



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

**FIM MOT03™ JUNIOR WORLD CHAMPIONSHIP
REGULATIONS**

2017

*RÈGLEMENT DU CHAMPIONNAT DU MONDE
FIM DE MOT03™ JUNIOR*

Moto3™ JUNIOR
WORLD CHAMPIONSHIP



FIM Moto3™ Junior World Championship Regulations



EDITION 2017

update 21 February 2017

FÉDÉRATION INTERNATIONALE DE MOTOCYCLISME (FIM)

11, route Suisse

CH - 1295 MIES

Tel: +41-22-950 950 0

Fax: +41-22-950 950 1

www.fim-live.com

paul.duparc@fim.ch

victoria.corredoira@fim.ch

DORNA CEV / Dorna Worldwide S.L

C/ Príncipe de Vergara 183,

28002 Madrid - SPAIN

Tel.: 91 782 02 20

www.fimcevrepsol.com

info@fimcevrepsol.com

CONTENTS

GENERAL UNDERTAKINGS AND CONDITIONS	4
1. SPORTING REGULATIONS	6-55
2. TECHNICAL REGULATIONS	56-80
3. DISCIPLINARY AND ARBITRATION CODE	81-94
4. CIRCUIT STANDARDS.....	95
5. MEDICAL CODE	96
6. ANTI-DOPING CODE	97
7. ENVIRONMENTAL CODE	98
8. FIM CODE OF ETHICS.....	99

Articles amended as from 1.1.2017 are in bold type



FIM MOTO3™ JUNIOR WORLD CHAMPIONSHIP REGULATIONS

GENERAL UNDERTAKINGS AND CONDITIONS.....		4
1. SPORTING REGULATIONS.....		6
1.1	Introduction.....	6
1.2	Events.....	6
1.3	Paddock	8
1.4	Officials.....	13
1.5	CEV EVENT MANAGEMENT	16
1.6	CEV Race Direction	17
1.7	FIM Stewards.....	18
1.8	Calendar	19
1.9	Classes.....	20
1.10	Eligible competitors.....	20
1.11	Entries	20
1.12	Starting Numbers.....	22
1.13	Schedule.....	23
1.14	Technical Control - Medical Control - Doping Control	23
1.15	Practices.....	24
1.16	Grid positions	26
1.17	Races.....	27
1.18	Standard Start procedure	27
1.19	Ride Through Procedure.....	37
1.20	“WET” and “DRY” Races	37
1.21	Behaviour during practice and race	38
1.22	Flags and Lights	41
1.23	Medical Cars	45
1.24	Finish of a race and race results	45
1.25	Interruption of a race.....	47
1.26	Re-starting a race that has been interrupted	48
1.27	Technical Control Area	51
1.28	Championship points and classification.....	51
1.29	Instructions and communications to competitors	53
1.30	Team personnel in the pit lane.....	53
1.31	Extra deposits in case of motorcycle control following a technical protest	54
1.32	Extra deposit for fuel controls following a protest ...	54
1.33	Sanction for non-compliance with the fuel rules.....	54
1.34	Transponders.....	54
1.35	Appendix (1)	55



2.	TECHNICAL REGULATIONS	56
2.1	Engine Description	56
2.2	Inlet & Fuel System	57
2.3	Exhaust System	58
2.4	Control Systems	59
2.5	Transmission	60
2.6	Ignition, Electronics and Data-Logging.....	60
2.7	Chassis	61
2.8	Brakes	62
2.9	Suspension and Dampers	63
2.10	Fuel Tank	63
2.11	Bodywork.....	64
2.12	Wheels & Tyres	66
2.13	Materials.....	67
2.14	General	68
2.15	Number and backgrounds	68
2.16	Safety and Construction criteria	69
2.17	Procedure for Technical Controls	72
2.18	Wearing of helmets	74
3.	DISCIPLINARY AND ARBITRATION CODE	81
3.1	Principles.....	81
3.2	Penalties.....	81
3.3	Definition and application of penalties	82
3.4	Plurality of penalties.....	83
3.5	The Disciplinary and Arbitration Bodies	83
3.6	The Race Direction.....	84
3.7	The FIM Stewards Panel	85
3.8	The International Disciplinary Court (CDI)	86
3.9	The FIM as a Party in the Legal Proceedings	86
3.10	Protest and Appeals.....	87
3.11	Procedure before all the Disciplinary and Arbitration Bodies.....	91
3.12	Costs of procedure	93
3.13	Reciprocity of penalties.....	94
3.14	Law of Mercy	94
3.15	Arbitration Clause	94



4.	CIRCUIT STANDARDS	95
5.	MEDICAL CODE	96
6.	ANTI-DOPING CODE	97
7.	ENVIRONMENTAL CODE.....	98
8.	CODE OF ETHICS.....	99

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, team personnel, officials, promoters/organisers and all the persons involved in any capacity whatsoever participating in the FIM Moto3™ Junior World Championship (hereinafter collectively referred to as the “**Championship**”) 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. **FIM CODE OF ETHICS**

as supplemented and amended from time to time (hereinafter collectively referred to as the “**Regulations**”).

All the persons mentioned above may be penalised in accordance with the provisions of the FIM CEV Repsol Regulations.

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

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

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



ANTIDOPING CODE

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

1. SPORTING REGULATIONS

1.1 Introduction

1.1.1

A series of motorcycle races counting toward the FIM Moto3™ Junior World Championship for Riders and Constructors will be organised.

1.1.2

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

1.2 Events

1.2.1

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

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

1.2.2

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

During the previous afternoon of the first official practices, the FIM Safety Officer will carry out the final inspection to homologate the circuit.

1.2.3

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

1.2.4

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

1.2.5

Organisers will be nominated by the FIM and DORNA.

1.2.6

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

1.2.7

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

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

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

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

1.2.8

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

- a) Confirmation of the name and address of the Organisers, including telephone and e-mail address.
- b) The date and place of the event.
- c) A detailed plan of the circuit, its direction, clockwise or anticlockwise, and length.
- d) The location at the circuit of the rider information centre and the official notice board.
- e) The name and address of the company providing the third party liability insurance cover and the number of the policy.
- f) Name and address of FMNR.
- g) The name of the Clerk of the Course and the name of the 3rd (FMNR) Jury member (with appropriate FIM licence).

- h) The name, address and telephone number of the Chief Medical Officer **(with appropriate FIM licence)**.
- i) The name, address and telephone number of the hospitals designated for the event.

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

1.3 Paddock

The regulations establish the different timetables, paddock areas, and guidelines to follow.

- Timetable and paddock entrance and exit procedure
- Paddock areas
- Areas locations
- Promotional activities
- Behaviour guidelines
- Use of installations

1.3.1 Timetable and paddock entrance and exit procedure

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

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

The entrance and exit time to the paddock and/or garages for working vehicles which have already been accredited for the Event will be the following:

- Events with practices on Thurs & Fri: On Wednesday from 9AM to 8PM*. On Thursday and Friday from 8AM to 8PM*. On Saturday from 8AM to 10AM and from the end of the practices to 8PM. On Sunday from 8AM to 10AM and after the end of the Event.

- Events with practices only on Fri: On Thursday from 9Am to 8PM*. On Friday from 8AM to 8PM*. On Saturday from 8AM to 10AM and from the end of the practices to 8PM. On Sunday from 8AM to 10AM and after the end of the Event.

*On Thursday and Friday, between 13:30 and 15:00, those vehicles entering into the paddock for the first time during the Event will not be accredited. Therefore they will not be allowed to access.

To any team violating this entrance and exit time, the Organization has the right to remove its vehicle accreditation and forbid access to the paddock for the rest of the season.

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

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

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

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

1.3.2 Paddock Areas

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

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

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

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

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

1.3.3 Areas locations

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

1. Garages area

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

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

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

Should you not wish a garage you must confirm this in writing in the rider's on line entry form. Those teams not interested in having a garage but forget to confirm this in writing prior to Wednesday before the race at info@fimcevrepsol.com may be required to pay for the garage regardless of whether they use it or not.

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

It is strictly prohibited to occupy a garage which has not been previously assigned by the Organiser.

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

Between 23:00-8:00 starting engines is forbidden. Engines are not to be started inside the garages at any time.

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

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

2. Working area (teams without a garage)

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

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

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

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

3. Hospitality units and caterers area

The location of hospitality units and catering tents must be planned. Therefore teams that have foreseen the installation of these structures must inform this in writing within the rider's on line entry form 15 days before the Event. Teams accredited for the whole season wishing to install a hospitality unit or catering tent in all the races must notify this, along with the details of these structures, in writing within the rider's on line entry form one month before the first race; otherwise no space will be reserved.

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

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

4. Living area

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

This area is for the use of teams and riders. The Organisation reserves the right to admit the users of this area.

The running of engines or those works likely to disturb the resting of the participants are forbidden.

5. Service area

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

6. Support Race(s) Area

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

1.3.4 Promotional activities

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

1.3.5 Behaviour guidelines

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

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

- Installation of tents within the paddock.
- Installation of swimming pools in the living area.
- Installation of BBQ's or any other kind of open-air cooking devices.

1.3.6 Use of installations

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

1.3.7 Join celebration with other Championship

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

1.4 Officials

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

1.4.1 Permanent Officials

All permanent officials shall be appointed for the Championship by the CEV Commission.

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

CEV Race Director

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

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

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

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

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

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

CEV Technical Director

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

FIM Safety Officer

Responsible for the supervision of all aspects of safety.

1.4.2 Individual Event officials

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

They are:

i) Clerk of the Course

Responsible for:

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

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

Once the morning medical Inspection is finished, medical personnel should stand 5 meters behind the track marshals or leave. Only sportive personnel should stay at the edge of the track for the “sporting” inspection.

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

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

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

ii) Secretaries - Responsible for

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

iii) Other officials

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

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

1.4.3 CEV Race Direction

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

1.4.4 FIM Stewards

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

1.5 CEV EVENT MANAGEMENT

1.5.1

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

- The CEV Race Director - who will chair the meetings.
- The CEV Technical Director,
- The Clerk of the Course,
- Chief Medical Officer
- The DORNA representative.
- The FIM Safety Officer

1.5.2

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

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

1.5.3

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

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

1.5.4

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

1.5.5

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

1.5.6

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

1.5.7

The duties of the CEV Event Management Committee are

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

1.6 CEV Race Direction

1.6.1

The CEV Race Direction will comprise the following persons:

- The CEV Race Director
- The FIM Representative
- The FIM CEV Commission Representative
- The DORNA Representative

These persons can perform other functions during the event.

1.6.2

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

1.6.3

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

1.6.4

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

1.6.5

The duties of the CEV Race Direction are:

- a) To take 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 FIM Moto3™ Junior World Championship 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 CEV Race Direction may issue pre-race instructions or clarifications and in specific cases even create pre-race regulations (e.g. to take into account the local conditions at a particular circuit). However, such actions may only be taken within the limits set out by the Regulations.
- e) **To impose penalties for any infringements of the Regulations.**
- f) **To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.**
- g) To adjudicate on any protest relating to infringements of the Regulations. No protest may be lodged for matters pertaining to the technical regulations.

1.7 FIM Stewards

1.7.1

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

1.7.2

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

1.7.3

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

1.7.4

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

1.7.5

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

1.7.6

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

1.7.7

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

1.7.8

The FIM Stewards are responsible for:

- a) Ensuring that the event is conducted according to the Regulations and reporting any infringement to the CEV Race Direction.
- b) Adjudicating on any appeal against the decisions of the CEV Race Direction.

1.7.9

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

1.8 Calendar

1.8.1

The provisional calendar of races counting for the CEV will be, in principle, published by no later than 15th December of the preceding year.

1.8.2

The CEV Commission reserves the right to propose the inclusion, substitution or cancelation of events of the provisional calendar.

1.9 Classes

1.9.1

Classes will be for the following categories:

Moto3™ Junior World Championship 250cc 4 stroke, single cylinder

1.9.2

Technical Regulations governing the class are provided in the FIM Moto3™ Junior World Championship Technical Rules for the FIM Championship.

1.10 Eligible competitors

1.10.1

Riders must be in possession of a “FIM CCR Junior Licence” issued by a FMN.

The constructors must be in possession of the appropriate “FIM Manufacturer Licence”.

1.10.2 Minimum age

Licences for riders are issued only when the minimum age has been attained as below:

Moto3™ Junior World Championship	14 years old
----------------------------------	--------------

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

1.10.3 Maximum age

The maximum age is 23 years old at the 1st of January of the corresponding Championship year.

1.11 Entries

1.11.1

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

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

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

FIM Dorna Worldwide, S.L.U (hereinafter DWW) reserve the right to not admit or dismiss any inscription.

When the name of a riders appears in the provisional list, is only for informative purposes telling that the riders has past the first step in order to wait for the definitive admittance. The definitive admittance only happens when all conditions have been met, the particulars for the rider and the generals for the championship, and such definitive admittance has been officially confirmed. Therefore, FIM, and DWW will never be responsible for the rider's own acts or assumed by him/her when informed of his provisional admittance, in case that finally his/her inscription is dismissed or not admitted.

Some races may have limited the number of the entries for the sporting program needs.

1.11.2 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 Moto3™ Junior World Championship. 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 Championship Officials or which may be contrary to the integrity of Championship or the sport.**
- b) Public pronouncements which harm irresponsibly the lawful interest of or which are contrary to the integrity of Championship 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 Championship Officials.**
 - 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 Championship Officials are expressly covered by this regulation.**

- It is understood that responsible expressions of legitimate disagreement with the Championship Officials and/or Championship policies are not prohibited.

1.11.3 Briefing

Two briefings will be organized:

- a) A compulsory briefing will be held for all the riders who will be participating for the first time in the current FIM Moto3™ Junior World Championship on the day preceding the day scheduled for the first official practice session and the hour set on the official timetable of the event.

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

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

- b) An optional briefing will be held for all Team Managers who will be participating for the first time in the current FIM Moto3™ Junior World Championship on the day preceding the day scheduled for the first official practice session and the hour set on the official timetable of the event.

1.11.4

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

1.11.5

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

1.12 Starting Numbers

The number one (1) is reserved to first place qualified rider of the previous year.

Only the numbers between 1 and 99 will be allowed.

1.13 Schedule

1.13.1

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

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

1.13.2

The CEV Commission reserves the right to modify the number of races per event for each class.

1.13.3

The schedule may include an allotted time for riders and teams to make familiarisation laps by bicycle or on foot. All traffic at this time must be in the circuit direction. Violation of this rule may result in a penalty.

1.14 Technical Control - Medical Control - Doping Control

1.14.1

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

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

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

1.14.2

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

1.14.3

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

1.15 Practices

1.15.1 Practice Sessions (including Warm-up)

- i) Riders will commence practice from the pit lane when the green light is displayed at the exit of the pit lane.
- ii) The duration of practice will commence from the illumination of the green light. A count-down will be shown on the official Timekeeping monitors to indicate the minutes of practice remaining.
- iii) The end of practice will be indicated by the waving of a chequered flag at which time the pit exit will be closed. A rider's time will continue to be recorded until he passes the finish line after the allotted time has elapsed. After the chequered flag, riders complete one additional lap prior to entering the pits.
- iv) If practice is interrupted due to an incident or any other reason, then a red flag will be waved at the start line and at all marshals posts. All riders must return slowly to the pit lane.

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

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

- v) After practice has started, **it is not permitted for any person to alter the condition of the racing surface of the circuit.**

This includes track Marshals and other Officials, who cannot clean the track surface without prior instructions and/or authorisation from the Race Director and/or the FIM Safety Officer.

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

From the publication of the sporting rules, version 1, test with a bike of the same category as the one used by the rider in the race, in the same circuits of the FIM Moto3™ Junior World Championship before the events take place, are limited to a maximum total of 14 days.

If there are any test on the Thursday previous to the competition this session will count as a test.

Taking part in Moto3™ and Moto2™ events of MotoGP™, World Superbike, Supersport, Supersport 300 and European Superstock Championships, Spanish Championship, Endurance World Championship & World Cup, Red Bull MotoGP™ Rookies Cup and their tests will not be considered as test.

1.15.2 Duration of practices

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

- Moto3™ Junior World Championship 40 minutes

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

1.15.3 Motorcycles

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

1.15.4 Lap time

All laps of the riders will be timed.

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

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

1.15.5 Groups

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

- For the first race, the groups will be made up by drawing, except for the riders classified in last season's final results, who will be distributed in alternate groups, A and B

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

1.15.6 Qualification for the race

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

Exemptions may be granted by the CEV Race Direction.

If, due to mechanical failure or crash, a rider cannot take part in any of the qualifying sessions, and provided that the grid is not complete, the CEV Race Direction could allow the rider to take part in the Warm-Up. The rider must achieve a maximum qualifying time of the warm-up, 110%, which will allow the rider to take the last position in the starting grid.

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

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

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

1.16.4

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

1.16.5

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

1.17 Races

1.17.1

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

- Moto3™ Junior World Championship: between 60 Km and 90 Km

1.17.2

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

1.17.3

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

1.17.4

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

1.18 Standard Start procedure

1. Only riders who have completed at least one sighting lap will be permitted to start the race from their position published on the final grid. Under no circumstances may they push onto the grid from the pit lane.
2. Approximately 15 Minutes before the Start of the Race - (except in the case of a restarted or reschedule race).

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 machines or refuel.

3. Approximately 10 Minutes before the Start of the Race. (except in the case of a restarted or reschedule race)

Pit lane exit closes.

Red lights on at the pit lane exit.

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

Riders starting the warm up lap from the pit lane must start the race from the back of the grid.

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

Riders on the grid may be attended by up to 5 mechanics and other staff, including one person who may hold an umbrella. All attendants on the grid must wear a “Grid Pass”.

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

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

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

Tyre warmers may be used on the grid. Riders may use a generator to power tyre warmers on the grid.

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

Starter engines may also be used on the grid. Only one starter engine per motorcycle may be used.

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

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

8. Refueling or changing fuel tank on the grid is forbidden
9. 5 Minutes before the Start of the Warm Up Lap - Display of 5 Minute Board on the grid.
10. 3 Minutes before the Start of the Warm Up Lap - Display of 3 Minute Board on the grid.

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

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

Riders must put their helmets on.

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

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

Immediate removal of tyre warmers from motorcycles on the grid.

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

12. 30 Seconds before the Start of the Warm Up Lap - Display of 30 Second Board on the grid.

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

13. 2 minutes before the start of the race - Green flag waved to start warm up lap.

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

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

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

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

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

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

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

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

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

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

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

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

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

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 the CEV Race Direction must communicate the penalty to the rider as soon as possible.

15. If, after the start of the race, a rider stalls his machine, then he may be assisted by being pushed along the track until the engine starts. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane, where his mechanics may provide assistance or where the rider may change machine.
16. After the riders have passed the exit of the pit road, the green light at the pit lane exit will be switched on to start any riders still in the pit lane.

The exit of the pit road is defined as the point where the pit road joins the circuit, or as defined by CEV Race Direction (refer to Art. 1.21.21).

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

17. Unless the race is interrupted, no further changes of machines are permitted, except as indicated in the technical regulations.

If a machine that has been active in the race enters the pit box, this machine is deemed to be retired and may not be used again in the race (refer to Art. 1.21.8).

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 or a spare machine is taken the rider may start the warm up lap from pit lane, and will start the race from the back of the grid.

- After display of the Start Delayed board, a maximum of 2 mechanics per rider are allowed on the grid. Only tyre warmers, stands, starter engines and hand-carried tools are allowed, no generators are allowed on the grid.
- Only essential officials are allowed on the grid, no media, guests, umbrella-holders or other team personnel will be permitted, with the exception of camera crew(s) authorised by the Organisers.
- The start procedure will be re-commenced at the 3 minute board, which the Starter will order to be displayed as soon as possible (normally as soon as all riders on the grid are attended by their team).
- Following the 1 minute and 30 second boards the riders will complete an additional warm up lap. The race distance will be reduced by one lap.

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

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 normal sighting lap (i.e. when riders are on the track or on the grid), the CEV Race Direction may invoke the following procedure: This procedure does not apply after the start of the warm up lap, riders are free to enter the pit lane after the warm up lap and start the race from there if they wish to make any adjustments.

(Note: as climatic conditions and their severity can never be accurately forecast CEV Race Direction may react to specific situations by issuing different instructions. All instructions will be displayed on timekeeping monitors and teams will be informed by the officials)

- The Start Delayed 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.
- Wheels may be changed and adjustments made only on the grid.

- 5 minutes extra working time is given to change settings, so approximately five minutes after the Start Delayed board is displayed, the 5-Minute board is shown and the 5-3-1-30sec countdown is made before the start of the Warm Up lap.
- Team members must leave the grid as usual (refer to Art.1.18.10), 11), 12) above). I.e. 3-Minute board: adjustments completed, 1-Minute board: tyre warmers removed, 30-Second board: start engines.
- After the green flag **the normal warm up lap and start procedure applies**, riders make one Warm Up lap as usual and take up their original grid positions.
- Any rider who wishes to make adjustments after the start of the Warm Up lap must enter the pit lane to make adjustments and start the race from there.
- Three minutes after the display of the green flag for the extra sighting lap the normal pre-race countdown is resumed at the 5-Minute board. Mechanics may return to the grid to assist the riders, change wheels and make adjustments, but journalists and guests will not be re-admitted to the grid at this stage. Mechanics must leave the grid following the normal 3-Minute, 1-Minute, 30-Second rules (as per Art. 1.18.10),11),12) above).
- The race distance is reduced to 2/3 of the original distance.

1.18.20 Wet Race Start (following all dry practice)

In case a class has had all practice and warm up sessions dry (as declared by the CEV 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 (5 minutes longer than normal).
- The pit lane will open on time and remain open for 10 minutes (5 minutes longer than normal).
- Riders may make more than one sighting lap, passing through the pit lane.

- Refuelling of any machine is permitted in pit lane during the sighting laps period.
- The countdown boards at Pit Lane Exit will display 10-Min, 5-Min, 4-Min, 3-Min, 2-Min, 1-Min before the Pit Lane is closed.
- Three minutes after the close of Pit Lane, the normal **warm up lap and start procedure applies**, the countdown to the Warm Up lap will be made, 5-Min, 3-Min, 1-Min, 30-Sec.
- Therefore the Warm Up lap and Race Start will be 5 minutes delayed.
- Race distances remain unchanged

1.18.21 Quick Restart Procedure

When a race is stopped, riders must return to the pit lane, unless otherwise instructed by officials. If there is to be a 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 CEV 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 start the race from the back of the grid.
- Any riders remaining in the pit lane after it has been closed will have to start the warm up lap from the pit exit and start the race from the back of the grid.

- ONE mechanic only, per rider, may go onto the grid (without tools) to primarily indicate to his rider his position on the grid. In the case that the restarted race involves new grid positions, the mechanic should avail himself of his rider's new grid position from the classification displayed on the timing screen or from officials who will be positioned at the entry point to the grid with the revised starting grid information.
- Riders will arrive back on the starting grid and stop in their grid position, with engines running, no adjustments may be made. Any rider requiring repairs or adjustments on the sighting lap from the pit exit must enter the pit lane.
- As soon as 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 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 start the race from the back of the grid as directed by officials. In case of two or more riders, they will take up the last grid positions in order of their grid positions. 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 and the last rider has passed the pit exit, the pit exit will be opened, as per Article 1.18.16. Any riders still in the pit lane may then start the race.
- **The Race distance will be according to Art. 1.26.**

1.19 Ride Through Procedure

During the race, the rider will be requested 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. 1.21.13), in the pit lane. In case of infraction of this speed limit, the ride through procedure will be repeated; in case of a second infraction of this speed limit, the black flag will be shown to the rider.

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

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

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

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

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

In the case where the organisation has been unable to carry out the ride through penalty before the end of the race, the relevant rider will be inflicted with a time penalty as determined by the Race Direction to reflect the ride through time, and notified to teams before the race.

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 Races

1.20.1.1

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

1.20.1.2

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

1.20.1.3

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

1.21 Behaviour during practice and race

1. Riders must obey the flag signals, the light signals, and the boards which convey instructions. Any infringement to this rule will be penalised according to the provisions of article Art. 1.22.
2. Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Any infringement of this rule **may** be penalized.
3. Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the officials or at a place which does not provide an advantage to him.

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

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

A time penalty may be imposed in lieu of a change of position penalty where necessary.

Further penalties may also be imposed.

4. Any repairs or adjustments along the race track must be made by the rider working alone with absolutely no outside assistance. The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made. The marshal may then assist him to re-start the machine.
5. If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals.
6. If the rider encounters a problem with the machine which will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals
7. Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.
8. Riders may enter the pits during the race, but taking the motorcycle inside the pit box is not permitted.

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

9. Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
10. Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine (exception: Another rider or by another rider after the chequered flag or red flag).
11. Riders must not ride their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
12. No signal of any kind may pass between a moving motorcycle and the rider's team, or anyone connected with the motorcycle's team, entrant or rider, except for the signals of the timekeeping transponder, lap trigger, GPS, legible messages on a pit board, or body movements by the rider or team. Onboard TV camera signals are allowed, but only when such signals are for the purposes of and managed by the Championship promoter. It is strictly prohibited the placement of systems, of any type, image recording on the motorcycle and / or pilot, other than those set by the championship promoter and controlled by it.

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

Any rider found to have exceeded the limit during the practice will be subject to a **minimum fine of 200 Euros for the first offence. Repeat offences at the same event will incur a higher fine each time, and any rider committing 3 offences at a single event will also be subject to further penalties from the Race Direction.**

Any rider who exceeds the pit lane speed limit during a race will be penalised with a ride through.

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

14. Stopping on the track during practices and races is forbidden
15. During the practice sessions and warm ups, practice starts are permitted;
 - a) When it is safe to do so, at the pit lane exit before joining the track and
 - b) After passing the chequered flag at the end of practice sessions and warm-ups when it is safe to do so, off the racing line and only in the designated Practice Start Zone(s) and following the procedure, as communicated to teams prior to the first practice session. Infringement of this rule will incur an instant fine and further penalties may be applied.
16. If any rider wishes to parade a flag or engage in any celebration after the chequered flag, they must ride to the side of the racing surface in a safe location to collect the flag and/or perform any celebrations and then rejoin the circuit when it is safe to do so. Before the celebration the rider must request authorization to the CEV Race Direction.

It is forbidden to stop on the start-finish straight after the chequered flag for any celebrations of any kind.
17. It is not permitted to ride racing motorcycles within the circuit other than in the pit lane or on the track.
18. After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane / parc fermé.

19. Pit Lane Exit

The pit lane exit road will be defined by CEV Race Direction and marked with painted lines. A dotted white line (interrupted line) will signify the end of the pit lane road, which is the point where the track starts and racing may commence. Riders must stay inside the painted lines defining the pit exit road until passing the dotted white line, during all track sessions (practice and race).

Infractions may be penalised with an instant penalty by CEV Race Direction, 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.

1.22.1 Flags and Lights Used to Provide Information

- **Green Flag**

The track is clear.

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

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

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

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

Drops of rain on this section of the track.

This flag must be waved at the flag marshal post.

- **White Flag with diagonal red cross** (stroke width of the cross: between 10 and 13 cm) + **Yellow and Red Striped Flag**
Rain on this section of the track.
These flags must be waved together at the flag marshal post.
- **Blue Flag**
Waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken.
During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him.
During the race, the rider concerned is about to be lapped. He must allow the rider(s) who are lapping him to pass him at the earliest opportunity, and passing within a group of lapped riders is forbidden under the blue flag.
Waved at a marshal post after the pit lane exit, this flag indicates to a rider exiting pit lane that riders are approaching on track. The rider exiting pit lane must do so safely and without disturbing riders on track.
Any Infringement of this rule may be penalized by CEV Race Direction.
- **Chequered Black / White Flag**
This (these) flag(s) will be waved at the finish line on track level to indicate the finish of race or practice session.
- **Chequered Black / White Flag and Blue Flag**
The chequered black/white flag(s) will be waved together with the blue flag at the finish line on track level when a rider(s) precedes closely the leader during the final lap before the finish line (see Art. 1.24.1).
- **Green Light**
This light must be switched on at the pit lane exit to signal the start of each practice session and of the warm up, the start of the sighting lap(s) and the start of the warm up lap.
- **Flashing Blue Lights**
Will be switched on at the pit lane exit at all time during practices and races.

1.22.2 Flags Which Convey Information and Instructions:

- **Yellow Flag**

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

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

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

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

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

An infringement of this rule during the race will result in a penalty.

If a change of position penalty is imposed, boards will be displayed for the rider on the finish line during a maximum of 5 laps, indicating the number of positions the rider must go back. If the rider does not go back after the board has been presented 5 times, he will be penalized by a ride through.

In both cases, further penalties may also be imposed.

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

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

- **Red Flag and Red Lights**

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

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

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

At the end of each practice session and warm-up, a red light will be switched on at the finish line.

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

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

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

- **Black Flag**

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

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

- **Black Flag with orange disk (Ø40 cm)**

This flag is used to convey instructions to one rider only and is waved at each flag marshal post together with the rider's number. This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track.

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

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

1.24 Finish of a race and race results

1.24.1

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

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

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

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

1.24.2

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

1.24.3

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

1.24.4

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

- a) Complete 75% of the race distance.
- b) Cross the finish line on the race track (not in the pit lane) within five minutes of the race winner. The rider must be in contact with his machine.

1.24.5

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

1.24.6

The Results of a race will be considered as definitive when all the required control/test (technical, fuel, etc) have been made. If, as a result of waiting for the tests, a classification is waiting to be approved, this should be communicated to the teams.

1.25 Interruption of a race

1.25.1

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

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

Exception: if the race is interrupted after the chequered flag, the following procedure will apply:

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

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

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

1.25.2

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

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

1.25.3

If three laps or more have been completed by the leader of the race and all other riders on the same lap as the leader, but less than two-thirds of the original race distance, rounded down to the nearest whole number of 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 half points will be awarded in the Championship.

1.25.4

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

1.26 Re-starting a race that has been interrupted

1.26.1

If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits the **Race Director** will announce a time for the new start procedure to begin which, conditions permitting, should not be later than 10 minutes after the initial display of the red flag. Exceptionally, the CEV Race Direction will decide the appropriate changes in the schedule in order to include the new start after some other category (-ies) take place.

1.26.2

The 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 be the same for all classes and will follow the Quick Restart Procedure, Art. 1.18.21), unless otherwise informed by 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 or warm up lap for the original start.
 - B. Motorcycles may be repaired or changed. Refuelling is permitted.
 - C. The number of laps will be two-thirds of the original race distance rounded down to the nearest whole number of laps.
 - D. The grid positions will be as for the original race
- ii) In the case of situation described in 1.25.3 (3 laps or more and less than two-thirds completed):
 - A. Only riders who are classified as finishers in the first race may re-start. **To be eligible to re-start the rider must enter pit lane, riding or pushing their motorcycle, within 5 minutes after the red flag was displayed in the interrupted race.**
 - B. Motorcycles may be repaired. Refuelling is permitted.
 - C. The number of laps of the second race will be the number of laps required to complete two-thirds of the original race distance rounded down to the nearest whole number of laps with a minimum of 5 laps.
 - D. The grid position will be based on the finishing order of the first race.
 - E. The final race classification will be established according to the position and the consolidated number of laps of each rider at the time he crossed the finish line at the end of the last part of the race. Provisions of Art. 1.24.4 will apply.

1.26.5

Any **start position** penalties applying to a rider in the first race. e.g. a drop of grid position or starting the race from pit lane, will be **considered to have been served at the original race start and will not apply to 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 will apply.

1.26.6

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

- a) If the re-started race is interrupted when 5 or more laps have been completed, the race will be deemed to have been completed and full Championship 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 5 laps have been completed, the race would be re-started a further time if possible, and CEV Race Direction will determine the number of laps with a minimum of 5 laps. The grid will be based on the results of this interrupted race provided 3 or 4 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 5 laps have been completed, no further re-starts will be made. The race results will then be determined by the first part of the race and full Championship points awarded, provided that in the first part of the race 5 laps or more had been completed.
- d) If the first race is re-started and none of the races (original or subsequent re-starts) have completed 5 or more laps, then the race is deemed to be cancelled and no Championship points will be awarded.
- e) CEV Race Direction may reschedule re-started races in the race programme as necessary.

1.27 Technical Control Area

In case of a technical protest related to a motorcycle **to take part in two races in the same day**, it has to be determined one way to guarantee that the bike could not be fixed without being controlled by the technical scrutineers, in order to assure the proper technical control related to the protest after the last of the races.

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

1.28 Championship points and classification

1.28.1

Riders and Constructors will compete for the FIM CEV Repsol.

1.28.2

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

1.28.3

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

1.28.4

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

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

1.28.5

All races will count for the FIM Moto3™ Junior World Championship.

1.28.6

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

1.28.7

The World Champion is obliged to attend an official FIM Ceremony.

1.29 Instructions and communications to competitors

1.29.1

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

1.29.2

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

1.29.3

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

1.30 Team personnel in the pit lane

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

1.30.1

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

1.30.2

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

1.30.3

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

1.31 Extra deposits in case of motorcycle control following a technical protest

The technical protests must be submitted together with security deposit according with the Disciplinary and Arbitration Code, plus a deposit of 500 €. If the checked motorcycle fits the stipulated dispositions, the amount will cover the charges of the respondent team.

If the party who makes the protest is the losing party, the deposit shall be paid to the winning party.

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

1.32 Extra deposit for fuel controls following a protest

The fuel protests must be submitted together with security deposit according with the Disciplinary and Arbitration Code, plus a deposit of 600 €

After the last control:

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

1.33 Sanction for non-compliance with the fuel rules

A fuel control may be carried out in accordance with Art. 2.10.5 of the FIM Regulations. A rider whose fuel does not correspond to the technical requirements will be sanctioned as follows:

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

1.34 Transponders

1.34.1 Placing and returning

Timekeepers must indicate how and where the transponders have to be placed in the motorcycles.

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

1.35 Appendix (1)

Calculation of laps as established in articles:

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

Laps	75% Art.1.24	2/3 Art.1.25
5	3	3
6	4	4
7	5	4
8	6	5
9	6	6
10	7	6
11	8	7
12	9	8
13	9	8
14	10	9
15	11	10
16	12	10
17	12	11
18	13	12
19	14	12
20	15	13
21	15	14
22	16	14
23	17	15
24	18	16
25	18	16
26	19	17
27	20	18
28	21	18
29	21	19
30	22	20

2. TECHNICAL REGULATIONS

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

2.1 Engine Description

2.1.1

Engines may operate on the reciprocating piston four stroke principle only. The normal section of each engine cylinder and piston in plan view must be circular. Circular section cylinders & pistons are defined as having less than 5% difference in the diameter measured at any two points.

2.1.2

Engine capacity: maximum 250 cc Cubic capacity of the engine will be defined by the swept volume of the cylinder, ie. the area of the bore of the cylinder multiplied by the stroke, multiplied by the number of cylinders. No tolerance on capacities is permitted. Engine capacity will be measured at ambient temperature.

2.1.3

Single cylinders only

2.1.4

Maximum bore size: 81 mm.

2.1.5

Engines must be normally aspirated.

2.1.6

Crankshaft speed in acceleration limited to maximum: 13.500 RPM** (RPM here is defined as the moving average of the crankshaft speed over one crankshaft revolution, of 360°).

2.1.7

Maximum of 1 ignition driver.

2.1.8

Pneumatic and/or hydraulic valve systems are not permitted.

2.1.9

Valve timing system drive must be by one chain. An intermediate drive gear which rotates on only one axle or rotation centre is allowed in the system (refer to ANNEX 1 for some examples of permitted systems).

2.1.10

Only reciprocating inlet and exhaust valves are permitted, with a maximum of 2 valves each inlet and exhaust.

** All motorcycles will have to be equipped with a control system to verify the highest RPM reached during the event, as established in Art. 2.1.6 of these rules.

The only system authorized for this control is:

- RPM Logger AIM (Annex 2 - manufacturer's full address)

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

- ECU Moto3 Dell'Orto Dope, models "RACE", "START" or "FACTORY" (annex 2 - manufacturer's full address)
- Data acquisition Evo4 AIM (specific firmware M3_CEV_2012) (annex 2 - manufacturer's full address)

2.2 Inlet & Fuel System

2.2.1

Maximum relative fuel pressure is 5.0 Bar.

2.2.2

Variable-length inlet systems are not permitted.

2.2.3

Only one throttle control valve is permitted to control the power demand by the rider, which must be controlled exclusively by mechanical means (eg. cable) operated by the rider only. No other powered moving devices (except injectors and the idle control air bypass) are permitted in the inlet tract before the engine intake valve. No interruption of the mechanical connection between the rider's input and the throttle is allowed.

2.2.4

Idle speed (including engine braking) adjustment by means of an air bypass system, controlled by the ECU is allowed.

2.2.5

Fuel injectors must be located upstream of the engine intake valves.

2.2.6

A maximum of 2 fuel injectors per throttle body, and 2 independent fuel injector drivers, controlled by the ECU, is permitted.

2.2.7

Other than engine sump breather gases, only air or air/fuel mixture is permitted in the inlet tract and combustion chamber.

2.2.8

Only fuel of the current year from the appointed fuel supplier is permitted. This fuel will be available at all official events, and will conform to the FIM Grand Prix specification.

The use of this fuel without any addition or alteration is mandatory during all event (free practices, qualifying practices, warm-up and races).

2.2.9

The 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.

2.2.10

Any quality of oil may be used.

2.3 Exhaust System

2.3.1

The outlet of the exhaust must not extend behind a line drawn vertically through the edge of the rear tyre.

2.3.2

For safety reasons the exposed edge of the exhaust pipe outlet must be rounded to avoid any sharp edges.

2.3.3

Variable length exhaust systems are not permitted.

2.3.4

Exhaust Gas Recirculation (EGR) systems are not permitted.

2.3.5

No moving parts (e.g. valves, baffles...) are allowed in the exhaust systems.

2.3.6

The noise limit will be a maximum of 115 dB/A, measured in a static test at 5.500rpm.

2.4 Control Systems

2.4.1

The use of hydraulic and/or pneumatic pressurized powered systems is not allowed. All hydraulic systems on the motorcycle must be powered only by the rider's manual inputs with the following clarifications:

- Normal hydraulic hand/foot controls such as master/slave cylinders for brakes/clutch are allowed.
- Oil/water pumps for engine lubricating/cooling are allowed.
- The use of engine lubricating oil for any purpose other than lubrication and cooling (such as powered hydraulic systems) is not allowed.

2.4.2

Variable valve timing and variable valve lift systems, driven by hydraulic and/or electric/electronic systems are not permitted.

2.4.3

Decompression systems which operate only at engine start are permitted, but variable valve timing/valve lift systems which operate other than at engine start, are not permitted.

2.5 Transmission

2.5.1

A maximum of six (6) gears ratios is permitted.

2.5.2

A maximum of 2 possible gear ratios for each gearbox speed and 3 possible ratios for the primary drive gear is permitted. Teams will be required to declare the gearbox ratios chosen for each gear at the beginning of the season, and only these ratios may be used during the entire season.

2.5.3

Twin clutch transmission systems (DSG) are not permitted.

2.5.4

Continuously Variable Transmission systems (CVT) are not permitted.

2.5.5

Automatic transmission systems are not permitted. Only manually or foot operated transmissions with gearshifts assisted by a quick-shifter systems are permitted.

2.5.6

Gearbox systems must be of the conventional type. That is; constant-mesh with engagement dogs as an integral part of the gear, actuated by shift forks and shift cam or drum, with only one set of gears engaging at one time. So-called “seamless shift” transmissions (also known as Automated Manual Transmission, Instantaneous Gearchange System, etc.) are not permitted.

2.5.7

Electro-mechanical or electro-hydraulic clutch actuating systems are not permitted.

2.6 Ignition, Electronics and Data-Logging

2.6.1

The Electronic Control Unit (ECU) is free.

2.6.2

Tyre temperature/pressure sensors are permitted in this class.

2.6.3

The traction control systems are allowed.

2.6.4

The Data-Logging system is free.

2.6.5

A battery is compulsory; proper engine management function is ensured only when the battery voltage is in the 8÷18 V range.

2.7 Chassis

2.7.1

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

2.7.2

Minimum total weight of Motorcycle + Rider: 149 kg.

2.7.3

Ballast may be added to achieve the minimum weights.

2.7.4

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, with fuel tank on and 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.

2.7.5

For this class the weight checked will be the total of the rider with full protective clothing plus the weight of the motorcycle. Random weight controls may be carried out during practice in a designated weighing area.

2.8 Brakes

2.8.1

Motorcycles must have a minimum of one brake on each wheel that is independently operated.

2.8.2

Only brake discs of ferrous materials are allowed.

2.8.3

The proportion of ceramic composite materials in brakediscs must not exceed 2% by mass.

2.8.4

Ceramic materials are defined as inorganic, non metallic solids (e.g. Al_2O_3 , SiC , B_4C , Ti_5Si_3 , SiO_2 , Si_3N_4).

2.8.5

Motorcycles must be equipped with brake lever protection, intended to protect the handlebar brake lever(s) from being accidentally activated in case of collision with another machine. Acceptable protection includes the fairing extending sufficiently to cover the brake lever, as viewed from the front.

Such devices must be strong enough to function effectively and designed so that there is no risk for the rider to be injured or trapped by it, and it must not be considered a dangerous fitting (at the sole discretion of the FIM CEV Technical Director).

In case the brake lever protection is attached to any part of the braking system (e.g. brake master cylinder), then the brake system manufacturer must officially confirm in writing to the FIM CEV Technical Director that the device does not interfere with the proper brake operation.

2.8.6

Anti-lock Brake Systems (ABS) are not permitted. Braking inputs must be powered and controlled solely by the rider's manual inputs. Conventional hydraulic hand/foot controls such as master/slave cylinders for brake systems are allowed (refer also to Art. 2.1.4.1 Control Systems) but no increase or control of brake pressure by electronic or mechanical systems apart from the rider's direct manual inputs are allowed. Specifically, brake systems designed to prevent the wheel from locking when the rider applies the brake are forbidden.

2.9 Suspension and Dampers

2.9.1

Electric/electronic controlled suspension, ride height and steering damper systems are not allowed. Adjustments to the suspension and steering damper systems may only be made by manual human inputs and mechanical/hydraulic adjusters.

2.10 Fuel Tank

2.10.1

Fuel caps must be leak proof and have a positive closing device.

2.10.2

Fuel tank breather pipes must include a non-return valve. Fuel tank breather pipes must discharge into a suitable container, one per motorcycle with a minimum capacity of 200cc.

2.10.3

Fuel tanks of all construction types must be filled with fire retardant material or be lined with a fuel cell bladder.

2.10.4

Except for the case that a fuel tank is fixed on the chassis with bolts, all fuel lines from the fuel tank to the engine/injector system should have a self sealing breakaway valve. This valve must separate at less than 50% of the load required to break any part of the fuel line or fitting or to pull it out of the fuel tank.

2.10.5

Refuelling may only be carried out from an unpressurised container, and the motorcycle fuel tank may not be artificially pressurised above atmospheric pressure at any time. It is allowed to vent the fuel tank to the atmosphere via the airbox in order to equalise pressure in the airbox and fuel tank.

2.11 Bodywork

2.11.1

The windscreen edge and the edges of all other exposed parts of the streamlining must be rounded.

2.11.2

The maximum width of bodywork must not exceed 600 mm. The width of the seat or anything to its rear shall not be more than 450 mm (exhaust pipes excepted).

2.11.3

Bodywork must not extend **more than 150 mm** beyond a line drawn vertically **from the center of the front wheel spindle** and a line drawn vertically at the rearward edge of the rear tyre. The suspension should be fully extended when the measurement is taken.

2.11.4

When viewed from the side, it must be possible to see:

- a) At least 180 degrees of the rear wheel rim.
- b) The whole of the front rim, other than the part obscured by the mudguard, forks, brake parts or removable air-intake.
- c) The rider, seated in a normal position with the exception of the forearms.

Notes: No transparent material may be used to circumvent the above rules. Covers for brake parts or wheels are not considered to be bodywork obstructing the view of wheel rims in regard to the above rules.

2.11.5

No part of the motorcycle may be behind a line drawn vertically at the edge of the rear tyre.

2.11.6

The seat unit shall have a maximum height of the (approximately) vertical section behind the rider's seating position of 150 mm. The measurement will be taken at a 90° angle to the upper surface of the flat base at the rider's seating position, excluding any seat pad or covering.

2.11.7

Mudguards are not compulsory. When fitted, front mudguards must not extend:

- a) In front of a line drawn upwards and forwards at 45 degrees from a horizontal line through the front wheel spindle.
- b) Below a line drawn horizontally and to the rear of the front wheel spindle.

The mudguard mounts/brackets and fork-leg covers, close to the suspension leg and wheel spindle, and brake disc covers are not considered part of the mudguard.

2.11.8

Devices or shapes **protruding from** the fairing or bodywork and not integrated in the body streamlining (eg. wings, fins, bulges, etc.), that may provide an aerodynamic effect (eg. providing downforce, disrupting aerodynamic wake, etc.) are not allowed. The FIM CEV Technical Director will be the sole judge of whether a device or fairing design falls into the above definition. Moving aerodynamic devices are prohibited.

2.11.9

The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (minimum 2.5 liters). This measurement should be taken with the fairing fitted to the motorcycle, whilst both wheels are on the ground and the motorcycle is upright at 90° to the horizontal.

The lower fairing should incorporate a maximum of two holes of 25 mm. These holes must remain closed in dry conditions and must be only opened in wet race conditions.

2.12 Wheels & Tyres

2.12.1

The only permitted wheel rim sizes are:

Front 2.50" x 17"

Rear 3.50" x 17"

2.12.2

Composite construction wheels (including carbon fibre reinforced, glass fibre reinforced, and similar) are not permitted. The permitted materials for wheel construction are magnesium and aluminium alloys.

2.12.3

The use of any device on the wheel to adjust the tyre pressure whilst on track is prohibited.

2.12.4

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

2.12.5

The tyre specifications available at each event will be determined by the **Championship Promoter**. Only homologated tyres in each event are permitted.

2.12.6

The maximum number of rear tyres allowed to use during the qualifying practice are **THREE (3)**. Only the rear slick tyres need to be marked with a tyre sticker. The wet tyres will not need to be marked with a tyre sticker and will not be considered in the total number of tyres available for use.

2.12.7

A maximum of **ONE (1)** rear slick tyre per race may be used. Only the race rear slick tyre shall be marked with a code differentiable qualifying tyres. The wet tyres will not need to be marked with a tyre sticker and will not be considered in the total number of tyres available for use.

2.12.8

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

2.12.9

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

2.12.10

If the riders are shown a red flag during the practice, or the race/s, the Permanent Race Direction is allowed to authorize the use of a supplementary tyre. All checked tyres must be easily identifiable with a colour marking or a numerical system.

2.12.11

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

2.13 Materials

2.13.1

Construction materials must comply with:

1. The use of titanium in the construction of the frame, the front forks, the handle-bars, the swinging arm spindles, and the wheel spindles is forbidden. For wheel spindles, the use of light alloys is also forbidden.
2. The basic structure of the crankshaft and camshafts must be made from ferrous materials, steel or cast iron. Inserts of a different material are allowed in the crankshaft for the sole purpose of balancing.
3. Pistons, cylinder heads and cylinder blocks may not be composite structures which use carbon or aramid fibre reinforcing materials.
4. Brake calipers must be made from aluminium materials with a modulus of elasticity no greater than **80 GPa**.
5. No parts of the motorcycle or engine may be made from metallic materials which have a specific modulus of elasticity greater than **50 GPa / (g/cm³)**.

6. The use of MMC (Metal Matrix Composite) and FRM (Fibre Reinforced Metal) materials is forbidden.
7. In the Moto3 class, the following materials restrictions apply:
 - a) Engine crankcases, cylinder blocks and cylinder heads must be made from cast aluminium alloys.
 - b) Pistons must be made from an aluminium alloy.
 - c) Piston pins must be made from ferrous materials.
 - d) Connecting rods, valves and valve springs must be made from either ferrous or titanium-based alloys.

2.14 General

2.14.1

Number of machines: the team can scrutineer only one motorcycle per rider.

2.14.2

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

2.14.3

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

2.15 Number and backgrounds

2.15.1

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

2.15.2

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

2.15.3

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

2.15.4

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

2.15.5

Numbers cannot overlap.

2.15.6

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

2.15.7

The numbers and backgrounds will be as follows:

	Background	Number
Moto3™	Black	White

2.16 Safety and Construction criteria

2.16.1

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

2.16.2

The throttle twist-grip must close automatically when released.

2.16.3

Steering:

- a) Handlebars must have a width of not less than 450 mm and their end must be solid or rubber covered. The width of the handlebar is defined as the width measured between the outside of the handlebar grips or throttle twist grips.
- b) There must be at least 15 degrees of movement of the steering each side of the centre line.
- c) Stop must be fitted to ensure a clearance of at least 30 mm between the handlebar and the fuel tank frame and/or bodywork when at the extremes of steering lock.

2.16.4

Footrests must have rounded ends with a minimum solid spherical radius of 8 mm.

2.16.5

Handlebar levers must not be longer than 200 mm measured from the pivot point.

2.16.6

Clearances:

- a) The motorcycle, unloaded, must be capable of being leaned at an angle of 50 degrees from the vertical without touching the ground, other than with the tyre.
- b) There must be a clearance of at least 15 mm around the circumference of the tyre at all positions of the motorcycle suspension and all positions of the rear wheel adjustment.

2.16.7

Any breather pipe from the engine or gearbox must discharge into the airbox and/or a suitable container.

2.16.8

A guard must be fitted in such a way as to prevent trapping between the lower drive chain run and the final drive sprocket at the rear wheel.

2.16.9

Lateral engine covers containing oil and which could be in contact with the ground during a crash, should be protected by a second cover made from composite materials, e.g. nylon, carbon or Kevlar®. Plates and/or bars from aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and abrasion and must be fixed properly and securely.

Such protection is mandatory as directed by the FIM CEV Technical Director.

2.16.10 Safety Light:

All motorcycles must have a functioning red light mounted at the rear of the machine, to be used in rain or low visibility conditions. **The team must ensure that the light is switched on whenever a rain tyre is fitted on the motorcycle.**

Lights must comply with the following:

- a) The lighting direction must be parallel to the center line of the motorcycle (running direction) and it must be clearly visible from the rear, at least 15 degrees to both the left and right sides of the center line of the motorcycle.
- b) It must be safely mounted on the very end of seat/rear bodywork and approximately on the center line of the motorcycle. In case of dispute over the mounting position or visibility of the Rear Safety Light, the decision of the FIM CEV Technical Director will be final.
- c) The power output/luminosity must be equivalent to approximately 10-15W (incandescent) or 0,6-1,8W (led).
- d) Able to be switched on and off by the rider when seated on the machine
- e) Safety light power supply may be separated from the motorcycle main wiring and battery.

2.16.11 Timing Transponders

- a) All machines must have a correctly-positioned timekeeping transponder, of the correct type for the class entered. The transponder must be supplied or approved by the official Timekeeper and fixed to the motorcycle in the position advised by Timekeeping and approved by the Technical Director.

- b) Correct attachment of the transponder bracket consists of a minimum of tie-wraps, but preferably by screw or rivet. Velcro or adhesive alone will not be accepted, and any transponder retaining clip must also be secured by a tie-wrap.
- c) Transponders must be fully functional on the motorcycle as required by the Organiser, including wiring, power supply, and inputs / outputs for data or signals purposes.

2.17 Procedure for Technical Controls

2.17.1

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

2.17.2

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

2.17.3

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

2.17.4

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

2.17.5

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

2.17.6

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

2.17.7

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

2.17.8

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

2.17.9

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

2.17.10

The FIM Technical Director/Chief Technical Steward will refuse any motorcycle that does not have a correctly-positioned positive transponder attachment. The transponder must be fixed to the motorcycle as described at the 2.16.11.

2.17.11

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

2.17.12

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

2.17.13

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

2.17.14

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

2.17.15

Only accepted motorcycles may be used in practices and races.

2.17.16

Approximately 30 minutes after the Technical control have been completed, the FIM CEV Technical Director/Chief Technical Steward must submit to the CEV Race Direction a list of accepted motorcycles and riders.

2.17.17

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

2.18 Wearing of helmets

2.18.1

It is compulsory for all participants taking part in practice and races to wear a protective helmet. The helmet must be properly fastened, be of a good fit, and be in good condition. The helmet must have a chin strap type “retention system”.

2.18.2

A protective lower face cover must be present and must be not detachable, not moveable and made of the same material of the shell.

2.18.3

Helmets constructed with an outer shell made of more than one piece are not permitted (e.g. they must not contain any seam).

2.18.4

All helmets must be marked with one of the official international standard marks mentioned in Art. 01.70. Any FMN approval marks do not substitute the official international standard marks.

2.18.5

A helmet is made to provide protection. A helmet is not a platform to attach foreign objects.

2.18.6

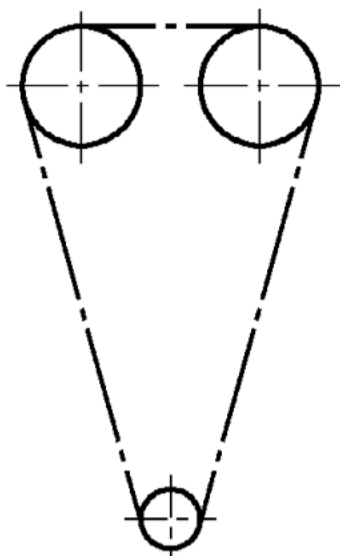
Helmets must conform to one of the recognised international standards:

EUROPE	ECE 22-05 (only “P” type)
JAPAN	JIS T 8133:2007 (valid until 31.12.2019) JIS T 8133:2015 (only “Type 2 Full face”)
USA	SNELL M 2010 (valid until 31.12.2019) SNELL M 2015

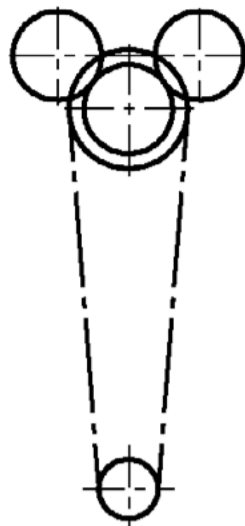
2.18.7

Examples of labels are reported in the Annexes (for Europe, the country numbers which have granted the approval, are also indicated).

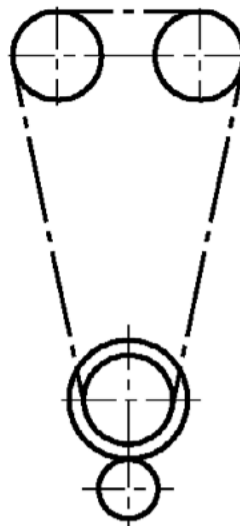
ANNEX 1



A) Simple
chain drive



B) Chain drive
+ upper gear

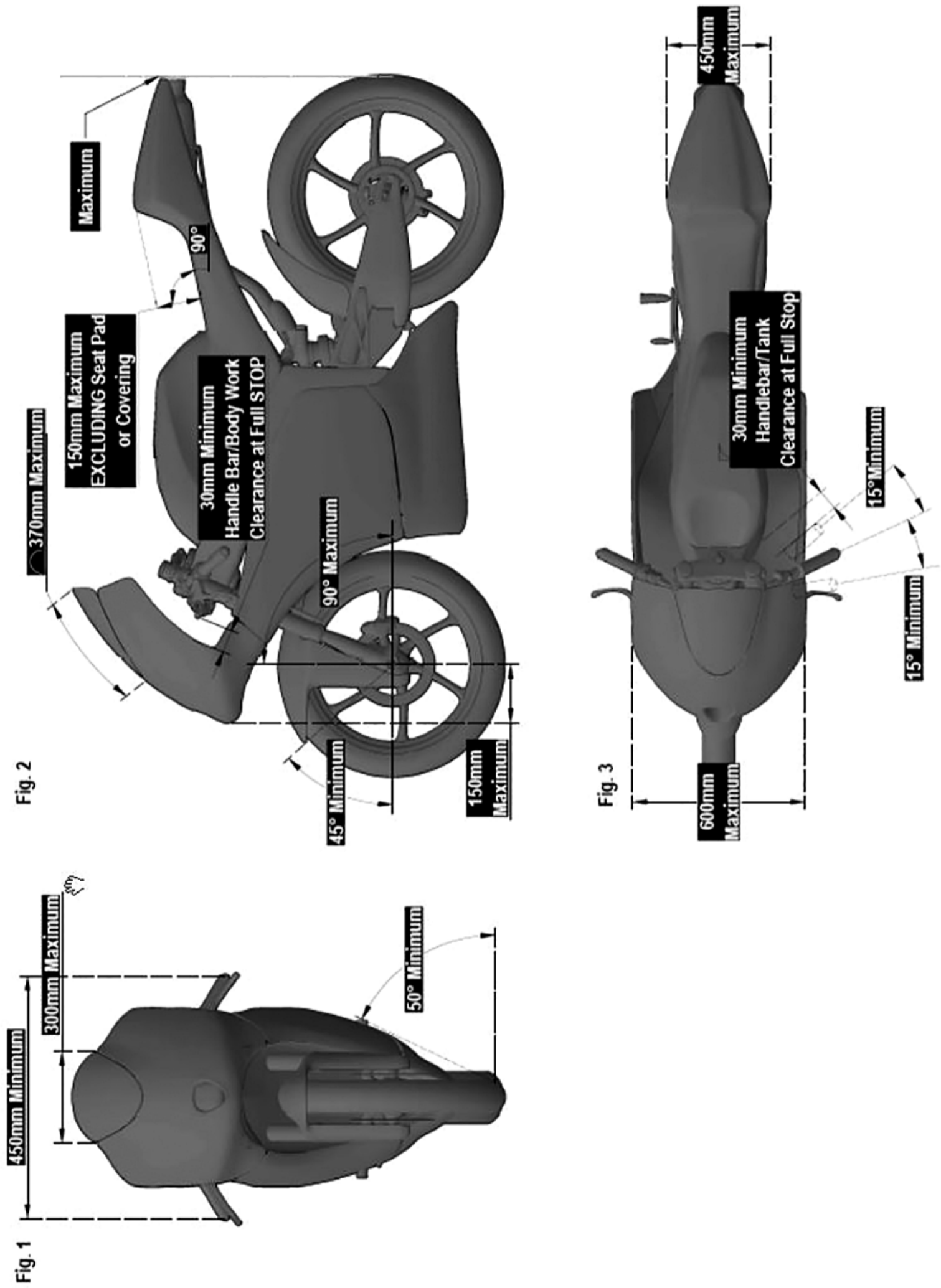


C) Chain drive
+ lower gear

ANNEX 2

- **Data Box.**
Eduard OLLÉ
Tel +34 93 688 2513
eduard@databox.es
- **ECU Moto3 Dell'Orto Racing**
Ofi +39 (031) 7692219
Cell. +393383028650
Barbara SALA - Dell'Orto
barbara.sala@dellorto.it
www.dellorto-pe.com
- **Evo4 AIM**
Data Box.
Eduard OLLÉ
Tel +34 93 688 2513
eduard@databox.es

ANNEX 3



Futura Heavy

0 1 2 3 4 5 6 7 8 9

Futura Heavy Italic

0 1 2 3 4 5 6 7 8 9

Univers Bold

0 1 2 3 4 5 6 7 8 9

Univers Bold Italic

0 1 2 3 4 5 6 7 8 9

Oliver Med.

0 1 2 3 4 5 6 7 8 9

Oliver Med. Italic

0 1 2 3 4 5 6 7 8 9

Franklin Gothic

0 1 2 3 4 5 6 7 8 9

Franklin Gothic Italic

0 1 2 3 4 5 6 7 8 9

INTERNATIONAL HELMET STANDARDS

Helmets must conform to one of the recognised international standards:

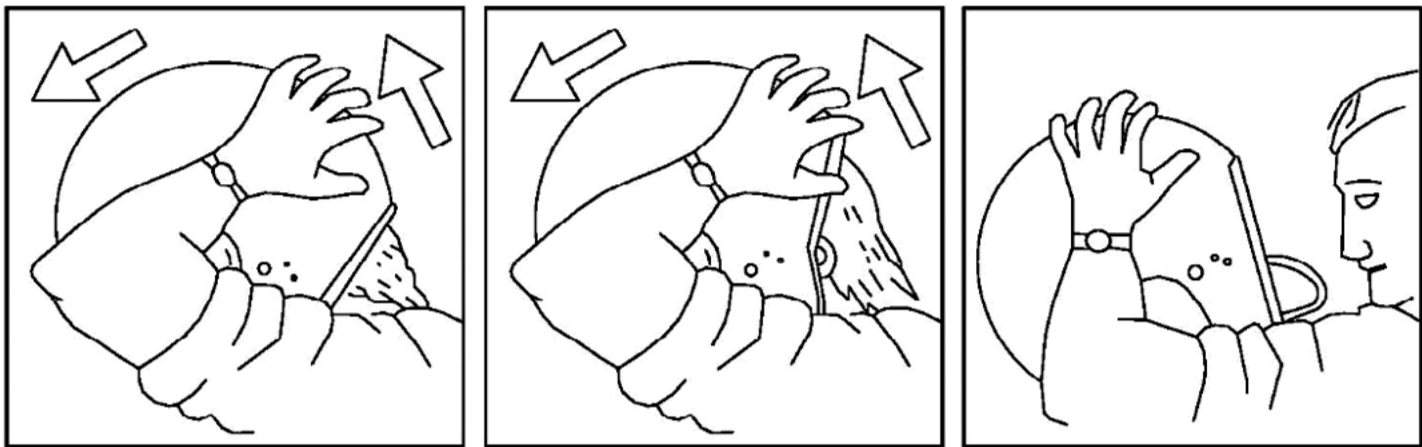
EUROPE	ECE 22-05 (only “P” type)
JAPAN	JIS T 8133:2007 (valid until 31.12.2019) JIS T 8133:2015 (only “Type 2 Full face”)
USA	SNELL M 2010 (valid until 31.12.2019) SNELL M 2015

Examples of labels are reported below (for Europe, the country numbers which have granted the approval are also indicated):

<p>EUROPE</p>	 <p>051406/P-1952  a = 8 mm min.</p> <p><small>3/ 1 for Germany, 2 for France, 3 for Italy, 4 for the Netherlands, 5 for Sweden, 6 for Belgium, 7 for Hungary, 8 for the Czech Republic, 9 for Spain, 10 for Yugoslavia, 11 for the United Kingdom, 12 for Austria, 13 for Luxembourg, 14 for Switzerland, 15 (vacant), 16 for Norway, 17 for Finland, 18 for Denmark, 19 for Romania, 20 for Poland, 21 for Portugal, 22 for the Russian Federation, 23 for Greece, 24 for Ireland, 25 for Croatia, 26 for Slovenia, 27 for Slovakia, 28 for Belarus, 29 for Estonia, 30 (vacant), 31 for Bosnia and Herzegovina, 32 for Latvia, 33 (vacant), 34 for Bulgaria, 35 (vacant), 36 for Lithuania, 37 for Turkey, 38 (vacant), 39 for Azerbaijan, 40 for The former Yugoslav Republic of Macedonia, 41 (vacant), 42 for the European Community (Approvals are granted by its Member States using their respective ECE symbol), 43 for Japan, 44 (vacant), 45 for Australia, 46 for Ukraine, 47 for South Africa and 48 for New Zealand. Subsequent numbers shall be assigned to other countries in the chronological order in which they ratify or accede to the Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these Prescriptions, and the numbers thus assigned shall be communicated by the Secretary-General of the United Nations to the Contracting Parties to the Agreement.</small></p>
<p>JAPAN</p>	
<p>USA</p>	

TEN FITTING TESTS FOR HELMETS

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



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

3. DISCIPLINARY AND ARBITRATION CODE

3.1 Principles

The obligations incumbent upon the participants, officials and organisers are set out in the Regulations published by the FIM. Proven violation or non-observance of these obligations will be subject to the penalties laid down in this chapter.

3.2 Penalties

The penalties are:

- Warnings
- penalty points
- fines
- change of position
- ride through
- time penalties
- grid penalti
- disqualification
- withdrawal of Championship points
- suspension
- exclusion

3.3 Definition and application of penalties

Warnings: can be made privately or publicly.

Penalty points: may be imposed by CEV Race Direction on a rider in any number from 1 to 10. Points are cumulative and expire after a period of 365 days from the date they were imposed. Automatic sanctions apply to a rider accumulating points as follows: 4 Points - Start the next race from last grid position. 7 Points - Start the next race from pit lane. 10 Points - Disqualification from participation at the next event (or from the race results if this occurs at the last event of the season). Points re-set to 0 after a rider reaches 10 points and serves a disqualification.

A penalty of up to 5 points can be imposed without a prior hearing being necessary.

However, the right of protest remains as set out in Article 3.4.1.

Fines: cash penalty up to 50'000€

A fine of up to 1'000 Euros can be imposed without a prior hearing being necessary.

However, the right of protest remains as set out in Article 3.4.1.

Change of position: the rider must go back the number of positions decided by the Race Direction.

Ride through: see Art. 1.19

Time penalties: the imposition of time affecting the rider's actual result up to 2 minutes and the cancellation of time.

Grid penalty:	the imposition of a drop of any number of grid positions at the rider's next race or next event. A drop of grid positions penalty may be imposed without a prior hearing being necessary. However, the right of protest remains as set out in Article 3.4.1.
Disqualification:	disqualification from an event, practice sessions (black flag, black flag with orange disc), race (black flag, black flag with orange disc) or from its results.
Withdrawal of championship points:	the loss of points from the Championship races already run.
Suspension:	the loss of rights to participate in the Championship may be applied to one or more practice sessions (or part thereof) , or races.
Exclusion:	the final and complete loss of all rights of participation in any activity under FIM control.

3.4 Plurality of penalties

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

3.5 The Disciplinary and Arbitration Bodies

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

- The Race Direction
- The FIM Stewards
- The International Disciplinary Court (CDI)

3.6 The Race Direction

3.6.1 Constitution

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

3.6.2 Authority and Competence

The Race Direction has the authority to penalise automatically riders, teams' personnel, officials, promoters/organisers and all the persons involved in any capacity whatsoever in an event or in the Championship for :

- infringements of the Regulations.
- any voluntary or involuntary action or deed accomplished by a person or a group of persons during a meeting, contrary to the current Regulations or instructions given by an official of the meeting.
- any corrupt or fraudulent act, or any action prejudicial to the interests of the meetings or of the sport, carried out by a person or a group of persons occurring during an event.
- having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.

The Race Direction is competent to adjudicate upon a protest relating to infringements of the Regulations.

3.6.3 Penalties that may be pronounced by the Race Direction

The following penalties may be pronounced by the Race Direction:

- a warning
- an imposition of penalty points
- a fine
- a change of position
- a ride through
- a time penalty
- a grid penalty
- a disqualification
- a withdrawal of Championship points
- a suspension

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

3.7 The FIM Stewards Panel

3.7.1 Constitution

The Constitution of the FIM Stewards Panel is in accordance with the requirements laid down in Article 1.7.8 b)

3.7.2 Competence

The FIM Stewards Panel will hear any appeals against decisions taken by the Race Direction.

3.7.3 Penalties that may be pronounced by the FIM Stewards Panel only following an appeal:

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

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

3.7.4 The International Judicial Panel

The International Judicial Panel (CJI) is composed of qualified persons from which the members of the CDI are nominated.

3.7.5 Constitution

The International Judicial Panel shall consist of members nominated by FMNs. Each FMN may nominate one or several members having the nationality of that FMN. The appointments shall be confirmed by the General Assembly for 4-year periods.

3.7.6 Qualifications

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

3.8 The International Disciplinary Court (CDI)

3.8.1 Appointment of the Members

The President of the International Judicial Panel of the FIM will appoint each time, the President and the members who will constitute the CDI.

3.8.2 Procedures

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

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

3.8.3 Authority and Competences

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

The CDI adjudicates upon request of the Race Direction or the FIM Steward Panel.

The President of the FIM, the Executive Board or the Management Council may, within 4 days after an Event, refer to the MotoGP Court of Appeal matters of violation or infringement of the FIM regulations not concerning sporting or technical regulations.

3.9 The FIM as a Party in the Legal Proceedings

3.9.1 Function

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

3.9.2 Appointment

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

3.9.3 Procedure

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

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

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

3.9.4 Cases concerning behaviours of an exceptional gravity

In case of a behaviour of an exceptional gravity, the President of the FIM, the FIM Executive Board may refer the case to the FIM CDI which will hear such a case according to the procedures and time limits laid down by the General FIM Disciplinary and Arbitration Code.

3.10 Protest and Appeals

3.10.1 Right of protest

Any legal entity or any individual, rider, team, manufacturer, official etc. affected by a decision taken under the authority of the FIM, has the right to protest against that decision.

No protest may be lodged against a decision of the Race Direction entailing or not:

- a fine (for speeding in the pit lane)
- a change of position.
- **a time penalty given in lieu of either: a ride through penalty under 1.19, or a change of position penalty under 1.21.3.**
- a ride through.
- **a cancellation of the lap time concerned for a rider exceeding the track limits during practice**
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.

No protest may be lodged against a decision of the Race Direction based on a photo finish.

3.10.2 Right of appeal

The rules concerning appeals against FIM disciplinary decisions are:

1. To the FIM Stewards against a decision of the Race Direction

No appeal may be lodged against a decision entailing or not:

- a fine (for speeding in the pit lane)
- a change of position.
- **a time penalty given in lieu of either: a ride through penalty under 1.19, or a change of position penalty under 1.21.3.**
- a ride through.
- **a cancellation of the lap time concerned for a rider exceeding the track limits during practice**
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- **a grid penalty for the race of the event**

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

When no appeal may be lodged the decision of the Race Direction is final.

2. To the CDI against a decision of the FIM Stewards. The decision of the CDI is final.

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

3. To the CAS

No appeal may be lodged against a decision entailing or not:

- a fine (for speeding in the pit lane)
- a change of position.
- **a time penalty given in lieu of either: a ride through penalty under 1.19, or a change of position penalty under 1.21.3.**

- a ride through.
- **a cancellation of the lap time concerned for a rider exceeding the track limits during practice**
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.

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

3.10.3 Procedure and time limit for protests

All protests must be submitted and signed only by the person directly concerned. Each protest must refer to a single subject only and the intention to protest must be notified to Race Direction within 30 minutes of the publication of the results in the case of Sporting Regulation protests, and before the chequered flag of the session in the case of Technical Regulation protests. The protest must then be confirmed in writing or withdrawn within 1 hour at the latest after the publication of the results. Protests must be handed to a responsible official (Clerk of the Course, Race Director, **FIM Stewards** or Secretary of the Meeting) together with the security deposit of 660 Euros or equivalent.

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

3.10.4 Hearing of a protest

After a hearing, the Race Direction must make a decision on any protest presented. The protest has to be judged according to the provisions of the Regulations.

3.10.5 Effect of the decision upon a protest

The decision of the Race Direction of determination of penalty is immediate.

3.10.6 Time limits for the lodging of an appeal

The time limit for lodging a statement of appeal is:

against a decision of the Race Direction	- 30 Minutes
against a decision of the FIM Stewards	- 5 days
statement of appeal before the Court of Arbitration for Sports (CAS)	- 5 days

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

3.10.7 Lodging of an appeal

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

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

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

If the appeal was not lodged and/or the security deposit for appeal not paid within the dead line specified in article 3.4.6, the appeal will be declared inadmissible without hearing.

3.10.7.1 Security deposit for appeals

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

3.10.7.2 Security deposit payable upon an adjournment

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

3.10.7.3 Time limits to be observed for appeal hearings

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

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

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

3.10.8 Effect of an appeal

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

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

3.11 Procedure before all the Disciplinary and Arbitration Bodies

3.11.1 Right to a hearing

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

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

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

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

3.11.2 The hearing

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

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

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

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

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

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

3.11.3 Witnesses and Experts

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

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

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

The Court may summon experts.

3.11.4 Judgement

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

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

3.11.5 Notification of judgements

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

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

3.11.6 Publication of judgements

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

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

3.12 Costs of procedure

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

3.12.1 Payment of fines and costs

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

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

3.13 Reciprocity of penalties

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

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

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

3.14 Law of Mercy

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

3.15 Arbitration Clause

Final decisions made by the disciplinary bodies (exception art. 3.4.2.3) or the General Assembly of the FIM may be submitted exclusively to the Court of Arbitration for Sport by way of appeal within the time limit as laid down in article 3.4.6, which shall have exclusive authority to impose a definitive settlement in accordance with the Code of Arbitration applicable to sport.



4. **CIRCUIT STANDARDS**

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



5. MEDICAL CODE

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



6. ANTI-DOPING CODE

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



7. ENVIRONMENTAL CODE

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



8. CODE OF ETHICS

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



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

FIM-LIVE.com

11, ROUTE DE SUISSE | CH - 1295 MIES

ccr@fim.ch

6510018