



**FEDERATION INTERNATIONALE
DE MOTOCYCLISME**

**FIM BAGGER WORLD CUP
REGULATIONS**

2026

RÈGLEMENTS

FIM DE LA COUPE DU MONDE BAGGER



BWC

**FIM Bagger World Cup
Regulations
*Draft***



EDITION 2026

update 18 May 2026

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YEAR 2026		
Version	Applicable as from	Modified paragraphs / Articles n°
1	18.05.2026	<u>SPORTING REGULATIONS</u> Art. 1.18.18; Art. 1.19.1; Art. 1.19.2; Art. 1.21.10; Art. 1.22.1; Art. 1.22.2; Art. 1.22.6; Art. 1.25.1; Art. 1.26.1
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Articles amended as from 1.1.2026 are in bold type
Articles amended during season 2026 are in red and bold type

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AMENDMENTS TO THE REGULATIONS

The Harley-Davidson Bagger World Cup Commission (may be referred to as “Commission”) and the Grand Prix Permanent Bureau may at any time amend any or all provisions of the Regulations.

Any changes will be made electronically, and the latest on-line version will be the prevailing version.

The Commission is competent to study any proposal of changes to the FIM Harley-Davidson Bagger World Cup Regulations.

The Commission consists of:

- One Representative appointed by the Fédération Internationale de Motocyclisme (FIM).
- One Representative appointed by DORNA.
- One representative appointed by Harley-Davidson.

The Representative of DORNA will be the Chairman of the Commission. If the Chairman is unavailable for any reason, the Representative from Harley-Davidson will assume and fulfil the Chairman’s duties and obligations during the period of unavailability.

Any resolution voted by the Commission shall require the simple majority and the Chairman will have the casting vote in case of a tie.

Meetings of the Commission will take place at the earliest opportunity following a request for a meeting by any Representative. Meetings may be held in-person or by electronic means.

The Permanent Bureau consists of:

- One Representative of the Fédération Internationale de Motocyclisme (FIM).
- One Representative of DORNA.

which shall meet as necessary to discuss and decide on all issues of the FIM Bagger World Cup pertinent to the respective interests of the members.

The calling of meetings of the Permanent Bureau, the procedures during such meetings and the appointment and/or vacancy of representatives shall be as mutually agreed by the members from time to time provided always that a decision of the Permanent Bureau shall only be effective with and upon the unanimous vote of the members. Meetings may be held in-person or by electronic means.

GENERAL UNDERTAKINGS AND CONDITIONS

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 riders, teams' personnel, officials, organizers and all the persons involved in any capacity whatsoever participating in the FIM Harley-Davidson Bagger World Cup (may be referred to as "Cup") undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

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

as supplemented and amended from time to time.

All the persons mentioned above may be penalised in accordance with the provisions of the FIM Harley-Davidson Bagger World Cup Regulations (may be 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, and Pit lane must wear an appropriate pass at all times during the Event.

1. SPORTING REGULATIONS

1.1 INTRODUCTION

1.1.1

A series of motorcycle races counting toward the FIM Bagger World Cup for riders will be organised.

This series, featuring Harley-Davidson motorcycles, will be commercially known as: FIM Harley-Davidson Bagger World Cup.

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 Cup Race Direction and FIM Stewards during that period.

1.2.2

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

1.2.3

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

1.2.4

Any activity involving 4 wheeled vehicular use of the track during the event, including demonstrations, displays or the suchlike activity must receive prior approval from DORNA.

1.2.5

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.

1.2.6

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

1.2.7

The Promoter will arrange third party liability insurance including cover for all participants, teams, sponsors, service companies, officials, FIM, DORNA, IRTA, etc.

The cover provided for each event shall be at least €10 million, with the exception of the USA and Canada, where the cover shall be different.

The Promoter will send a copy of such liability insurance to Dorna by courier or electronic means, at least 30 days prior to its event. At least 15 days prior to the event; Dorna shall let the Promoter know if some amendments must be made to the aforesaid liability insurance to meet the insurance laws of the organiser’s country.

The validity of the insurance must start at 00:00 hr, on the Monday (or Sunday in the case of Saturday races) before the race and finish at 24:00 hrs on the Monday (or Sunday in the case of Saturday races) after the race.

1.2.8

At least 90 days prior to the Event, the Promoters of the event must submit the following information to the FIM:

- a) Confirmation of the name and address of the Promoters, including email address and telephone 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 name and address of the company providing the third-party liability insurance cover and the number of the policy.
- e) Name and address of FMNR.
- f) The name of the Clerk of the Course (with FIM Clerk of the Course licence).
- g) The name, address and telephone number of the Chief Medical Officer.
- h) 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-hour attendance at the gates providing vehicular access to the circuit and paddock.

1.3.4

When the Paddock is occupied there must be an adequate medical and fire fighting service available to all riders, teams, manufacturers, sponsors, service companies, officials, FIM, Dorna, IRTA, etc.

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

Refer also to the specific Cup requirements in the FIM Circuit Standards regulations.

1.3.5

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

1.4 OFFICIALS

1.4.1 Permanent Officials

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

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

Cup Race Director

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

The Cup Race Director is also responsible for all communications between the Cup Event Management Committee and the FIM Stewards.

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

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

The Cup 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/she deems it necessary, the making of any proposal to the Cup 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/she 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.

FIM Medical Officer

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

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.

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

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

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

- c) Taking decisions to ensure the smooth and efficient running of the event.
- d) Ensuring that the event is run within the Regulations.
- e) Notification of protests to the FIM Stewards.

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

1.4.2.2 Secretaries

Responsible for:

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

1.4.2.3 Other Officials

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

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

1.4.3 The Cup Race Direction

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

1.4.4 The FIM Stewards

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

1.5 CUP EVENT MANAGEMENT

1.5.1

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

- The Cup Race Director - who will chair the meetings.
- The FIM Medical Officer.
- The Clerk of the Course.
- The Cup FIM Chief Steward.
- The Cup Dorna representative.
- The Cup Harley-Davidson representative.
- The Cup Technical Director appointed by Harley-Davidson.

1.5.2

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

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

1.5.3

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

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

1.5.4

The quorum for a meeting of the Cup Event Management Committee is three persons.

1.5.5

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

1.5.6

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

1.5.7

The duties of the Cup Event Management Committee are:

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

1.6 CUP RACE DIRECTION

1.6.1

The Cup Race Direction will comprise the following persons:

- The Cup Race Director (also acting as DORNA Representative)
- The Cup FIM Chief Steward (also acting as FIM Representative)
- The Cup Harley-Davidson Representative

1.6.2

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

1.6.3

Each member has one vote. Decisions are based on a simple majority, in the case of a tie, the Cup Race Director has the casting vote.

1.6.4

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

1.6.5

The duties of the Cup Race Direction are:

- a) To take decisions as provided in the Regulations.
- b) To oversee operational matters to ensure the safe, efficient, and timely running of the event according to the Cup 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 Cup Race Direction may issue pre-race instructions or clarifications and in specific cases even create pre-race regulations (e.g. to take into account the local conditions at a particular circuit). However, such actions may only be taken within the limits set out by the Regulations.

1.7 THE CUP FIM STEWARDS

1.7.1

There will be a panel of up to three FIM Cup Stewards (with FIM Sporting Steward licence) supervised by the Chairman, who will chair the meetings.

1.7.2

The Chairman and the Stewards are responsible for enforcing the Regulations. All Stewards shall be approved by the Permanent Bureau.

1.7.3

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

1.7.4

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

1.7.5

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

1.7.6

The FIM Stewards 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 FIM Stewards must be communicated in writing to the Cup Race Direction and all affected parties.

Decisions of the Cup FIM Stewards taken during track activities (practice and races) may be communicated by electronic means including on monitors. Such communications on public screens are considered valid notification.

1.8 THE CALENDAR

1.8.1

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

1.8.2

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

1.8.3

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

1.9 MOTORCYCLES

1.9.1 Classes

The class admitted is defined according to Article 2.

1.9.2 Means of propulsion

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

1.10 ELIGIBLE COMPETITORS

1.10.1

Riders must hold a valid Licence issued by an FMN. The FIM insurance cover linked with that licence will be in force.

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

In case of multiple nationalities, the rider chooses which Nation he/she will represent at the beginning of his/her career when ordering his/her first FIM licence.

In case of loss or change of nationality or force majeure, the rider can request a change in sport nationality to the FIM, only before the start of a season (when he/she orders his/her new FIM licence).

The rider will compete during the whole season under his/her national flag, earning poles, sprint victories, podiums, wins and titles for that nation only.

1.10.2 Minimum Age

Licences for riders are issued only when the minimum age of 18 years old has been attained.

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

1.10.3 Maximum Age

The limit for the maximum age finishes at the end of the year in which the rider reaches the age of 55.

1.11 ENTRIES

1.11.1

Teams must submit their proposed entries to the Harley-Davidson Baggers World Cup organization by the deadline notified by Harley-Davidson. Approval of entries is at the sole discretion of Harley-Davidson.

1.11.2

Except when special dispensation is granted by Harley-Davidson each entry commits the team to designate a rider to compete in all the events of the Cup. Exceptions in every case are at the discretion of Harley-Davidson and can be made as follows:

- i) A team may withdraw a rider from an event which has already started, due to injury of the rider, irreparable damage to the motorcycle(s) or in case of "Force Majeure" including rider changes in consultation with Harley-Davidson. A withdrawal for medical reasons must be supported by a letter from the Chief Medical Officer of the meeting or the FIM Medical Officer.

The team may choose to substitute another rider for the withdrawn rider, with the deadline for substitution of the entered rider being two hours after the end of the Free Practice 2.

A substitute rider may not be a rider currently contracted in the Cup, unless approved by the Commission. If approved, the team from which the substitute rider is taken must fulfill their current entry obligations.

Substitute riders are subject to approval by Harley-Davidson and must meet the requirements of these Regulations.

- ii) A team may withdraw a rider from additional events in the Cup only for medical reasons or other reasons of “Force Majeure” including rider changes in consultation with the Harley-Davidson. Withdrawals for medical reasons must be supported by a letter from a qualified Doctor and are subject to approval by Harley-Davidson.

Teams must make every reasonable effort to provide a qualified substitute rider to fulfil their entry obligations within 4 days of withdrawal, with any force majeure exception at the sole discretion of H-D. The deadline for substitution or replacement of the entered rider is two hours after the end of the Free Practice 2 session.

A substitute rider may not be a rider currently contracted in the Cup, unless approved by the Commission. If approved, the team from which the substitute rider is taken must fulfill their current entry obligations.

Substitute riders are subject to approval of Harley-Davidson and must meet the requirements of these Regulations.

- iii) For reasons not being medical reasons and not being reasons of “Force Majeure”, and subject to the Team obtaining the approval of Harley-Davidson, a Team may replace a rider which that Team has entered in the Cup with another rider (“replacement rider”) for remaining rounds of the Cup.

A replacement rider may not be a rider currently contracted in the Cup, unless approved by the Commission. If approved, the team from which the substitute rider is taken must fulfill their current entry obligations.

Replacement riders are subject to approval by the Harley-Davidson and must meet the requirements of these Regulations.

If a team is unable to provide a substitute or replacement rider, then Harley-Davidson may decide to allow another team to enter a rider, on an event by event basis, to reach the required number of entries. Article 1.10.1 will apply to all replacement and substitute riders.

1.11.3 Public Pronouncements by Teams and Riders

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

- b) Public pronouncements which harm irresponsibly the lawful interest of the Cup or which are contrary to the integrity of the Cup, MotoGP or the sport shall include, but not be limited to:
- public statements or comments to the media that irresponsibly attack, disparage, disrepute or damage the Cup Members.
 - Public comments that members and Riders of the Team know, or should reasonably know, will irresponsibly harm the reputation, image or best interests of the sport and/or any of the Cup Members are expressly covered by this regulation.
 - It is understood that responsible expressions of legitimate disagreement with the Cup Members and/or Cup policies are not prohibited.

1.11.4

Every rider accepted for participation must comply with the requirements to participate in certain promotional activities as defined by Harley-Davidson.

- a) Riders must comply in full with the podium procedures as designated in the Regulations.
- b) Riders must comply with promotional activities as requested by Harley-Davidson. Such activities may include, but are not limited to the following:
pre-Event press conference, other pre-Event activities, autograph signing sessions, parades, fan engagement activities.
- c) Riders may be granted permission by H-D to not attend any particular promotional activity for reasons such as, but not limited to, injury or receiving medical attention at a time that coincides with such promotional activity. Requests for non-participation must be submitted to H-D, whose decision will be final.

1.11.5

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

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

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

1.11.6

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

1.11.7

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

1.11.8

A rider competing in the FIM Harley-Davidson Bagger World Cup is not permitted to participate in any other Grand Prix or non-Grand Prix class practices or races at the same event, unless authorised by Harley-Davidson.

A rider may be approved by Harley-Davidson to replace a rider in a Grand Prix class, however this rider may not take part in any further Cup sessions at that event from the time they are approved as a replacement for the GP class.

1.12 STARTING NUMBERS

1.12.1

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

1.13 SCHEDULE

1.13.1

The Event schedule will be published before each event.

1.13.2

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

- i) Prior to the event by FIM, Dorna and Harley-Davidson.
- ii) During the event by the Cup Race Direction.

1.13.3

The schedule may include an allotted time for riders and teams to make familiarisation track laps by foot. Scooters and bicycles are forbidden.

All traffic at this time must be in the circuit direction.

The use of scooters on track during the entire event is forbidden, including the set-up days prior to the official event start. Exceptions are made for Circuit and Organisation staff who are required to be on track for the purposes of set-up and maintenance of the facilities.

1.14 TECHNICAL CONTROL, MEDICAL CONTROL, DOPING CONTROL

1.14.1

Teams may present only one motorcycle per rider for Technical control which will be carried out according the published schedule prior to the first practice.

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

1.14.2

The procedure for Technical Control is described in the Technical Regulations, Article 2.

The procedure for Medical Control is described in the Medical Code, Article 5. Additionally, the procedure for Alcohol Control is described in the Medical Code appendix N.

The procedures for Doping Control are described in the FIM Anti-Doping Code, Article 6.

1.15 PRACTICE & TESTING

1.15.1 Practice & Testing Restrictions

- a) A Cup event is defined as starting at the scheduled time for Cup Technical and Sporting checks, usually a Thursday. This time and date is used when determining the number of days before an Event in regards to testing restrictions.
- b) Rider Training and Track Familiarisation is permitted at any time at any racing circuit under the following conditions:
 - The use of the official Cup motorcycles is not permitted, other than at Official Cup tests, or activities authorized by the Cup Race Direction.

- Such on-track activity is not permitted within the 7 days before a Cup Event at that circuit unless authorised by the Cup Race Direction. This includes private testing and participation in organised events at that circuit during this time period.
- Rider training at venues other than racing circuits (eg. Motocross, Off-road tracks, etc.) is not restricted.
- Substitute or replacement riders are not subject to any testing restrictions.

1.15.1.1 Testing

Practice and testing by contracted riders and teams using official Cup machines is permitted as follows:

- a) Practice included in the schedule of the events.
- b) Participation in Official Cup tests.
- c) Any activity authorised by Cup Race Direction.

1.15.2 Practice Sessions

- i) Riders will commence practice from the pit lane, or other designated area, when the green light (or other signal as defined by Race Direction) is displayed at the exit.
- ii) The duration of practice will commence from the illumination of the green light (or other signal as defined by Race Direction). 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. The end of a practice session is determined by the end of the allotted time for the session as shown by official timekeeping. A rider's time will continue to be recorded until he passes the finish line after the allotted time has elapsed. After the chequered flag, riders should reduce speed and proceed with caution, completing one pit-in lap prior to entering the pits.
- iv) If practice is interrupted due to an incident or any other reason, then a red light/flag will be displayed at the start line and at all marshal 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 light/flags were displayed 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 apply cleaning materials to the track surface without prior instructions and/or authorisation from the Cup Race Director.

1.15.3 Motorcycles

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

Riders may use another motorcycle only in the case of irreparable damage to the principal machine, and only with authorisation at the sole discretion of the Technical Director in consultation with Harley-Davidson. The process of authorizing use of a new machine is not possible during a practice session or after the pit lane closes for the sighting lap of the race.

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, within the confines of the circuit first line of protection.

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

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

1.15.5 Qualification for the Race

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

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

The Cup Race Direction may grant a waiver in an exceptional case of force majeure, for a contracted rider in the Cup.

1.16 GRID POSITIONS

1.16.1

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

1.16.2

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

Each line will be offset.

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

1.16.3

Grid positions for all races (in case there is more than one race at an event) will be based on the fastest time recorded by the riders during the qualifying practice.

In the case of a Qualifying session being interrupted and unable to be restarted, the following will apply:

- If the session has run for at least 50% of the allocated time, the session will be considered to be complete and the results valid.
- If the session has completed less than 50% of the allocated time, the session will be considered to be cancelled.

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

1.16.4

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

1.16.5

The final grid will be published, in principle no later than one hour before the start of the race.

1.16.6

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

Cup 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 (eg. 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, then enter pit lane at the end of the sighting lap, in order to start the race from pit lane.

1.17 RACES

1.17.1

The length of races will be published before each event.

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

1.17.2

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

1.17.3

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

1.18 STANDARD START PROCEDURE

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

1.18.1

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.

1.18.2

10 Minutes before the Start of the Warm Up lap - Pit lane exit opens for sighting laps. Green lights on at the pit lane exit. Count-down boards of 5, 4, 3, 2 and 1 minutes are shown at the pit exit.

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

1.18.3

5 Minutes before the Start of the Warm Up lap - Pit lane exit closes.

Red lights on at the pit lane exit.

1.18.4

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 will take their published grid position and will serve a double long lap penalty in the race, when instructed by Race Direction.

1.18.5

When riders reach the grid after the sighting lap(s) they must stop at the rear of the grid and turn off the engine. The motorcycle will then be pushed at walking pace by a team member to the grid position. The rider may dismount or remain on the motorcycle to be pushed to the grid position.

Riders on the grid may be attended by up to five persons including one person who may hold an umbrella. All attendants on the grid must wear a "Grid Pass".

1.18.6

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".

1.18.7

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

Tyre warmers may be used on the grid. One generator per machine may be used to power tyre warmers on the grid.

All adjustments must be completed by the display of the 3-Minute board. After this board is displayed, riders/teams who still wish/need to make adjustments must push their machine to the pit lane. Such riders and their machines should 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 take their published grid position and will serve a double long lap penalty in the race, when instructed by Race Direction.

1.18.8

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

1.18.9

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

1.18.10

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

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

At this point, all persons other than two mechanics per rider, the person holding the umbrella for the rider, the television crew authorised by the Cup organiser and essential officials must leave the grid.

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

1.18.11

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

Immediate removal of tyre warmers from machines on the grid.

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

1.18.12

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

All riders must be in position on the grid with engines running. No further assistance from mechanics is permitted. Any rider who is unable to start their machine must remove it to the pit lane, under the control of the grid marshals, where they may make further attempts to start it. Such riders may start the warm up lap from the pit lane and will take their published grid position and will serve a double long lap penalty in the race, when instructed by Race Direction.

1.18.13

2 Minutes (approximately) 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 officials 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 take their published grid position and will serve a double long lap penalty in the race, when instructed by Race Direction, provided they exit before the pit lane is closed and reach the grid before the Safety Car. If they do not exit before pit lane is closed, they will start the race from pit lane.

Team personnel are not permitted to re-enter the grid after it has been cleared, unless instructed to do so by an official.

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

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

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

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

An official will stand at the front of the grid holding a red flag 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 their machine on the warm up lap may return to the pit lane and make repairs.

In all cases of a rider starting the warm up lap from pit lane, and then starting the race from pit lane, only the penalty for starting the race from pit lane applies. Penalties applied by the Cup FIM Stewards for other infractions remain valid and will be served as usual.

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

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

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

1.18.14

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

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

If the red lights' device is fed by normal power (electricity) supply, it must also be connected to a set of suitable 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 Cup FIM Stewards. The standard penalty is two Long Lap Penalties as described in Article 1.19.2. The two Long Laps must be completed within 5 laps of the rider receiving notification of the penalty. Other penalties may be imposed.

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

In the case of a minor movement and subsequent stop 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.

1.18.15

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.

1.18.16

After the official pit lane start time delay, the pit lane exit will be opened (green light/flag on or red light/flag off) 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.

1.18.17

In the interests of safety, when more than 10 riders will start the race from pit lane exit, the start will be delayed and a new start procedure will take place (Quick Start).

If less than 11 riders will start the race from pit lane exit, they will follow the Pit Lane Race Start Protocol:

- Riders arriving at pit lane exit will be directed to line up in the painted grid positions, in the order that they arrive.

- After the race start the pit lane exit will open for the riders in pit lane.
- The use of Launch Control electronics is forbidden when starting the race from pit lane.
- For riders starting the race from a stationary position, from one of the painted grid positions in pit lane, the pit lane speed limit does not apply.
- Overtaking is forbidden until the broken white line defining the point where the pit exit road joins the race track.
- The solid white lines defining the pit exit rejoin lane must be respected, it is forbidden to cross these lines until after the broken white line where the pit exit road joins the race track.

1.18.18 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 signaling platform.
- Riders must stay in their grid position with helmets on, engines may be switched off.
- The machine(s) which caused the Start Delayed procedure will be removed to the pit lane, regardless of what work is needed to restart the machine. If they can be restarted the rider may start the warm up lap from pit lane, and will take their published grid position and will serve a double long lap penalty in the race, when instructed by Race Direction.
- After display of the Start Delayed board, a maximum of 2 mechanics per rider are allowed on the grid **with necessary equipment including tyre warmers, generators, stands, starter engines and tools.**
- 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 Dorna.
- The start procedure will be re-commenced at the **5-Minute board**, which the Starter will order to be displayed as soon as possible (normally as soon as all riders on the grid are attended by their team).

- Following the **3-Minute board**, 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 the Cup Race Direction.

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

1.18.19 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 (ie. 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 Cup Organization may react to specific situations by issuing different instructions.)

- The Rain On Grid Procedure board is displayed. This may be before or after the normal five minute countdown has started on the grid, but would normally be after the last bike has arrived at the grid.
- Any rider who does not arrive to the grid from the original sighting lap(s), or the additional sighting lap(s) in a Rain on Grid Procedure will take their published grid position and will serve a double long lap penalty in the race, when instructed by Race Direction.
- All machines and equipment must be pushed off the grid with wheel changes and adjustments being made in pit lane/pit box.
- Machines may be refuelled in pit lane/pit box.
- After the grid has been evacuated, a 5-minute countdown will commence to the opening of pit lane for a Quick Start procedure.
- After the countdown is completed the pit lane will be opened for sixty seconds and the procedures for Quick Start will be followed (ref. 1.18.21 below).
- The race distance may be shortened by the Race Director, in consultation with Harley-Davidson.

1.18.20 Wet Race Start (following all dry sessions)

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

- The declaration of Wet Race Start will be made as early as possible before the opening of the pit lane and communicated to teams.

- The pit lane will open on time and remain open for 10 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 Harley-Davidson.

1.18.21 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, followed by a Safety Car. Any rider delaying the progress of the sighting lap will be overtaken by the Safety Car. Any rider arriving behind the Safety Car must go into the pit lane. Such riders will have to start the warm up lap from the pit lane and will take their published grid position and will serve a double long lap penalty in the race, when instructed by Race Direction.
- 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 take their published grid position and will serve a double long lap penalty in the race, when instructed by Race Direction.
- Riders who exit pit lane for the sighting lap while it is closed (passing the red light) go to their grid position and must enter pit lane at end of Warm Up lap for a pit lane start. Non-compliance with the pit lane start will incur a Ride Through penalty.

- ONE mechanic only, per rider, may go onto the grid (without tools) to primarily indicate to the rider their position on the grid. In the case that the restarted race involves new grid positions, the mechanic should check their rider's new grid position from the classification displayed on the timing screen or from officials who will be positioned at the entry point to the grid with the revised starting grid information.
- Riders will arrive back on the starting grid and stop in their grid position, with engines running, no adjustments may be made. Any rider requiring repairs or adjustments on the sighting lap must enter the pit lane.
- As soon as the last bike arrives to the grid or the Safety Car arrives on the back of the grid, a 30-seconds board will be displayed at the front of the grid. At this point the mechanics must immediately leave the grid by the quickest route. The 30 seconds may be reduced at the discretion of the Starter when the grid is cleared and it is considered safe.
- After 30 seconds have elapsed and/or the grid is clear, a green flag will be shown to start the warm up lap.
- The riders will make one warm up lap at unrestricted speed, followed by a Safety Car. When the last rider has passed the pit exit lights it will be opened for a period of 30 seconds to release any rider waiting. After 30 seconds, the pit lane exit will remain closed until after the start of the race. Any rider not able to leave the pit exit whilst it is open will start the race from the pit exit. Any rider delaying the progress of the warm up lap will be overtaken by the Safety Car.
- Upon arrival back at the starting grid the normal start procedure will be followed, with the start signal given in the normal manner.
- Riders who started the warm up lap from the pit lane must take their published grid position and will serve a double long lap penalty in the race, when instructed by Race Direction.

Any rider arriving at the pit lane entry point after the Safety Car must enter the pit lane and start the race from the pit lane exit.

- After the start signal has been given, the pit exit will be opened after the official pit lane start time delay, 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 the Cup Race Direction as necessary in cases other than an interrupted race (for example a delayed start procedure).

1.19 SPECIAL RACE PENALTIES PROCEDURES

Among various penalties, the FIM Cup Stewards may apply the following ones:

1.19.1 Ride Through Procedure

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

The rider must respect the speed limit (Art. 1.21.14), in the pit lane. In case of infraction of this speed limit, the rider will be penalised by the FIM Stewards (default penalty is 2X Long Lap penalty, however other penalties may be imposed), and repeated infractions during the race will be further penalised.

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

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

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

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

In the case where the organisation has been unable to, or has decided not to signal the ride through penalty before the end of the race, the relevant rider will be inflicted with a time penalty as determined by the FIM Stewards to reflect the ride through time, and notified to teams before the race.

1.19.2 Long Lap Procedure

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

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

If the rider does not comply after the board has been presented 3 times the rider will be penalised with a 2 x Long Lap penalty or other penalty as decided by the FIM Stewards.

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

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

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

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

Overtaking is forbidden within the Long Lap route.

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

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

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

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

1.20 “WET” AND “DRY” RACES

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

1.20.1.1

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

1.20.1.2

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

1.21 BEHAVIOUR DURING PRACTICE AND RACE

1.21.1

Riders must obey the flag signals, the light signals, and the boards which convey instructions, including dashboard messages from Race Direction and warning signals. Any infringement to this rule will be penalised according to the provisions of article 1.22., or the relevant article for Race Direction messages and warning signals.

1.21.2

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

1.21.3

Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then they may rejoin it at the place indicated by the officials or at a place which does not provide an advantage to them. Advantage may be deemed to be gained, including by exceeding track limits and short-cutting as detailed in the Race Direction protocols.

Any infringement of this rule during the practices or warm up will be penalised by the cancellation of the lap time concerned and during the race, by a penalty decided by the FIM Stewards.

A time penalty may be imposed in place of a penalty where necessary, and further penalties may also be imposed, including cancellation of a lap for missing a significant portion of the track during a rejoin.

Penalties imposed during a race will be communicated via dashboard signals (where possible) and a board will be displayed for the rider at the start/finish line during a maximum of 3 laps. If the rider did not comply after the board has been presented 3 times (5 times in the case of a 2 x Long Lap penalty), they will be penalised by the FIM Stewards (penalties may include Long Lap, 2 x Long Lap, Ride Through, Black Flag).

1.21.4

After a crash or technical problem, non-running machines on track or in run-off areas will immediately be taken by the marshals behind the first line of protection where the marshals may assist the rider by lifting and/or holding the machine whilst repairs and/or adjustments are made. Any repairs or adjustments must be made behind the first line of protection, e.g. in the service road, by the rider working alone with no outside assistance except that given by the marshals.

Marshals may assist the rider to push the machine in order for the rider to restart the machine in the service road. No machines may be push-started track side of the first line of protection. No person other than marshals or riders are permitted on the track side of the first line of protection.

1.21.5

If the rider intends to retire, then they must park their motorcycle in a safe area as indicated by the marshals.

1.21.6

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

1.21.7

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

1.21.8

Riders may enter the pits during the race, but taking the motorcycle inside the pit box/tent is not permitted.

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

1.21.9

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

1.21.10

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 **signals**).

1.21.11

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.

1.21.12

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 including Race Direction messaging, lap trigger, GPS, legible messages on a pit board, or body movements by the rider or team. Onboard TV camera signals and radio communications are allowed, but only when such signals are for the purposes of and managed by Dorna.

1.21.13

All machines are required to carry onboard camera(s) and any other equipment such as for messaging and media if requested by the Cup Organiser. This may include the Dorna Onboard Module and the Official timing transponder.

The cameras and equipment must be carried during all practice sessions and the race (refer to the Technical Regulations for technical details).

1.21.14

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

* At some circuits, due to the narrowness of the pit-lane, the Safety Officer can set up a lower speed limit.

Infractions may be penalised with the prevailing instant fine by the FIM Cup Stewards and repeat offences may be subject to increased penalties. Further penalties may be applied for excessively high speed and for multiple offences during the season.

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

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

1.21.15

Stopping on the track during practices and races is forbidden.

1.21.16

During the practice sessions, practice starts are permitted;

- a) when it is safe to do so, at the pit lane exit before joining the track, except at circuits where this is specifically prohibited as notified by Race Direction, 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.

Infractions may be penalised by the Stewards.

1.21.17

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 rejoin the circuit when it is safe to do so.

It is forbidden to stop on the Start-Finish straight after the chequered flag for celebrations of any kind.

1.21.18

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

An exception is granted for the specified time before the start and after the end of Cup practice sessions, where machines may be ridden on a specified route between the garage/tent area and the pit lane. The route and time schedule will be advised to teams prior to the first practice session. Riding a machine in the paddock outside of this route or time schedule is forbidden.

1.21.19

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

1.21.20 Pit Lane Exit

The pit lane exit road will be defined by the Cup Race Direction and marked with painted lines. A broken 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 broken white line, during all track sessions (practice and race). Infractions may be penalised with an instant fine by the FIM Stewards, and further penalties may be applied.

1.22 FLAGS AND LIGHTS

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

All flags are presented waved.

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

The use of light panels in association with waved flags is compulsory in all circuits.

1.22.1 Flags and Lights Used to Provide Information:

- **Green Flag**

The track is clear.

This flag must be waved **and/or led panel displayed** at each **signalling** post for the first lap of each practice session and of the sighting lap.

This flag must be shown waved **and/or led panel displayed** at the **signalling** 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 by any reason other than rain, giving unexpected surface conditions. This can include isolated damp patches on a dry track, oil, gravel, grass or other debris.

This flag must be shown waved **and/or led panel displayed** at the **signalling** 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 including rain affecting the track surface.

This flag must be waved **and/or led panel displayed** at the **signalling** post.

- **Blue Flag**

Waved **and/or displayed** at the **signalling** post, this flag indicates to a rider that he/she is about to be overtaken.

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

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

Waved **and/or displayed** at a **signalling** post after the pit lane exit, this flag/**signal** 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**

The flag(s) will be waved at the finish line to indicate the finish of race or practice session. The finish of a practice session is determined by the official timekeeping as per Art. 1.15.2, the finish of a race is determined as per Art. 1.24.1.

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

The chequered black/white flag(s) will be waved together with the blue flag at the finish line when a rider(s) precedes closely the leader during the final lap before the finish line (see art. 1.24.1).

- **Green Light**

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

- **Flashing Blue Lights**

Will be switched on at the pit lane exit during practices and races, 1 minute after after the green light which opens pit lane, and will be switched off when the red light is displayed.

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

- **Yellow Flag**

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

A single yellow flag waved **and/or displayed** at the **signalling** post indicates that there is a danger ahead beside the track.

Two yellow flags waved **and/or displayed** together at the **signalling** post indicate that there is a hazard wholly or partly blocking the track.

The waving/**displaying** 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)/**signals** will be cancelled.

During a race, overtaking is forbidden up until the point where the green flag is waved **and/or displayed**. An infringement of this rule will result in a penalty.

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

Penalties imposed during a race will be communicated via dashboard signals (where possible) and boards will be displayed for the rider on the start/finish line. If the rider did not comply after the board has been presented 3 times (5 times in the case of a 2 x Long Lap penalty), they will be penalized. A time penalty may be imposed in place of a penalty where necessary, and further penalties may also be imposed.

During the final inspection lap, this flag must be waved **and displayed** at the exact place where the **signalling posts** will be positioned during the practices and races.

- **Red Flag and Red Lights**

When the race or practice is being interrupted, the red flag will be waved **and/or displayed** at each **signalling** 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 sighting 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 **and/or displayed** at each **signalling** 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/**signal** results from a penalty.

This flag can also be presented to a rider for a reason other than a penalty, eg. to rectify a non-dangerous technical problem such as a transponder problem, or to indicate to a rider on the sighting 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 **and/or displayed** at each **signalling** post together with the rider's number. This flag/**signal** informs the rider that their motorcycle has mechanical problems likely to endanger themselves or others, and that they must immediately leave the track. The rider cannot rejoin the track unless authorised to do so by an official.

1.22.3 Flag Dimension

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

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

1.22.4 Flag Colour

The Pantones for the colours are as follows:

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

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

1.22.5 Rider's number board

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

This board must be available at each flag marshal post.

1.22.6 Flags Marshals and Signalling posts

The location will be fixed during the circuit homologation.

1.22.7 Marshals Uniforms

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

1.23 MEDICAL CARS

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

1.24 FINISH OF A RACE AND RACE RESULTS

1.24.1

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

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

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

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

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

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

As soon as the chequered flag is shown, the red light will be switched on at the pit lane exit.

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.

1.24.2

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 plane of the finish line within the confines of the circuit first line of protection and not in the pit lane, (with the exception of Art. 1.25.1.d)) 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.

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

1.24.3

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

1.24.4

In case of a photo-finish between two or more riders, the decision shall be taken in favour of the 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.

1.24.5

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

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

1.25 INTERRUPTION OF A RACE

Note that in all cases of interrupted or restarted races, the number of laps completed refers to the race leader, and a fraction of laps (eg. 2/3, 3/4, 50%) is rounded down to the nearest whole number of laps.

1.25.1

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

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

- a) For all the riders who had crossed the finish line on the same lap as the leader before the red flag/**signal** was shown, a partial classification will be established at the end of this lap.
- b) For all the riders who had not crossed the finish line on the same lap as the leader before the red flag/**signal** was shown, a partial classification will be established at the end of the previous lap.
- c) The complete classification will be established by combining both partial classifications as per the lap/time procedure.
- d) Riders who have entered pit lane, which then closes due to a red flag/**signal**, may be classified according to the number of laps completed and the time of crossing the virtual finish line in the pit lane as follows:

If the rider has crossed the virtual finish line in pit lane, this time is used as the finish time.

If the rider has not crossed the virtual finish line in pit lane, the rider's last crossing of the finish line is used.

(in these cases, 1.24.2.b requiring the rider to cross the finish line on track does not apply).

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

Within 5 minutes after the red flag/**signal** has been displayed, riders who have not entered the pit lane by crossing the designated pit lane entry timekeeping point together with their motorcycle, will not be classified.

An exemption may be granted in exceptional circumstances (eg. post-race celebration in an interrupted race deemed to have been completed as per Art. 1.25.4.

1.25.2

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

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

1.25.3

If three laps have been completed by the leader of the race but less than four laps, then the race will be restarted according to Art. 1.26. If it is found impossible to restart the race, then the results will count and Cup points will be awarded as follows:

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

1.25.4

If the results calculated show that four laps have been completed by the leader of the race then the race will be deemed to have been completed and full Cup points will be awarded.

1.25.5

For the purposes of this regulation, the terms “active” and “actively competing” are defined as the rider riding on track, or attempting to repair/restart the machine, or to rejoin the track or return to pit lane, with the machine in a condition fit to rejoin the track. The FIM 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 Stewards’ decision.

1.26 RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

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

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

1.26.1

If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. After the riders have returned to the pits the Cup Race Director will announce, as soon as possible, 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/**signal**.

1.26.2

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

1.26.3

The start procedure will follow the Quick Start Procedure, Art. 1.18.21, unless otherwise informed by Cup Race Direction.

1.26.4

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

- i) In the case of situation described in 1.25.2 (less than 3 laps completed) above:
 - a) All riders may start, including riders who may not have completed the sighting lap for the original start.
 - b) Motorcycles may be repaired, refuelling is permitted.
 - c) The number of laps will be 4 laps. This race distance may be altered by Race Direction (up to and including to full race distance).
 - d) The grid positions will be as for the original race.
- ii) In the case of situation described in 1.25.3 above (3 laps completed but less than 4 laps completed):
 - a) Only riders who are classified as finishers in the first race, as per Art. 1.25, may re-start.
 - b) Motorcycles may be repaired, refuelling is permitted.
 - c) The number of laps of the second race will be the 4 laps. This race distance may be altered by Race Direction (up to and including to full race distance).
 - d) The grid positions will be based on the finishing order of the first race.

Riders who are classified 1 full lap down (having been lapped by the race leader) will start the restarted race from the pit lane.

Riders who are classified 2 or more full laps down (having been lapped more than once by the race leader) will not be eligible to restart.

- e) The final race classification will be established according to the position and the number of laps of each rider at the time he crossed the finish line at the end of the last part of the race. Provisions of Art. 1.24.2 will apply (except 1.24.2.b. for riders in pit lane who may cross the virtual finish line in pit lane).

1.26.5

In the case of Art. 1.25.3 (race interrupted with 3 or more laps completed), any start position penalties applying to a rider in the first race. e.g. a drop of grid position or starting the race from pit lane, will be considered to have been served at the original race start and will not apply to the restarted race.

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

In the case of Art. 1.25.2 (race interrupted with less than 3 laps completed) the new start will be a completely new race so therefore 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 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.

1.26.6

Should a re-started race be interrupted and the Cup Race Direction deems it possible to re-start, then the conditions for a further re-start will follow Art. 1.26.4, with the race distance and results defined as follows:

- a) If the re-started race is interrupted when 4 or more laps have been completed, the race will be deemed to have been completed and full Cup points awarded. The race classification will be according to Art. 1.26.4.ii.e.

- b) If the re-started race is interrupted when less than 4 laps have been completed, the race may be re-started a further time if possible, and the Cup Race Direction will determine the number of laps with a minimum of 4 laps. The grid will be based on the results of this interrupted race provided 3 full laps were completed (a race of less than 3 laps will be null and void and will not determine the grid or eligibility for a re-started race).
- c) If that further re-started race (third race) is interrupted when less than 4 laps have been completed, no further re-starts will be made.
- d) If the first race is re-started and none of the races (original or subsequent re-starts) have completed 4 or more laps, then the race is deemed to be cancelled and no Cup points will be awarded.
- e) The Cup Race Direction may reschedule re-started races in the race programme as necessary.

1.27 CHECK AREA

At the end of the race, or the final part of a race that has been interrupted, the first three motorcycles plus any other motorcycles specified by the Technical Director, must be removed to a check area pending inspection by the Technical Scrutineers or potential protests. Machines will normally be released from the check area 60 minutes after the finish of the race.

1.28 CHAMPIONSHIP POINTS AND CLASSIFICATION

1.28.1

Riders will compete for the FIM Bagger World Cup.

1.28.2

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

1.28.3

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

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

1.28.4

All races will count for the Cup classification.

1.28.5

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

1.29 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

1.29.1

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

1.29.2

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

1.29.3

Any communication from the Cup Race Director, the Race Direction, the Permanent Officials, the FIM Stewards 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, electronic notice board and official Timekeeping monitors. Similarly, any communication from a team or rider to the Cup Race Direction, the Permanent Officials, the FIM Stewards or the Clerk of the Course must also be made in writing including electronic means such as email.

1.30 TEAM PERSONNEL IN THE PIT LANE

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

1.30.1

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

1.30.2

The maximum number of team personnel per team in the working area in front of the pits is limited to 8 for a two-rider team, or 4 for a one-rider team, as per Art. 2.13.

1.30.3

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

1.30.4

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

2. TECHNICAL REGULATIONS

2.1 INTRODUCTION

2.1.1

The FIM Harley-Davidson Bagger World Cup is a single-machine competition.

The nominated motorcycle (may be referred to as “Machine”) is set forth in the Team/Rider Agreement and each rider will have one machine.

2.1.2

In keeping with the single-design regulations, it is strictly forbidden for any kind of unauthorised testing, including wind tunnel and dynamometer testing, to be carried out on the Machine by teams, riders, or any outside parties other than the official manufacturer.

2.1.3

Harley-Davidson will provide for the teams, one Machine per rider.

Dorna will provide and transport for the teams the following list of material, per rider:

- one Tool box, C24S
- one Grid trolley
- one Wheel box
- one Spare parts box
- one Tyre rack for 2 sets of tyres
- transport of one H-D provided Machine

2.1.4

In the Technical Regulations section, the term “Organiser” refers to Harley-Davidson.

2.2 TECHNICAL SPECIFICATIONS

2.2.1

The nominated Machine shall be used as delivered by the Organiser, with no modifications except those described in these Technical Regulations.

2.2.2

The paint scheme is free within the restraints of the Cup general livery (see Appendix T1).

2.2.3 Unregulated and Optional Parts

No parts shall be added, modified, changed or replaced, unless with parts included in the current version of the Official Machine Parts List (see also Appendix T2). The Official Machine Parts List is available on the FIM website (<http://www.fim-live.com/en/library/>). This list may be updated from time to time, and the current version applies in case of any disciplinary procedure or dispute.

The following exceptions apply:

- i) Unregulated parts which are free in design, make and supply, but always subject to the approval of the Technical Director and the Machine manufacturer (refer to Appendix T2).

These parts generally relate to the following areas most commonly changed to suit rider preference, such examples may include:

Handlebar assembly, Grips, Footpeg assembly, Brake Levers *.

However, only the specific parts designated in the Official Machine Parts List as “Unregulated Parts” are permitted to be substituted or modified.

* Note that all handlebar-mounted brake levers, excluding thumb brake levers, must be covered by brake lever protectors, as approved by the Technical Director, to avoid the brake being accidentally operated in case of collision.

In addition, generic fasteners, that is standard screws, bolts, nuts, washers not specialised for the machine design may be used in certain non-critical areas provided they are of the same design and performance as the original, and only as approved by the Technical Director and Harley-Davidson. Replacement generic fasteners may not be used in any of the following parts of the machine, as defined solely by the Technical Director and Harley-Davidson.

- Frame and related structural fittings
- Swingarm and related structural fittings
- Brakes and related mountings and fittings
- Any other critical or structural components, as defined by the Technical Director and Machine manufacturer.

- ii) Optional parts, being parts that have multiple options in the Official Machine Parts List, Appendix T2, that can be selected on a per-rider basis. Examples may include:

Seat and padding, suspension settings, final drive gearing.

2.2.4 Engine Supply

1. Only engines from the Organiser are allowed to be used.
2. Sealed engines will be provided to each team, allocated on a random basis by the Technical Director and/or staff.
3. Security seals may not be removed or broken and the team may not open the engine, except to remove unsealed covers for maintenance as described in these regulations.
4. Teams may only perform maintenance of parts specifically authorised by the Organiser which does not involve removal of security seals. This includes change of oil and external items as detailed in the following articles including cooling, fuel and electrical systems, and clutch parts including plates, hubs, control mechanisms.
5. All other maintenance and repair, specifically that involving removal of security seals will be carried out by the Organiser. Regular maintenance, rebuilding and replacement of engines will be at the sole discretion of the Technical Director and/or staff, and on a schedule determined by the Organiser.
6. Engines returned for maintenance, repair or replacement must be in the original condition as delivered, that is with the original fittings in place as required by the Organiser, which may include:
 - covers, cooling system including hoses and connectors, electrical system including wiring and connectors, and throttle body.
7. In the case of engine breakdown or damage, another engine may be allocated by the Technical Director. Such allocation can not be made during a Cup practice session or within 90 minutes of the pit lane being opened for the race sighting lap.

2.2.5 Engine Definition, Specification and Modification

1. Use of the complete engine is mandatory, and it may not be modified in any way except as specifically described in these regulations, or as directed by the Technical Director. In the case of dispute over modifications, the decision of the Technical Director will be final.

2. The engine design and specification will be determined by the Organiser.
3. The Organiser may change the specification of individual parts from time to time, as is normal to improve reliability and function.
4. All engines supplied to teams must be equal in specification and engine performance, as measured by Organiser under their standard dynamometer conditions.
5. A team may request a replacement engine on the grounds of substandard performance:
 - a) If the Technical Director is satisfied that there is clear evidence of an engine problem causing substandard performance a replacement engine may be issued with the approval of Race Direction.
 - b) If the Technical Director determines that there is no clear evidence of an engine problem, the team may still request a replacement engine.

Such request must be made in writing to the Technical Director accompanied by a deposit of 7,500 Euros (seven thousand five hundred Euros) per engine paid to the Organiser.

The engine may be replaced with the approval of the Technical Director, and the original engine will be returned to the Organiser to be tested under their standard conditions.

If the engine is deemed to be within specified performance parameters and fit for use, the same engine may be returned to the team at a subsequent race and the team's deposit will be forfeited.

If the engine is deemed to be outside of specified performance parameters and not fit for use, the deposit will be returned to the team in full.

In the case where a team or rider forfeits a deposit for an unfounded engine change, each subsequent claim during the season by the same team and rider (including replacement riders) will attract an additional deposit of 2,500 Euros (two thousand five hundred Euros).

6. The complete engine ("Engine" in these regulations) is defined as the supplied engine cases, covers and everything contained within, and including all external parts supplied by the Organiser, including but not limited to:
 - a) Intake manifold, throttle body and fuel injectors, fuel delivery manifold.
 - b) Electrical system including spark plugs, compression relief valves, crank position sensor, stator and rotor.

- c) Lubrication system including oil filter, oil pump, oil cooler manifold and lines.
7. No parts of the complete Engine may be replaced, removed or modified, except if replaced with an original part due to malfunction or damage as authorised by the Technical Director.

Such examples may include: Manifold Air Pressure Sensor, Spark Plugs, Fuel Injector, Oil Filter.

2.2.6 Cooling System

The cooling systems, for both water and oil, shall not be modified unless specifically approved by the Technical Director.

2.2.7 Engine Use

1. The engine may be used only at official Cup events as defined by the Organiser and Dorna. Cup events include Official Tests and Cup race events.
2. The Organiser will require that engines are returned at the completion of events and/or the maintenance period. This will be at the sole discretion of the Organiser, and Teams must comply with such requests.
3. The engine must be used at all times respecting the range of operating parameters provided by the Organiser, and avoiding deliberate misuse. The Technical Director, in consultation with the Organiser, will be the sole judge of whether an engine has been deliberately misused, and may report such misuse to the FIM Stewards for possible disciplinary action to the rider and/or team.

2.2.8 Electronics

1. Only the official Electronic ignition/fuel injection Control Unit (ECU), Inertial Measurement Unit (IMU), Dashboard (with built-in datalogger) and Switch Panel including software, as supplied by the Organiser may be used on a Cup machine at a Cup event.
2. This Machine ECU must remain unmodified in hardware and software as delivered by the Organiser, with the exception of the normal tuning adjustments allowed only by the standard software 'Setting Tool' supplied with the Machine. The use of any additional device or module to modify the signals sent from the ECU to the actuators is forbidden. Injectors, throttle control valve and ignition must be operated exclusively by the original and unmodified ECU signal.

3. The Technical Director may inspect all ECU hardware and software at any time, including access to all stored information. The Technical Director may require the team to change the ECU on any machine for another identical standard one at any time.

2.2.9 Datalogging

1. The use of the datalogging system, as specified in Art. 2.2.8, is mandatory for all machines.

The datalogging system must be fully operational at all times the machine is on track, and data shall be logged and delivered to the Organiser according to the Organiser's instructions.

No other datalogging equipment is allowed to be used on the machine.

2. Analysing software/tools are free, and one will be supplied together with the ECU and/or the Dashboard datalogger.
3. In order to ensure checking and monitoring of a safe and correct operation of the engine/chassis control strategies, logging and delivery of some channels is compulsory. The compulsory channels will be set up by the Organiser on the Cup Machine and may not be modified.
4. No sensors, outside of those logged according to Art. 2.2.9.3 and/or supplied to the Teams on the Machine, are permitted at official Cup events.

2.2.10 Rain Safety Lights

All machines must have a functioning red light mounted at the rear of the machine to be switched on in rain or low visibility conditions as instructed by Race Direction. The Machine light may not be modified, removed or replaced.

2.2.11 Additional Equipment

The Organiser may require machines to be equipped with further equipment to be decided from event to event. The use of such additional equipment is mandatory according to the Organiser's instructions.

- a) Where the Organiser has required a team to carry onboard camera(s) under Art. 1.21.13, such cameras and associated equipment must be carried during all practice sessions and the race, or as requested by the Organiser.

Cameras and other equipment will be supplied to the designated Teams no later than 15h00 on the day preceding the first day of practice at an event. Teams must give reasonable access and assistance to the company designated for the supply of the camera equipment to facilitate the mounting of the equipment. All onboard camera equipment must be fitted to the machine following the mounting instructions and only in the location(s) specified by the Organiser. Such fitting details will be communicated to the manufacturers and teams before the start of the season.

- b) Any machine not requested by the Organisers to carry on-board cameras will instead be required to fit a dummy weight or weights in place of the camera equipment. The location and weight of the dummy weight will be fixed by the Organisers, with a tolerance of -10 grams. Only the official dummy weights that are supplied by the Organisers may be used.

2.2.12 Timing Transponders

All machines must be fitted with the official timing transponder, as specified by the Organisers.

The official transponder and antenna must be mounted only in the position that has been approved by the official Timekeeper and the Technical Director. No change of mounting position is allowed without prior approval from the Timekeeper and Technical Director.

The official transponder must be connected and powered only as approved by the Timekeeper.

2.3 MACHINE SETUP

2.3.1 Optional Settings

Only the following machine optional setting operations are allowed, no other setup operations are permitted:

- I. Changing final gearing as defined in the Official Machine Parts List (Appendix T2). Drive chain length is not controlled.
- II. Adjusting front and rear ride height.
- III. Changing front and rear suspension springs, as per Art. 2.2.3.
- IV. Adjusting front and rear suspension springs preload.

V. Adjusting front and rear suspension damping and steering damper via the external adjusters (“clickers”).

VI. Changing front suspension fluid and level.

(Note that, apart from the above exemptions, changing internal suspension parts and settings is not permitted and the internal specifications must remain as defined in the Specification Card from the official suspension supplier).

2.3.2 Compulsory Settings

The following setting operations are compulsory, according to the Organiser and Technical Director’s instructions:

- I. Adjusting final gearing, as defined in the Official Machine Parts List (Appendix T2).
- II. Programming the Datalogger system, and delivering logged data according to the Organiser and Technical Director’s instructions.
- III. Adaption of the powertrain software configurations as prescribed from time to time by the Organiser and Technical Director.

2.4 WEIGHT

2.4.1

The minimum permitted weight of the machine is: 280 kg

2.4.2

Ballast may be added to achieve the minimum weight. The use of any ballast must be declared by the team at the initial technical control. The method of ballast must be approved by the Technical Director.

2.4.3

Weight may be checked at the initial technical control, but the main control of weight will be made at the end of practice sessions or at the end of the race. The weight of the motorcycle will be that measured in the form that the motorcycle participated, including normal levels of oil and water, and all additional equipment attached to the motorcycle, for example timekeeping transponders, camera equipment, electronic datalogging equipment etc.

2.5 BODYWORK

2.5.1

Only the bodywork as delivered on the standard machine may be used, as per Art. 2.2.3. No additions or alterations are permitted except those described in Art. 2.5.2 below.

The bodywork must be attached to the machine using the original mounting brackets, and in the original position relative to the machine, as determined by the Technical Director.

2.5.2

Material may not be added to the bodywork.

Material may be removed from bodywork parts by grinding, drilling and cutting only, provided that it does not affect or change any profile of the original design.

Such modifications must be approved by the Technical Director prior to any modification.

2.6 WHEELS

2.6.1

Every machine will be delivered with 2 sets of spare wheels, so a total of 3 sets of wheels (1 set = 1 x front wheel and 1 x rear wheel).

2.6.2

No other wheels may be used during an event.

Damaged wheels may be replaced according to Art. 2.2.3.

2.7 TYRES

2.7.1

The FIM Harley-Davidson Bagger World Cup is a single tyre-supplier competition. Only tyres from the official appointed tyre supplier may be used at Cup events, including official tests.

2.7.2 Specification

The tyre specifications available at each event will be determined by the official supplier in consultation with the Technical Director and the Organiser, and may be varied due to changing conditions.

Identical tyres of each specification will be allocated to every rider, and the total quantity of tyres will be the same for every rider.

2.7.3 Tyre Use Parameters

Tyres must be used according to the advised parameters which are agreed in consultation with the official tyre supplier, the Technical Director and the Organiser. Parameters will be notified to the teams and may include pressure, temperature, maximum number of laps, time/temperature on tyre warmers, or other usage guidelines. Teams must comply with requests by the Technical Director, his/her staff, and the official tyre supplier to check tyre parameters at any time.

The Tyre Pressure Monitoring System (TPMS) as specified by the Organisers must be fitted and functional at all times.

Any riders or teams found to be using tyres outside of these operating parameters may be subject to penalties. The decision of the Technical Director, in consultation with the official tyre supplier, will be final.

2.7.4 Allocation

The Technical Director and staff will oversee the allocation of tyres available for the exclusive use of each entered rider, to ensure equal allocation of tyres and available compounds to all riders.

In the case of a rider change after the tyre allocation has been made, the replacement rider must use only the tyres allocated to the original rider.

2.7.5 Quantity

The quantity, specification and allocation of tyres will be determined by the official tyre supplier in consultation, and by agreement with the Organisers and the Technical Director. Due to ongoing technical developments and changing conditions, the quantity, specification and allocation of tyres may be varied from time to time by mutual agreement.

The base allocation for each rider, subject to mutually agreed changes, is as follows:

During all practice sessions, qualifying session and both races, a maximum of 12 tyres, specifically:

Front Slick Tyres

up to a maximum of 5 in total, comprised of:
up to a maximum of 5 of specification A,
up to a maximum of 5 of specification B.

Rear Slick Tyres

up to a maximum of 7 in total, comprised of:
up to a maximum of 7 of specification A,
up to a maximum of 7 of specification B.

Each slick tyre fitted will be considered as having been used and the remaining tyre allocation will therefore be reduced accordingly.

Front Rain Tyres

up to a maximum of 4 in total, of one specification.

Rear Rain Tyres

up to a maximum of 4 in total, of one specification.

2.8 TYRE WARMERS

2.8.1

Tyre warmers are the responsibility of each Team/Rider. Tyre warmers must be capable of meeting the specifications of the official tyre supplier, as defined in Art. 2.7.3.

2.9 NUMBERS AND BACKGROUNDS

2.9.1

- a) The racing number must be affixed to the front of the motorcycle fairing in a central position, and on each side on the saddlebag.
- b) Numbers must conform to the following minimum dimensions:
Fairing – minimum height of 140 mm and minimum width of 80 mm.
Saddlebag – minimum height of 120 mm and minimum width of 70 mm.

- c) Numbers must be easily legible, in a clear simple font, and a maximum of 2 digits.
- d) Numbers must be of one single colour which contrasts strongly with the background colour. A small outline in a different colour is permitted. Two-digit numbers must have a separation (min. 10 mm) between digits so the background colour is visible between digits. Reflective finishes (eg. silver, gold, etc.) are not permitted.
- e) Backgrounds must be of one single colour over an area large enough to provide a minimum clear area of 25 mm around the numbers.
- f) Cup teams with more than one rider must differentiate between the riders by using different number and/or background colours.
- g) In case of a dispute concerning the legibility of numbers, the decision of the Technical Director will be final.

2.10 FUEL AND OIL

2.10.1 Harley-Davidson Bagger World Cup fuel and oil

1. The fuel and oil specification will be determined by the appointed fuel supplier and oil supplier in consultation with the Organisers and the Official Machine supplier and may be changed at any time by mutual agreement.
2. Only fuel from the appointed fuel supplier is permitted. This fuel will be available at all official events. Use of this fuel without any addition or alteration is mandatory. The Technical Director may require that a fuel sample be taken from any team or machine at any time.
3. Oil for engine lubrication will comply with the H-D Baggers World Cup specification if it matches the reference fingerprint(s) for the official oil(s) of the Cup, established by the appointed oil supplier.
4. Only engine oil from the appointed oil supplier is permitted. This oil will be available at all official events. The use of the official oil without any addition or alteration is mandatory. The Technical Director may require that an oil sample be taken from any team or machine at any time.

2.10.5 Fuel Sampling and Testing

1. The Cup Technical Director will appoint a senior Technical Scrutineer to take responsibility for the administration and supervision of the fuel sampling procedure.

2. Motorcycles selected for fuel controls will usually be amongst the first three finishers, and will be directed to the “parc fermé” for technical controls.
3. Other finishers may be chosen at random for fuel controls. A Technical Scrutineer will be posted at the entrance to the pit box of the selected rider(s) whose machine must immediately accompany the Technical Scrutineer to the technical control area or “parc fermé”.
4. The fuel to be tested will be transferred into two bottles, “A” and “B” identified by reference to the rider, team and machine from which the sample was taken. The bottles will be closed, sealed and labelled by the Technical Director and/or Technical Scrutineer.
5. Only new bottles will be used for the fuel samples and only new materials will be used to transfer the fuel.
6. The Fuel Sample Declaration form will be filled out immediately, containing all necessary information, including the riders and machines identity, date and place of fuel sampling. A responsible team member will sign this declaration, after verifying that all the information is correct.
7. Sample “A” will be sent to the official appointed laboratory, accompanied by a copy of the Fuel Sample Declaration form. The fuel sample will be compared with the approved petrol. If necessary, the concentration of other elements, including lead, manganese, iron, nickel, nitrogen and oxygen may be measured at the request of the Technical Director to ensure that octane and power boosters have not been added.

If any observed deviations indicate that they are due to mixing with one other fuel, which has been approved by the Organiser for use by the team, the fuel sample will be deemed to comply, provided the fuel sample still falls within the Cup specification.

Costs for the analyses of sample “A” will be paid by FIM/Dorna.

8. Sample “B” will be handed over to the FIM designated storage facility for safeguarding in case of protests and/or requirement of a counter analysis by the appointed laboratory. Costs for the analyses of sample “B” will be paid by the team concerned.
9. Both samples will be transported by an authorised courier.
10. The laboratory must deliver the results of the fuel sample analyses to the Technical Director, with a copy to the FIM Stewards, as soon as possible after receipt of the samples.

11. In the case of non-conformity, the Technical Director must notify, as soon as practical after receipt of the results, the FIM Stewards, the Race Direction and the rider/team representative concerned.

Within 48 hours of the receipt of the notification of the results of the laboratory test of sample “A”, the team must notify the FIM Stewards and the Technical Director if counter-expertise is required (or not required) for sample “B”.

The FIM Stewards will take a decision at the Cup event immediately following the notification of the results of the final expertise. Any appeal against the decision of the FIM Stewards will be heard by the FIM Appeal Stewards appointed for the Cup event at which the FIM Stewards decision is taken.

If there are no more Cup events following the notification of the results of the final expertise, the FIM Stewards will take a decision as soon as practical. Any appeal against the decision of the FIM Stewards will be heard by the FIM Appeal Stewards appointed by the FIM for this specific task.

12. The director of fuel analysis at the official laboratory must confirm to the Technical Director that the identification and the seal status of the “B” sample is correct before any B sample analysis is carried out.
13. Failure of the sample to comply to approved petrol and/or the addition of octane and power boosters will automatically result in the disqualification of the competitor from the entire meeting.

The result of the competitor’s fuel sample analysis (“A” or “B” sample) more favourable to the competitor will be taken into account.

2.10.6 Fuel Temperature

Fuel on the motorcycle must not be below the prevailing ambient temperature, as measured by the Technical Director. Other than a simple removable fuel tank cover, the use of any device on the motorcycle to artificially decrease the fuel temperature below ambient temperature is forbidden.

2.10.7 Fuel Handling Safety

- When refueling a motorcycle, a team member or fireman must have a fire extinguisher available and ready for use.
- The use of approved fuel fillers/fuel dumps is mandatory when adding or removing fuel to/from motorcycle fuel tanks.
- All fuel handling equipment must be approved by the Technical Director.

- The Machine will be equipped with a 41 mm diameter fuel filler neck opening.

2.11 RIDERS SAFETY EQUIPMENT

2.11.1

It is compulsory that each contracted rider must begin each race event with at least two complete sets of undamaged safety equipment. A complete set of safety equipment shall contain:

- Helmet
- Leather Suit, 1-piece
- Airbag system
- Gloves
- Boots
- Back Protector
- Chest Protector

The equipment must be worn, correctly fastened, at all times during on-track activity. In certain cases (for example the Airbag system) the equipment must be present and functional at least at the start of each track session. The decision of the Technical Director is final in matters of rider equipment.

The only purpose of any part of the rider's race suit, boots and gloves should be to protect the rider in an incident. Therefore, any part of these items of equipment that is deemed to be solely for the purpose of aiding the rider's aerodynamic effect will not be permitted. The decision of the Technical Director will be final in determining what constitutes an item solely for aerodynamic effect.

2.11.2 Safety Equipment Control

- a) At Technical Control at the first race of the season, one complete set of undamaged safety equipment (as listed in Art. 2.11.1) must be presented and checked for the following:
 - Helmet: FIM Homologation Label indicating valid FIM homologation.
 - Leather Suit, Boots, Gloves: the model names of each of these items must correspond to the Self Certifications previously supplied to the Technical Director.
 - Back Protector: a marking indicating certification to EN1621-2:2014 or to prEN1621-2:2010.

- Chest Protector: a marking indicating conformity with the standards specified in 2.11.3.c) v. below.
- b) At any time during the season, the Technical Director may request a piece of rider's equipment in order to check that it meets the requirements listed in Art. 2.11.3. The item of equipment will be sent to the official appointed laboratory for testing. Supply of equipment and test results as follows:
- The manufacturer of the equipment may be asked to supply a duplicate item of equipment for testing.
 - Equipment damaged after an accident may be taken and tested on an undamaged portion.
 - In the event that the item tested fails to meet the required standard, the manufacturer may request a further test, at their cost, on a duplicate item of used equipment.
 - In the event that the first test and/or optional retest are still negative, the Self Certification provided by the manufacturer will be suspended and the manufacturer shall have 30 days to rectify the problem and demonstrate this.
 - In the event that the problem is not rectified in this time, the manufacturer shall not be permitted to supply any new equipment of the failed type.

2.11.3 FIM Rider's Equipment Minimum Requirements (REMR)

a) Standards for Helmet and Visor

Only FIM homologated helmets (with a valid FIM Homologation Label) will be allowed with the following deadlines:

- From 01/01/2026: FRHPhe-02 only

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



- Disposable visor 'tear-offs' are permitted.

b) Certification for Leather Suit & Airbag system, Gloves, Boots, Back and Chest Protectors

All rider's safety equipment must comply with the requirements detailed in Art. 2.11.3.c) Sections i to vi, below. The following procedures will apply:

- A sample of each different design or model must pass all the tests described in the FIM Standards, Table 1 below, or in the case of Airbag systems, the FIM Requirements for Grand Prix Airbags 2019. Every example of this design or model must be identified with the model code by a permanent marking. Each individual design or model that has passed the tests will be self-certified by the manufacturer, using the official document, stating that the item conforms to the FIM requirements.
- A copy of this Certificate must be sent to the Cup Technical Director (André Jäger andre.jaeger@harley-davidson.com) and to the FIM Racing Homologation Programme (frhp@fim.ch).
- For leather suits only, the manufacturer must complete and maintain the "Riders Race Suit Database" file for each of their riders.
- This database must be submitted to the Cup Technical Director, and updated each time a leather suit is supplied to or withdrawn from a rider.
- The Technical Director and the rider also have the right to withdraw a race suit from the database.

c) Standards for Leather Suit, Gloves, Boots, Back & Chest Protectors

i) Leather Suit

- Shall be constructed from leather or an equivalent material which satisfies the requirements of Table 1, column 1.
- The use of abrasion-resistant stretch material is permitted up to a maximum of 50% of the surface area, provided that the requirements of Table 1, column 2 are met, but stretch material is forbidden for the Zone C indicated in figure 1.
- The use of sliders (specific parts of the riders' safety equipment, either permanently fixed or removable, intended to make regular contact with the track surface to assist the rider while cornering), is permitted on the knees, elbows or any other parts of the race suit, where it is deemed necessary. They must not be manufactured from or contain any material that when in contact with the track surface may cause visual or other disturbance to other riders.

- The main closure zip must be an autolock system meaning when the zip puller is flat the zip cannot come undone until pressure is applied to the puller.
- All suits must be fitted with a clasp system to secure the zip in position when fully closed. The system must work in such a way that the zip cannot come undone until the clasp has been released. In determining the legality of any such system, the judgement of the Technical Director will be final.
- Shall contain armour certified to EN1621-1:2012 in the shoulders, elbows, knees, and legs.
- It is mandatory for the leather suit to be fitted with an Airbag system, with the following requirements:
 - All Airbag systems must be approved according to clause b), above.
 - Every rider must start each track session with a functional Airbag system. Once the airbag has been deployed, the responsibility for continuing the practice or race rests with the rider (For the purposes of this regulation, Q1 and Q2 are considered as one track session).
 - For substitute or replacement riders, the use of an Airbag system is recommended for their first event of the season, and is compulsory for any further events of that season.
 - For Wild Card riders the use of an Airbag system is compulsory. Wild Card riders equipment must be presented to Technical Control for inspection prior to the start of the event.

ii) Gloves

- Shall be constructed from leather or an equivalent material which satisfies the requirements of Table 1, column 3.
- The EN 13594 level 2 Standard for gloves may be also allowed.

Level 2 With knuckle protection



- Shall have a cuff length sufficient to overlap the leather suit by at least 50 mm.

- Shall have a means of fastening to secure them to the hand (an elastic closure alone is not acceptable).
 - Shall have suitable knuckle protection.
- iii) Boots
- Shall be constructed from leather or an equivalent material which satisfies the requirements of Table 1, column 4.
 - Flexing zones are permitted up to a maximum of 40% of surface area, provided that they comply with the requirements of Table 1, column 5.
 - Shall have a minimum height sufficient to overlap the leather suit by at least 70 mm.
 - Shall have a means of fastening to secure them to the foot (a slip-on boot is not acceptable).
- iv) Back Protector
- Must be certified to EN1621-2:2014 or prEN1621-2:2010.
 - May be full back or central back configuration.
- v) Chest Protector
- Full Chest Protectors (designed as a single piece) and Divided Chest Protectors (designed as two separate halves) are permitted.
 - All types of chest protectors (full or divided) must have a minimum protection area of no less than 230 cm².
 - Only protectors in conformity with prEN 1621-3 (Level 1 or 2) are permitted.
- vi) Marking
- When an equipment manufacturer has tested and proven that the safety equipment in question meets the relevant requirements in paragraphs i) to vi) above, and Table 1 below, they shall attach a permanent marking stating the model number of the product.
 - The marking of race suits must additionally contain a unique serial number.
 - The marking of chest and back protectors must additionally contain the European Standard reference.

Specific marking for Leather Suit, Gloves and Boots:

For all equipment, a marking must be sewn/printed on the zipper underlay (leather suit) or on the lining (gloves, boots) of the equipment, regarding the material properties indicated in table 1.

Any other location on a fixed part of the equipment has to be approved by the Technical Director.

The sole EN 13594 level 2 label for gloves can be also accepted (if present) instead of the specific marking.

Example for suits:

Declared by: as compliant to MotoGP Regulations 2024	Brand of leather suit (logo or name)	Model/Code
Airbag brand	Airbag model	Airbag code

Minimum size of the marking is not fixed but all information must be clearly visible (font size 7 minimum).

Example for gloves:

Declared by: as compliant to MotoGP Regulations 2024	Brand of leather suit (logo or name)	Model/Code
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Minimum size of the marking is not fixed but all information must be clearly visible (font size 7 minimum).

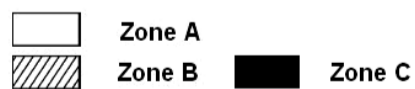
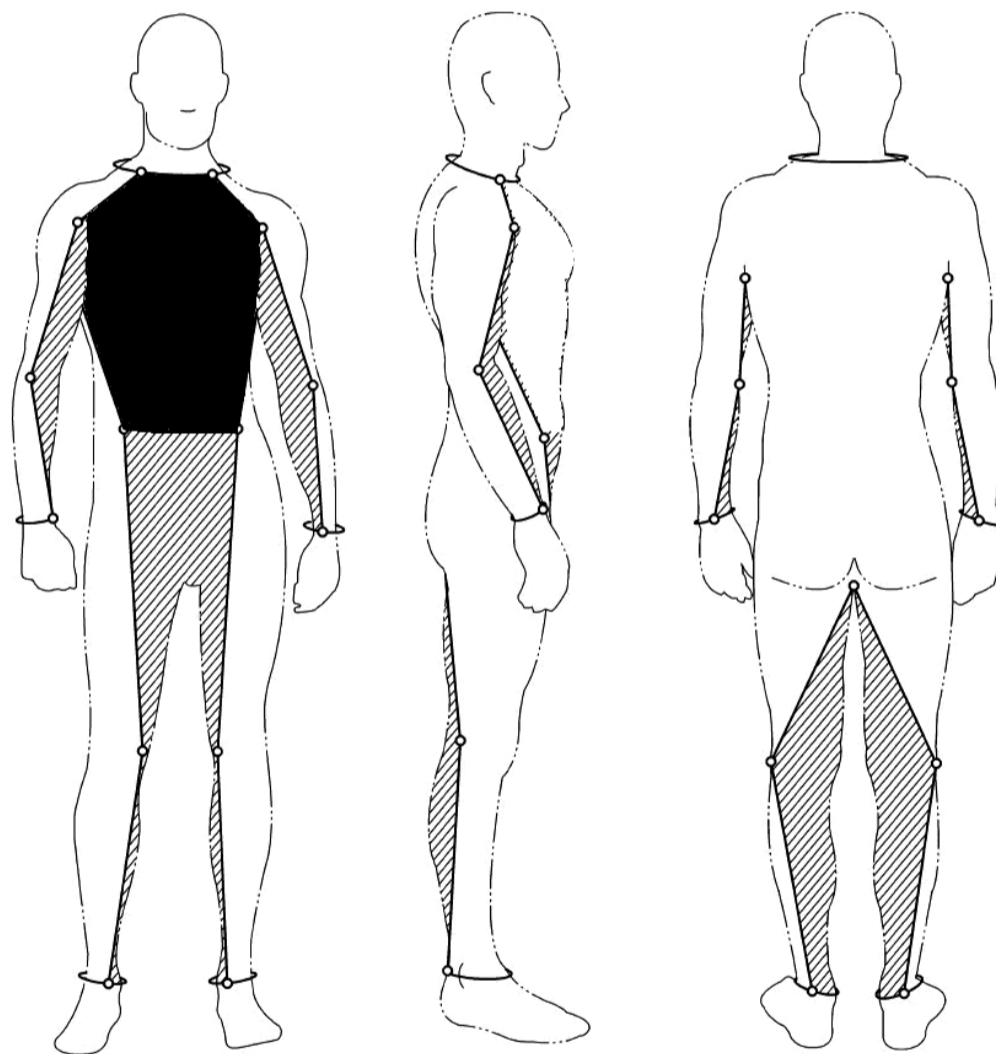
Table 1.

Material Properties

		1	2	3	4	5
TEST	Test Method	Leather Suit Zone A	Leather Suit Zone B & C	Gloves	Boots All Areas	Boots Flex Areas
Tear (in Newton)	ISO 3377-1 (for suit) or EN388 (for boots & gloves)	≥50	≥35	≥30	≥100	≥60

Abrasion (in RPM for suit) (in seconds for boots & gloves)	EN17092-1 (for suit) EN13594 (for gloves) EN13634 (for boots)	≥442	≥265	≥3	≥5	≥2.5
Seam (in Newton / millimetre)	EN17092-1 (for suit & boots) EN13594 (for gloves)	≥12	≥8	≥8	≥15	≥15

The zones A, B and C are defined in the drawings hereunder.



2.11.4 Post-crash Riders Safety Equipment Check

- a) After a crash the Technical Director may at his discretion request that the rider's safety equipment is checked prior to the start of the following practice session or race.
- b) In the event that any item of equipment is considered, by either the Technical Director or the representative of the manufacturer of the item, to be too damaged for use on track, the rider will be required to replace or repair the item before being permitted on track.
- c) Any question concerning the condition and suitability for use of the rider's safety equipment shall be decided by the Technical Director, who may consult with the manufacturers of the product before making a final decision.

2.12 REPLACEMENT MACHINE

- a) If a Machine is irreparably damaged as a consequence of a crash, the team may request to be allowed to replace the damaged machine with a complete spare machine. Such replacement is at the sole discretion of the Technical Director, whose decision will be final. Availability of a replacement Machine is not guaranteed and is subject to availability by the Organiser.

Such request must be made in writing to the Technical Director accompanied by a deposit of 10,000 Euros (ten thousand Euros) per Machine paid to the Organiser.

The original Machine will be returned to the Organiser to be rebuilt under standard conditions. The total cost of parts for the repair of the Machine is the responsibility of the team.

The Team/Rider will not be allowed to compete in subsequent events until the total cost of the repaired Machine is paid to the Organiser.

A maximum of one replacement Machine will be allowed per Team per Event. In the case of extraordinary circumstances, such as a single Team running more than two Machines in a single Event, a Team may request an additional replacement Machine. Any decision to allocate the additional Machine will be at the sole discretion of the Technical Director, and his/her decision will be final.

- b) The Organiser has the right to replace a Machine with a complete spare Machine at its own discretion, based on technical and/or safety concerns which will be communicated to the team and rider by the Technical Director.
- c) In all cases, the use of a replacement machine for a session will not be authorised any later than 60 minutes before the pit lane opens for the relevant session (including practice, qualifying and race).

2.13 PROCEDURES FOR TECHNICAL CONTROL

2.13.1

At each circuit an area must be designated as the Technical Checking Area. In this area, under the control of the Chief Technical Scrutineer and the supervision of the Technical Director, suitable equipment will be installed to conduct the various tests such as:

- i) Weighing scales with check weights for calibration purposes.
- ii) Instruments and gauges as necessary for measuring other dimensions and criteria specified in the Technical Regulations.

2.13.2

The technical control procedure will be carried out in accordance with the schedule set out in the Regulations. The technical scrutineers must be available throughout the event to check motorcycles and equipment as required by the Technical Director.

2.13.3

Presentation of a Machine will be deemed as an implicit statement of conformity with the technical regulations. Responsibility for the preparation of the Machine to comply with all technical and safety regulations rests with the team.

2.13.4

A rider's presence at the initial technical control is not mandatory.

2.13.5

Machines will be inspected under the name of the team and at the initial technical control each motorcycle will be registered by the technical scrutineers who will prepare a technical control card to record technical specifications, check results and the riders in that team entitled to use the motorcycle.

2.13.6

At the initial technical control the technical scrutineers should inspect the Machine to record technical details including weight and may also check the motorcycle for technical compliance with other aspects of the Regulations, as requested by the Technical Director.

2.13.7

At each event, at the conclusion of technical control procedures prior to the first practice, the technical scrutineers will place a small sticker on the motorcycle indicating that it has been registered for use by the team's rider(s) for that race and passed the technical control procedures.

2.13.8

The Chief Technical Scrutineer will prepare a report on the results of technical control which, will be submitted to the Event Management Committee via the Technical Director.

2.13.9

The technical scrutineers should re-inspect any Machine that has been involved in an accident, and if necessary, to issue a new technical control sticker for a rebuilt machine. This would normally be carried out at the pit of the rider concerned. The team has sole responsibility for any repairs carried out, and to determine when the machine is fit for further use.

2.13.10

The technical scrutineers must be available, based on instructions from the Technical Director, to re-inspect any motorcycle for technical compliance during the meeting or after the race and to supervise inspection of a Machine following a protest on a technical matter.

2.13.11

At the end of the race, the Chief Technical Scrutineer will ensure that the Machines placed in the first three positions, plus any other Machines designated by the Technical Director, are placed in the Check Area for a period of 60 minutes pending any protest.

The Machines may be checked for compliance with any of the Cup technical regulations, and any other technical requirement at the discretion of, under the control of and as requested by the Technical Director.

2.13.12

The Technical Director may require a team to provide such parts or samples as he/she may deem necessary.

2.13.13

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:

i) Loss of fluid.

- If the Technical Director has verified that there is physical evidence of fluid loss due to an incident or mechanical issue on track, he/she may approve the fluid to be replenished to the levels as declared by the Manufacturer at the start of the season.
- If it is necessary to replace a damaged part to accommodate the fluid (eg. radiator), this will be permitted only under the supervision of the Technical Director who will confirm that the new part is identical to the damaged part.

ii) Loss of material or parts.

- If the Technical Director has verified that the machine has lost a part or material due to an incident or mechanical issue on track, he/she may approve the replacement of the part(s) with the following conditions:
- The Technical Director must verify that any new parts are identical to the original.
- If the 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.
- Missing ballast weights will only be permitted to be replaced if they are found and returned to Technical Control by the circuit officials.

APPENDIX T1



Cup General Livery Requirements

Machine dimensions:

Length = 2310 mm / Width = 840 mm / Height = 1320 mm.

APPENDIX T2

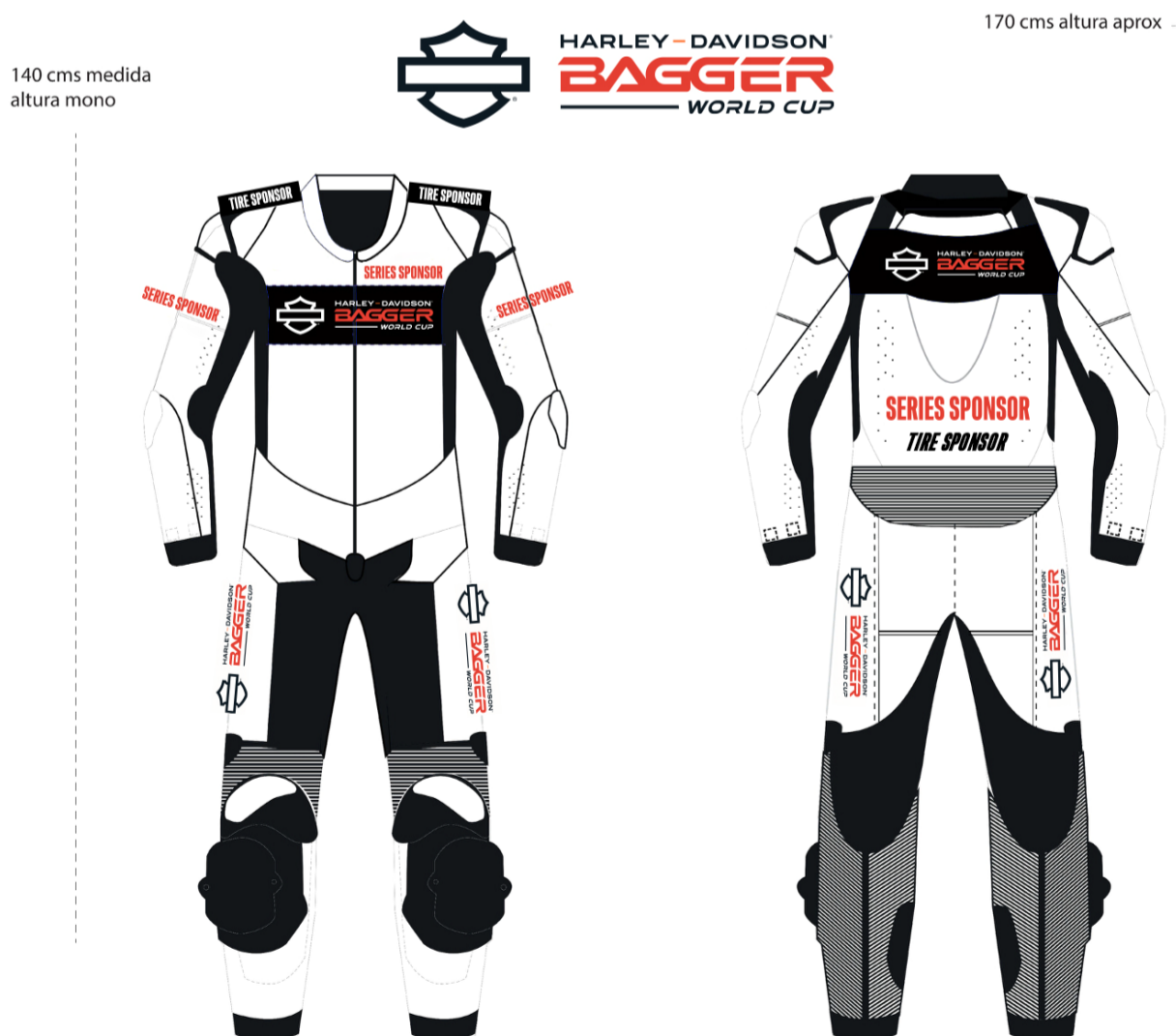
Official Machine Parts List

The Official Machine Parts List referred to in Art. 2.2.3 is available on the FIM website (<http://www.fim-live.com/en/library/>). This list may be updated from time to time, and the current version applies in case of any disciplinary procedure or dispute.

The Official Machine Parts List includes:

- Standard parts – only available from the Official Machine Parts List.
- Optional parts (Art. 2.2.3.ii) – only available from the Official Machine Parts List, but with multiple options that may be selected on a per-rider basis.
- Unregulated parts (Art. 2.2.3.i) – available from any supplier including the Official Machine supplier. May only be used under the conditions of approval described in Art. 2.2.3.

Official Machine Parts List



Optional Parts
(prices are subject to change
at any time for any reason)



DRAFT 2026.01.02

System	Part No	Description	Qty Per Bike	PRICE (EUR)
Bodywork				
	TBD	Windshield 1	1	
	TBD	Windshield 1	1	
	TBD	Windshield 1	1	
Controls				
	TBD	Shift peg	1	
	TBD	Shift lever	1	
	TBD	Foot peg	2	
	TBD	Riser 1 (need to be within range of handlebar harness and brake line)	1	
	TBD	Riser 2 (need to be within range of handlebar harness and brake line)	1	
	TBD	Riser 3 (need to be within range of handlebar harness and brake line)	1	
Suspension				
	TBD	Ohlins Rear Shocks / Springs	2	
	TBD	Ohlins Rear Shocks / Springs	2	
	TBD	Ohlins Rear Shocks / Springs	2	
	TBD	Ohlins Front Fork / Springs	2	
	TBD	Ohlins Front Fork / Springs	2	
	TBD	Ohlins Front Fork / Springs	2	
	TBD	Ohlins Fork Oil #5	1	
	TBD	Ohlins Fork Oil #10	1	
	TBD	Ohlins Fork Oil #20	1	
Wheels/ Brakes				
	208973719	Disc Set, 300x5.5mm, Supersport, HPK Kit, Stainless Steel, Floating, Gold Carrier, Yamaha	1	299,00 €
	08E41511	Disc, 330x6.75mm, Pistabassa, Narrow Band Single Disc, Black Carrier, Ducati	2	511,00 €
	TBD	Front brake lines	1	
	TBD	Rear brake lines	1	
Powertrain/ Driveline				
	TBD	secondary drive / front sprocket 25T	1	
	TBD	secondary drive / front sprocket 27T	1	
	TBD	secondary drive / rear sprocket 48T	1	
	TBD	secondary drive / rear sprocket 49T	1	
	TBD	secondary drive / rear sprocket 50T	1	
	TBD	secondary drive / rear sprocket 51T	1	
	TBD	secondary drive / rear sprocket 53T	1	
	TBD	secondary drive / rear sprocket 54T	1	
	TBD	secondary drive / rear sprocket 55T	1	
	TBD	secondary drive / rear sprocket 56T	1	

Unregulated Parts List

Unregulated Parts
 (prices are subject to change
 at any time for any reason)



DRAFT 2026.01.02

System	Part No	Description	Qty	PRICE (EUR)
Controls				
		Handlebar 28.6 mm riser clamp / 22 mm hand controls / need to be within range of handlebar harness and brake line	1	
		Grips	2	
Chassis				
		Seat foam	1	
		Seat top layer material	1	

All part lists will be shared with teams on a regular basis, and specifically when any changes apply.

APPENDIX T4

Cup Datalogging System



2026 BWC AIM Data Logging Components

Part Number	Component	Quantity
tbc	Mxs1.3 Dash Display	1
tbc	AIM GPS unit	1
tbc	BWC front logger harness	1
tbc	BWC rear logger harness	1
tbc	Front fork potentiometer	1
tbc	Rear shock potentiometer	1
tbc	Front brake pressure sensor	1
tbc	Rear brake pressure sensor	1
tbc	Lean angle sensor	1
tbc	Oil pressure sensor kit	1

My Laps

Part Number	Component	Note	Quantity
tbc	MyLaps Race Link Pro	over the air flagging system used by DORNA	1
tbc	RaceLink Pro GPS unit		1
tbc	RaceLink Pro RF antennae unit		1
tbc	MyLaps X2 Pro transponder	Used for lap and segment times	1

3. DISCIPLINARY AND ARBITRATION CODE

The Disciplinary regulations will be defined by the “FIM GRAND PRIX REGULATIONS, DISCIPLINARY AND ARBITRATION CODE”.

The FIM MotoGP Stewards are competent to act as Cup FIM Stewards for the FIM Harley-Davidson Bagger World Cup.

4. CIRCUIT STANDARDS

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

5. MEDICAL CODE

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

6. ANTI-DOPING CODE

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

7. ENVIRONMENTAL CODE

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

8. CODE OF ETHICS

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



**FEDERATION INTERNATIONALE
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