

# 2021 REGULATIONS



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## **FIM MiniGP WORLD SERIES REGULATIONS**

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## GENERAL UNDERTAKINGS AND CONDITIONS

All riders, teams' personnel, officials, organizers and all the persons involved in any capacity whatsoever participating in the FIM MiniGP World Series - SPORTING REGULATIONS (hereinafter referred to as "Series") undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

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

as supplemented and amended from time to time.

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

All the persons mentioned above may be penalised in accordance with the provisions of the FIM MiniGP World Series - 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 always wear an appropriate pass during the Event.

## **1. SPORTING REGULATIONS**

### **1.1. INTRODUCTION**

- 1.1.1.** A series of motorcycle races counting toward the FIM MiniGP World Series - for riders 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 available at the circuit to the Race Direction and FIM/FMN MiniGP Stewards during that period.

- 1.2.2.** Events must be staged on race circuits that have been homologated by the FIM for the Series.

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

- 1.2.3.** Any activity involving 4 wheeled racing vehicular use of the track during the event, including "demonstrations", displays or the suchlike must receive prior approval from FIM and DORNA.

- 1.2.4.** Event Promoters (hereinafter "Promoter") will be nominated by the FIM and DORNA.

\*"Promoter" in the Sporting Regulations section refers to the Organiser and/or promoter of that individual Event.

- 1.2.5.** The Promoter is responsible for providing the facilities and personnel to ensure the smooth and efficient running of the event.

- 1.2.6.** The Promoter shall obtain insurance for third party liability according to article 110.1.1 of the FIM Sporting Code and conforming with the minimum cover required in the organising country.

- 1.2.7.** At least 30 days prior to the Event, the Organisers of the event must submit the following information to the FIM/FMN:

- a - Confirmation of the name and address of the Promoters, including email address, telephone and facsimile numbers for correspondence.
- b - The date and place of the Event.
- c - A detailed plan of the circuit, its direction, clockwise or anticlockwise, and length.
- d - The location at the circuit of the teams and riders' information centre and the official notice board.
- e - The name and address of the company providing the third-party liability insurance cover and the number of the policy.
- f - Name and address of FMNR.
- g - The name of the Clerk of the Course (with FIM Clerk of the Course licence).
- h - The name, address and telephone number of the Chief Medical Officer.
- i - The name, address and telephone number of the hospitals designated for the event.

### **1.3. THE PADDOCK**

- 1.3.1.** The Paddock, pit boxes and all other facilities must be available to teams at least on the day prior to the first practice day and remain available to competitors for at least one day after the event.
- 1.3.2.** Access must be available for teams arriving to set up between the hours of 08:00 and 20:30.
- 1.3.3.** At all times that the Paddock is occupied there must be 24 hours attendance at the gates providing vehicular access to the circuit and paddock.
- 1.3.4.** When the Paddock is occupied, there must be an adequate medical and firefighting service available to all riders, teams, manufacturers, sponsors, service companies, officials, FIM, Dorna, etc.
- 1.3.5.** Full security must be supplied to the Paddock area from at least midnight of the day prior to the first practice day until midnight of the day after the event.

## **1.4. OFFICIALS**

### **1.4.1. Permanent Officials**

All permanent officials shall be appointed for the Series by the FIM and Dorna.

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.

#### **MiniGP 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 Race Director.

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

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

#### **Starter**

Responsible for the start procedure.

### **1.4.2. Individual Event officials**

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

#### **1.4.2.1. Clerk of the Course - Responsible for:**

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

b) Ensuring that all officials and services are in place.  
The stationing of all track personnel and equipment (i.e., marshals, fire-fighting services, Moto-taxi, recovery and intervention vehicles, flags, etc.) alongside the Circuit no later than 30 minutes prior to the beginning of all practice sessions and warm-ups. Once the morning medical Inspection is finished, medical personnel should stand 5 meters behind the track marshals or leave. Only sportive personnel should stay at the edge of the track for the "sporting" inspection. The Race Director, the Clerk of the Course and the Medical Director will make the final inspection of the Circuit to ensure this regulation is complied with, 30 minutes prior to the beginning of the day's first practice sessions and/or warm up.

During the final inspection lap, the yellow flag must be waved at each flag marshal post together with the display of other flags and equipment requested by the MiniGP 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 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 Event Management Committee.

#### 1.4.2.2. Chief Medical Officer

Is appointed by the FIM and FMNR to ensure compliance with the Medical Code.

#### 1.4.2.3. The FMNR MiniGP Steward

The FMNR MiniGP Steward shall be appointed for each event by the FMNR and approved by the FIM.

#### 1.4.2.4. Secretaries - Responsible for:

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

b) Providing secretarial support for the Event Management Committee, the Race Direction and the FIM MiniGP Stewards.

#### 1.4.2.5. 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 MiniGP Race Direction

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

The officials appointed for the Race Direction may be the same ones as the ones appointed as MiniGP Stewards.

#### 1.4.4. The MiniGP Stewards

The MiniGP Stewards shall be appointed for each event by the FIM. The officials appointed as MiniGP Stewards may be the same ones as the ones appointed for the Race Direction.

### 1.5. **MINIGP EVENT MANAGEMENT**

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

The Race Director - who will chair the meetings,  
The Chief Medical Officer,  
The Clerk of the Course,  
The MiniGP Chief Steward,  
The FIM Technical Director

#### 1.5.1. At any time, the duties of the members of the Event Management Committee are:

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

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

a) Prior to the first practice session.

b) At the end of each practice day.

c) At the end of the event.

**1.5.3.** The quorum for a meeting of the Event Management Committee is two persons.

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

**1.5.5.** The 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.

**1.5.6.** The duties of the Event Management Committee are:

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

b) To make recommendations to the Promoter to improve the smooth and efficient running of the event.

## **1.6. RACE DIRECTION**

**1.6.1.** The Race Direction will comprise the following persons:

- The Dorna Representative (who is the Race Director)
- The Chief FIM Steward
- The FIM Steward

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

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

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

**1.6.5.** The duties of the Race Direction are:

a) To take decision as provided in the Regulations.

b) To oversee operational matters to ensure the safe, efficient, and timely running of the event according to the FIM MiniGP World Series  
SPORTING REGULATIONS

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

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

## **1.7. THE FIM MiniGP STEWARDS**

- 1.7.1.** There will be a panel of two FIM Stewards (with FIM Sporting Steward license) supervised by the Chairman, who will chair the meetings.
- 1.7.2.** The Stewards are responsible for enforcing the Regulations. All Stewards shall be nominated by FIM.
- 1.7.3.** If the Chairman is indisposed during the event, then the second FIM Steward will fill the vacancy.
- 1.7.4.** 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.
- 1.7.5.** The FIM Stewards have no executive role in the running of the events except for the imposition of penalties and the adjudication of protests as per Article 1.7.8.
- 1.7.6.** The FIM Stewards will meet at any time required during the event.
- 1.7.7.** The FIM Stewards are responsible for:
  - a) Taking decisions according to the Regulations.
  - b) Imposing penalties for any infringement of the Regulations.
  - c) Adjudicating on any protest relating to infringements of the Regulations.
- 1.7.8.** All decisions of the Race Direction/FIM Stewards must be communicated in writing to all affected parties.

## **1.8. THE CALENDAR**

**1.8.1.** The dates and venue of the FIM MiniGP World Series final will be, in principle, published by no later than 6 months before the first event.

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

## **1.9. MOTORCYCLES**

### **1.9.1. Classes**

The only class allowed is that reserved for Ohvale GP-0 160 4 Speed motorcycles, with single cylinder engine as specified in the Technical Regulations.

### **1.9.2. Means of propulsion**

A motorcycle can only be propelled by its own motive power, the muscular effort of its rider and by the natural forces of gravity.

**1.9.3.** A rider will be allowed to use the motorcycle, during practice or competition provided the same has been assigned and checked in his name.

## **1.10. ELIGIBLE COMPETITORS**

**1.10.1.** Riders must hold a valid "FIM MiniGP World Series licence " issued by an FMN.

Licences for riders are issued only when the minimum age of 10 years old has been attained.

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

The limit for the maximum age finishes at the end of the year in which the rider reaches the age of 14.

**1.10.2.** Riders' selection for the FIM MiniGP World Series

The first 3 riders of the final classification of the FIM MiniGP National, Regional or Continental Series agreed by FIM and Dorna will compete for the FIM MiniGP Word Series.

Participating in several FIM MiniGP National, Regional or Continental Series is possible, however,

- When a rider participates in one of the National Series of his nationality, he will automatically classify to the final through that National Series.

- If a rider participates in various Series, none of which is the rider's nationality, he must choose before the start of these various Series in which one he will classify from.
- If a rider has dual nationality and participates in both Series, he must choose before the start of these various Series in which one he will classify from.

## **1.11. ENTRIES**

**1.11.1.** A compulsory briefing will be held for all the riders on the day preceding the day scheduled for the first practice session.

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

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

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

## **1.12. STARTING NUMBERS**

**1.12.1.** Each rider accepted for the Series will be allocated a specific starting number which will be valid for the whole Series. Only numbers in between 10 and 99 will be permitted and these numbers will be fixed by the organisation.

Number 1 being reserved for the winner of the World Series of the previous year if this rider participates again in the Series.

## **1.13. SCHEDULE**

### 1st Day:

Riders briefing  
Administration and Technical Controls  
Lottery for composition of the groups A, B & C

### 2nd Day

Practices:

Free Practice session 1 per Group	20 min
Interval	5 min
Free Practice session 2 per Group	20 min
Interval	5 min
Free Practice session 3 per Group	20 min

Interval	55 min
Free Practice session 4 per Group	20 min
Interval	5 min
Qualification Practice 1 session per Group	15 min
Interval	5 min
Qualification Practice 2 session per Group	15 min
Interval	5 min
Qualification Practice 3 session per Group	15 min

### 3rd Day

#### Warm-ups:

Warm up 1st Groups B1 & B2 (bottom)	20 min
Interval	5 min
Warm up 2 <sup>nd</sup> Groups A1 & A2 (top)	20 min
Interval	30 min

#### Races:

Race Group B1	12 laps
Interval	approx. 33 min
Race Group A1	12 laps
Interval	approx. 40 min
Race Group B2	12 laps
Interval	approx. 33 min
Race Group A2	12 laps
Interval	approx. 41 min.
Super Final Race	18 laps

### 1.13.1. Provisional time schedule

<b>TUESDAY</b>		<b>9 NOVEMBER 2021</b>		
08:15 - 09:15		Arrival of riders to the track and hand out of accreditations		<b>ACCREDITATIONS CENTRE</b>
09:30		General Briefing: Riders + 1 Mechanic per rider		
10:00		Lottery for assignment of groups.		
10:15-13:00		Administrative procedures : Riders & Legal Guardians Riders: Fitting of racing equipment, weight, individual photo and video shooting Mechanics: Technical Briefing		
13:00-14:00		Lunch Break		
14:00		Riders' Race Direction & Technical Briefings Mechanics Technical Scruteneering		
15:00		Riders Change into Leather suits		
15:15-15:45		Riders' Group Photos & Videos on the starting straight		
16:00-17:00		Riders' Track Familiarization		
<b>WEDNESDAY</b>		<b>10 NOVEMBER 2021</b>		
09:30-09:50	20 min	Free Practice 1 - Group A		
09:55-10:15	20 min	Free Practice 1 - Group B		
10:20-10:40	20 min	Free Practice 1 - Group C		
10:45-11:05	20 min	Free Practice 2 - Group A		
11:10-11:30	20 min	Free Practice 2 - Group B	According to personal best time of all Free Practices, combined classification	
11:35-11:55	20 min	Free Practice 2 - Group C		
12:00-12:20	20 min	Free Practice 3 - Group A	Bottom 12 to Q1	
12:25-12:45	20 min	Free Practice 3 - Group B	Middle 10 directly to Q2	
12:50-13:10	20 min	Free Practice 3 - Group C	Top 8 directly to Q3	
14:05-14:25	20 min	Free Practice 4 - Group A		
14:30-14:50	20 min	Free Practice 4 - Group B		
14:55-15:15	20 min	Free Practice 4 - Group C		
15:35-15:50	15 min	Qualifying 1	Top 4 go to Q2	
15:55-16:10	15 min	Qualifying 2	Top 4 go to Q3	
16:15-16:30	15 min	Qualifying 3	Grid Positions - Bottom 18 go to Qualifying Race 1 - Top 12 go to Race 1	
<b>THURSDAY</b>		<b>11 NOVEMBER 2021</b>		<i>Points</i>
09:30-09:50	20 min	Warm Up - Bottom Group	Bottom 18 Qualified (Qualifying Race 1)	
09:55-10:15	20 min	Warm Up - Top Group	Top 12 Qualified (Race 1)	
<b>10:45</b>	12 laps	<b>Qualifying Race 1</b>	Top 2 go to Race 1 & Race 2	<i>No Points</i>
<b>11:30</b>	12 laps	<b>Race 1</b>	Podium Ceremony after the race	<i>Points - 25, 20, 16...</i>
<b>12:22</b>	12 laps	<b>Qualifying Race 2</b>	Winner goes to Race 2	<i>No Points</i>
<b>13:07</b>	12 laps	<b>Race 2</b>	Podium Ceremony after the race	<i>Points - 25, 20, 16...</i>
<b>14:00</b>	18 laps	<b>SUPER FINAL RACE</b>	Top 15 in Championship (grid positions) Podium Ceremony after the race	<i>Double Points - 50, 40, 32...</i>
<b>14:35</b>		<b>2021 FIM MiniGP World Series Champions Ceremony</b>	<i>Top 3 of the Championship will be awarded as well as the top team (Each national/regional/continental series will be considered a team)</i>	

**1.13.2.** Riders, their legal guardians and teams have to be present at the circuit on the morning prior the day of track activities.

**1.13.3.** The schedule, including the date of the event, can only be varied as follows:

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

**1.13.4.** The schedule may include an allotted time for riders and teams to make track laps by bicycle or on foot, scooters are forbidden. All traffic at this time must be in the circuit direction.

**1.13.5. Riders' Briefing**

A compulsory briefing will be held for all the riders who will be participating in the series 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 may result in a penalty.

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

**1.14. TECHNICAL, MEDICAL AND DOPING CONTROLS**

**1.14.1.** All rider's equipment and Motorcycles will be checked by the FIM Technical Director/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 which will be carried out according to the published schedule prior to the first practice.

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

**1.14.2.** The procedure for Medical Control is described in the FIM Medical Code.

**1.14.3.** Any rider to be tested for doping control must report to the doping control room in the medical centre with sufficient identification within one hour of notification. One associate may accompany the rider.

## **1.15. PRACTICE & TESTING**

### **1.15.1. Practice & Testing Restrictions**

a) A FIM MiniGP World Series “Event” is defined as starting at the scheduled time for Technical and Sporting checks.

b) Rider Training and Track Familiarisation is permitted at any time at any circuit under the following conditions:

Such on-track activity is not permitted at that circuit unless authorised by the MiniGP Race Direction. This includes private testing and participation in organised events at that circuit.

### **1.15.2. Practice Sessions**

The day before the official tests, the selected participants will be divided into 3 distinct groups (A, B and C) including one participant per nation. These 3 groups of riders will participate in 4 Free Practices Sessions.

At the end of the FP, 3 groups of Rider will be formed to participate in the qualifying sessions (QP).

The QP1 Group will be made up of the 12 riders appearing at the end of the combined results (all riders from all sessions) of the FP. (normally the riders appearing between the 30th and the 19th position).

The QP2 Group will be made up of the 10 riders appearing in the middle of the combined results (all riders from all sessions) of the FP. (normally the riders appearing between the 18th and the 9th position).

The QP3 Group will be made up of the 8 riders appearing at the top of the combined results (all riders from all sessions) of the FP. (normally the riders appearing between the 8th and the 1st position).

- 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 count-down will be shown on the official timekeeping monitors to indicate the minutes of practice remaining.
- iii) The end of practice will be indicated by the waving of a chequered flag at which time the pit exit will be closed. A rider's time will continue to be recorded until he passes the finish line after the allotted time has elapsed. After the chequered flag, riders complete one additional lap prior to entering the pits.

- iv) If practice is interrupted due to an incident or any other reason, then a red flag will be waved at the start line and at all marshal's posts. All riders must return slowly to the pit lane. When practice is restarted, the time remaining will be that shown on the monitors of the official timekeepers at the moment the red flags were waved, unless otherwise adjusted by Race Direction.
- v) After practice has started, it is not permitted for any person to alter the condition of the racing surface of the circuit. This includes track Marshals and other Officials, who cannot clean the track surface without prior instructions and/or authorisation from the Race Director.
- vi) Warm-ups  
On the race day, 2 warm up sessions will be organised.  
The Warmup "bottom" group will be composed of the 18 riders directly qualified for the Qualifying Race 1;  
The Warmup "Top" group will be composed of the 12 riders directly qualified for the Race 1.

### **1.15.3. Motorcycles**

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

### **1.15.4. Lap time**

All laps of the riders will be timed.

Official circuit records will be recognised as the following:

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

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

### **1.15.5. Qualification for the Race**

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

Any rider who fails to achieve a qualifying time will be permitted to take part in the race provided that in any of the free practice sessions he/she has achieved a time at least equal to 107% of the fastest rider in same session.

Such riders will start the race from the back of the grid, in order of their free practice times.

Exemptions may be granted by The Race Direction.

## **1.16. GRID POSITIONS FOR THE VARIOUS RACES**

- 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 6 metres between each row.
- 1.16.3.** Grid positions for all races (in case there is more than one race at an event) will be based on the fastest time recorded by the riders in qualifying practice.  
In the case where all qualifying practice have been cancelled, the grid position will be based on the fastest time recorded by the riders in all free practices.
- 1.16.4.** In the event of a tie, riders' second and subsequent best times will be taken into account.
- 1.16.5.** The final grids will be published immediately after the warm ups.
- 1.16.6.** In regard to grid positions and start procedures, "back of the grid" is defined as the grid position immediately after the final rider's qualifying grid position. In the case of multiple back of grid starts, riders will take subsequent positions according to the specific rule being invoked.  
Race Direction may change the back of the grid definition where necessary due to circuit conditions.
- 1.16.7.** In the case of a rider starting the race from pit lane, when this is known before the final grid is published (e.g., due to a penalty), the final grid will show the rider in last position and riders qualifying behind that rider will move up to fill the vacant positions. The rider will make the sighting lap and take last place on the grid, then enter pit lane at the end of the warm-up lap, in order to start the race from pit lane.

### 1.16.8. Establishment of the starting grids for races

i) Grid positions will be determined by the fastest lap time recorded by each rider in the ~~4 Free Practice (FP) sessions and~~ three Qualifying (QP) sessions defined in Art 1.15.2:

ii) Based on combined practice times, the 12 « bottom » riders in FP1, FP2, FP3 and FP4 go through to QP1.

The 4 fastest riders of GP1 will progress to QP2

iii) Based on combined practice times, the 10 « middle » riders in FP1, FP2, FP3 and FP4 + the 4 fastest of QP1 will go through to QP2.

The 4 fastest riders of QP2 will progress to QP3

iv) Based on combined practice times, the 8 « top » riders in FP1, FP2, FP3 and FP4 + the 4 fastest of QP2 will go through to QP3.

v) If a rider does not record a lap time during a QP, he/she will take the last position of his group. In the case of more than one rider not recording a QP time, their grid positions will be determined in the order of their combined lap times of FP.

The combined results of the FP1, FP2, FP3 FP4 sessions, and the results of QP1, QP2 and QP3 will be finalised 5 minutes after the end of the sessions. After this time the results are final and are not subject to protest or appeal and will not be revised for any infringements discovered by or reported to the FIM Stewards after this time.

vi) At the end of the qualifying practice, two provisional starting grids will be established:

- The starting grid for Race 1 will be made up of the 12 best riders (Q3 + Q2)
- The starting grid for Qualifying Race 1 will be made up of the remaining riders (Q2 + Q1).
- At the end of the Qualifying Race 1, the 2 top riders will be allowed to participate in Race 1 **and Race2**, taking the last places on the grid.
- At the end of the Qualifying Race 2, the winner will be allowed to participate in the Race 2, taking the last place on the grid.
- The Superfinal race will be composed of the top 15 riders of the championship after Race 2. The starting grid of the Superfinal race will be established according to the order of riders' classification of the Series.

## 1.17. RACES

1.17.1. The length of races and the number of laps will be published before each event.

- 1.17.2. The length of a race may only be varied by the 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.
- 1.17.5. Series points will be allocated only to races A1, A2 and the Superfinal.

## 1.18. STANDARD START PROCEDURE

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

- 1) Only riders who have completed at least one sighting lap will be permitted to start the race from their position published on the final grid. Under no circumstances may they push onto the grid from the pit lane.
- 2) Approximately 8 minutes before the Start of the Race-Pit Lane exit opens for sighting laps.  
Green lights on at the pit lane exit.
- 3) Approximately 7 minutes before the Start of the Race-Pit Lane exit closes.  
Red lights on at the pit lane exit.
- 4) Riders who do not go onto the grid may start the warm up lap from the pit lane under the instructions of a marshal positioned at the pit lane exit. Riders starting the warm up lap from the pit lane must start the race from the back of the grid.
- 5) When riders reach the grid after the sighting lap(s) they must stop at the rear of the grid and turn off the engine. The motorcycle will then be pushed at walking pace by a team member to the grid position. The rider may dismount or remain on the motorcycle to be pushed to the grid position.  
Riders on the grid may be attended by up to two persons including one person who may hold an umbrella.  
All attendants on the grid must wear a "Grid Pass".
- 6) The Race Director will, at this stage, declare the race as "wet" or "dry" and will indicate this to the riders on the grid and those who may still be in the pit lane by the display of a board. If no board is displayed the race will automatically be "dry".
- 7) Riders on the grid may, at this stage, make adjustments to the machine or change tyres to suit the track conditions.

Tyre warmers may be used on the grid.

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

- 8) Refuelling or changing fuel tank on the grid is forbidden.
- 9) 3 Minutes Before the Start of the Warm Up Lap - Display of 3 Minute Board on the grid.

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

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

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

Immediate removal of tyre warmers from machines on the grid.

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

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

All riders must be in position on the grid with engines running. No further assistance from mechanics is permitted. Any rider who is unable to start his machine must remove it to the pit lane, under the control of the grid marshals, where he may make further attempts to start it. Such riders may start the warm up lap from the pit lane and will start the race from the back of the grid.

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

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

they do not exit before pit lane is closed, they will start the race from pit lane. Team personnel are not permitted to re-enter the grid after it has been cleared, unless instructed to do so by an official.

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

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

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

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

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

Any rider who encounters a problem with his machine 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. Attempting to restart the motorcycle on the grid is not permitted. Under the supervision or assistance of an official the rider and machine will exit the grid to the pit lane where mechanics may provide assistance.

As each row of the grid is completed, the officials will lower the panels indicating that their row is complete. Panels will not be lowered when a rider in that row has indicated that he has stalled his motorcycle or has other difficulties. When all panels have been lowered and the safety car has taken up its position, an official at the rear of the grid will wave a green flag.

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

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

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

Any rider who anticipates the start will be penalised by the FIM MiniGP Stewards. The standard penalty is an 8 second penalty which will be added to his final race time. Other penalties may be imposed.

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

In the case of a minor movement and subsequent stop whilst the red lights are on, the designated officials will be the sole judge of whether an advantage has been gained.

If a penalty is imposed for taking advantage by anticipating the start Race Direction must communicate the penalty to the rider as soon as possible.

- 15) If, after the start of the race, a rider stalls their machine, officials will assist to push the machine into the pit lane, where mechanics may provide assistance. Team personnel are not permitted to re-enter the grid after it has been cleared, unless instructed to do so by an official.
- 16) After the riders have passed the exit of the pit road, the green light at the pit lane exit will be switched on to start any riders still in the pit lane. A pit lane race start will be made from a stationary position as indicated by the officials. However, a rider who is delayed (for example due to machine problems or repairs) and arrives after the pit exit is open will not be required to stop at pit exit before joining the race.

When more than one rider is starting from the pit lane, officials will control their start position and order.

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

- 17) Unless the race is interrupted, after the leading rider has passed the finish line at the end of his first lap, no further changes of machines are permitted.
- 18) **Start Delayed**

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

- A red flag is waved from the Starter's rostrum and the red light stays on.
- The "Start Delayed" board is displayed from the Starter's rostrum and a marshal will wave a yellow flag at each row of the starting grid from the signalling platform.
- Riders must stay in their grid position with helmets on, engines may be switched off.
- The machine(s) which caused the Start Delayed procedure will be removed to the pit lane, regardless of what work is needed to restart the machine. If they can be restarted or a spare machine is taken

the rider may start the warm up 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 minutes board, which the Starter will order to be displayed as soon as possible (normally as soon as all riders on the grid are attended by their team).
- Following the 1 minute and 30 second boards the riders will complete an additional warm up lap. The race distance will automatically be reduced by one lap, or more if deemed necessary by Race Direction.

#### 19) Rain on Grid

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

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

- The Rain on Grid Procedure board is displayed. This may be before or after the normal five minutes countdown has started on the grid.
- All bikes will be moved to pit lane where wheel changes and adjustments may be made.
- Approximately 10 minutes after the display of the Rain on Grid Procedure board, the pit lane will open for 5 minutes (8 minutes in the case that all practice sessions have been dry).
- Riders may make more than one sighting lap, passing through the pit lane.
- At the same time the pit exit is closed, the 5-Min board will be displayed on the grid, starting the 5-3-1-30 sec countdown for the warm up lap.
- Team members must leave the grid as normal, and the standard start procedure applies from that point according to Art. 1.18.10) – 17) inclusive.
- The race distance remains the original distance.

#### 20) Wet Race Start (following all dry practice)

In case all practice and warm up sessions have been dry (as declared by the Race Director), and the race start is declared wet before the opening of pit lane for the sighting lap, the following Wet Race Start

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

- The declaration of Wet Race Start will be made as early as possible before the opening of the pit lane and communicated to teams.
- The pit lane will open on time and remain open for 8 minutes.
- Riders may make more than one sighting lap, passing through the pit lane.
- Refuelling and adjustments are permitted in pit lane during the sighting laps period.
- At the same time the pit exit is closed, the 5-min board will be displayed on the grid, starting the 5-3-1-30sec countdown for the warm up lap.
- The race distance may be shortened by the Race Director, in consultation with the Organisation.

21) Quick Start Procedure

When a race is stopped, riders must return to the pit lane, unless otherwise instructed by officials. If there is to be a restart, the following procedure will apply:

- Upon arrival in the pit lane, repairs and adjustments may be made to the motorcycle. Refuelling is permitted.
- When all riders have entered the pit lane the Race Director will announce the time remaining to the re-opening of the pit lane, which will be a minimum of 5 minutes. The time remaining to the opening of the pit exit will be displayed on timing screens and countdown boards.
- When the time period has elapsed, the pit lane exit will be opened for SIXTY SECONDS only. Riders will make one lap at unrestricted speed to the starting grid. Any rider delaying the progress of the sighting lap will be overtaken by the Safety Car. Any rider arriving behind the Safety Car must go into the pit lane. Such riders will have to start the warm up lap from the pit lane and will start the race from the back of the grid.
- Any riders remaining in the pit lane after it has been closed will have to start the warm up lap from the pit exit and start the race from the back of the grid.
- ONE mechanic only, per rider, may go onto the grid (without tools) to primarily indicate to his rider his position on the grid. In the case that the restarted race involves new grid positions, the mechanic should avail himself of his rider's new grid position from the classification displayed on the timing screen or from officials who will be positioned at the entry point to the grid with the revised starting grid information.
- Riders will arrive back on the starting grid and stop in their grid position, with engines running, no adjustments may be made. Any rider requiring repairs or adjustments on the sighting lap from the pit exit must enter the pit lane.

- As soon as all the riders are on the grid, a 30-second board will be displayed at the front of the grid. At this point the mechanics must immediately leave the grid by the quickest route. The 30 seconds may be reduced at the discretion of the Starter when the grid is cleared, and it is considered safe.
- After 30 seconds have elapsed and/or the grid is clear, a green flag will be shown to start the warm up lap.
- The riders will make one warm up lap at unrestricted speed. When the last rider has passed the pit exit lights it will be opened for a period of 30 seconds to release any rider waiting. After 30 seconds, the pit lane exit will remain closed until after the start of the race. Any rider not able to leave the pit exit whilst it is open will start the race from the pit exit.
- Upon arrival back at the starting grid the normal start procedure will be followed, with the start signal given in the normal manner.
- Riders who started the warm up lap from the pit lane must start the race from the back of the grid as directed by officials. In case of two or more riders, they will take up the last grid positions in order of their grid positions.
- After the start signal has been given and the last rider has passed the end of the pit exit road, the pit exit will be opened, as per Article 1.18.16. Any riders still in the pit lane may then start the race.
- The Quick Start procedure may be invoked by MiniGP Race Direction as necessary in cases other than an interrupted race (for example a delayed start procedure).

## **1.19. "WET" AND "DRY" RACES**

All races will be categorised as either wet or dry. A board may be displayed on the grid to indicate the status of the race. If no board is displayed, the race is automatically dry. The purpose of this classification is to indicate to riders the consequence of varying climatic conditions during a race.

- 1.19.1.** Dry Races – a race classified as dry will be interrupted by the Race Director, if he considers that climatic conditions affecting the surface of the track makes it likely that riders will wish to change tyres.
- 1.19.2.** Wet Races – a race classified as wet, usually commenced in varying or wet conditions, will not be interrupted for climatic reasons and riders who wish to change tyres or make adjustments must enter the pits and do so during the actual race.
- 1.19.3.** In all cases where the first race is interrupted for climatic reasons, then the restart will automatically be a “wet” race.

## **1.20. 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 may be penalised according to the provisions of article 1.21.
- 2) Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Any infringement of this rule may be penalised.
- 3) Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track, then he may re-join it at the place indicated by the officials or at a place which does not provide an advantage to him.  
Any infringement of this rule during the practices or warm up will be penalised by the cancellation of the lap time concerned and during the race, by a penalty decided by the FIM MiniGP Stewards.
- 4) Any repairs or adjustments along the racetrack must be made by the rider working alone with no outside assistance, except that rendered by the marshals. The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made. The rider may then be assisted by marshals or others to re-start by pushing or to move the machine, on track, trackside or in the service road.  
No person other than marshals or riders are permitted on the track side of the first line of protection.
- 5) If the rider intends to retire, then 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 after the race start.  
Any infringement of this rule will be penalised with a disqualification.
- 9) Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
- 10) Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine (exception: Another rider or by another rider after the chequered flag or red flag).

- 11) Riders must not ride their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
- 12) No signal of any kind may pass between a moving motorcycle and the rider's team, or anyone connected with the motorcycle's team, entrant or rider, except for the signals of the timekeeping transponder, lap trigger, GPS, legible messages on a pit board, or body movements by the rider or team. Onboard TV camera signals are allowed, but only when such signals are for the purposes of and managed by the MiniGP Series Organisers.
- 13) A speed limit of 40 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 40 km/h is placed up to where the sign 60 Km/h crossed out is placed.

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

Furthermore, the FIM MiniGP Stewards may apply further or different penalties (for example for excessive high-speed causing danger).

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

- 14) Stopping on the track during practices and races is forbidden.
- 15) During the ~~practice sessions and~~ warm ups, practice starts are permitted;
  - a) when it is safe to do so, at the pit lane exit before joining the track and
  - b) after passing the chequered flag at the end of practice sessions and warm-ups when it is safe to do so, off the racing line and only in the designated Practice Start Zone(s) and following the procedure, as communicated to teams prior to the first practice session.Any rider found to have infringed this rule will be subject to an instant penalty. Further penalties may be applied.
- 16) If any rider wishes to parade a flag or engage in any celebration after the chequered flag, they must ride to the side of the racing surface in a safe location to collect the flag and/or perform any celebrations and then re-join the circuit when it is safe to do so.  
It is forbidden so stop on the Start-Finish straight after the chequered flag for any celebrations of any kind.
- 17) It is not permitted to ride racing motorcycles within the circuit other than in the pit lane, service road or on the track.

- 18) After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane / parc fermé.
- 19) Pit Lane Exit  
If necessary, the pit lane exit road will be defined by the MiniGP Race Direction and marked with painted lines. A dotted white line (interrupted line) will signify the end of the pit lane road, which is the point where the track starts, and racing may commence. Riders must stay inside the painted lines defining the pit exit road until passing the dotted white line, during all track sessions (practice and race).  
Infractions may be penalised with an instant penalty by the FIM MiniGP Stewards, and further penalties may be applied.

## 1.21. 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.

### 1.21.1. Flags and Lights Used to Provide Information:

- **Green Flag**

The track is clear

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

This flag must be shown waved at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags. This flag may be waved at pit exit, in conjunction with the official signal of the green light, as an extra signal that pit lane exit is open.

- **Yellow and Red Striped Flag**

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

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.

- **Blue Flag**

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

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

During the race, the rider concerned is about to be lapped. He/she must allow the rider(s) who are lapping him/her to pass at the earliest

opportunity and passing within a group of lapped riders is forbidden under the blue flag.

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

- **Chequered Black / White Flag**

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

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

The chequered black/white flag(s) will be waved together with the blue flag at the finish line when a rider(s) precedes closely the leader during the final lap before the finish line (see art. 1.22.1).

- **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 times during practices and races, except when the red light is displayed.

## 1.21.2. **Flags Which Convey Information and Instructions:**

- **Yellow Flag**

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

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

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

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

The riders must slow down and proceed with caution. During practice and warm up sessions, the lap time of riders passing a yellow flag(s) will be cancelled.

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

An infringement of this rule will result in a penalty.

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

Penalties imposed during a race will be communicated. Boards will be displayed for the rider on the finish line. during a maximum of 3 laps. If the rider does not comply after the board has been presented 3 times, they will be penalised by the FMN MiniGP Stewards. A time penalty may be imposed in lieu of a penalty where necessary, and further penalties may also be imposed.

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

- **Red Flag and Red Lights**

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

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

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

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

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

- **Black Flag**

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

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

- **Black Flag with Orange Disk (Ø 40 cm)**

This flag is used to convey instructions to one rider only and is waved at each flag marshal post together with the rider's number. This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track. The rider cannot re-join the track unless authorised to do so by an official.

### 1.21.3. **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.

#### **1.21.4. Flag Colour**

The Pantones for the colours are as follows:

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

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

#### **1.21.5. 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.

#### **1.21.6. Flags Marshals posts**

The location will be fixed during the circuit homologation.

#### **1.21.7. Marshals Uniforms**

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

### **1.22. FINISH OF A RACE AND RACE RESULTS**

- 1.22.1.** When the leading rider has completed the designated number of laps for the race, he will be shown a chequered flag by an official located at the finish line behind the 1<sup>st</sup> line of protection. 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.

If a rider(s) closely precedes the leader during the final lap before the finish line, the official will wave 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.

- 1.22.2.** To be counted as a finisher in the race and be included in the results a rider must:
- a - Complete 75% of the race distance.
  - b - Cross the finish line on the racetrack (not in the pit lane) within five minutes of the race winner. In case the rider is not in contact with the machine, the finish time is determined by the first part of the rider or machine to cross the finish line, whichever arrives last.
- 1.22.3.** The results will be based on the order in which the riders cross the line and the number of laps completed.
- 1.22.4.** In case of a photo-finish between two, or more, riders, the decision shall be taken in favour of the competitor whose front wheel leading edge crosses the plane of the finish line first.  
In case the rider is not in contact with the machine, the finish time is determined by the first part of the rider or machine to cross the finish line, whichever arrives last.  
In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.
- 1.22.5.** 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.

### **1.23. INTERRUPTION OF A RACE**

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

The results will be the results taken at the last point where the leader and all other active riders on the same lap as the leader had completed a full lap without the red flag being displayed

Exceptions:

1. If the race is interrupted after the chequered flag, the following procedure will apply:

- a) For all the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.

- b) For all the riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
- c) The complete classification will be established by combining both partial classifications as per the lap/time procedure.

**2.** In an interrupted race, if the leader and all active riders on the same lap have completed a full lap before the red flag is displayed, and at that time there is a rider in pit lane which closes due to the red flag without the rider crossing a timekeeping point to complete the lap, the results will be taken from the last timekeeping point that the race leader and all other active riders on the same lap as the leader have crossed. If there is a problem with a rider's timekeeping transponder, the results will be taken from the previous finish line results.

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

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

An exemption may be granted in exceptional circumstances (e.g., post-race celebration in an interrupted race deemed to have been completed as per Art.1.23.4.

**1.23.2.** If the results calculated show that less than three laps have been completed by the leader of the race and by all other active riders on the same lap as the leader, then the race will be null and void and a completely new race will be run.

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

**1.23.3.** If three laps or more have been completed by the leader of the race and all other active riders on the same lap as the leader, but less than two-thirds of the race distance, rounded down to the nearest whole number of laps, then the race will be restarted according to Art. 1.24.

If it is found impossible to restart the race, then the results will count, and half points will be awarded in the Series.

**1.23.4.** If the results calculated show that two-thirds of the race distance rounded down to the nearest whole number of laps have been completed by the leader of the race and by all other active riders on the same lap as the leader, then the race will be deemed to have been completed and full Series points will be awarded.

**1.23.5.** For the purposes of these regulations "active" and "actively competing" are defined as the rider riding on track, or attempting to repair/restart the machine, or to re-join the track or return to pit lane, with the machine in a condition fit to re-join the track. The FMN MiniGP Stewards will be the sole judge of whether a rider is actively

competing including the condition of the machine and no appeal is possible against the FIM MiniGP Stewards' decision.

#### **1.24. RE-STARTING A RACE THAT HAS BEEN INTERRUPTED**

Re-started races will in principle follow the protocols defined in Article 1.24. However, as local track and climatic conditions and circumstances may vary, Race Direction may reschedule re-started races in the race programme as necessary, and will make the final decision on whether, when and how many times to re-start any interrupted race according to circumstances.

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

- 1.24.1.** If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits the Race Director will announce a time for the new start procedure to begin which, conditions permitting, should not be later than 10 minutes after the initial display of the red flag.
- 1.24.2.** The results of the first race must be available to teams before the second part of a race can be started.
- 1.24.3.** The start procedure will follow the Quick Start Procedure, Art. 1.16.21, unless otherwise informed by Race Direction.
- 1.24.4.** Conditions for the re-started race will be as follows:
  - i) In the case of situation described in Art. 1.23.2 (less than 3 laps completed) above:
    - a. All riders may start, including riders who may not have completed the sighting or warm up lap for the original start.
    - b. Motorcycles may be repaired. Refuelling is permitted.
    - c. The number of laps will be two-thirds of the original race distance rounded down to the nearest whole number of laps.
    - d. The grid positions will be as for the original race.
  - ii) In the case of situation described in Art. 1.23.3 (3 laps or more and less than two-thirds completed) above:

- a. Only riders who are classified as finishers in the first race, as per Art. 1.23, may re-start.
- b. Motorcycles may be repaired. Refuelling is permitted.
- c. The number of laps of the second race will be the number of laps required to complete two-thirds of the original race distance rounded down to the nearest whole number of laps with a minimum of 5 laps.
- d. The grid position will be based on the finishing order of the first race.  
Riders who are classified 1 lap down in the first race will start the restarted race from Pit Lane.  
Riders who are classified 2 or more laps down in the first race will not be eligible to restart.
- e. The final race classification will be established according to the position and the consolidated number of laps of each rider at the time he crossed the finish line at the end of the last part of the race.  
Provisions of Art. 1.22.2 will apply.

**1.24.5.** In the case of Art. 1.23.3 (race interrupted with 3 or more laps completed), any start position penalties applying to a rider in the first race. e.g., a drop of grid position or starting the race from pit lane, will be considered to have been served at the original race start and will not apply to the restarted race.

Any existing penalty applied before the race which has been completed in the first part of the race, will be considered to have been served and will not apply to the restarted race. If such penalty was not completed in the first part of the race it will be carried forward to be served in the restarted race.

In the case of Art. 1.23.2 (race interrupted with less than 3 laps completed) the new start will be a completely new race so therefore existing start position penalties and other penalties applied before the race will apply.

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

## **1.25. SERIES POINTS AND CLASSIFICATION**

**1.25.1.** Riders will compete for the FIM MiniGP World Series

**1.25.2.** For riders, the points will be those gained in Races 1 and 2 as follows:

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

**1.25.3.** The points allocated for the Superfinal Race will be the double of the table presented below.

**1.25.4.** 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/time in the Series at which the highest place was achieved will be taken into account with precedence going to the latest result.

## **1.26. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS**

**1.26.1.** Instructions may be given by the Race Director and/or Clerk of the Course to Teams and/or Riders by means of special circulars in accordance with the Regulations. Circulars must be posted on the official notice board and/or delivered by electronic means such as email. Posting on the official notice board, or delivery by other means will be deemed as proof of delivery.

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

**1.26.3.** Any communication from the Race Direction, the Permanent Officials or the Clerk of the Course to a team or rider must be communicated in writing or via electronic means including but not limited to email and official Timekeeping monitors. Similarly, any communication from a team or rider to the MiniGP Race Direction to the MiniGP Stewards,

the Permanent Officials or the Clerk of the Course must also be made in writing including electronic means such as email.

### **1.27. TEAM PERSONNEL IN THE PIT LANE**

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

- 1.27.1.** 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.
- 1.27.2.** The maximum number of team personnel per rider in the working area in front of the pits is limited to 2.
- 1.27.3.** The maximum number of team personnel per rider on the signalling platform is limited to 2.
- 1.27.4.** For safety reasons, it is not permitted to start the engine of racing motorcycles inside the pit box (permanent or temporary box or tent) at any time. Engines must be started in the pit lane or other location outside of the pit box or tent.
- 1.27.5.** For safety reasons it is not permitted to have the motorcycle engine running during any wheel change.

## 1.28. SUMMARY OF THE FINAL SERIES (BASED ON A HYPOTHESIS OF 30 COMPETITORS)

<b>TUESDAY</b>		<b>9 NOVEMBER 2021</b>	
09:00		Arrival of riders to the track and hand out of accreditations (main entrance)	
09:30		General Briefing: Riders + 1 Mechanic per rider	
10:00		Lottery for assignment of groups.	
10:00-10:30		Administrative procedures : Riders & Legal Guardians Riders: Fitting of racing equipment, weight, individual photo and video shooting Mechanics: Technical Briefing	
13:00-14:00		Lunch Break	
14:00		Riders' Race Direction & Technical Briefings Mechanics Technical Scruteneering	
15:00		Riders Change into Leather suits	
15:15-15:45		Riders' Group Photos & Videos on the starting straight	
16:00-17:00		Riders' Track Familiarization	
<b>WEDNESDAY</b>		<b>10 NOVEMBER 2021</b>	
09:30-09:50	20 min	Free Practice 1 - Group A	
09:55-10:15	20 min	Free Practice 1 - Group B	
10:20-10:40	20 min	Free Practice 1 - Group C	
10:45-11:05	20 min	Free Practice 2 - Group A	
11:10-11:30	20 min	Free Practice 2 - Group B	According to personal best time of all Free Practices, combined classification
11:35-11:55	20 min	Free Practice 2 - Group C	Bottom 12 to Q1
12:00-12:20	20 min	Free Practice 3 - Group A	Middle 10 directly to Q2
12:25-12:45	20 min	Free Practice 3 - Group B	Top 8 directly to Q3
12:50-13:10	20 min	Free Practice 3 - Group C	
14:05-14:25	20 min	Free Practice 4 - Group A	
14:30-14:50	20 min	Free Practice 4 - Group B	
14:55-15:15	20 min	Free Practice 4 - Group C	
15:35-15:50	15 min	Qualifying 1	Top 4 go to Q2
15:55-16:10	15 min	Qualifying 2	Top 4 go to Q3
16:15-16:30	15 min	Qualifying 3	Grid Positions - Bottom 18 go to Race B1 - Top 12 go to Race A1
<b>THURSDAY</b>		<b>11 NOVEMBER 2021</b>	
09:30-09:50	20 min	Warm Up - Bottom Group	Bottom 18 Qualified (Qualifying Race 1)
09:55-10:15	20 min	Warm Up - Top Group	Top 12 Qualified (Race 1)
10:45-10:57		<b>Qualifying Race 1</b>	12 laps - Top 2 go to Race 1 <i>No Points</i>
11:30-11:42		<b>Race 1</b>	12 laps - Podium Ceremony after the race <i>Points - 25, 20, 16 ...</i>
12:22-12:34		<b>Qualifying Race 2</b>	12 laps - Top 2 go to Race 2 <i>No Points</i>
13:07-13:19		<b>Race 2</b>	12 laps - Podium Ceremony after the race <i>Points - 25, 20, 16 ...</i>
14:00-14:18		<b>SUPER FINAL RACE</b>	18 laps - Top 15 in Championship (grid positions) <i>Double Points - 50, 40, 32 ...</i> Podium Ceremony after the race

**In the event of a number of less than 30 riders, the Race Direction will adapt the qualification program. It will be QP1 and Qualifying Race 1 which will be affected by possible withdrawals of riders.**

## **2. TECHNICAL REGULATIONS**

*The following technical rules are written for the Valencia final. Certain provisions are also drafted with the aim of guiding the National, regional or continental federations in the drafting of their own technical rules. The interest and the goal being that the machines have the same technical provisions.*

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

#### **2.1. INTRODUCTION**

Motorcycles participating in the FIM MiniGP World Series must comply with the provisions of this regulation. As set out in the Sporting Regulation, this Championship is open to motorcycles produced by the Official Supplier of the FIM MiniGP World Series (Ohvale S.r.l), with the following category:

- GP-0 160 4Speed

The FIM MiniGP World Series is open to Ohvale GP-0 160 4 Speed motorcycles manufactured by Ohvale S.r.l. and supplied for the Championship by the Official Supplier.

Motorcycles and engines allowed to participate in this class must comply with these regulations.

If requested, the manufacturer (or distributor for him) is required to deliver to FIM or FMN. the material and / or documentation relating to approved motorcycles. All the documentation will be treated confidentially by FIM or FMN.

It is allowed to use some parts of the specific kit for the model of motorcycle in use and / or make changes as indicated in the fiches deposited by the manufacturer.

Except as explicitly authorized by this regulation and in the fiches, all components of the motorcycle must be kept original, therefore as originally produced by the manufacturer.

If not specified, the front, side and rear views of the motorcycles will conform to the appearance of the model as originally produced by the manufacturer. The physical appearance of exhaust system is excluded from this standard.

During scrutineering, the FIM Technical Director/Chief Technical Steward can avail themselves of the support of the Technical Service of the Official Supplier of the FIM MiniGP World Series. The Organizer can avail itself of the Technical Service of the Official Supplier also for scrutineering involving the withdrawal of the engine or one of its components.

#### **2.2. MOTORCYCLE TECHNICAL SPECIFICATIONS**

##### **2.2.1. Homologated motorcycles**

The motorcycle homologated for the 2021 FIM MiniGP World Series is the OHVALE GP-0 160 4Speed (from 2016 to 2022).

## 2.2.2. Sealing engines quota

At any time during the event, each rider may have only one motorcycle (frame) verified and punched in his/her name. Punching consists of applying a sticker, or indelible paint to the motorcycle frame, generally near the steering head on the right side of the motorcycle at the discretion of the Scrutineers. The sticker will be applied at the conclusion of the Motorcycle Verification and indicates that the motorcycle has passed technical inspection and is deemed legal for use by the rider for that race.

Punching of a second motorcycle is granted in case of proven technical reasons (e.g., accident, frame breakage, etc.) and must be agreed with the FIM Technical Director/Chief Technical Steward.

During the whole season each regular rider is entitled to use, then have sealed, a maximum of 3 engines. Wild card riders are allowed to have a maximum of 2 engines sealed per event and no more than 3 during the season. An engine is considered used the moment the motorcycle with that engine crosses the transponder signal reception point at the pit lane exit.

Where required by FIM, the engines must be presented for sealing already provided with the identification seal affixed by the Ohvale Technical Service.

Where requested by FIM, engines submitted for sealing in the FIM MINIGP WORLD SERIES must have the screws already drilled to be tied as follows.

The Official Supplier's Technical Service seal and, where required, the FIM seal, shall be applied to the fixing screws of the timing cover.

Where required by FIM, engines must be sealed by the FIM Technical Director/Chief Technical Steward or their Staff, as indicated in the following articles.

Each rider has the obligation to seal at least one engine during the technical inspections of the first event to which it participates. Use on the track of an engine without seals or with damaged seals involves the immediate affixing of new seals and is equated with technical irregularity.

Sealing of additional engines can occur during, at the end of the current event or in subsequent events, according to the rider's needs, subject to agreement with the FIM Technical Director/Chief Technical Steward and the Official Supplier's Technical Service.

The engines are sealed in the rider's name, so the exchange of already sealed engines among riders is also prohibited within the same team.

Applying new seals to an engine with missing, removed or damaged seals is likened to sealing of a new engine. Except for the replacement of seals removed during the Technical Inspections, provided the engine to be submitted for substitution seals within the Technical Inspections of the events following the verification.

The use of each engine, therefore of the sealing, beyond the permissible amount is penalized with departure from last position in the grid, in the first race following

the sealing request. In case more than one rider show up for sealing of an engine above the maximum allowed number, the starting order is the one with which the riders are showed up for the engine sealing (the last showing up will be in the last position, the last but one showing up before the last one, and so on).

### **2.2.3. Chassis / Frame**

#### **2.2.3.1. Frame**

The frame must be kept original, is only permitted to fit the chassis anti-vibration plate produced in kit by the manufacturer for the model of motorcycle in use. The painting of the frame is free, but its polishing is forbidden. The use of shells to protect the swing arm or frame is forbidden.

#### **2.2.3.2. Seat post frame**

The seat post frame must be kept original. The painting of the seat post frame is free, but its polishing is forbidden.

#### **2.2.3.3. Front fairing frame**

The front fairing frame must be kept original. Painting of front fairing frame is free, but polishing is forbidden.

#### **2.2.3.4. Swing arm**

Except as authorized in the following articles, the swing arm and swing arm pivot must be kept original.

It is allowed replace the original chain tensioner adjusters with the racing ones produced by the manufacturer for the model of motorcycle in use.

All motorcycle must be equipped with a solid protective chain guard (shark fin) fixed to the swing arm produced by the manufacturer of motorcycle.

#### **2.2.3.5. Steering plates**

The upper and lower fork bridges and the steering axle must remain as originally produced by the manufacturer on the homologated motorcycle, as well as the steering lock stops device.

The steering stem must remain in its original position.

#### **2.2.3.6. Handlebars and controls**

Except as authorized in the following articles, the handlebars, the handlebar clamps, the manual controls (throttle control, brake and clutch levers and electric controls), and the handlebar terminal must be kept original.

Handlebars and manual controls (clutch and brake levers) must stay original. Can be repositioned, but a minimum clearance of 30 mm must be maintained between the tank and the handlebars, including any accessories attached to it.

Is forbidden to use handlebars without mounted terminals.

It is forbidden to repair the handlebars by welding.

The control levers on the handlebars (brake and clutch) must always have rounded edges and must have a ball-form ending.

In any position of the steering and the front suspension, the control levers on the handlebars must not touch any component of the motorcycle.

Throttle controls must be self-closing when not held by hand.

It is mandatory to use the brake lever guard device supplied in the specific kit for the model of motorcycle in use, which protects the front brake lever from any involuntary actuations resulting from the contact between two motorcycles.

#### **2.2.3.7. Footrest and Controls**

Except as authorized in the following articles, the footrests, and foot control must be kept original.

Footrests and foot controls can be re-positioned only using the setting originally provided by the manufacturer.

Gear shift pedal and his leverage can be replaced to use one of reverse type.

The rear brake lever peg may also be repositioned.

It is forbidden to repair the footrests by welding.

It is forbidden to enter in the track with footrests having the original terminal in plastic material plug in poor condition or without a mounted terminal.

It is forbidden to repair the footrest supports by welding.

#### **2.2.3.8. Start lever**

The starting lever of the original engine must remain mounted and running and be equipped with a system that prevents accidental opening (example: elastic).

### **2.2.4. Suspension**

#### **2.2.4.1. Front suspension**

Except as authorized in the following articles, the fork must be kept original in every component.

It is allowed to replace the original forks with the original "+5" forks on motorcycles produced from 2019 onwards.

Position of the fork sleeve respect to the steering plates is free.

It is possible to mount the fork spring pre-load system provided by the manufacturer for the motorcycle model in use.

The elastic coefficient (K) and the pre-load of the main springs are free.  
Quantity and type of hydraulic oil are free.

#### **2.2.4.2. Rear suspension**

Except as authorized in the following articles, the rear suspension must be kept original in every component.

The adjusting system and attachments of the rear suspension to the frame and swing arm must be kept original.

The wheelbase of the shock absorber, the position of the hydraulic registers, the elastic coefficient (K) and the pre-load of the main spring of the shock absorber are free.

#### **2.2.5. Brake system**

##### **2.2.5.1. Brake discs**

The brake discs must remain as originally produced by the manufacturer for the motorcycle.

It is not allowed to add air ducts in order to improve the cooling of the braking system.

##### **2.2.5.2. Brake calipers**

Except as authorized in the following article, the front and rear brake callipers, as well as all their fixing points and all anchor pieces, must be kept original.

It is compulsory to fit original brake pads. It is possible to fit brake pads from the specific kit for the motorcycle model in use.

##### **2.2.5.3. Master cylinder**

Master cylinder (front and rear) and the related pipes must be kept original.

Installation of a protection of the brake pump positioned on the handlebar, is allowed to prevent oil leaks if they break after falling.

#### **2.2.6. Wheels**

Wheel rims, inner and outer spacers and their spindles must be kept original. All dimensions of the wheel rims should be as indicated below:

- Front Wheel      2,50" x 10"
- Rear Wheel        3,00" x 10"

#### **2.2.7. Tank and fuel system**

##### **2.2.7.1. Tank**

Plastic tank and tank cap must remain as originally produced by the motorcycle manufacturer.

Fuel tank must be filled with fire retardant material (i.e., fuel cell foam, "Explosafe").

### **2.2.7.2. Fuel line**

The fuel circuit, understood as the set of ducts and devices between the tank and the carburettor, is free.

Replacement of the fuel cock is allowed.

The addition of fuel filters is allowed.

Use of quick connectors for fuel pipes is allowed.

## **2.2.8. Intake system**

### **2.2.8.1. General**

Except as authorized in the following articles, the fuel system must be kept original.

### **2.2.8.2. Carburettor**

Case 1:

Is mandatory the use of the carburettor indicated in the following points:

- Category GP-0 160 4Speed                      DELL'ORTO PHBH 28 BD

For the duration of the event, it is mandatory to use a carburettor calibration (max jet, min jet, model and needle position, needle jet, valve) within the range indicated by the Official Supplier. The use of different calibrations (even for a single element) from those indicated by the Official Supplier is sanctioned as a technical irregularity.

During an event, the Official Supplier can modify the carburetion range as long as it is immediately communicated to the riders within 60 minutes from the beginning of the next session.

BRAND / MODEL	Dell'Orto PHBH28-BD
Float	6,5 g
Needle & Seat Assy	250
Starting Jet	55
Idle Jet	50
Needle Jet	262 T
Main Jet	120
Jet Needle model / Position	X71 / 4° seat from the top

Piston Valve	50
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The use of pumps or power-jet is forbidden.

### **2.2.8.3. Intake duct**

It is compulsory to replace the intake duct of GP-0 motorcycle models manufactured from My2016 to My2021 with the one originally mounted on motorcycles manufactured from My2022 onwards.

### **2.2.8.4. Air filter**

The air filter is mandatory and must be as indicated in the points below.

Only the standard metal air filter supplied by the manufacturer may be used.

The use of air filter made from the spongy material is forbidden.

Use of systems to increase the pressure close to the air filter using the dynamic air pressure when the motorcycle is in movement is forbidden.

## **2.2.9. Engine**

### **2.2.9.1. General**

Except as expressly permitted in the following articles, the engine must remain completely original.

The only engine allowed are those indicated in the points to follow:

- a - Category GP-0 160 4 Speed ZONGSHEN W150 – G OHVALE SET-UP

Bore and Stroke must remain original.

It is compulsory to use the right-side engine cover that is part of the specific kit for the model of motorcycle in use supplied by the manufacturer.

### **2.2.9.2. Engine head**

Except as authorized in the articles to follow, any type of machining for the removal of material (including polishing) and application of material (including surface treatment) is prohibited.

Intake and Exhaust ducts must remain original.

Valves, valve seats, valve guides, tappets, oil seals must be the original. Only normal maintenance provided by the service manual is allowed.

The springs, half-cones and valve plates must remain original. Valve spring shims are not allowed.

It is not allowed to rectify the head plane to restore the surfaces.

The volume of the combustion chamber and the height of the squish must comply with the values indicated in the following table:

Category	Volume (cc)	Squish* (mm)
Category GP-0 160 4 Speed	13.5 +/- 0.4	0.60

\*No tolerance is admitted on the height of the squish.

Spark plug is free. None of the parts of the spark plug, beside electrodes, can protrude out the interior of the combustion chamber.

The only heat range admitted are 7 and 8.

### **2.2.9.3. Valves timing diagram**

Any modification of the camshaft is forbidden.

Timing driven sprocket and his fixing screws, must be kept original. Modification or increase of the diameter of the fixing holes are forbidden.

Chain timing and his timing chain tensioner must be kept original.

### **2.2.9.4. Cylinder**

Cylinder must be kept original.

Any surface treatment of the inner wall of the cylinder, is forbidden.

### **2.2.9.5. Piston**

Any modification to the piston, including polishing and lightening, is forbidden.

Any modification to ring set, pins and their holders is forbidden.

### **2.2.9.6. Connecting rod**

Any modification to the rod, including lightening and polishing, is forbidden.

### **2.2.9.7. Crankshaft**

Engine crankshaft must remain original, any modification included lightening, balancing and polishing is forbidden.

### **2.2.9.8. Crank case**

The engine crankcase and engine crankcase covers must remain original, even with regard to colour and surface finishing. It is only allowed making holes less than Ø12 on the flywheel cover to help the cooling of the internal organs.

It is forbidden to repair the crank cases and engine covers by applying material.

## **2.2.10. Transmission**

### **2.2.10.1. Primary transmission**

The gears of the primary drive (on the crankshaft and on the clutch) must be kept original.

### **2.2.10.2. Clutch**

Except as authorised in the following articles, the clutch, including the springs, driven discs and clutch control must be kept original.

The "EVR by OHVALE" slipper clutch kit included in the specific kit for the model of motorcycle in use is not allowed.

### **2.2.10.3. Gearbox**

Any change to the gearbox, understood as the assembly consisting of the gear selection system and drive forks, primary and secondary shafts and their gears transmission is forbidden.

Any kind of treatment on the surface for reducing friction (including polishing and superfinishing), is forbidden.

### **2.2.10.4. Final transmission**

For the final transmission (pinion, rear wheel sprocket) the use of components distributed by Ohvale is mandatory.

Only options allowed

Pinion	14 to 17 teeth
Sprocket	28 to 35 teeth
Chain	420

## **2.2.11. Cooling and lubrication system**

### **2.2.11.1. Oil cooler**

The oil cooler must remain original.

### **2.2.11.2. Oil Circuit**

Any modification to the oil pump is forbidden.

The oil pipes that connect the engine to the oil cooler must be kept original. The engine breather pipes must be put into a tank with a minimum volume of 250cc.

The oil inlet and discharge plugs, the delivery and return pipes to the oil cooler, the cam head oil pipe and the oil filter cover screws must be perfectly sealed and secured with a binding wire to prevent accidental opening.

## **2.2.12. Electrical system**

### **2.2.12.1. Wiring and electric controls**

The main wiring must be kept original.

It is mandatory to keep the ignition kill switch mounted on the right side of the handlebar.

### **2.2.12.2. Engine ignition and control**

Except as authorized in the following articles, the engine ignition and control system (rotor, stator, CDI and coil) must be kept original.

At any time of the event, the FIM Technical Director/Chief Technical Steward has the right to request the replacement of any components of the engine ignition and control system mounted on the motorcycle. The refusal to proceed with the replacement is equated with a technical irregularity.

### **2.2.12.3. Engine control sensors**

The use of electronic shift assistance systems (quick-shifter) is forbidden.

No additional controllers or sensors other than those originally fitted to the engine may be added in order to implement engine control strategies. Original engine mounted sensors must be retained.

### **2.2.12.4. Additional Equipment**

With the exception of what is authorized in the following articles, any electrical or electronic components (sensor, CDI, display) that are additional or not originally mounted on the motorcycle, are forbidden.

Use of electronic equipment with IR (infrared) technology, GPS or radio timing recording for on-board lap timing / data recording purposes is allowed. Telemetry is not allowed (remote signal to or from the motorcycle).

It is allowed to mount one or more systems (dashboards, displays, etc.) to display the parameters indicated in the points below:

- RPM
- Oil temperature
- Lap Time
- Engine Hours

Integrated dashboards with electronic tracing function, geolocation and data acquisition, is allowed. The data acquisition must be just limited to the channels listed below:

- RPM
- Oil temperature
- Lap Time

- Engine Hours
- Position and speed (by GPS signal).

All motorcycles must mount the rear safety light included in the specific kit for the model of motorcycle in use. The riders must ensure that the light is switched on whenever Race Director declare wet race or practice.

The presence of cables or electronic components or of not clear origin are not allowed and is considered as a technical irregularity. The FIM technical director has the final decision.

## **2.2.13. Fairing/Bodywork**

### **2.2.13.1. General**

Except as authorized in the following articles, the fairing, the saddle, the front and rear mudguard and all the superstructures that make up the motorcycle body, must be kept original.

Colour and graphics are free.

The use of carbon fibre components is forbidden.

### **2.2.13.2. Fairings**

Except as authorized in the following articles, the fairing must be kept original.

It is allowed to modify the fairing as indicated in the following points:

- a) Replace the original front fairing and / or fairing with those originally fitted on motorcycles produced from 2018.
- b) Replace the original tail/tank cover with the one originally fitted to GP-0 My 2022 motorcycles.

The windshield must remain original. The windshield can be coloured and not transparent in order to accommodate the table and the front race number.

The size and shape of the oil cooler holes for all GP-0 models built up to 2017 are free. It is also permitted, as well as recommended to mount protective grilles or wire mesh to protect the oil cooler.

The original fairing brackets can be replaced with quick-release attachments.

The lower fairing must have a perfect seal in order to contain lubricant leaks in the event of engine failure.

The lower fairing must incorporate two holes of 14 mm in the bottom of the front and rear lower area. This hole must remain closed in dry conditions and must be opened only in wet race conditions, as declared by the Race Director.

### **2.2.13.3. Mudguards**

It is permissible to replace the original fender with the original one fitted on motorcycles produced from 2018.

The distance between the front mudguard and the tyre may be increased.

The rear mudguard must be kept original.

#### **2.2.13.4. Seat**

Saddle seat can be changed.

#### **2.2.14. Exhaust system**

Except as authorized in the article to follow, in all categories the exhaust system must be kept original.

It is compulsory to update the silencer manufactured between 2016 and 2019 with the silencer originally fitted to motorcycles manufactured from 2020 onwards that are prepared for the fitting of the DB Killer.

The use of the silencer with the dB killer fitting is recommended. In countries where national regulations foresee a noise limit lower than the one allowed in this regulation; it is compulsory to use the silencer with the dB killer fitting. In this case, the use of the original dB killer is compulsory on all motorcycles.

As from 2022, the use of the silencer with the dB killer fitting is mandatory.

#### **2.2.15. Screw, bolts and fixing elements**

##### **2.2.15.1. General**

Bolts and fairing fixing elements are free but must have the same size as the originals and with a strength class equal to or higher than the original. Fairing fixing elements may be replaced by fast fixing ones.

The use of titanium or aluminium bolts and titanium or carbon fibre and / or kevlar fasteners, if not originally on the motorcycle or part of the specific kit for the model of motorcycle in use is forbidden.

##### **2.2.15.2. Engine bolts**

The original engine bolts can be replaced with another one of equal size and with a strength class equal to or greater than the original.

Where required it is permissible to drill holes for the passage of the binding threads, but any modification tending to a lightening is forbidden.

Resetting the threads with the use of helicoil is allowed.

### **2.3. WEIGHT**

The weight of the motorcycle in running order shall not be less than the value shown below:

- a) OHVALE GP-0 160 4Speed MY16-toMY21      66.0 Kg

## 2.4. TYRES, FUEL & LUBRICANTS

### 2.4.1. Tyres

- (1) The only tyres admitted to the FIM MiniGP World Series are those indicated here below:

Front tyre: Pirelli Slick Diablo NHSTL SC1 DSBK 100/80 x 10

Rear tyre: Pirelli Slick Diablo NHSTL SC1 DSBK 120/80 x 10

Each National/Regional/Continental Series must have a sole tyre supplier, and all riders must be racing with the same tyres at all times.

- (2) In the event that the qualifying practices or the race, are declared "wet" it is allowed the use of rain tires in the measures indicated below:

Front tyre: Pirelli Diablo Rain NHSTL SCR1 DB Rain 100/80 x 10

Rear tyre: Pirelli Diablo Rain NHSTL SCR1 DB Rain 120/80 x 10

- (3) For the entire duration of the event, it is permitted to use up to a maximum of:
- 2 set of tyres (2 front and 2 rear) for events with a maximum of 2 race.

Contingent tyres are recognizable and counted by affixing a punching during technical inspection.

The tyres should be brought to the parc fermé for punching possibly already mounted on the rims. It is forbidden to exchange tyres already punched between riders. Rain tyres are excluded from the counting, so there is no punching for these.

- (4) The rider or the rider's representative is responsible for checking the presence and conformity of the tyre codes/stickers when punching the tyres and before each entry into the track. Failure to check tyres at the time of punching will not be accepted as valid justification for the use of tyres without punching or with non-compliant punching. The ultimate responsibility for the collection and handling of tyres lies with the rider.
- (5) The tyre conformity check is normally carried out at the track entrance. Failure to stop the motorcycle for the time necessary for the check at the track entrance is considered as non-compliance with the riders' obligations. The technical scrutineers have the faculty to carry out additional controls, in the pits, in the pit lane and in the parc fermé.
- (6) If one or both marks are missing, the irregular tyres will be marked by the FIM Technical Director/Chief Technical Steward. Any tyre controlled unpunched will be sanctioned with a fine. In the event of repeated infraction or more serious cases, an additional penalty may be imposed (such as

starting from pit lane on the first race following the infringement, in which the rider takes part).

- (7) In case of exchange of tyres already allocated to riders, even if belonging to the same team, or in any case of use of tyres with different technical specifications from those associated with the rider for the event, the irregular tyres will be marked by the FIM Technical Director/Chief Technical Steward. Any tyre exchange will be sanctioned with a fine and additionally equated to a technical irregularity.
- (8) At the end of the session (practice or race), the rider must present to the FIM Technical Director/Chief Technical Steward a number of new tyres registered in his name equal to the number of tyres that have been marked as irregular, in order for them to be removed from the list of tyres associated with him. The rider will be allowed to continue the event with the tyre(s) marked by the scrutineer (provided that the make, model, size and compound are those indicated by the Exclusive Supplier). Failure to deliver new tyres will be considered as a technical irregularity, in repeated cases or those considered more serious, at the sole discretion of the FIM Technical Director, the additional penalty of starting from the last grid place in the first race following the infringement in which the rider takes part may be applied. In the event of an exclusion from the event, this article will not be applied.
- (9) In case of tampering with one or both punches, the irregular tyres will be marked by the FIM Technical Director/Chief Technical Steward. This infraction will be sanctioned with a fine and in addition will result in exclusion from the event.
- (10) In the event that a tyre already associated with a rider has defects that compromise its safe use, the tyre supplier may request the FIM Technical Director to replace the tyre. The final decision on tyre replacement rests with the FIM Technical Director. Any replacement tyre must have the same characteristics (make, model, compound and size) as the tyre it replaces.
- (11) The punching is placed on the right shoulder of the tyre, it is the responsibility of the rider or their agent on their behalf, to make sure the presence and the conformity of punching before getting on the track.
- (12) It is specified that when mounting the tyre on the wheel rim it is mandatory to respect the direction of travel indicated by the manufacturer.
- (13) The use of tyre warmers is also allowed on the starting grid. Every type of electrical feeding is forbidden.

#### **2.4.2. Fuel**

Fuel shall be liquid at ambient pressure and temperature and shall be used as such.

The only fuel allowed is the lead-free one.

If the fuel is not purchased from a public station, the fuel used for competition is considered as race fuel and must be in accordance with the FIM Fuels Regulations. Please refer to Appendix FIM Fuels Regulations.

At no time must other fuel than from the official supplier (if any) be found in the motorcycle parts.

### **2.4.3. Lubricant**

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

## **2.5. NUMBER PLATE AND RACE NUMBERS**

(1) The background colours of the tables and race numbers must be those indicated in the following points:

Category	Background	Number / Figure
GP-0 160 4Speed	Black	Red

(2) Front and side race numbers must have a minimum height of 80 mm.

## **2.6. SCRUTINEERING**

The motorcycles may be scrutineered and technical checks (including the required disassembly) or noise/performance and weight measurements may be executed before, during or after a meeting.

The FIM Technical Director may perform random controls during the event.

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

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

Should the officials be unable to determine the compliance/non-compliance of a part with the regulations on the spot, the part or the whole bike will be confiscated

for checking and the affected entrant will not be able to make any claims whatsoever. The owner of the motorcycle will be responsible for any costs incurred (disassembly, reassembly).

Non-compliant parts found during Scrutineering will be marked.

For major contraventions to the Technical Regulations, the FIM Stewards may penalise the respective participants by disqualification from one or several races or from the whole FIM MiniGP World Series.

#### **2.6.1. Sanction for Non-Compliance with Fuel Regulations.**

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

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

#### **2.7. SOUND LEVEL**

In all categories, the maximum permissible sound level is 95 +2 dB/A at an engine revolution of 5500 rpm.

#### **2.8. GASOLINE, LUBRICANT AND COOLANTS**

All vehicles must be fuelled with:

- unleaded gasoline (from public pump station or race type) OR
- a mixture of unleaded gasolines OR
- a mixture of unleaded gasoline(s) and lubricant in the case of 2-stroke engines.

The unleaded gasoline or the mixture of unleaded gasolines used must comply with the FIM specifications as set out in Art. 2.8.1.

The mixture of unleaded gasoline(s) and lubricant must comply with the FIM specifications as set out in Art. 2.8.2.

Riders/teams must declare to the FIM Technical Director (or the FMNR Chief Technical Steward when there is no FIM Technical Director appointed) the make and type of gasoline to be used during practices and race(s), upon presentation of the rider/team's motorcycle(s) at the initial Technical Verifications. They are also recommended to provide a certificate issued by the gasoline company which certify that the gasoline has been tested and is in conformity with FIM specifications.

Gasoline companies which supply 'race' gasolines (gasolines other than those obtained at public pump stations) to participating teams/riders must test their

gasoline at Intertek Schlieren (Switzerland) against FIM specifications set out in Art.2.8.1 and 2.8.2.

Providing the gasoline is within the FIM specifications, a certificate containing a test report and batch number will be issued to the fuel company.

The gasoline company shall be able to provide a copy of such certificate to their client rider/teams before they take part in a race.

Contact for gasoline analysis: [fimfuels@intertek.com](mailto:fimfuels@intertek.com)

A list of gasolines which are in conformity with FIM specifications will be published by FIM on the FIM website.

Furthermore, in the cases in which only gasoline from the appointed supplier is permitted (for a specific event or the entire World Championship, Prize or Cup), the aforementioned gasoline shall have been previously tested in a FIM appointed laboratory in order to test its conformity with the FIM specifications as set out in Art. 2.8.1 and 2.8.2:

- in case of conformity, a certificate of conformity (including test report and tested batch number) shall be available, and Art. 2.8 apply in case of controls for the riders/teams;
- in case the conformity is not achieved, the FMN of the organizing country, the Organizer/Promoter shall ask the FIM for a waiver in order to enable the use of gasoline not corresponding to FIM specifications. If the waiver is granted, the riders/teams will be responsible for using the gasoline provided without changing its composition. Controls may be carried out by FIM.

### 2.8.1. FIM specifications for unleaded gasolines or mixtures of unleaded gasolines

The following specifications are set for unleaded gasoline or the mixture of unleaded gasolines:

- a) The following properties shall be within the following thresholds (for each property, the relative test methods to be used for the measurement are indicated):

Property	Units	Min.*	Max.*	Test Method
RON		95.0	102.0	EN ISO 5164 or ASTM D2699
MON		85.0	90.0	EN ISO 5163 or ASTM D2700
Oxygen (includes 10% ethanol allowance)	% (m/m)		3.7	EN ISO 228541 or EN 13132 or elemental analysis
Nitrogen	% (m/m)		0.2	ASTM D 46292 or ASTM 5762
Benzene	% (V/V)		1.0	EN ISO 22854 or ASTM D6839 or ASTM D5580
Vapour pressure (DVPE)	kPa		100.0	EN 13016-1 or ASTM D5191
Lead	mg/L		5.0	ICP-OES or AAS
Manganese	mg/L		2.0	ICP-OES or AAS

Density at 15°C	kg/m <sup>3</sup>	720.0	785.0	EN ISO 12185 or ASTM D4052
Oxidation stability	minutes	360		EN ISO 7536 or ASTM D525
Sulphur	mg/kg		10.0	EN ISO 20846 or ASTM D5453
Distillation:				EN ISO 3405 or ASTM D86
E at 70°C	% (V/V)	20.0	52.0	
E at 100°C	% (V/V)	46.0	72.0	
E at 150°C	% (V/V)	75.0		
Final Boiling Point	°C		210	
Residue	% (V/V)		2.0	
Appearance	Clear, bright and visually free from solid matter and undissolved water			Visual inspection
Olefins	% (V/V)		18.0	EN ISO 22854 or ASTM D6839
Aromatics	% (V/V)		35.0	EN ISO 22854 or ASTM D6839
Total diolefins	% (m/m)		1.0	GC-MS or HPLC
Oxygenates:				EN ISO 228541 or EN 13132
Methanol	% (V/V)		3.0	The only oxygenates permitted are paraffinic mono-alcohols and paraffinic mono-ethers (of 5 or more carbon atoms per molecule) with a final boiling point below 210°C.
Ethanol	% (V/V)		10.0	
Isopropanol	% (V/V)		12.0	
Isobutanol	% (V/V)		15.0	
tert-Butanol	% (V/V)		15.0	
Ethers (C5 or higher)	% (V/V)		22.0	
Others	% (V/V)		15.0	

(1) In cases of dispute EN ISO 22854 will be the reference method.

(2) In cases of dispute ASTM D 4629 will be the reference method.

\* All reported min. and max. thresholds do not include the tolerance, which needs to be calculated in accordance with ISO 4259 and taken into account to correct the min. and max. thresholds.

The total of individual hydrocarbon components, present at concentrations of less than 5% (m/m), must constitute at least 30% (m/m) of the gasoline. The test method will be GC-FID (gas chromatography-flame ionisation detector) and/or GC/MS (gas chromatography-mass spectrometry).

The total concentration of naphthene, olefins and aromatics classified by carbon number must not exceed the values given in the following table:

% (m/m)	C4	C5	C6	C7	C8	C9+
Naphthene	0	5	10	10	10	10
Olefins	5	20	20	15	10	10
Aromatics	-	-	1.2	35	35	30

Bicyclic and polycyclic olefins are not permitted. The fuel must contain no substances which are capable of exothermic reaction in absence of external oxygen.

**2.8.2. FIM specifications for mixtures of unleaded gasoline(s) and lubricant**

The lubricant:

must not change the composition of the gasoline fraction when added to the gasoline; must not contain any nitro-compounds, peroxides or any other engine power boosting additives; must in no way contribute to an improvement in overall performance; during the distillation up to 250°C, must not show a reduction in mass by evaporation of more than 10% (m/m) (test method: simulated distillation GC); must contain a max. content of anti-knock agents (lead, manganese, iron) of 10 mg/kg (test method: ICP-OES).

Moreover, the following specifications are set for the mixture of unleaded gasoline(s) and lubricant:

The following properties shall be within the following thresholds (for each property, the relative test methods to be used for the measurement are indicated):

Property	Unit	Min.	Max.	Test Method
RON			102.0*	EN ISO 5164 or ASTM D2699
MON			90.0*	EN ISO 5163 or ASTM D2700
Density at 15°C	kg/m <sup>3</sup>	690**	815**	EN ISO 12185 or ASTM D4052

\* Reported min. and max. thresholds do not include the tolerance, which needs to be calculated in accordance with ISO 4259 and taken into account to correct the min. and max. thresholds.

\*\* Min. and max. thresholds do include the tolerance.

**2.8.3. Air**

Only ambient air may be mixed with the gasoline as an oxidant.

**2.8.4. Sampling and Testing**

The FIM may require gasoline controls, i.e., controls of the unleaded gasoline, mixture of unleaded gasolines or mixture of unleaded gasoline and lubricant, used by riders/teams at events. These controls involve an initial sampling at the event and further testing in the FIM appointed laboratory.

**2.8.4.1. Sampling**

The FIM Technical Director (or the FMNR Chief Technical Steward when there is no FIM Technical Director appointed) is the sole official responsible for the sampling management and supervision.

Riders/teams selected for gasoline controls are directed to proceed with their vehicles to the area that has been designated for this purpose.

The FIM Technical Director/FMNR Chief Technical Steward collects the gasoline from the motorcycle by using only new sample containers and pipettes/hand

pumps. The gasoline is transferred through the use of the pipette/hand pump directly from the gasoline tank into three containers, denominated A, B and C. The containers are closed and sealed by the FIM Technical Director/FMNR Chief Technical Steward.

The FIM Technical Director/FMNR Chief Technical Steward fills in (in all its parts) and signs the Gasoline Sample Declaration Form (see 2.10.4.3). The rider or a team representative also signs this Form, after verifying that all the information is correct.

The FIM Technical Director/FMNR Chief Technical Steward prepares an appropriate shipping box containing the collected A, B and C samples and a copy of the respective, signed, Gasoline Sample Declaration Form. The box is then shipped to the FIM appointed laboratory by registered courier.

#### 2.8.4.2. Testing

One or more properties to be checked (following the relevant testing method as per Art. 2.10.1 and 2.10.2) are set by the FIM for each selected rider/team.

Sample A is the first sample to be tested by the FIM appointed laboratory.

Sample B can be used for a second analysis if required by the FIM. The test result of the A or B sample more favourable to the rider/team is taken into account. Costs for the shipping and testing of sample A and B are paid by FIM.

As soon as possible after completing the testing, the FIM appointed laboratory reports the test results directly to the responsible CTI Coordinator.

For negative cases (i.e., conformity of the tested property(ies) with the specification), the riders/teams concerned will be individually informed by the FIM in due course, copying the rider/team's FMN, the FIM Technical Director/FMNR Chief Technical Steward, the competent authority (e.g., Race Direction, International Jury), the CTI Director, the Director and Coordinator(s) of the sporting Commission concerned.

Only for positive cases following testing of sample A or B or A and B (i.e. non-conformity of one or more properties\*), the responsible CTI Coordinator notifies by electronic mail\* the rider/team concerned (including the testing results) and, 24 hours after, forwards the relevant information to the rider/team's FMN, the FIM Technical Director/FMNR Chief Technical Steward, the competent authority (e.g. Race Direction, International Jury), the CTI Director, the Director and Coordinator(s) of the sporting Commission concerned.

\*Note: The non-conformity of one property (except the Appearance) is sufficient for declaring non-conformity of the gasoline or the mixture.

If the rider/team wishes to request a counter-expertise, he must notify the responsible CTI Coordinator by electronic mail\* accordingly, within 72 hours of receipt by the FIM of the delivery status notification pertaining to the notification of the test results to the rider/team.

If a counter-expertise is requested, the sample dedicated to the counter-expertise is sample C and the test shall aim at checking the same property(ies) previously checked on sample A/B. The rider/team can request that sample C be tested at one of the available FIM appointed laboratories. Costs for shipping and testing of sample C are paid by the rider/team concerned.

Upon notification of the sample C results, the responsible CTI Coordinator notifies by electronic mail\* the rider/team concerned (including the testing results) and

forwards the relevant information to the rider/team's FMN, the FIM Technical Director/FMNR Chief Technical Steward, the competent authority (e.g., Race Direction, International Jury), the CTI Director, the Director and Coordinator(s) of the sporting Commission concerned.

If no counter-expertise is requested within the time limit, the responsible CTI Coordinator forwards the relevant information by electronic mail\* the rider/team's FMN, the FIM Technical Director/FMNR Chief Technical Steward), the competent authority (e.g., Race Direction, International Jury), the CTI Director, Director and Coordinator(s) of the sporting Commission concerned.

The competent authority of the event concerned (e.g., Race Direction, International Jury) takes a decision based on the information received. The Coordinator of the sporting Commission concerned notifies the rider/team concerned regarding the decision by electronic mail\*.

The non-conformity of:

A sample (in the cases B sample was not used) or

B sample (in the cases A sample result was not conclusive) or

A and B samples or

A and B and C samples (in the cases B sample was used and a counter-expertise was requested) or

A and C samples (in the cases B sample was not used and a counter-expertise was requested) automatically results in the disqualification of the rider/team from the entire event.

No disqualification will be applied in case of conformity of sample C.

Furthermore, in any case, other penalties may be applied.

The rider/team has the right to appeal against the decision of competent authority of the event concerned (e.g., Race Direction, International Jury) in accordance with FIM Disciplinary and Arbitration Code applicable to the relevant discipline.

\*The receipt of a delivery status notification will be deemed as proof of delivery.



Riders'/Teams' responsible signature	
FIM Technical Directors'/FMNR Chief Technical Stewards' name	
FIM Technical Directors'/FMNR Chief Technical Stewards' signature	
Date and time (dd/mm/yy, hh/mm)	

### 2.8.5. Fuel Storage

Where the fuel is supplied by the Organiser, there shall be an officially designated and controlled fuel storage areas. Outside these areas, fuel may only be stored in metal containers.

A maximum of 60 litres of fuel, stored in a sealable container, is allowed in the competitor's pit.

The officially designated storage and supply area shall be in conformity with the building criteria. Firefighting equipment, protective devices and staff shall conform to the requirements imposed by the local authorities and by-laws.

The organiser shall have fire extinguishers of a size and type approved by the local by-laws, available to each competitor in the pit area.

## 2.9. PROTECTIVE CLOTHING AND HELMETS

The rider is at all times responsible for ensuring that his own protective clothing and helmets are in good condition (undamaged) and comply with the FIM Technical Regulations. In case one part of his protective clothing and helmets is damaged after a crash, the rider must systematically present this equipment to the FIM Technical Director or to the FMN Technical crew for check.

Riders will have to be equipped with the appropriate complete set of undamaged safety racing equipment:

- All equipment must comply with the following requirements
- Each rider must be wearing the following elements:
  - One piece leather suit (2-pieces suits are not allowed)
  - Racing boots
  - Racing gloves
  - Back & chest protectors
  - Helmet (must be of the full-face type)

**2.8.1** Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, musters, hips that conform to EN1621-1:2012.

The use of sliders (specific parts of the riders' safety equipment, either permanently fixed or removable, intended to make regular contact with the track surface to assist the rider while cornering), is permitted on the knees, elbows or any other parts of the race suit, where it is deemed necessary. They must not be manufactured from or contain any material that when in contact with the track surface may cause visual or other disturbance to other riders.

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

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

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

**2.8.5** Use of a chest and back protector is compulsory (with or without airbag protection in the suit) and must be clearly marked with the following norms:

- a) The back protector must comply with EN1621-2, CB ("central back") or FB ("full back") Level 1 or 2.
- b) The chest protector must comply with EN1621-3.

Use of a functional airbag system is strongly recommended.

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

**2.8.7** Helmets must conform to one of the following recognised international standards:

EUROPE	ECE 22-05 (only "P" type) ECE 22-06 (only "P" type)
FIM	FRHPhe-01
JAPAN	JIS T 8133:2015 (only "Type 2 Full face")
USA	SNELL M 2015 SNELL M 2020 R SNELL M 2020 D

Examples of labels are reported below:

EUROPE	<p style="text-align: center;">a = 8 mm min. 05xxxx/P-xxxx</p>	<p style="text-align: center;">a = 8 mm min. 06xxxx/P-xxxx</p>
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FIM	
JAPAN	 <p>Protective helmet for motor vehicle users  <b>T8133:2015 Class 2</b>  Certification No. XX0000000  Label serial No. 0000000000  XXX Manufacturer's name  <small>(Trade mark of certification body)</small></p>
USA	

**2.8.8** Visors must be made of a shatterproof material.

**2.8.9** Disposable "tear-offs" are permitted.

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

**2.10. Procedures for Technical Control**

The rider is at all times responsible for his/her motorcycle.

The Chief Technical Steward must be in attendance for an event at least 1 hour before the technical verifications are due to beginning. He must inform the Clerk of the Course, the Race Director and the Technical Director of his arrival.

He must ensure that all Technical Stewards, appointed for the event, carry out their duties in a proper manner.

He shall appoint the Technical Stewards to individual posts for the race, practices and final control.

The rider, or his mechanic, must be present with the motorcycle for Technical control within the time limits stated in the Time Schedule. The maximum number of persons present at the technical verification will be the rider, plus two others. In addition, the Team Manager will also be allowed.

The FIM Technical Director/Chief Technical Steward must inform the Race Director of the results of the Technical control. The Technical Director/Chief Technical Steward will then draw up a list of accepted motorcycles and submit this list to the Clerk of the Course.

The FIM Technical Director/Chief Technical Steward have the right to inspect any part of the motorcycle at any time of the event.

Any rider failing to report as required below may be disqualified from the event. Race Direction may forbid any team who does not comply with the rules, or any rider who may be a danger to other participants or to spectators, to take part in the practice sessions or in the races.

The Technical Control must be carried out in accordance with the procedure and times fixed in the General Information of the event.

The FIM Technical Director/Chief Technical Steward will refuse any motorcycle that does not have a correctly positioned positive transponder attachment. The transponder must be fixed to the motorcycle as described in Appendix 9.

The rider or the mechanic shall present a clean motorcycle and in conformity to the FIM rules. He shall also present the helmet, gloves, boots and leather.

An overall inspection of the motorcycle must be carried out in conformity with the FIM rules. Accepted motorcycles will be marked with paint or a sticker.

FIM Technical Director/Chief Technical Steward has the final authority in case of a dispute on the conformity of the parts in question and for acceptance thereof.

Before each practice the Chief Technical Steward can confirm that the motorcycle has passed the Technical Control by checking the Technical Control sticker before the motorcycles go on the track.

Only accepted motorcycles may be used in practices and races. Approximately 30 minutes after the Technical control have been completed, the Technical Director/Chief Technical Steward must submit to the Race Direction a list of accepted motorcycles and riders.

If a motorcycle is involved in an accident, the Technical Director/Chief Technical Steward may check the motorcycle, together with the helmet and clothing of the rider involved, to ensure that no defect of a serious nature has occurred. If a motorcycle was stopped with a Black Flag with Orange Disc, the FIM Technical Director/Chief Technical Steward must check the motorcycle. In both cases, it is the responsibility of the team to present the motorcycle (together with helmet and clothing of the fallen rider) for his re-examination in case they wish to continue. If the helmet is clearly defective, the Chief Technical Steward must retain this helmet. The Promotor can send this helmet, together with the accident and medical report (and pictures and video, if available) to the Federation of the rider. If there are head injuries stated in the medical report, the helmet then must be sent to a neutral institute for examination.

The team can scrutineer only one motorcycle per rider.

If during the official practice sessions, a motorcycle suffers any damages that are difficult to repair in the circuit, the FIM Technical Director could allow a second motorcycle to be presented for a technical inspection. The process of authorizing a new machine to be used is not possible during a practice session. Once the starting procedure is initiated, it is not possible to verify a second motorcycle, neither in case of detention by red flag. In case of events with two races, once the first race is finished, the FIM Technical Director may allow the request for verification of a second motorcycle.

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.

The FIM Technical Director may require a team to provide such parts or sample as he may deem necessary.

In the case that a machine fails post-qualifying or post-race technical checks due to damage or technical issues on-track, the following protocol will apply, always at the sole discretion of the Technical Director.

- a) Machines under the minimum weight limit due to:
  - a. Loss of fluid:
    - i. If the FIM Technical Director has verified that there is physical evidence of fluid loss due to an incident or mechanical issue on track, he may approve the fluid to be replenished to the levels as declared by the Manufacturer at the start of the season.
    - ii. If it is necessary to replace a damaged part to accommodate the fluid (e.g., radiator), this will be permitted only under the supervision of the FIM Technical Director who will confirm that the new part is identical to the damaged part.
  - b. Loss of material or parts:
    - i. If the FIM Technical Director has verified that the machine has lost a part or material due to an incident or mechanical

issue on track, he may approve the replacement of the part(s) with the following conditions:

- ii. The FIM Technical Director must verify that any new parts are identical to the original.
- iii. If the FIM Technical Director determines that there is insufficient physical evidence to prove that a part or material is missing, then the original part must be found before it can be replaced.
- iv. Missing ballast weights will only be permitted to be replaced if they are found and returned to Technical Control by the circuit officials.

b) Machines exceeding the maximum noise levels:

- i. If the FIM Technical Director is satisfied that there is sufficient physical evidence of damage or loss due to an incident or mechanical issue on track, he may approve the replacement of the missing or damaged exhaust parts, and the machine to be re-tested.

#### Noise tests

1. Noise tests must be conducted in an open area with a space of at least 10 metres between the motorcycle being tested and walls or other obstacles. There should be a minimum amount of ambient noise in the area.
2. The measuring equipment must be calibrated prior to the test and recalibrated at regular intervals.
3. The measuring equipment should be placed 50 cm from the end of the exhaust pipe and at 45-degree angle to the pipe either to the side or above. The maximum noise level at all times is prescribed in the Technical Rules of each class.

### 3. DISCIPLINARY AND ARBITRATION CODE

#### 3.1. PRINCIPLES

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

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

#### 3.2. PENALTIES

The penalties are:

- warnings
- fines
- change of position
- time penalties
- grid penalty
- disqualification
- withdrawal of Championship points
- suspension
- exclusion

##### 3.2.1. Definition and application of penalties

Warnings:	can be made privately or publicly, and can be made without a hearing.
Fines:	cash penalty up to 50'000€ A fine of up to 1'000 Euros can be imposed without a prior hearing being necessary. However, the right of protest remains as set out in Article 3.4.1.
Change of position:	the rider must go back the number of positions decided by the MiniGP Race Direction.
Time penalties:	the imposition of time affecting the rider's actual result up to 1 minutes and the cancellation of time.
Grid penalty:	the imposition of a drop of any number of grid positions or the imposition of starting the race from the pit lane exit at the rider's next race or next event.

A grid position penalty may be imposed without a prior hearing being necessary. However, the right of protest remains as set out in Article 3.4.1.

**Disqualification:** entails automatically, and independently of any other penalty, the invalidation of the results obtained in an event, practice, race or ranking. An immediate disqualification from a practice session or a race may also be pronounced by means of a black flag, black flag with orange disc.

**Withdrawal of championship points:** the loss of points from the Championship races already run.

**Suspension:** entails the loss of rights to participate for a specified period of time in any activity under FIM control. The application of this penalty may also be applied in the Championship, to one or more practice sessions (or part thereof), or races. A suspension penalty from one or more official practice sessions (or part thereof) of the event may be imposed without a prior hearing being necessary. However, the right of protest remains as set out in Article 3.4.1.

**Exclusion:** the final and complete loss of all rights of participation in any activity under FIM control.

### **3.2.2. Plurality of penalties**

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

## **3.3. THE DISCIPLINARY AND ARBITRATION BODIES**

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

- The Race Direction
- The FIM MiniGP Stewards
- The FIM Appeal Stewards

- The International Disciplinary Court (CDI)

### **3.3.1. The MiniGP Race Direction**

#### **3.3.1.1. Constitution**

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

#### **3.3.1.2. Authority and Competence**

The MiniGP Race Direction has the authority to refer any case involving riders, teams' personnel, officials, promoters/organisers and all the persons involved in any capacity whatsoever in an event or in the Championship, to the FIM MiniGP Stewards for possible disciplinary action for:

- Infringements of the Regulations.
- any voluntary or involuntary action or deed accomplished by a person or a group of persons during a meeting, contrary to the current Regulations or instructions given by an official of the meeting.
- any voluntary or involuntary action of Officials and Promoters/Organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations and Protocols covering the event organisation.

### **3.3.2. The FIM MiniGP Stewards Panel**

#### **3.3.2.1. Constitution**

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

#### **3.3.2.2. Authority and Competence**

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

- Infringements of the Regulations.
- any voluntary or involuntary action or deed accomplished by a person or a group of persons during a meeting, contrary to the current Regulations or instructions given by an official of the meeting.

- any corrupt or fraudulent act, or any action prejudicial to the interests of the meetings or of the sport, carried out by a person or a group of persons occurring during an event.

- any voluntary or involuntary action of Officials and Promoters/Organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations and Protocols covering the event organisation.

The FIM MiniGP Stewards are competent to adjudicate upon a protest relating to infringements of the Regulations.

### **3.3.2.3. Penalties that may be pronounced by the FIM MiniGP Stewards Panel:**

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

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

### **3.3.3. The FIM Appeal Stewards**

#### **3.3.3.1 Constitution**

The FIM Appeal Stewards will consist of:

- one FIM Steward with FIM Sporting Steward Superlicence, who will be the chairman of the FIM Appeal Stewards and exercise a casting vote if necessary. This Steward will be nominated by the FIM and approved by the Permanent Bureau,
- and one FMNR Steward with FIM Sporting Steward Licence, nominated by the FMNR and approved by the FIM.

#### **3.3.3.2 Authority and Competence**

The FIM Appeal Stewards will hear any appeals against decisions taken by the FIM MiniGP Stewards.

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

The FIM Appeal Stewards may refer the case to the International Disciplinary Court if it appears impossible to deal with the case for any

valid reason. Such a decision will be justified in writing by the FIM Appeal Stewards.

### **3.3.4. The List of International Judges**

The List of International Judges (LJI) is composed of qualified persons from which the members of the International Disciplinary Court (CDI) or Arbitration and Advisory Tribunal (TAC) are nominated.

#### **3.3.4.1. Constitution**

The List of International Judges (LJI) shall consist of members put forward by FMNs. The appointments shall be confirmed by the General Assembly for 4-year periods pursuant to Art. 12.1.7.q of FIM Statutes.

#### **3.3.4.2. Qualifications**

In order to qualify for appointment to the List of International Judges (LJI), a candidate must be in possession of a diploma in Law studies of University level. He must be able to express himself in at least one of the official languages of the FIM. He cannot however be an officer or a licence holder of the FIM.

### **3.3.5. The International Disciplinary Court (CDI)**

#### **3.3.5.1. Appointment of the Members**

The Director of the List of International Judges (LJI) of the FIM will appoint each time, the President and the members who will constitute the CDI.

#### **3.3.5.2. Procedures**

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

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

#### **3.3.5.3. Authority and Competences**

The CDI will hear any appeals against decisions taken by the FIM Appeal Stewards.

The CDI adjudicates upon request of the FIM MiniGP or the FIM Appeal Stewards.

### **3.3.6. The FIM as a Party in the Legal Proceedings**

#### **3.3.6.1. Function**

For all the appeals to the CDI, the FIM is entitled to assert its interests or to explain its position by means of a prosecution address.

#### **3.3.6.2. Appointment**

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

#### **3.3.6.3. Procedure**

The intervention of the FIM is optional and is left to the appreciation of the Executive Board.

As a party, the FIM enjoys the same rights and obligations as the other parties.

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

## **3.4. PROTESTS AND APPEALS**

### **3.4.1. Protests**

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

#### **3.4.1.1. Right of protest**

A protest can be lodged against:

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

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

- a change of position.
- a time penalty given in lieu of any penalty not subject to protest.
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc
- a grid penalty for the race of the event.
- a cancellation of the lap time concerned for a rider exceeding the track limits during practices.
- a disqualification from the practice sessions or the race following a positive result to the breath alcohol test carried out at the event.

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

#### **3.4.1.2. Procedure and time limit for protests**

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

Each protest must specify:

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

Each protest must refer to a single subject only and the intention to protest must be notified to the Race Direction or the FIM MiniGP Stewards

- within 30 minutes of the publication of the results in the case of Sporting Regulation protests
- before the chequered flag of the session in the case of Technical Regulation protests.

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

A protest against the eligibility of a rider, team or a motorcycle to enter a class or event must be made before the start of the official practice. A protest against a machine on technical control compliance grounds (e.g., weight, noise, materials, etc.) may be made after the start of official practice, and must be informed to the Race Direction or the FIM Stewards before the chequered flag of the practice session or race concerned.

#### **3.4.1.3. Security Deposit for Protests**

Protests must be handed to a responsible official (Clerk of the Course, MiniGP Race Director, FIM Steward or Secretary of the Meeting) together with the security deposit of 330 Euros or equivalent

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

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

#### **3.4.1.4. Hearing of a protest**

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

#### **3.4.1.5. Effect of the decision upon a protest**

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

#### **3.4.2. Appeals**

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

##### **3.4.2.1. Right of appeal**

The rules concerning appeals against FIM disciplinary decisions are:

1. To the FIM Appeal Stewards against a decision of the FIM MiniGP Stewards.

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

- a change of position.
- a time penalty given in lieu of any penalty not subject to appeal.
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a grid penalty for the race of the event.
- a cancellation of the lap time concerned for a rider exceeding the track limits during practices.
- a disqualification from the practice sessions or the race following a positive result to the breath alcohol test carried out at the event.
- a suspension from one or more official practice sessions (or part thereof) of the event.

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

When no appeal may be lodged the decision of the FIM Stewards is final.

## 2. To the CDI against a decision of the FIM Appeal Stewards.

The decision of the CDI is final.

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

## 3. To the Court of Arbitration for Sports (CAS).

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

- a change of position.
- a time penalty given in lieu of any penalty not subject to appeal.
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a grid penalty for the race of the event.
- a cancellation of the lap time concerned for a rider exceeding the track limits during practices.
- a disqualification from the practice sessions or the race following a positive result to the breath alcohol test carried out at the event.
- a suspension from one or more practice sessions (or part thereof) of the event.

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

### **3.4.2.2. Time limits for the lodging of an appeal**

The time limit for lodging a statement of appeal is:

Against a decision of the FIM MiniGP Stewards - 1 hour

Against a decision of the FIM Appeal Stewards - 1 hour  
Statement of appeal before the International Disciplinary Court (CDI)  
- 10 days

Against a decision of the International Disciplinary Court (CDI) before  
the Court of Arbitration for Sports (CAS) - 5 days

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

#### **3.4.2.3. Lodging of an appeal**

To be admissible, the statement of appeal must be submitted in writing (appeal before the FIM Appeal Stewards) or submitted or sent by registered letter or special courier or by electronic mail to the FIM Administration and postmarked (appeal before the CDI).

The correct security deposit for appeal must be paid to the FIM MiniGP Stewards (appeal before the FIM Appeal Stewards) or paid in to the FIM Administration (appeal before the CDI), as the case may be.

Within 10 days following the statement of appeal before the CDI, the appellant assigns to the FIM Administration a brief of appeal stating the facts.

If the appeal was not lodged and/or the security deposit for appeal not paid within the deadline specified, the appeal will be declared inadmissible without hearing.

#### **3.4.2.4. Security deposit for appeals**

The amount of the security deposit is 660 Euros.

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

#### **3.4.3. Security deposit payable upon an adjournment**

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

#### **3.4.4. Time limits to be observed for appeal hearings**

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

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

The FIM Appeal Stewards and the CDI must in all cases pronounce a decision.

#### **3.4.5. Effect of an appeal**

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

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

### **3.5. PROCEDURE BEFORE ALL THE DISCIPLINARY AND ARBITRATION BODIES**

#### **3.5.1. Right to a hearing**

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

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

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

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

#### **3.5.2. The hearing**

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

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

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

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

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

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

### **3.5.3. Witnesses and Experts**

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

The disciplinary or arbitration body has no authority to oblige the witnesses to swear an oath; therefore, testimony shall be given freely. The witnesses may only testify to the facts they know and shall not be allowed to express an opinion, unless the disciplinary or arbitration body should regard them as experts on a particular subject and should ask them to do so.

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

The Court may summon experts.

### **3.5.4. Judgement**

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

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

### **3.5.5. Notification of judgements**

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

All judgements of the CDI must be notified, in writing, by registered letter with acknowledgement of receipt or by electronic mail in order to inform all the parties concerned.

### **3.5.6. Publication of judgements**

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

Furthermore, final decisions will be published by press release, in the Media Centre and in the FIM website and/or FIM Magazine unless the Court itself decides otherwise.

### **3.6. COSTS OF PROCEDURE**

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

#### **3.6.1. Payment of fines and costs**

If the penalty is definitive, all fines must be paid into the Benevolent Fund before the beginning of the first practice of the second round following the final decision. The costs must be paid to the FIM Administration within 30 days of notification of the judgement decision according to Article 3.5.5.

The person or body affected by the decision shall be automatically suspended from participation in all FIM activities, until such time as full payment has been received.

### **3.7. RECIPROCITY OF PENALTIES**

As a consequence of the agreement of reciprocity concluded on April 30th, 1848 between the 4 organisations controlling motorised sports internationally, i.e., in addition to the FIM, namely:

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

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

### **3.8. LAW OF MERCY**

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

### **3.9. ARBITRATION CLAUSE**

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

#### 4. CIRCUIT STANDARDS

- The FIM will be in charge of and responsible for the circuit homologation,
- Compulsory requirements:
  - Must be a permanent miniracing or karting circuit.
  - Minimum length: 700m
  - Minimum width: 7m
  - Must have start lights (races cannot be started with flags).
  - Minimum medical services:
    - Must comply with the minimum requirements of the country's national laws
    - However, as a minimum: 2 medical staff + 1 ambulance
  - Minimum track services:
    - Adequate track services must be provided with sufficient track and flag marshals to be able to cover the whole track
    - All parts of the track must be reachable by the track marshals and no part of the track must be left uncovered.
    - The sufficient amount of flags and fire extinguishers must be available.
  - There must be an electronic timekeeping service.
- Recommended standards:
  - Minimum distance main straight: 100m.
  - Distance between two track adjacent sections 5 meters minimum.

In any case the circuit shall comply with the minimum (safety) standards provided for by the national laws/rules of the country in which the relevant event(s) is(are) taking place.

## **5. MEDICAL CODE**

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

## **6. ANTI-DOPING CODE**

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

## **7. ENVIRONMENTAL CODE**

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

## **8. CODE OF ETHICS**

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

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