34 93 688 2513
eduard@databox.es

2014 FIM CEV REPSOL INTERNATIONAL CHAMPIONSHIP
TECHNICAL RULES
Moto2

Moto2 TECHNICAL REGULATIONS
2014 FIM CEV REPSOL INTERNATIONAL CHAMPIONSHIP

Contents

Moto2 TECHNICAL REGULATIONS
FIM CEV REPSOL INTERNATIONAL CHAMPIONSHIP 2014

Technical Rules

Manufacture engine motorcyle: Honda Motor Co., Ltd.
Model: CBR600RR 07 - 14

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

1. Engine

1.1 It's compulsory to use the Honda CBR 600 RR model 2.007, 2.008, 2.009, 2.010, 2011, 2012, 2013 or **2014**.

1.2 Cam sprockets and its screws may be mechanized or replaced.

1.3 "Pair" valve may be removed. To do this, it's allowed to install a flat metal plates in the head cover.

1.4 Electric starter may be removed. It's allowed to remove the gears of this electric starter, too.

1.5 The cylinder head gasket may be changed.

1.6 The oil filter may be changed.

1.7 All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from composite materials, type carbon or Kevlar®, aluminium, plastic or steel plates and/or bars are also permitted. All these devices must be designed to be resistant against sudden shocks and must be screwed to the crankcase.

1.8 Coolant hoses and fittings may be changed to suit individual radiator designs.

1.9 If necessary, the cam head can be planned and repair valve seats to allow reuse. This planned cannot exceed 0.1 mm. recommended by the engine manufacturer for this job.

1.10 The only pistons allowed, are the originals. The "oversized" pistons provided by the manufacturer are not allowed.

1.11 No other change that is not specified in this article is allowed.

1.12 In the case of dispute over modifications, the decision of the FIM CEV Technical Director will be final.

2. Intake & Fuel System

2.1 The throttle bodies must remain as originally produced by the manufacturer for the homologated engine.

2.2 Modifications to the fuel pressure regulator are not allowed. The fuel tank gauge assembly (ie. float, arm and support bracket) of the standard fuel pump may be removed.

2.3 The insulators that attach the throttle body to the head, cannot be modified or changed.

3. Fuel Tank and Hoses

3.1 Design and construction of the fuel tank is free, within the constraints of the FIM Grand Prix Regulations, Art. 2.6. There are no capacity restrictions.

3.2 The fuel cap/s must be of the “screw cap” type.

3.3 Fuel delivery hose fittings must remain standard, as supplied. However it is permitted to fit quick-connectors (eg. “dry-break” connectors) in the fuel lines

4. Airbox

The air box must remain as originally produced by the manufacturer on the homologated machine, including the secondary injectors.

4.2 The air filter element may be modified or replaced.

4.3 The air box drains must be sealed (safety wired).

4.4 All motorcycles must have a closed breather system. All the oil breather lines must be connected and discharge in the airbox.

4.5 Only the standard airbox may be used. No modifications, alterations or additions to this airbox are allowed, except those described below:

- The intake ducts, ahead of the airbox, may be changed to suit individual chassis designs.

4.6 The resonance chambers on top of the airbox lid may be changed, modified or removed, either together with the top cover they are attached to, or the top cover may be left in place. They may be replaced by a blanking cover approximately flat in shape. The total airbox volume, from the filter back, may not be increased from the original. Refer to Diagram 1 in the Moto2 Appendix.

4.7 Only air o air/fuel is allowed between combustion chamber and intake air ducts.

4.8 The injectors must remain standard units as on the homologated engine.

4.9 Bell mouths may be modified or replaced as originally produced by the manufacturer for the homologated machine.

4.10 Throttle valves must remain as originally produced by the manufacturer for the homologated machine.

4.11 Artificial cooling of fuel is not allowed.

4.12 A catch-tank may be fitted in the engine breather between the cam cover and airbox. The catch tank is solely for the purpose of collecting engine fluids, no other functions (such as pressure modification) are permitted and breather connections may only be directly between the cam cover, catch tank and airbox. The catch tank and connections must be visible for inspection at all times (that is, not permanently built into the chassis or other parts).

5. Fuel and lubricants

5.1 All engines must function on normal unleaded fuel with a maximum lead content of 0.005 g/l (unleaded) and a maximum MON of 90. Only fuel from the appointed fuel supplier is permitted. This fuel will conform to the FIM Grand Prix specification. Use of this fuel without any addition or alteration is mandatory during all event (free practices, qualifying practices, warm-up and races).

5.2 Any quality of oil may be used.

6. Exhaust system

Exhaust

6.1 Design and construction of the exhaust system is free, within the FIM Grand Prix

6.2 Variable length exhaust systems are not permitted

Noise Test

6.3 Noise limit is a maximum of 115 dB/A, measured in a static test at 5,500rpm

7. Cooling system

7.1 Design and construction of the cooling system is free

7.2 The standard engine oil cooler is mandatory, and additional oil coolers are not permitted

8. Clutch

8.1 Clutch type (wet) and the way of operation (by cable) must remain as homologated.

8.2 Friction and drive discs may be changed.

8.3 Clutch springs may be changed.

8.4 The clutch basket (outer) may be changed.

8.5 The original clutch assembly may be modified for back torque limiting capabilities (slipper type).

8.6 It is allowed to change to an aftermarket clutch with back torque limiting capabilities (slipper type).

8.7 The use of electro-mechanical or electro-hydraulic actuating systems are not allowed.

8.8 An external quick-shift system on the gear selector (including wire and potentiometer) may be added.

8.9 Countershaft sprocket, rear wheel sprocket, chain pitch and size can be changed.

8.10 Clutch cover can be changed or modified, to fit a new clutch.

8.11 Other modifications to gearbox or selector mechanism are not allowed.

9. Ignition and Electronics

9.1 Ignition/engine control system (ECU) may be modified or changed.

9.2 The traction control systems are not allowed

10. Datalogger
10.1 The data acquisition may be added.

11. Chassis Design, Construction and fairing
11.1 The chassis must be a prototype, the design and construction of which is free within the constraints of the FIM Grand Prix Technical Regulations. The main frame, swingarm, fuel tank, seat and fairing/bodywork from a non-prototype (ie. series production road-homologated) motorcycle may not be used.

11.2 The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of the openings in the fairing must be positioned at least 50 mm above the bottom of the fairing

11.3 The lower fairing must incorporate an opening of Ø 25 mm diameter in the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions

12. Weight
12.1 The minimum weight permitted is (motorcycle + rider): 215 Kg

13. Brakes
13.1 Brake discs must be made from an iron-based alloy. Carbon and ceramic composite materials are not permitted for brake discs.

14. Suspension
14.1 Active and semi-active suspension systems and/or electronic control of any aspect of the suspension, including ride height is not permitted. Suspension systems and steering dumpers can only be done manually and by adjusting mechanical / hydraulical settings.

15. Wheels
15.1 The only permitted wheel rim sizes are: Front, 3.75” x 17”
Rear , 6.00” x 17”

15.2 Composite construction wheels (including carbon fiber reinforced, glass fiber reinforced and similar) are not permitted.

16. Tyres
16.1 Only tyres from the official tyre supplier may be used in a Moto2 CEV and each team must sign a contract.

16.2 The tyre specifications available at each event will be determined by the tyre supplier.

17. Materials & Construction
17.1 Construction materials must comply with Article 2.7.10 of the FIM Grand Prix regulations.

18. General
Number of motorcycles

18.1 Teams may present only one motorcycle per rider for Technical Control.

18.2 If during the official practice sessions a motorcycle suffers any damages that are difficult to repair in the circuit, the FIM CEV Technical Director could allow a second motorcycle to go under the technical inspection. The process of authorizing a new machine is not possible during a practice session or after the pit lane closes for the sighting lap of the race.

18.3 Once the official practice sessions have started, only the motorcycle that has gone under the technical inspection will be allowed to be inside the box.

19. Other regulations

19.1 Apart from the above regulations, all other construction criteria, dimensions and specifications are as per the FIM Grand Prix Regulations.

20. Numbers and backgrounds

20.1 The front plate must be located in the middle of the fairing's front or on the side facing the official time keeping staff.

20.2 Rear or side numbers are optional. If they are fitted, must govern the same rules as for front.

20.3 The dimensions for the number plates must be: 140mm x 25mm minimum. Numbers from 1 to 9 can be wider. Only numbers between 1 and 99 will be admitted.

20.4 Backgrounds must be of one single colour over an area large enough to provide a minimum clear area of 25mm around the numbers

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

20.6 The numbers and backgrounds will be as follows:

	Background	Number
Moto2	Yellow	Black

21. Optional Assembly

21.1 Motorcycles can be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.

21.2 Rear Safety Light
All motorcycles **MUST** have a functioning red light mounted at the rear of the seat, to be used during Wet Races or in low visibility conditions.

The rear safety light must comply with the following:

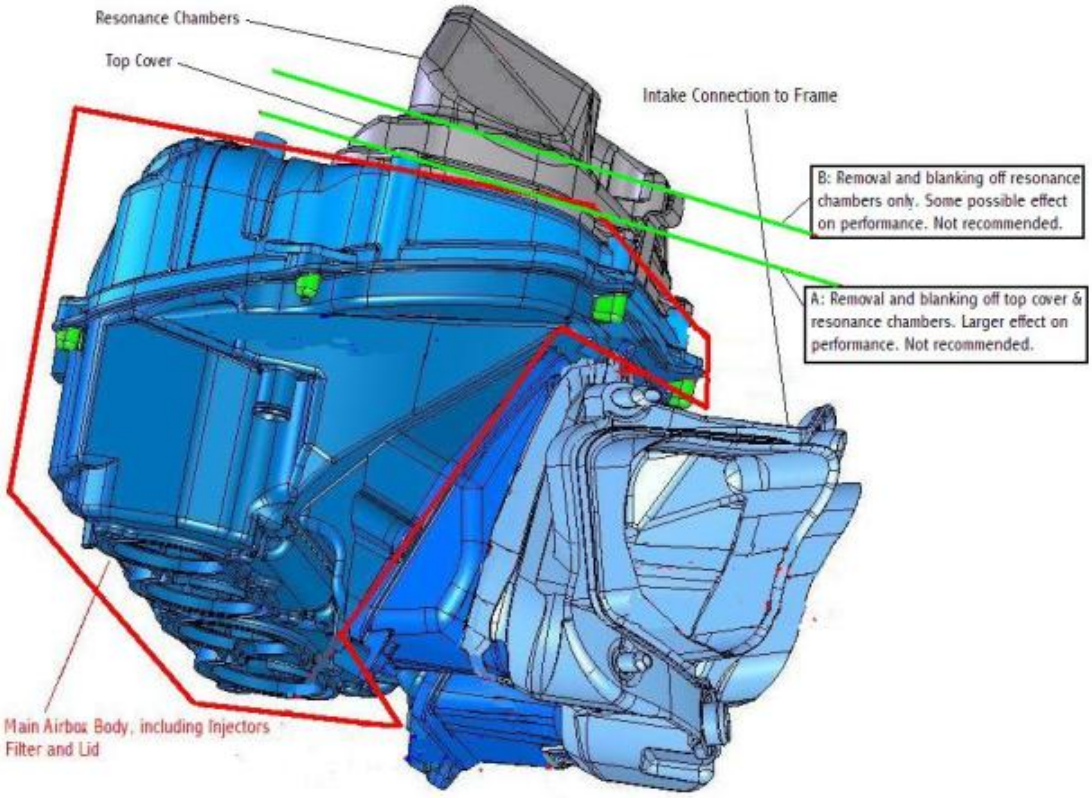
a) The lighting direction must be parallel to the centre line of the motorcycle (running direction) and it must be clearly visible from the rear, at least 15 degrees to both the left and right sides of the centre line of the motorcycle.

b) It must be safely mounted on the very end of seat/rear bodywork and approximately on the centre line of the motorcycle. In case of dispute over the mounting position or visibility of the Rear Safety Light, the decision of the FIM CEV Technical Director will be final.

c) The power output/luminosity must be equivalent to approximately 10-15W (incandescent) or 0,8-5W (led).

d) The light must be able to be switched on and off.

Diagram 1


Resonance Chambers
Top Cover
Intake Connection to Frame
B: Removal and blanking off resonance chambers only. Some possible effect on performance. Not recommended.
A: Removal and blanking off top cover & resonance chambers. Larger effect on performance. Not recommended.
Main Airbox Body, including Injectors
Filter and Lid

2014 FIM CEV REPSOL INTERNATIONAL CHAMPIONSHIP
TECHNICAL RULES
SUPERSTOCK 600

4.6 SUPERSTOCK 600 TECHNICAL SPECIFICATIONS

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

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

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

Superstock 600 motorcycles require an FIM homologation. All motorcycles must comply in every respect with all the requirements for Road Racing as specified in these Regulations, unless they are already equipped as such on the homologated model.

The appearance from both front, rear and the profile of Superstock 600 motorcycles must (except when otherwise stated) conform to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

Only one motorcycle per rider and class will be allowed to go under the technical inspection. If during the official practice sessions a motorcycle suffers any damages that are difficult to repair in the circuit, the FIM CEV Technical Director could allow a second motorcycle to go under the technical inspection. **The process of authorizing a new machine is not possible during a practice session or after the pit lane closes for the sighting lap of the race.**

Once the official practice sessions have started, only the motorcycle that has gone under the technical inspection will be allowed to be inside the box.

4.6.1 Motorcycle specifications

All parts and systems not specifically mentioned in the following articles must remain as originally produced by the manufacturer for the homologated motorcycle

4.6.2 Balancing various motorcycle concepts

In order to equalize the performance of motorcycles with different engine configurations, changes in the minimum weight may be applied according to their respective racing performances. The decision about applying a handicap system to a respective class is taken by the CEV Commission at any time.

The application of the handicap will follow the system like described in 2.4.2 of the Superbike regulation but will be adapted to the Superstock 600 class.

4.6.3 Displacement capacities

The following engine configurations comprise the Stock Extreme class:

Over 400 cc up to 600 cc	4-stroke	4 cylinders
Over 600 cc up to 675 cc	4-stroke	3 cylinders
Over 600 cc up to 750 cc	4-stroke	2 cylinders

The displacement capacity, bore and stroke (new), must remain at the homologated size.

4.6.4 Minimum Weights

Minimum total weight of Motorcycle + Rider: 240 kgs

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

The selected motorcycles will be weighed in the condition they finished the race, and the established weight limit must be met in this condition. Nothing may be added to the motorcycle. This includes all fluids.

The use of ballast is allowed to stay over the minimum weight limit and may be required due to the handicap system. The use of ballast and weight handicap must be declared to the CEV Technical Director at the preliminary checks.

4.6.5 Number Plate Colours

The background colours and figures (numbers) for Superstock 600 are yellow background with black numbers:

The sizes for all the front numbers are:	Minimum height:	160 mm
	Minimum width:	80 mm
	Minimum stroke:	25 mm
	Minimum space between numbers	10 mm
The size for all the side numbers is:	Minimum height:	120 mm
	Minimum width:	60 mm
	Minimum stroke:	25 mm
	Minimum space between numbers	10 mm

The allocated number (& plate) for the rider must be affixed on the machine as follows:

- once on the front, either in the centre of the fairing or slightly off to one side. The number must be centred on the yellow background with no advertising within 25mm in all directions.
- once on each side of the motorcycle. Alternatively, once across the top of the rear seat section with the top of the number towards the rider. The rear and side numbers are optional. The preferred location for the numbers on each side of the motorcycle is on the lower rear portion of the main fairing near the bottom. The number must be centred on the yellow background.

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

4.6.6 Fuel

All engines must function on normal unleaded fuel with a maximum lead content of 0.005 g/l (unleaded) and a maximum MON of 90 (see Art. 2.10.1 for full specification)

Only fuel from the appointed fuel supplier is permitted. This fuel will conform to the FIM Grand Prix specification. Use of this fuel without any addition or alteration is mandatory during all event (free practices, qualifying practices, warm-up and races).

4.6.7 Tyres

Only tyres from the official tyre supplier may be used in a Superstock 600 and each team must sign a contract.

The tyre specifications available at each event will be determined by the tyre supplier.

4.6.8 Engine

4.6.8.1 Fuel Injection System

Fuel injection systems refer to throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.

The original homologated fuel injection system must be used without any modification.

The fuel injectors must be stock and unaltered from the original specification and manufacture.

Bell mouths must remain as originally produced by the manufacturer for the homologated motorcycle.

Butterfly valves cannot be changed or modified.

Variable intake tract devices cannot be added if they are not present on the homologated motorcycle and they must remain identical and operate in the same way as the homologated system. All the parts of the variable intake tract device must remain exactly as homologated.

Air and air/fuel mixture can go to the combustion chamber exclusively through the throttle body butterflies.

Electronically controlled throttle valves, known as 'ride-by-wire', may be only used if the homologated model is equipped with the same system. Software may be modified but all the safety systems and procedures designed by the original manufacturer must be maintained.

4.6.8.2 Cylinder Head

No modifications are allowed.

No material may be added or removed from the cylinder head.

The cylinder head gasket may be changed.

The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, spring base and spring retainers must be as originally produced by the manufacturer for the homologated machine. Only normal maintenance interventions as prescribed by the Manufacturer in the model's Service Manual are authorised.

Valve spring shims are not allowed.

4.6.8.3 Camshaft

No modifications are allowed.

At the technical checks: for direct cam drive systems, the cam lobe lift is measured; for non direct cam drive systems (i.e. with rocker arms), the valve lift is measured.

The timing of the camshaft is free, however no machining of the camshaft sprocket is authorised.

4.6.8.4 Cam sprockets or Gears
No dimensional modifications are allowed.

4.6.8.5 Cylinders
No modifications are allowed.

4.6.8.6 Pistons
No modifications are allowed (including polishing and lightening).

4.6.8.7 Piston rings
No modifications are allowed.

4.6.8.8 Piston pins and Clips
No modifications are allowed.

4.6.8.9 Connecting rods
No modifications are allowed (including polishing and lightening).

4.6.8.10 Crankshaft
No modifications are allowed (including polishing and lightening).

4.6.8.11 Crankcase and all other Engine Cases
Crankcases must remain as homologated. No modifications are allowed (including painting, polishing and lightening).

It is not allowed to add a pump used to create a vacuum in the crankcase. If a vacuum pump is installed on the homologated motorcycle then it may be used only as homologated.

4.6.8.11.1 Lateral covers and protection

Lateral (side) covers may be altered, modified or replaced. If altered or modified, the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one.

All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from metal, such as aluminium alloy, stainless steel, steel or titanium.

These covers must be fixed properly and securely with case cover screws that also mount the original covers/engine cases to the crankcases.

The Technical Director has the right to forbid any cover, if the evidence shows the cover is not effective.

Plates or crash bars made from aluminum or steel also are permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.

4.6.8.12 Transmission / Gearbox

No modifications are allowed.

Quick-shift systems are allowed (including wire and potentiometer)

Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.

The sprocket cover may be modified or eliminated.

Chain guard as long as it is not incorporated in the rear fender may be removed.

4.6.8.13 Clutch

No modifications are allowed.

Only friction and drive discs may be changed, but their number must remain as original.

Clutch springs may be changed.

4.6.8.14 Oil pumps and Oil lines

No pump modifications are allowed.

Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.

4.6.8.15 Radiator, cooling system and oil coolers

Additional radiators and oil coolers are permitted, including the necessary connections.

The only accepted form is a square, rectangle, triangle or trapezium with flat side faces. The calculated total volume (not the capacity) of the component results from length x width x height exterior dimensions and may not exceed 3.500 cm^3.

The component must be fixed inside the fairing.

The existing heat exchanger may be modified, replaced or removed.

It is permitted to add cooler fans.

The cooler expansion tank may be modified or removed.

The cooler pipes from and to the engine may be replaced.

The only permitted cooling liquid is water without any addition.

The thermostat inlet may be removed or modified

4.6.8.16 Air box

The air box must remain as originally produced by the manufacturer on the homologated machine but the air box drains must be sealed.

The air filter element may be modified or replaced.

All motorcycles must have a closed breather system. All the oil breather lines must be connected and discharge in the airbox.

A catch-tank may be fitted in the engine breather between the cam cover and airbox. The catch tank is solely for the purpose of collecting engine fluids, no other functions (such as pressure modification) are permitted and breather connections may only be directly between the cam cover, catch tank and airbox. The catch tank and connections must be visible for inspection at all times (that is, not permanently built into the chassis or other parts).

4.6.8.17 Fuel supply

Fuel lines from the fuel tank to the delivery pipe assembly (excluded) may be replaced but the fuel petcock must remain as originally produced by the manufacturer.

Quick connectors or dry break quick connectors may be used.

Fuel pressure regulator must remain standard

Fuel vent lines may be replaced.

Fuel filters may be added.

4.6.8.18 Exhaust system

Exhaust pipes and silencers may be modified or changed. Catalytic converters must be removed.

The number of the final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) of the homologated model.

For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.

Wrapping of exhaust systems is not allowed except in the area of the riders foot or an area in contact with the fairing for protection from heat.

4.6.9 Electrics and Electronics

4.6.9.1 Ignition / Engine Control System (ECU)

The engine control unit (ECU) must be either:

a) The original system as homologated and its software may be changed

b) Or the ECU kit model (produced and/or approved by the machine Manufacturer) may be used. A special connector may be used to connect ECU and the original wire loom.
The retail price of the full system (software included) must not be more than 1.5 times higher than the price of the original system.

c) In addition to option a) and b) mentioned above, external ignition and/or injection module/s may be added to the standard production ECU, but their total retail price cannot be higher than the complete ECU kit.

Central unit (ECU) may be relocated.

Spark plugs may be replaced.

4.6.9.2 Generator, alternator, electric starter

No modifications are allowed.

The electric starter must operate normally and always be able to start the engine during the event.

4.6.9.3 Additional equipment

Additional electronic hardware equipment not on the original homologated motorcycle can be added (e.g. data acquisition and sensors, computers,

recording equipment). Original speedometer and tachometer may be altered or replaced. (see also 2.7.11).

The addition of a device for infra red (IR) transmission of a signal between the racing rider and his team, used exclusively for lap timing, is allowed.

The addition of a GPS unit for lap timing/scoring purposes is allowed.

Telemetry is not allowed.

4.6.9.4 Wiring harness

The original wire-loom may be modified as indicated hereafter:

The wiring loom may be replaced by the 'kit' wire harness loom, as supplied for the ECU Kit model, produced or approved by the Manufacturer of the motorcycle.

The wiring loom and the key/ignition lock may be relocated or replaced.

Cutting of the wiring harness is not allowed.

4.6.9.5 Battery

The battery may be replaced. If replaced, its CCA (Cold Cranking Amps) must be equal to or higher than the homologated type. The battery must be capable to (re)start an engine, any time during the event.

4.6.10 Frame and body

4.6.10.1 Frame body and Rear sub frame

Frame must remain as originally produced by the manufacturer for the homologated machine.

Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).

The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame **but they must leave and empty place to add the technical control sticker close to the right side of the pivot frame.**

Nothing else may be added or removed from the frame body.

All motorcycles must display a vehicle identification number punched on the frame body (chassis number).

Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.

Rear sub frame may be changed or altered, but the type of material must remain as homologated, or of higher specific weight.

Additional seat brackets may be added, non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly. Bolt-on accessories to the rear sub-frame may be removed.

The paint scheme is not restricted but polishing the frame body or sub frame is not allowed

4.6.10.2 Front Forks

Forks structure (spindle, stanchions, bridges, stem, etc.) must remain as originally produced by the manufacturer for the homologated machine.

Original internal parts of the homologated forks may be modified or changed

After market damper kits or valves may be installed.

No aftermarket or prototype electronically-controlled suspension parts may be used, unless such suspension is already present on the production model of the homologated motorcycle, and it must remain completely standard (all mechanical or electronic parts must remain as homologated). The original suspension system must work safely in the event of an electronic failure.

After market damper kits or valves may be installed.

Fork caps may be modified or replaced to allow external adjustment.

Dust seals may be modified, changed or removed if the fork remains totally oil-sealed.

The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.

The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated motorcycle.

A steering damper may be added or replaced with an after-market damper.

The steering damper cannot act as a steering lock limiting device.

4.6.10.3 Rear fork (Swing arm)

Every part of the rear fork must remain as originally produced by the manufacturer for the homologated motorcycle.

A chain guard must be fitted in such a way to reduce the possibility that any part of the riders' body may become trapped between the lower chain run and the rear wheel sprocket.

Rear fork pivot bolt must remain as originally produced by the manufacturer for the homologated motorcycle.

Rear wheel stand brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed. An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing-arm.

4.6.10.4 Rear suspension unit

Rear suspension unit (shock absorber) may be modified or replaced, but the original attachments to the frame and rear fork (swing arm) must be as homologated.

Rear suspension unit and spring may be changed.

No aftermarket or prototype electronically-controlled suspension unit maybe used, unless such suspension is already present on the production model of the homologated motorcycle, and it must remain completely standard (any mechanical or electronic parts must remain as homologated). The original suspension system must work properly safely in the event of an electronic failure.

Rear suspension linkage must remain as originally produced by the manufacturer for the homologated motorcycle.

4.6.10.5 Wheels

Wheels must remain as originally produced by the manufacturer for the homologated motorcycle.

The speedometer drive may be removed and replaced with a spacer.

If the original design includes a cushion drive for the rear wheel, it must remain as originally produced for the homologated motorcycle.

No modifications of the wheel-axles or any fixing and mounting points for front brake calliper are authorised. Spacers may be modified. Modifications to the wheels to keep spacers in place are permitted.

Wheel balance weights may be discarded, changed or added to.

Any inner tube (if fitted) or inflation valves may be used.

4.6.10.6 Brakes

Brake disks can be replaced. Internally ventilated discs are not allowed. Only ferrous materials are allowed for brake discs.

The front and rear brake caliper (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine.

The rear brake caliper bracket may be mounted ‘fixed’ on the swing-arm, but the bracket must maintain the same mounting (fixing) points for the caliper as used on the homologated machine. A modification of these parts is authorised. The swing-arm may be modified for this reason to aid the location of the rear brake caliper bracket, by welding, drilling or by using a helicoil.

The front and rear master cylinder can be replaced.

Front and rear brake fluid reservoir may be changed with an aftermarket product.

Front and rear hydraulic brake lines may be changed.

The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (lower triple clamp).

"Quick" (or "dry-brake") connectors in the brake lines are authorised.

Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.

Additional air scoops or ducts are not allowed.

In order to reduce the transfer of heat to the hydraulic fluid it is permitted to add metallic shims to the calipers, between the pads and the calipers, and/or to replace light alloy pistons with steel pistons made by the same manufacturer of the caliper.

The Antilock Brake System (ABS) may be used only if installed in the homologated model for road use. However, it must be completely standard (any mechanical or electronic part must remain as homologated, brake discs and master cylinder levers excluded), and only the software of the ABS may be modified.

Anti lock system (ABS) can be disconnected and its ECU can be dismantled. The ABS rotor wheel can be deleted, modified or replaced.

Motorcycles can be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.

4.6.10.7 Handle Bars and Hand Controls

Handle bars may be replaced.

Handle bars and hand controls may be relocated.

Throttle controls must be self closing when not held by the hand.
Throttle assembly and associated cables may be modified or replaced but the connection to the throttle body and to the throttle controls must remain as on the homologated motorcycle.

Clutch and brake lever may be replaced with an after-market model. An adjuster to the brake lever is allowed.

Switches may be changed but electric starter switch and engine stop switch must be located on the handle bars.

4.6.10.8 Foot rest / Foot controls

Foot rest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points. Their two original points of fixture (for the footrest, foot-controls and on the shift shaft) must remain as original. Foot controls linkage may be modified. The original mounting points must remain.

Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position. The end of this foot rest must have at least an 8 mm solid spherical radius.

Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or an equivalent type material (minimum radius 8mm). The plug surface must be designed to reach the widest possible area.

The FIM CEV Technical Director has the right to refuse any plug not satisfying this safety aim.

4.6.10.9 Fuel tank

Fuel tank must remain as originally produced by the manufacturer for the homologated motorcycle.

Fuel cap must be changed for a “screw type” cap to prevent accidental opening at any time. Fuel cap when closed must be leak proof.

All fuel tanks must be completely filled with fire retardant material (open-celled mesh, i.e. Explosafe®).

Fuel tank valve petcock must remain as originally produced by the manufacturer for the homologated motorcycle.

Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.

The sides of the fuel tank may be protected with a cover made of a composite material. These covers must fit the shape of the fuel tank.

4.7.10.10 Fairing / Body work

a)	Fairing and body work may be replaced with exact cosmetic duplicates of the original parts, but must appear to be as originally produced by the manufacturer for the homologated machine, with slight differences due the racing use (different pieces mix, fixing points, fairing bottom, etc). The material may be changed. The use of carbon fibre or carbon composite materials is not allowed. Specific reinforcements in Kevlar® or carbon are allowed locally around holes and stressed areas.
b)	Overall size and dimensions must be the same as the original part**.**
c)	Wind screen may be replaced with a duplicate of transparent material. The height of the windscreen is free, within a tolerance of +/- 15 mm referred to the vertical distance from/to the upper fork bridge.
d)	Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing device, as described in point (h). This device cannot exceed above a line drawn horizontally from wheel axle to wheel axle.
e)	The original combination instrument/fairing brackets may be replaced, but the

	use of titanium and carbon (or similar composite materials) is forbidden. All other fairing brackets may be altered or replaced.
f)	The original air ducts running between the fairing and the air box may be altered or replaced. Carbon fibre composites and other exotic materials are forbidden. Particle grills or “wire-meshes” originally installed in the openings for the air ducts may be taken away.
g)	The lower fairing must to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of the openings in the fairing must be positioned at least 50 mm above the bottom of the fairing. Original openings for cooling in the lateral fairing/bodywork sections may be partially closed only to accommodate sponsors’ logos/lettering. Such modification shall be made using wire mesh or perforated plate. The material is free but the distance between all opening centres, circle centres and their diameters must be constant. Holes or perforations must have an open area ratio > 60%.
h)	The lower fairing must incorporate an opening of Ø 25 mm diameter in the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions.
i)	Front mudguards may be replaced with a cosmetic duplicate of the original parts and may be spaced upward for increased tyre clearance.
j)	Rear mudguard fixed on the swing arm may be modified deleted or changed but the original profile must be respected.
k)	Motorcycles may be equipped with inner ducts to improve the air stream towards the radiator but the appearance of the front, the rear and the profile of the motorcycle must not be changed.

4.6.10.11 Seat

The appearance from both front rear and profile must conform to the homologated shape.

Seat, seat base and associated body work may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated machine.

The top portion of the rear body work around the seat may be modified to a solo seat.

The seat/rear cowl replacement must allow for proper number display.

The homologated seat locking system (with plates, pins, rubber pads etc.) may be removed.

4.6.10.12 Rear Safety Light

All motorcycles **MUST** have a functioning red light mounted at the rear of the seat, to be used during Wet Races or in low visibility conditions, as declared by the Race Direction.

The rear safety light must comply with the following:
a) the lighting direction must be parallel to the centre line of the motorcycle (running direction) and it must be clearly visible from the rear, at least 15 degrees to both the left and right sides of the centre line of the motorcycle.
b) it must be safely mounted on the very end of seat/rear bodywork and approximately on the centre line of the motorcycle. In case of dispute over the mounting position or visibility of the Rear Safety Light, the decision of the FIM CEV Director will be final.
c) the power output/luminosity must be equivalent to approximately 10- 15W (incandescent) or 0,8-5W (led).
d) the light must be able to be switched on and off.

4.6.10.13 Fasteners

Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners may not be used. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing.

Fasteners may be drilled for safety wire, but intentional weight-reduction modifications are not allowed.

Fairing/bodywork fasteners may be replaced with to the quick disconnect type.

Aluminium fasteners may only be used in non-structural locations.

4.6.11 The following items MAY be altered or replaced from those fitted to the homologated motorcycle.

Any type of lubrication, brake or suspension fluid may be used.

Gaskets and gasket materials (with the exception of cylinder base gasket).

Instruments, instrument bracket(s) and associated cables.

Painted external surface finishes and decals.

Material for brackets connecting non original parts (fairing, exhaust, instruments, etc) to the frame (or engine) cannot be made from titanium or fibre reinforced composites.

Protective covers for engine, frame, chain, footrests, etc. may be made in other materials like fibre composite material if these parts do not replace original parts mounted on the homologated model.

It is recommended that machines be equipped with a red light on the instrument panel. This light must flash in the event of oil pressure drop.

4.6.12 The Following Items MAY BE Removed

Emission control items (anti-pollution) in or around the air box and engine (O2 sensors, air injection devices).

Tachometer.

Speedometer.

Chain guard as long as it is not incorporated in the rear fender.

Bolt on accessories on a rear sub frame.

4.6.13 The Following Items MUST BE Removed

Headlamp, rear lamp and turn signal indicators. Openings must be covered by suitable materials.

Rear-view mirrors.

Horn.

License plate bracket.

Toolkit.

Helmet hooks and luggage carrier hooks

Passenger foot rests.

Passenger grab rails.

Safety bars, centre and side stands must be removed (fixed brackets must remain).

4.7.14 The Following Items MUST BE Altered

Motorcycles must be equipped with a functional ignition kill switch or button mounted at least on one side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.

All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases, oil lines, oil coolers, etc.)

All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.

Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained, no direct atmospheric emission is permitted.

4.14 SOUND LEVEL CONTROL

Sound limits in force:

Noise will be controlled at : Max. 107 dB/A measured at a mean piston speed of 11 m/sec.

4.14.6 Noise control

Due to the similarity of the piston stroke in different engine configurations within the capacity classes, the noise test will be conducted at a fixed RPM. For reference only, the mean piston speed at which the noise test is conducted is calculated at 11 m/sec.

	2 Cylinders	3 Cylinders	4 Cylinders
600 cc.	5.500 RPM	6.500 RPM	7.000 RPM
To 750 cc.	5.500 RPM	6.000 RPM	7.000 RPM

4.14.13 Noise control after the competition

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

3. DISCIPLINARY AND ARBITRATION CODE

The regulations will be defined by the "DISCIPLINARY AND ARBITRATION CODE OF THE FIM ROAD RACING WORLD CHAMPIONSHIP GRAND PRIX REGULATIONS" including the specific composition of the FIM Stewards (article 1.7.8. b-)

2014 FIM CEV REPSOL INTERNATIONAL CHAMPIONSHIP
TECHNICAL RULES
SUPERBIKE

2.6 SUPERBIKE TECHNICAL SPECIFICATIONS

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

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

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

Superbike motorcycles require an FIM homologation. All motorcycles must comply in every respect with all the requirements for Road Racing as specified in these Regulations, unless they are already equipped as such on the homologated model.

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

Only one motorcycle per rider and class will be allowed to go under the technical inspection. If during the official practice sessions a motorcycle suffers any damages that are difficult to repair in the circuit, the FIM CEV Technical Director could allow a second motorcycle to go under the technical inspection. **The process of authorizing a new machine is not possible during a practice session or after the pit lane closes for the sighting lap of the race.**

Once the official practice sessions have started, only the motorcycle that has gone under the technical inspection will be allowed to be inside the box.

2.6.1 Motorcycle specifications

All parts and systems not specifically mentioned in the following articles must remain as originally produced by the manufacturer for the homologated motorcycle

2.6.2 Balancing various motorcycle concepts

In order to equalize the performance of motorcycles with different engine configurations, changes in the minimum weight may be applied according to their respective racing performances. The decision about applying a handicap system to a respective class is taken by the CEV Commission at any time.

The application of the handicap will follow the system like described in 2.4.2 of the Superbike regulation but will be adapted to this class.

2.6.3 Displacement capacities

The following engine configurations comprise the Stock Extreme class:

Over 750 cc up to 1000 cc 4-stroke 3 and 4 cylinders

Over 850 cc up to 1200 cc 4-stroke 2 cylinders

The displacement capacity, bore and stroke (new), must remain at the homologated size.

2.6.4 Minimum Weights

The minimum weight for each model is calculated by FIM by determining the “dry weight” of the homologated motorcycle.

The ‘dry’ weight of a homologated motorcycle is defined as the total weight of the empty motorcycle as produced by the manufacturer (after removal of fuel, vehicle number plate, tools and main stand and side stand when fitted but with oil and radiator liquid at prescribed level). To confirm the ‘dry’ weight a minimum of three (3) motorcycles are weighed and compared. The result will be rounded off to the nearest digit.

The minimum weight for each model will be calculated by reducing the dry weight” of the motorcycle by 8% and rounding off the result to the lower whole number.

In any case the minimum weight cannot be lower than 165 Kg

At any time of the event, the weight of the whole machine (including the tank and its contents) must not be lower than the minimum weight with a tolerance of 1 kg.

There is no tolerance on the minimum weight of the motorcycle.

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

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

The use of ballast is allowed to stay over the minimum weight limit and may be required due to the handicap system. The use of ballast and weight handicap must be declared to the FIM CEV Technical Director at the preliminary checks.

2.6.5 Number Plate Colours

The background colours and figures (numbers) for Superbike are white background with black numbers:

The sizes for all the front numbers are:	Minimum height:	160 mm
	Minimum width:	80 mm
	Minimum stroke:	25 mm
	Minimum space between numbers	10 mm
The size for all the side numbers is:	Minimum height:	120 mm
	Minimum width:	60 mm
	Minimum stroke:	25 mm
	Minimum space between numbers	10 mm

The allocated number (& plate) for the rider must be affixed on the machine as follows:

- once on the front, either in the centre of the fairing or slightly off to one side. The number must be centred on the white background with no advertising within 25mm in all directions.
- once on each side of the motorcycle. Alternatively, once across the top of the rear seat section with the top of the number towards the rider. The rear and side numbers are optional. The preferred location for the numbers on each side of the motorcycle is on the lower rear portion of the main fairing near the bottom. The number must be centred on the white background.

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

2.6.6 Fuel

All engines must function on normal unleaded fuel with a maximum lead content of 0.005 g/l (unleaded) and a maximum MON of 90 (see Art. 2.10.1 for full specification)

Only fuel from the appointed fuel supplier is permitted. This fuel will conform to the FIM Grand Prix specification. Use of this fuel without any addition or alteration is mandatory during all event (free practices, qualifying practices, warm-up and races).

2.6.7 Tyres

Tyres may be changed regardless of its manufacturer or the type used for the homologated motorbike.

At each event, during qualifying practices, a maximum of four (4) rear and three (3) front tyres may be used.

During the preliminary technical inspection the teams will be delivered the adhesive stickers used for marking the tyres. Each team will be responsible of marking their tyres.

The Technical Stewards may perform random controls during the qualifying practices.

If the riders are shown a red flag during the practice, the Permanent Clerk of the Course is allowed to authorize the use of a supplementary set of tyres.

All checked tyres must be easily identifiable with a colour marking or a numerical system.

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

2.6.8 Engine

2.6.8.1 Fuel Injection System

Fuel injection systems refer to throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulator.

The original homologated fuel injection system must be used without any modification.

The fuel injectors must be stock and unaltered from the original specification and manufacture.

Bell mouths must remain as originally produced by the manufacturer for the homologated motorcycle.

Butterfly valves cannot be changed or modified.

Variable intake tract devices cannot be added if they are not present on the homologated motorcycle and they must remain identical and operate in the same way as the homologated system. All the parts of the variable intake tract device must remain exactly as homologated.

Air and air/fuel mixture can go to the combustion chamber exclusively through the throttle body butterflies.

Electronically controlled throttle valves, known as 'ride-by-wire', may be only used if the homologated model is equipped with the same system. Software may be modified but all the safety systems and procedures designed by the original manufacturer must be maintained.

2.6.8.2 Cylinder Head

No modifications are allowed.

No material may be added or removed from the cylinder head.

The cylinder head gasket may be changed.

The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, spring base and spring retainers must be as originally produced by the manufacturer for the homologated machine. Only normal maintenance interventions as prescribed by the Manufacturer in the model's Service Manual are authorised.

Valve spring shims are not allowed.

2.6.8.3 Camshaft

No modifications are allowed.

At the technical checks: for direct cam drive systems, the cam lobe lift is measured; for non direct cam drive systems (i.e. with rocker arms), the valve lift is measured.

The timing of the camshaft is free, however no machining of the camshaft sprocket is authorised.

2.6.8.4 Cam sprockets or Gears

No dimensional modifications are allowed.

2.6.8.5 Cylinders

No modifications are allowed.

2.6.8.6 Pistons

No modifications are allowed (including polishing and lightening).

2.6.8.7 Piston rings
No modifications are allowed.

2.6.8.8 Piston pins and Clips
No modifications are allowed.

2.6.8.9 Connecting rods
No modifications are allowed (including polishing and lightening).

2.6.8.10 Crankshaft
No modifications are allowed (including polishing and lightening).

2.6.8.11 Crankcase and all other Engine Cases
Crankcases must remain as homologated. No modifications are allowed (including painting, polishing and lightening).

It is not allowed to add a pump used to create a vacuum in the crankcase. If a vacuum pump is installed on the homologated motorcycle then it may be used only as homologated.

2.6.8.11.1 Lateral covers and protection
Lateral (side) covers may be altered, modified or replaced. If altered or modified, the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one.

All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be protected by a second cover made from metal, such as aluminium alloy, stainless steel, steel or titanium.

These covers must be fixed properly and securely with case cover screws that also mount the original covers/engine cases to the crankcases.

The FIM CEV Technical Director has the right to forbid any cover, if the evidence shows the cover is not effective.

Plates or crash bars made from aluminum or steel also are permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.

Only for the present season is authorize to use carbon, Kevlar®, or reinforced plastic lateral covers/engine. All these devices must be designed to be resistant against sudden shocks and must be fixed properly and securely.

2.6.8.12 Transmission / Gearbox

No modifications are allowed.

Quick-shift systems are allowed (including wire and potentiometer)

Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.

The sprocket cover may be modified or eliminated.

Chain guard as long as it is not incorporated in the rear fender may be removed.

2.6.8.13 Clutch

No modifications are allowed.

Only friction and drive discs may be changed, but their number must remain as original.

Clutch springs may be changed.

2.6.8.14 Oil pumps and Oil lines

No pump modifications are allowed.

Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded connectors.

2.6.8.15 Radiator, cooling system and oil coolers

The radiator may be changed only if it fits in the standard location and does not require any modifications to the main frame or to the fairings' outer appearance.

Protective meshes can be added in front of the oil and/or water radiator(s).

Modifications to the existing oil cooler are allowed only if it does not require any modifications to the main frame or to the fairings' outer appearance. A heat exchange (oil/water) can be exchanged by oil cooler.

Tanks may be changed but must be fixed in a secure way.

Additional oil coolers are not allowed.

Radiator fan and wiring may be removed

Thermal switches, water temperature sensor and thermostat can be removed inside the cooling system.

2.6.8.16 Air box

The air box must remain as originally produced by the manufacturer on the homologated machine but the air box drains must be sealed.

The air filter element may be modified or replaced.

All motorcycles must have a closed breather system. All the oil breather lines must be connected and discharge in the airbox.

A catch-tank may be fitted in the engine breather between the cam cover and airbox. The catch tank is solely for the purpose of collecting engine fluids, no other functions (such as pressure modification) are permitted and breather connections may only be directly between the cam cover, catch tank and airbox. The catch tank and connections must be visible for inspection at all times (that is, not permanently built into the chassis or other parts).

2.6.8.17 Fuel supply

Fuel lines from the fuel tank to the delivery pipe assembly (excluded) may be replaced but the fuel petcock must remain as originally produced by the manufacturer.

Quick connectors or dry break quick connectors may be used.

Fuel pressure regulator must remain standard

Fuel vent lines may be replaced.

Fuel filters may be added.

2.6.8.18 Exhaust system

Exhaust pipes and silencers may be modified or changed. Catalytic converters must be removed.

The number of the final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) of the homologated model.

For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.

Wrapping of exhaust systems is not allowed except in the area of the riders foot or an area in contact with the fairing for protection from heat.

2.6.9 Electrics and Electronics

2.6.9.1 Ignition / Engine Control System (ECU)

The engine control unit (ECU) must be either:

a) The original system as homologated and its software may be changed

b) Or the ECU kit model (produced and/or approved by the machine Manufacturer) may be used. A special connector may be used to connect ECU and the original wire loom.
The retail price of the full system (software included) must not be more than 1.5 times higher than the price of the original system.

c) In addition to option a) and b) mentioned above, external ignition and/or injection module/s may be added to the standard production ECU, but their total retail price cannot be higher than the complete ECU kit.

Central unit (ECU) may be relocated.

Spark plugs may be replaced.

2.6.9.2 Generator, alternator, electric starter

No modifications are allowed.

The electric starter must operate normally and always be able to start the engine during the event.

2.6.9.3 Additional equipment

Additional electronic hardware equipment not on the original homologated motorcycle can be added (e.g. data acquisition and sensors, computers, recording equipment). Original speedometer and tachometer may be altered or replaced. (see also 2.7.11).

The addition of a device for infra red (IR) transmission of a signal between the racing rider and his team, used exclusively for lap timing, is allowed.

The addition of a GPS unit for lap timing/scoring purposes is allowed.

Telemetry is not allowed.

2.6.9.4 Wiring harness

The original wire-loom may be modified as indicated hereafter:

The wiring loom may be replaced by the ‘kit’ wire harness loom, as supplied for the ECU Kit model, produced or approved by the Manufacturer of the motorcycle.
The wiring loom and the key/ignition lock may be relocated or replaced.

Cutting of the wiring harness is not allowed.

2.6.9.5 Battery

The battery may be replaced. If replaced, its CCA (Cold Cranking Amps) must be equal to or higher than the homologated type. The battery must be capable to (re)start an engine, any time during the event.

2.6.10 Frame and body

2.6.10.1 Frame body and Rear sub frame

Frame must remain as originally produced by the manufacturer for the homologated machine.

Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).
The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame **but they must leave and empty place to add the technical control sticker close to the right side of the pivot frame.**

Nothing else may be added or removed from the frame body.

All motorcycles must display a vehicle identification number punched on the frame body (chassis number).

Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated machine.

Rear sub frame may be changed or altered, but the type of material must remain as homologated, or of higher specific weight.

Additional seat brackets may be added, non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly. Bolt-on accessories to the rear sub-frame may be removed.

The paint scheme is not restricted but polishing the frame body or sub frame is not allowed

2.6.10.2 Front Forks

Forks structure (spindle, stanchions, bridges, stem, etc.) must remain as originally produced by the manufacturer for the homologated machine.
Original internal parts of the homologated forks may be modified or changed

After market damper kits or valves may be installed.

No aftermarket or prototype electronically-controlled suspension parts may be used, unless such suspension is already present on the production model of the homologated motorcycle, and it must remain completely standard (all mechanical or electronic parts must remain as homologated). The original suspension system must work safely in the event of an electronic failure.

After market damper kits or valves may be installed.

Fork caps may be modified or replaced to allow external adjustment.

Dust seals may be modified, changed or removed if the fork remains totally oil-sealed.

The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.

The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the homologated motorcycle.

A steering damper may be added or replaced with an after-market damper.

The steering damper cannot act as a steering lock limiting device.

2.6.10.3 Rear fork (Swing arm)

Every part of the rear fork must remain as originally produced by the manufacturer for the homologated motorcycle.

A chain guard must be fitted in such a way to reduce the possibility that any part of the riders' body may become trapped between the lower chain run and the rear wheel sprocket.

Rear fork pivot bolt must remain as originally produced by the manufacturer for the homologated motorcycle.

Rear wheel stand brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed. An anchorage system or point(s) to keep the original rear brake calliper in place may be added to the rear swing-arm.

2.6.10.4 Rear suspension unit

Rear suspension unit (shock absorber) may be modified or replaced, but the original attachments to the frame and rear fork (swing arm) must be as homologated.

Rear suspension unit and spring may be changed.

No aftermarket or prototype electronically-controlled suspension unit maybe used, unless such suspension is already present on the production model of the homologated motorcycle, and it must remain completely standard (any mechanical or electronic parts must remain as homologated). The original suspension system must work properly safely in the event of an electronic failure.

Rear suspension linkage must remain as originally produced by the manufacturer for the homologated motorcycle.

2.6.10.5 Wheels
Wheels must remain as originally produced by the manufacturer for the homologated motorcycle.

The speedometer drive may be removed and replaced with a spacer.

If the original design includes a cushion drive for the rear wheel, it must remain as originally produced for the homologated motorcycle.

No modifications of the wheel-axles or any fixing and mounting points for front brake calliper are authorised. Spacers may be modified. Modifications to the wheels to keep spacers in place are permitted.

Wheel balance weights may be discarded, changed or added to.

Any inner tube (if fitted) or inflation valves may be used.

2.6.10.6 Brakes
Brake disks can be replaced. Internally ventilated discs are not allowed. Only ferrous materials are allowed for brake discs.

The front and rear brake caliper (mount, carrier, hanger) must remain as originally produced by the manufacturer for the homologated machine.

The rear brake caliper bracket may be mounted ‘fixed’ on the swing-arm, but the bracket must maintain the same mounting (fixing) points for the caliper as used on the homologated machine. A modification of these parts is authorised. The swing-arm may be modified for this reason to aid the location of the rear brake caliper bracket, by welding, drilling or by using a helicoil.

The front and rear master cylinder can be replaced.

Front and rear brake fluid reservoir may be changed with an aftermarket product.

Front and rear hydraulic brake lines may be changed.

The split of the front brake lines for both front brake calipers must be made above the lower fork bridge (lower triple clamp).

"Quick" (or "dry-brake") connectors in the brake lines are authorised.

Front and rear brake pads may be changed. Brake pad locking pins may be modified for quick change type.

Additional air scoops or ducts are not allowed.

In order to reduce the transfer of heat to the hydraulic fluid it is permitted to add metallic shims to the calipers, between the pads and the calipers, and/or to replace light alloy pistons with steel pistons made by the same manufacturer of the caliper.

The Antilock Brake System (ABS) may be used only if installed in the homologated model for road use. However, it must be completely standard (any mechanical or electronic part must remain as homologated, brake discs and master cylinder levers excluded), and only the software of the ABS may be modified.

Anti lock system (ABS) can be disconnected and its ECU can be dismantled. The ABS rotor wheel can be deleted, modified or replaced.

Motorcycles can be equipped with brake lever protection, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.

2.6.10.7 Handle Bars and Hand Controls

Handle bars may be replaced.

Handle bars and hand controls may be relocated.

Throttle controls must be self closing when not held by the hand.
Throttle assembly and associated cables may be modified or replaced but the connection to the throttle body and to the throttle controls must remain as on the homologated motorcycle.

Clutch and brake lever may be replaced with an after-market model. An adjuster to the brake lever is allowed.

Switches may be changed but electric starter switch and engine stop switch must be located on the handle bars.

2.6.10.8 Foot rest / Foot controls

Foot rest/foot controls may be relocated but brackets must be mounted to the frame at the original mounting points. Their two original points of fixture (for the footrest, foot-controls and on the shift shaft) must remain as original. Foot controls linkage may be modified. The original mounting points must remain.

Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position. The end of this foot rest must have at least an 8 mm solid spherical radius.

Non folding footrests must have an end (plug) which is permanently fixed, made of aluminium, plastic, Teflon® or an equivalent type material (minimum radius

8mm). The plug surface must be designed to reach the widest possible area.

The FIM CEV Technical Director has the right to refuse any plug not satisfying this safety aim.

2.6.10.9 Fuel tank

Fuel tank must remain as originally produced by the manufacturer for the homologated motorcycle.

Fuel cap must be changed for a “screw type” cap to prevent accidental opening at any time. Fuel cap when closed must be leak proof.

All fuel tanks must be completely filled with fire retardant material (open-celled mesh, i.e. Explosafe□).

Fuel tank valve petcock must remain as originally produced by the manufacturer for the homologated motorcycle.

Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.

The sides of the fuel tank may be protected with a cover made of a composite material. These covers must fit the shape of the fuel tank.

2.7.10.10 Fairing / Body work

a)	Fairing and body work may be replaced with exact cosmetic duplicates of the original parts, but must appear to be as originally produced by the manufacturer for the homologated machine, with slight differences due the racing use (different pieces mix, fixing points, fairing bottom, etc). The material may be

	changed. The use of carbon fibre or carbon composite materials is not allowed. Specific reinforcements in Kevlar® or carbon are allowed locally around holes and stressed areas.
b)	Overall size and dimensions must be the same as the original part**.**
c)	Wind screen may be replaced with a duplicate of transparent material. The height of the windscreen is free, within a tolerance of +/- 15 mm referred to the vertical distance from/to the upper fork bridge.
d)	Motorcycles that were not originally equipped with streamlining are not allowed to add streamlining in any form, with the exception of a lower fairing device, as described in point (h). This device cannot exceed above a line drawn horizontally from wheel axle to wheel axle.
e)	The original combination instrument/fairing brackets may be replaced, but the use of titanium and carbon (or similar composite materials) is forbidden. All other fairing brackets may be altered or replaced.
f)	The original air ducts running between the fairing and the air box may be altered or replaced. Carbon fibre composites and other exotic materials are forbidden. Particle grills or “wire-meshes” originally installed in the openings for the air ducts may be taken away.
g)	The lower fairing must to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 5 litres). The lower edge of the openings in the fairing must be positioned at least 50 mm above the bottom of the fairing. Original openings for cooling in the lateral fairing/bodywork sections may be partially closed only to accommodate sponsors’ logos/lettering. Such modification shall be made using wire mesh or perforated plate. The material is free but the distance between all opening centres, circle centres and their diameters must be constant. Holes or perforations must have an open area ratio > 60%.
h)	The lower fairing must incorporate an opening of Ø 25 mm diameter in the front lower area. This hole must remain closed in dry conditions and must be only opened in wet race conditions.
i)	Front mudguards may be replaced with a cosmetic duplicate of the original parts and may be spaced upward for increased tyre clearance.
j)	Rear mudguard fixed on the swing arm may be modified deleted or changed but the original profile must be respected.
k)	Motorcycles may be equipped with inner ducts to improve the air stream towards the radiator but the appearance of the front, the rear and the profile of

	the motorcycle must not be changed.

2.6.10.11 Seat

The appearance from both front rear and profile must conform to the homologated shape.

Seat, seat base and associated body work may be replaced with parts of similar appearance as originally produced by the manufacturer for the homologated machine.

The top portion of the rear body work around the seat may be modified to a solo seat.

The seat/rear cowl replacement must allow for proper number display.

The homologated seat locking system (with plates, pins, rubber pads etc.) may

be removed.

2.6.10.12 Rear Safety Light

All motorcycles **MUST** have a functioning red light mounted at the rear of the seat, to be used during Wet Races or in low visibility conditions, as declared by the Race Direction.

The rear safety light must comply with the following:
a) the lighting direction must be parallel to the centre line of the motorcycle (running direction) and it must be clearly visible from the rear, at least 15 degrees to both the left and right sides of the centre line of the motorcycle.
b) it must be safely mounted on the very end of seat/rear bodywork and approximately on the centre line of the motorcycle. In case of dispute over the mounting position or visibility of the Rear Safety Light, the decision of the FIM Superbike Technical Director will be final.
c) the power output/luminosity must be equivalent to approximately 10- 15W (incandescent) or 0,8-5W (led).
d) the light must be able to be switched on and off.

2.6.10.13 Fasteners

Standard fasteners may be replaced with fasteners of any material and design but titanium fasteners may not be used. The strength and design must be equal to or exceed the strength of the standard fastener it is replacing.

Fasteners may be drilled for safety wire, but intentional weight-reduction modifications are not allowed.

Fairing/bodywork fasteners may be replaced with to the quick disconnect type.

Aluminium fasteners may only be used in non-structural locations.

2.6.11 The following items MAY be altered or replaced from those fitted to the homologated motorcycle.

Any type of lubrication, brake or suspension fluid may be used.

Gaskets and gasket materials (with the exception of cylinder base gasket).

Instruments, instrument bracket(s) and associated cables.

Painted external surface finishes and decals.

Material for brackets connecting non original parts (fairing, exhaust, instruments, etc) to the frame (or engine) cannot be made from titanium or fibre reinforced composites.

Protective covers for engine, frame, chain, footrests, etc. may be made in other materials like fibre composite material if these parts do not replace original parts mounted on the homologated model.

It is recommended that machines be equipped with a red light on the instrument panel. This light must flash in the event of oil pressure drop.

2.6.12 The Following Items MAY BE Removed

Emission control items (anti-pollution) in or around the air box and engine (O2 sensors, air injection devices).

Tachometer.

Speedometer.
Chain guard as long as it is not incorporated in the rear fender.

Bolt on accessories on a rear sub frame.

2.6.13 The Following Items MUST BE Removed

Headlamp, rear lamp and turn signal indicators. Openings must be covered by suitable materials.

Rear-view mirrors.

Horn.

License plate bracket.

Toolkit.

Helmet hooks and luggage carrier hooks

Passenger foot rests.

Passenger grab rails.

Safety bars, centre and side stands must be removed (fixed brackets must remain).

2.7.14 The Following Items MUST BE Altered

Motorcycles must be equipped with a functional ignition kill switch or button mounted at least on one side of the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine.

All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases, oil lines, oil coolers, etc.)

All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.

Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained, no direct atmospheric emission is permitted.

2.14 SOUND LEVEL CONTROL

Sound limits in force:

Noise will be controlled at : Max. 107 dB/A measured at a mean piston speed of 11 m/sec.

2.14.6 Noise control

Due to the similarity of the piston stroke in different engine configurations within the capacity classes, the noise test will be conducted at a fixed RPM. For reference only, the mean piston speed at which the noise test is conducted is calculated at 11 m/sec.

	2 Cylinders	3 Cylinders	4 Cylinders
Over 750 cc.	5.000 RPM	5.000 RPM	5.500 RPM

2014 FIM CEV REPSOL INTERNATIONAL CHAMPIONSHIP
PROTECTIVE CLOTHING AND HELMETS

2.11 Protective clothing and helmets

2.11.1 Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, musters, hips etc.
2.11.2 Linings or undergarments must not be made of a synthetic material which might melt and cause damage to the riders' skin.

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

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

2.11.5 Use of a back protector is highly recommended.

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

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

- Europe ECE 22-05 'P'
- Japan JIS T 8133
- USA SNELL M 2010

2.11.8 Visors must be made of a shatterproof material.

2.11.9 Disposable "tear-offs" are permitted.

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

TEN FITTINGS TESTS FOR HELMETS

1. Obtain correct size by measuring the crown of the head
2. Check there is no side to side movement
3. Tighten strap securely
4. With head forward, attempt to pull back of helmet to ensure helmet cannot be removed this way

5. Check ability to see clearly over shoulder
6. Make sure nothing impedes your breathing in the helmet and never cover your nose or mouth
7. Never wind scarf around neck so that air is stopped from entering the helmet. Never wear scarf under the retention strap
8. Ensure that visor can be opened with one gloved hand
9. Satisfy yourself that the back of you helmet is deseigned to protect your neck
10. Always buy the best that you can afford

INTERNATIONAL HELMETS STANDARDS

ECE 22 - 05 "P" (EUROPE)

The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval.

E1 for Germany, **E2** for France, **E3** for Italy, **E4** for Netherlands, **E5** for Sweden, **E6** for Belgium, **E7** for Hungary, **E8** for Czeck Republic, **E9** for Spain, **E10** for Yugoslavia, **E11** for UK, **E12** for Austria, **E13** for Luxembourg, **E14** for Switzerland, **E15** (- vacant), **E16** for Norway, **E17** for Finland, **E18** for Denmark, **E19** for Roumania, **E20** for Poland, **E21** for Portugal, **E22** for the Russian Federation, **E23** for Greece, **E24** for Ireland, **E25** for Croatia, **E26** for Slovenia, **E27** for Slovakia, **E28** for Bielo Russia, **E29** for Estonia, **E30** (- vacant), **E31** for Bosnia and Herzegovina, **E32** for Letonie, **E34** for Bulgaria, **E37** for Turkey, **E40** for Macedonia, **E43** for Japan, **E44** (- vacant), **E45** for Australia, **E46** for Ukraine, **E47** for South Africa, **E48** New Zealand.

Below the letter **E**, the **approval** number should always begin with 05. Below the approval number is the serial production number. (Label on retention system or comfort interior).

(JAPAN) JIS T 8133 : 2007
(Label affixed inside the helmet).

(USA) M2010
(Label affixed inside the helmet).

2.14.13 Noise control after the competition

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

4. CIRCUIT STANDARDS

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

5. MEDICAL CODE

The regulations will be defined by the "FIM MEDICAL CODE".

6. ANTI-DOPING CODE

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