



**FEDERATION INTERNATIONALE
DE MOTOCYCLISME**

**FIM SIDECAR
WORLD CHAMPIONSHIP REGULATIONS**

2025

*RÈGLEMENTS DU
CHAMPIONNAT DU MONDE FIM DE SIDECAR*



FIM Sidecar World Championship Regulations



Sporting

Technical

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CONTENTS

GENERAL UNDERTAKINGS AND CONDITIONS	3
1. Sporting Regulations for FIM Sidecar World Championship	5-58
Sporting appendices: Templates (SR & Minutes for IJM).....	59-71
2. Technical Regulations for FIM Sidecar World Championship.....	72-114
Technical appendices & diagrams	115-118
3. Disciplinary Code	119
4. Circuit Standards	120
5. Medical Code	121
6. Anti-Doping Code	122
7. Sustainability Code.....	123
8. Code of Ethics	124

Articles amended as from 01.01.2025 are in bold type

FIM SIDECAR WORLD CHAMPIONSHIP REGULATIONS

GENERAL UNDERTAKINGS AND CONDITIONS		3
1. SPORTING REGULATIONS		5
1.1 INTRODUCTION		5
1.2 EVENTS		5
1.3 THE PADDOCK.....		7
1.4 OFFICIALS		8
1.5 INTERNATIONAL JURY.....		11
1.6 THE CALENDAR.....		14
1.7 SIDECARS		14
1.8 ELIGIBLE COMPETITORS.....		15
1.9 SCHEDULE		19
1.10 TECHNICAL CONTROL, MEDICAL CONTROL, ALCOHOL CONTROL, DOPING CONTROL		20
1.11 PRACTICE		21
1.12 CHANGE OF PASSENGER		23
1.13 GRID POSITIONS		23
1.14 RACES		25
1.15 START PROCEDURES		27
1.16 RACE PENALTIES PROCEDURES		36
1.17 “WET” AND “DRY” RACES.....		38
1.18 BEHAVIOUR DURING PRACTICE AND RACE.....		39
1.19 FLAGS, BOARDS AND LIGHTS		42
1.20 MEDICAL CARS.....		48
1.21 FINISH OF A RACE AND RACE RESULTS.....		48
1.22 INTERRUPTION OF A RACE		50
1.23 RE-STARTING A RACE THAT HAS BEEN INTERRUPTED		53
1.24 TECHNICAL CONTROL AREA/PARC FERMÉ		54
1.25 PODIUM.....		54
1.26 FINAL TECHNICAL CONTROL.....		55
1.27 EXTRA DEPOSITS IN CASE OF SIDECAR CONTROL FOLLOWING A PROTEST		55
1.28 DEPOSIT FOR FUEL CONTROLS FOLLOWING A PROTEST		55
1.29 SANCTION FOR NON-COMPLIANCE WITH THE FUEL RULES		56

1.30	CHAMPIONSHIP POINTS AND CLASSIFICATION.....	56
1.31	PRIZE-GIVING CEREMONY	57
1.32	INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS	58
SPORTING APPENDICES.....		59
2.	TECHNICAL REGULATIONS	72
2.1	INTRODUCTION	72
2.2	TECHNICAL SPECIFICATIONS OF CHASSIS, ELIGIBILITY REQUIREMENTS.....	72
2.3	TECHNICAL SPECIFICATIONS OF ENGINE, ENGINE INSTALLATION AND ELIGIBILITY REQUIREMENTS	82
2.10	FUEL (PETROL), LUBRICANT AND COOLANTS	88
2.11	PROTECTIVE CLOTHING AND HELMETS	100
2.12	PROCEDURE FOR TECHNICAL CONTROL	103
2.13	VERIFICATION GUIDELINES FOR TECHNICAL STEWARDS	106
2.14	SOUND CONTROL	111
2.15	GUIDELINES FOR USE OF SOUND LEVEL METERS ..	113
3.	DISCIPLINARY CODE	119
4.	CIRCUIT STANDARDS	120
5.	MEDICAL CODE	121
6.	ANTI-DOPING CODE	122
7.	SUSTAINABILITY CODE.....	123
8.	CODE OF ETHICS	124

GENERAL UNDERTAKINGS AND CONDITIONS

Any references to the male gender in this document are made solely for the purpose of simplicity, and refer also to the female gender except when the context requires otherwise.

In the current Regulations, the word “rider” also means “passenger” unless articles are otherwise specified. Furthermore, the rider is accountable and liable for all actions and/or omissions of his/**her** passenger.

All riders, teams’ personnel, officials, organisers and all the persons involved in any capacity whatsoever participating in the FIM Sidecar World Championship (hereinafter referred to “Championship”) undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

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

as supplemented and amended from time to time and published on the FIM website: <https://www.fim-moto.com/en/documents>.

All the persons mentioned above may be penalised in accordance with the provisions of all the FIM Codes and Regulations, the FIM Sidecar World Championship Regulations and Supplementary Regulations (hereinafter referred to “Regulations”).

Whilst the 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 Sidecar 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 Sidecar or present in any capacity whatsoever in the paddock, pits, pit lane or track, shall wear an appropriate pass at all times during the event.

SUPPLEMENTARY REGULATIONS

In special circumstances, the FIM may allow the Organiser of individual event to mention in the Supplementary Regulations particular provisions not included in or different from the current Regulations.

1. SPORTING REGULATIONS

1.1 INTRODUCTION

1.1.1

A series of races counting toward the FIM Sidecar World Championship for riders will be organised.

1.1.2

Official documents relating to a meeting shall conform to Art. 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 shall 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 shall remain at the circuit available to the International Jury during that period.

1.2.2

Events shall be staged on race circuits that have been homologated by the FIM for the Championship.

At the latest, during the previous day of the first official practices, the FIM Track Inspector will carry out the final inspection to homologate the circuit.

1.2.3

Events shall not include any other races except for support races approved by the FIM which may not alter the event schedule (Art. 1.11).

1.2.4

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

1.2.5

Event Organisers (hereinafter “Organiser”) will be nominated by the FIM.

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 shall obtain insurance for third party liability according to Art. 110.1.1 of the FIM Sporting Code, including cover for all participants, teams, sponsors, service companies, officials, FIM Staff, 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.

1.2.8

At least 90 days prior to the event, the Organiser of the event shall submit the following information to the FIM:

- a) Confirmation of the name and address of the Organiser, including telephone and email address for correspondence.
- b) The date and place of the event.
- c) A detailed plan of the circuit, its direction, clockwise or anticlockwise, and length.
- d) The name and address of the company providing the third party liability insurance cover, a copy of such liability insurance and the number of the policy.
- e) Name and address of FMNR.
- f) The name of the Clerk of the Course and the name of the 3rd (FMNR) Jury member (with appropriate FIM official licence).

- g) The name, address and telephone number of the Chief Medical Officer (with appropriate FIM official licence).
- h) The name, address and telephone number of the hospitals designated for the event.
- i) The Supplementary Regulations for the event in English (and French) (see appendix).

1.3 THE PADDOCK

1.3.1

The paddock, pit boxes and all other facilities shall be available to teams at least on the day prior to the first practice day and remain available to competitors for at least one day after the event.

1.3.2

Access shall be available for teams arriving to set up between the hours of 08:00 and 20:30.

1.3.3

At all times that the paddock is occupied there shall be a basic medical service and firefighting service in the circuit.

The fire truck must be available at all time during the event and specificity/capacity should comply with the minimum legal requirements of the country where the event take place.

1.3.4

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

1.3.5

These rules above may be subject to change in those events held in connection with other championships. Detailed time table and further Information must be available In the Supplementary Regulations and/or on the **organiser** website.

1.4 OFFICIALS

1.4.1

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

1.4.2

Refer to Art. 40 of the FIM Sporting Code.

1.4.3

The following Officials will be appointed for individual events to perform supervisory and executive roles. Except in case of illness or force majeure the officials will be expected to be present during the entire event as stated in Art. 1.2.1.

A) Officials appointed by the FIM:

1. The International Jury

The President and one member of the International Jury (with FIM Sporting Steward licence) appointed by the FIM.

A 3rd Member of the International Jury (with FIM Sporting Steward licence) is proposed by the FMNR and approved by the FIM.

They are responsible for ensuring that the event is conducted according to the Regulations and efficient running of the practice and races.

The International Jury President is responsible for the supervision of all aspects of safety.

If the Jury President is indisposed during the event then the 2nd member will fill the vacancy.

2. The FIM Technical Director

Responsible for:

Ensuring that Technical Regulations are correctly enforced and supervising scrutineering and protests of a technical nature.

He must report any infraction to the Technical rules to the FIM International Jury.

The Technical Director has the power to disallow the use of any parts based on safety concerns at his/her sole judgement and discretion.

The Technical Director may from time to time issue and update general design guidelines which are considered as part of the technical regulation.

B) Officials appointed by the FMNR/Organiser:

3. The Clerk of the Course (with appropriate FIM Clerk of the Course licence) shall work in permanent consultation with the Jury President:

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, recovery/intervention vehicles, flags, etc.) alongside the circuit no later than 30 minutes prior to the beginning of all practice sessions and warm-ups.

The groups of medical personnel and track marshals should be separated by approximately 5 metres in order to clearly identify the different groups.

The Jury President, the Clerk of the Course and the Chief Medical Officer will make the final inspection of the circuit to ensure this regulation is complied with, 30 minutes prior to the beginning of the day's first practice sessions and/or warm up.

During the final inspection lap, the waived flags, LED panels and other equipment requested by the FIM Jury President must be displayed at each marshal post.

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

- e) To make recommendations to the International Jury concerning any matter that is in contradiction to the Organiser's protocols or the Regulations.
- f) To report to the FIM International Jury any infringements of the Regulations.
- g) Notification of protests to the International Jury.
- h) The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the International Jury to modify the timetable in accordance with the Sporting Regulations.
- i) 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.
- j) The starting procedure.
- k) The use of safety cars/fast interventions vehicles (if applicable).
- l) Immediate approval and signature with time of provisional results (practices, warm-ups, starting grids and races) and presentation of reports to the International Jury.

5. Secretaries

Responsible for:

- a) During the event effecting communications between the various Officials.
- b) Providing secretarial support for the International Jury.

6. Other Officials:

The Chief Technical Steward, holder of the FIM **Senior** Technical Steward licence, Technical Stewards, Track and flag marshals (as per FIM Circuit homologation requirements), Medical Staff (as per the FIM Medical Homologation), Security personnel, etc. as required for the efficient running of the event.

1.4.4

All communications between individual event's Officials appointed by the FMNR/Organiser shall be made via the relevant FIM Officials.

1.5 INTERNATIONAL JURY

1.5.1

Refer to Art. 50.1 of the FIM Sporting Code.

The management of the event will be carried out by the International Jury which will comprise the following officials:

The Jury President appointed by the FIM - who will chair the meetings;

The 2nd FIM Jury Member appointed by the FIM;

The 3rd FIM Jury Member appointed by the FMNR (and approved by the FIM);

Members without voting rights:

The Clerk of the Course;

The FIM Medical Representative (if applicable);

The Chief Medical Officer;

The FIM Technical Director;

The Chief Technical Steward;

The **Sustainability** Steward;

The FIM **Sustainability** Representative (if applicable).

1.5.2

The duties of the International Jury are:

- a) To confirm that every rider is regularly holder of the appropriate licences and authorisations after completion of administrative controls.
- b) To confirm the eligibility of motorcycles after the completion of technical controls.

- c) To receive reports from the various Officials concerning administrative checks, scrutineering, practices and races.
- d) To amend the Supplementary Regulations if necessary.
- e) To take decision as provided in the Regulations.
- f) To ensure the smooth and efficient running of the event.
- g) A change in the conduct and/or format of a practice session and/or a race 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.
- h) Provided that it is absolutely necessary to resolve a situation not foreseen in the Regulations, the International Jury 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, respectively the FIM Statutes.
- i) To receive reports from the various Officials concerning scrutinizing, practice and races.
- j) To confirm the practices and races results.
- k) To make recommendations to the Organiser to improve the smooth and efficient running of the event.
- l) To impose penalties for any infringements of the Regulations occurring during the event.
- m) To impose penalties on Organisers or refer the case to the International Disciplinary Court (CDI) for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.
- n) To adjudicate on any protest relating to infringements of the Regulations occurring during the event.

No protest and no appeal may be lodged against an immediate decision of the International Jury including but not limited to:

- a change of position

- a long lap penalty(ies)
- a time penalty given instead of any penalty not subject to protest or appeal
- a Ride Through
- a cancellation of the lap concerned for a rider exceeding the track limits during practices
- a disqualification from the practice sessions or races by means of a Black Flag or Black Flag with Orange Disc
- a fine for speeding in the pit lane
- a grid penalty for the race of the event
- a disqualification from the practice session or the race following a positive result to the breath alcohol test carried out at such event.

No protest or appeal may be lodged against a decision of whether a rider is actively competing in the case of an interrupted race.

No protest and no appeal may be lodged against a decision based on a jump start, a track limit violation or photo finish.

All decisions must be communicated in writing and/or by digital means to all affected parties.

Decisions of the International Jury taken during track activities (practice and races) may be communicated on monitors. Such communications on public screens are considered valid notification.

1.5.3

The International Jury will meet, either in person or electronically, 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 International Jury is two persons.

If a decision needs a vote, only the Jury President, the 2nd and 3rd Members have a voting right.

Decisions are based on the simple majority. In case of a tie, then the Jury President will exercise a casting vote.

The Chief Technical Steward, the Medical Officer as well as the **Sustainability** Steward may attend the meetings of the International Jury. The Jury President may also invite the participation of Officials or other persons to assist in the meetings. However, these officials and the other invited persons will have no voting right.

1.6 THE CALENDAR

1.6.1

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

1.6.2

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

1.6.3

The date of an event may be rescheduled due to force majeure, in consultation with FIM and Organiser, under the powers of International Jury detailed in Art. 1.5.2 g).

1.7 SIDECARS

1.7.1 Classes

The class admitted for the FIM Sidecar World Championship will be Superside with a 600cc, 4 strokes, 4 cylinders engine, with a FIM Supersport/Superstock 600cc homologation (see Art. 2.3.4).

1.7.2 Means of propulsion

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

1.8 ELIGIBLE COMPETITORS

1.8.1 Licences

The riders shall be in possession of the adequate FIM Sidecar World Championship Licence issued by a FMN. Licences can be annual or for a single event.

The rider will only represent one Nation listed as per their passport.

In case of multiple nationalities, the rider chooses which Nation they will represent at the beginning of their career when ordering their first FIM licence.

In case of loss or change of nationality or force majeure, the rider can request a change in sport nationality to the FIM, only before the start of a season (when they **order** their new FIM licence). The rider will compete during the whole season under their national flag, earning poles, sprint victories, podiums, wins and titles for that nation only.

1.8.2 Age of the competitors

Licenses are issued only when the minimum age has been attained as below:

- Driver: 18 years
- Passenger: 18 years

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

1.8.3 Composition of the teams

All teams are composed by one permanent Rider and one passenger.

During the season, the passenger may be changed following the event's registration procedure.

During an event, the passenger may be change as per describe in Art. 1.12.

1.8.4 Entries

All entries must be made **through the organiser of each round of the World Championship following the instructions of the Supplementary Regulations of each round that will be published on the FIM Website (<https://www.fim-moto.com/en/documents>)**.

Entries for all teams shall be made the latest **two (2) weeks** before the event concerned, but, in the case of “force majeure”, may be modified up until the scrutineering.

The organisers can request a template for registration form at the FIM Administration.

1.8.5 Acceptance

The entries shall be made according to the following priority:

- Before the 1st event of the Championship:
 - The riders having obtained points in the Championship of the previous year
 - The riders having obtained points in National Championship of the previous year
 - Other riders
- After the 1st event of the Championship:
 - The riders having obtained points in the Championship of the current year at the closing date of entries
 - Other riders

1.8.6 Entry fee

An entry fee may be made mandatory for each team.

Should this be the case;

For all teams (riders and passengers):

- The maximum amount is fixed at 800 Eur per event per team.

It must be paid directly to the **organiser of each round as per deadline indicated by the organiser.**

Details on payment method are provided **upon the registration for the event.**

1.8.7 Starting Numbers

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

Only the numbers between 1 and 99 will be allowed.

Riders who have already **participated** in an event of the Championship during the season will **keep** their numbers during the full season.

The final decision of the Starting Number is subject to the FIM approval.

It is forbidden to have a different number from the starting number, on the sidecar, helmet or suit (except for specific sponsor reason with the former approval of the International Jury).

1.8.8 Briefings for riders and passengers

A compulsory briefing for all riders and passengers will be organised before the beginning of the 1st official practice session of each championship round.

The date, time and place of this briefing will be indicated in the Supplementary Regulations.

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

A waiver may be granted by the Jury President.

On the venues where the safety car procedure may be used for neutralisation of the race, the SAFETY CAR procedure must be clearly explained by the Clerk of the Course and International Jury President to the competitors (see Art. 1.14.7).

1.8.9 Non-participation in an event

Any rider who enters an event shall inform, as soon as possible, in writing by e-mail the **organiser** and the FIM, if, subsequently, decide not to participate in the event.

A rider who has submitted an entry and fails to participate will be reported by the International Jury to the FIM, who will impose the following penalties:

- First offence: fine of 150 €
- Subsequent offences in the same season: Suspension from the next event counting towards the Championship

Upon receipt of the International Jury's report, the FIM Administration will send a letter to the rider's FMN asking the reasons for the non-participation; a reply should be sent within 15 days at the latest and a decision will be taken regarding the penalty.

An exclusion could also be pronounced against a rider who takes part in another event on the same day.

1.8.10 Withdrawal from an event

A rider may withdraw from an event which has already started, due to injury, irreparable damage to the Sidecar(s) or in case of “Force Majeure”.

Withdrawal shall be immediately submitted in writing to and approved by the International Jury.

1.8.11 Participation in an event

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

1.8.12 Participation in the race

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

1.8.13 Public Pronouncements by Riders and Teams Staff

- a) Riders and Teams staff must avoid any public declaration or press release which could damage or negatively affect the Championship. Accordingly, it is an obligation for all Riders, Teams 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.

1.9 SCHEDULE

1.9.1 Practice schedule

Participation in the official practice sessions is only possible if the team has passed the technical control.

Unless the Supplementary Regulations provide otherwise, it is recommended that the minimum practices take place as follows:

1ST DAY:

ARRIVAL/SETTING UP OF TEAMS AND
SCRUTINEERING/ADMINISTRATIVE CONTROLS

2ND DAY:

DURATION AND DISTANCE

FREE PRACTICE(S)*	30 minutes minimum
Interval	60 minutes
QUALIFYING PRACTICE	20 minutes
Interval	30 minutes
QUALIFYING PRACTICE	20 minutes

* minimum one free practice session

1.9.2 Warm up and races

3RD DAY:

DURATION AND DISTANCE

RACE 1 (SPRINT RACE)	minimum 40 km maximum 50 km
Interval	60 minutes
WARM UP (Optional)	minimum 10 min
Interval	120 minutes
RACE 2 (MAIN RACE)	minimum 70 km maximum 85 km

The schedule may include an allotted time for riders and teams to make familiarisation laps by non-motorised vehicles, or by foot. Scooters are not allowed.

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

1.9.3 Warm up

In case of events with two races on two different days, it is highly recommended that the organiser schedule 10 minutes minimum of warm-up before the start of the second day race. The time must be indicated in the Supplementary Regulations.

It is also recommended that an interval of two hours minimum be respected between the end of the warm-up and the start of the race.

1.9.4 Change of schedule

The above schedules may only be varied as follows:

- i) Prior to the event by the FIM
- ii) During the event by the International Jury

All the riders and teams shall be immediately and in writing informed of any schedule change.

1.10 TECHNICAL CONTROL, MEDICAL CONTROL, ALCOHOL CONTROL, DOPING CONTROL

1.10.1

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

Teams may present more than one Sidecar for Technical Control which will be specially identified by the technical controllers.

Unless a waiver is granted by the International Jury, teams who do not comply with the schedule for Technical, Administrative or Medical Controls will not be allowed to take part in the event.

1.10.2 Technical Control

The procedure for Technical Control is described in the Technical Regulations, Art. 2.12 and 2.13.

1.10.3 Medical Control

The procedure for Medical Control is described in the FIM Medical Code available at: <https://www.fim-moto.com/en/documents>.

1.10.4 Alcohol Control

Further to an FIM alcohol testing procedure, if the result of the confirmatory test is above the permitted threshold, for details of the procedure to be followed, please refer to the Medical Code of the current year, Art. 09.1.1 I. and appendix N “FIM Alcohol Testing Procedure”.

1.10.5 Anti-doping Control

The procedure for Anti-doping Control is described in the FIM Anti-Doping Code, available at: <https://www.fim-moto.com/en/documents>.

Any rider to be tested for doping control shall report to the doping control room in the Medical Centre with sufficient identification within one hour of notification. One associate may accompany the rider.

Unless otherwise determined by a competent judicial authority (FIM International Jury, CDI or TAS), if a rider is found in violation of the rules of the FIM Anti-Doping Code and penalised by disqualification or suspension, this will result de facto in disqualification of the entire team for the event where such rider has been found positive.

1.11 PRACTICE

1.11.1 Practice Sessions (including Warm Up)

- i) Riders will commence practice from the pit lane when the Green Light is on and the Green Flags are waved at the exit of the pit lane.
- ii) The duration of practice will commence from the illumination of the Green Light. A visible board or count-down will be shown in the pit lane and/or on the Timekeeping monitors to indicate the minutes of practice remaining.
- iii) The end of practice will be indicated by the waving of a Chequered Flag at which time the pit exit will be closed. The end of a practice session is determined by the end of the allotted time for the session as shown by official timekeeping. A rider's time will continue to be recorded until they pass the finish line after the allotted time has elapsed. After the Chequered Flag riders may complete one pit-in lap prior to entering the pits.

- iv) If practice is interrupted due to an incident or any other reason, then a Red **Light/Flag** will be **displayed** at the start line and at all marshals/**LDD** posts. All riders shall return slowly to the pit lane.

When practice is restarted, the time remaining will be that shown on the count-down device in the pit lane and on the monitors of the official timekeepers at the moment the Red **Lights/Flags** were **displayed**, unless otherwise adjusted by the Clerk of the Course and the International Jury.

- v) Riders or mechanics may only start their Sidecars in the pit lane by pushing in the direction of the circuit.
- vi) During all then event, once the track activity has started, nobody can alter the condition of the racing surface. This includes track marshals and other Officials, who cannot clean the track without prior instructions and/or authorisation of the Clerk of the Course.

1.11.2 Lap time

All laps of the riders will be timed.

Official circuit records will be recognised as the following:

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

Both for practices and for races, the lap time is the subtraction of the time between two consecutive crossings of the finish line painted on the track.

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

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

1.11.3 Qualifying practices results

The results will be based on the fastest time recorded by the riders in all qualifying practices.

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

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

1.11.4 Qualification for the race

To qualify for the race, a rider shall achieve a time at least equal to 115 % of the time recorded by the fastest rider in at least one qualifying session.

Any rider who fails to achieve a qualifying time will be permitted to take part in the race provided that in any of the free practice sessions he/she has achieved a time at least equal to 115 % of the fastest rider in same session.

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

Exemptions may be granted by the International Jury at its sole discretion.

1.12 CHANGE OF PASSENGER

During practice, it is possible to change the passenger only once.

This change shall be immediately notified to the International Jury President who in turn will inform the timekeeping service.

A change of passenger with another driver is only possible if the driver agrees.

The time made with the 2nd passenger will be valid for the qualification.

The sidecar rider may run the race, if he/**she** is qualified, only with the 2nd passenger.

After qualification practices, change of passenger can only be allowed if the rider with his/**her** new passenger, make at least the qualifying time of the warm-up. In that case, the rider and his/**her** passenger will start from the back of the grid.

1.13 GRID POSITIONS

1.13.1 Grid positions

Grid positions will be based on the fastest time recorded by the riders in qualifying practices results according to Art. 1.11.4.

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

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

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

If the session has completed less than 50% of the allocated time, the session will be considered to be cancelled and the results taken according to the Practice times.

1.13.2 Tie

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

1.13.3 Grid

The grid will be arranged in 3-2-3-2-3* configuration "in echelon" if not specified differently in the Homologation Report.

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

* The grid in echelon 2x2x2 is also permitted when a car grid is already drawn on the starting grid and provided that it meets the FIA requirements.

Also refer to FIM Circuit Standards available at: <https://www.fim-moto.com/en/documents>.

1.13.4 Pole position

The pole position, allocated to the faster rider, will be determined during the Homologation of the Circuit.

1.13.5 Provisional & Final Starting Grid

Once the qualifying practices are over, a provisional starting grid will be published including, if any, the riders that will be allowed to take part in the warm up.

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

After this time, the results are final and are not subject to protest or appeal and will not be revised for any infringement(s) discovered by or reported to the FIM international Jury.

1.13.6 Back of the Grid Position

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

The International Jury may change the back of the grid definition where necessary due to circuit conditions.

1.13.7 Pit lane Race Start

In the case of a rider starting the race from pit lane, when this is known before the final grid is published (eg. due to a penalty), the final grid will show the rider in last position and riders qualifying behind that rider will move up to fill the vacant positions. The rider will make the sighting lap and take last place on the grid, then enter pit lane at the end of the warm up lap, in order to start the race from pit lane.

1.14 RACES

1.14.1 Admission to the start

Only sidecars, whose engines and frames have been checked by the Technical staff, will be admitted to start.

1.14.2 Distance

The length of races shall be according to Art. 1.9 and will be determined by the FIM after publication of the calendar.

The length of a race may only be varied by the International Jury.

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

If the Timekeeping rooms are fed by normal power (electricity) supply, they shall also be permanently connected to an U.P.S. (Uninterruptible Power System) and to a generator. The Clerk of the Course is responsible of the proper operation.

1.14.3 Penalties during a race

If penalties are inflicted upon a rider during a race, they must rapidly be communicated to the person responsible for the team in question.

1.14.4 Stops on the track

Stopping on the track is forbidden, however, in case of a break-down on the track, the rider must immediately move his/**her** sidecar outside the track surface in such a way that it does not hinder the other riders.

The rider will wait then for Marshals' assistance, for them and their sidecar, to be taken back to in a vehicle provided by the organisers.

In that case, they will be dropped off as near as possible the pit boxes entry or in front of the Technical Scrutineering office. From this point, the rider may be allowed by the Technical staff to bring the sidecar back to their pits under a track marshal control or to the paddock(see Art. 1.18).

No other assistance than that provided by the organisers will be permitted.

1.14.5 Safety Car Procedure / Neutralisation of a race

If, during a race, an incident (climatic conditions or any other cause) puts safety at risk and renders impossible the normal progress of the competition, the Clerk of the Course may decide to neutralise the race in place and lieu of an interruption of the race by means of a red flag.

In this case, one special vehicle visibly bearing the words "SAFETY CAR", on the side and the rear, equipped with orange or red revolving/flashing lights on the top the car, will be introduced onto the track. It will go at a reduce speed. Immediately after it enters the track, the pit lane exit will be closed (red lights and red flag).

During the neutralisation, a white board (70 cm horizontal x 50 cm vertical) with the words "SAFETY CAR" or "SC" will be placed on the start line to inform the riders.

When this vehicle is introduced onto the track, it will light up its orange or red revolving/flashing lights on an order from the Clerk of the Course/International Jury President.

From this moment, the safety car flag will be displayed stationary or yellow flags will be waved in conjunction with a SC Board at the flag marshal posts, and all riders who catch up the Safety Car will line up in single file behind it, without overtaking them.

During the neutralization of the race, the sidecars may stop at the pits.

After stopping at the pits, riders must line up in single file at the pit lane exit and may only re-join the track when the green light situated there is turned on.

It will be turned on for a 30 seconds period, after the safety car and the last sidecar in line behind it on the track, have passed the pit exit road point. The pit lane exit will then be closed once again (red light). The riders who have not left the pit lane will have to wait for the end of the next lap.

When the Clerk of the Course decides to call in the safety Car, it must switch off its orange or red revolving/flashing lights and leave the track at the next exit. Overtaking remains forbidden until competitors cross the finish line where a waved green flag will be displayed.

When instructed by the Clerk of the Course, all safety car flags or yellow flags and SC boards must be withdrawn along the track simultaneously and the exit of the pit lane will then be open again permanently, 15 seconds after all Sidecars on the track have passed the pit-lane exit point.

During the intervention of the Safety Car, each lap raced will be counted as a "race lap".

All other rules of the race remain valid.

1.15 START PROCEDURES

1.15.1 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 riders may push their machine onto the grid from the pit lane.
- 2) Approximately 15 Minutes (10 minutes in the case of a restarted race) before the start of the race:
 - Pit lane exit opens for sighting lap
 - Green Lights on at the pit lane exit.
 - Count-Down Boards of 5, 4, 3, 2 and 1 minute are shown at the pit exit.

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

3) Approximately 10 Minutes (5 minutes in the case of a restarted race) before the start of the race:

- Pit lane exit closes.
- Red Lights on at the pit lane exit.

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

Any rider who encounters a problem with his/**her** sidecar during the sighting lap shall return to the pit lane and make repairs from there.

Such riders may not change wheels after the display of the 3 minutes board.

In this instance the rider shall start the warm up lap from the pit lane under the instructions of the 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.

The Clerk of the Course will ask the officials to check the sidecar before the rider re-joins the track.

5) When the riders reach the grid after the sighting lap they shall take up their positions and may be attended by up to six persons, two of whom may hold an umbrella. All attendants on the grid shall wear a “Grid Pass”.

Having taken up their grid position, the riders shall take off their helmets, except in the case of a restarted or wet race.

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 Clerk of the Course may, at this stage, choose to 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 Sidecar or change tyres to suit the track conditions.

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

- 9) 5 Minutes Before the Start of the Warm Up Lap - Display of 5 Minutes Board on the grid.
- 10) 3 Minutes Before the Start of the Warm Up Lap - Display of 3 Minutes Board on the grid.

At this point, all persons except the one holding the umbrella, the television crew of the host broadcaster and essential officials, shall leave the grid.

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

After this board is displayed, riders who still wish to make adjustments shall push their Sidecar to the pit lane. Such riders and their Sidecars shall be clear of the grid and in the pit lane before the display of the 1 Minute Board, where they may continue to make adjustments. Such riders will start the warm up lap from the pit lane and will start the race from the back of the Grid.

Working on the machine on the grid after the 3 Minutes Board is presented will be sanctioned by 2x Long Lap Penalty. The two Long Lap must be completed within 5 laps of the rider receiving notification of the penalty. Other penalties may be imposed.

Riders shall put their helmets on.

Nobody (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.

At this point, all persons will leave the grid.

Any team, responsible for causing a delay in the start procedure, may be penalised.

- 12) 30 Seconds Before the Start of the Warm Up Lap - Display of 30 Seconds Board on the grid.

All riders shall be in position on the grid with engines running. No further assistance from mechanics is permitted. Any rider who is unable to start his/**her** Sidecar shall 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 the warm up lap.

Any rider who stalls his/**her** sidecar engine on the grid or who has other difficulties must signal by raising an arm. Attempting to restart the motorcycle on the grid is not permitted.

Under the supervision or assistance of an official, the rider and sidecar will exit the grid to the pit lane as quickly as possible where mechanics may provide assistance.

Such rider(s) may start the warm up lap from the pit lane and will start the race from the back of the grid, provided he/**she**/they exit before the pit lane is closed and reach the grid before the Safety Car.

If they do not exit before pit lane is closed, they will start the race from pit lane.

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

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

As soon as the riders that started from the grid have passed the pit lane exit light. This 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.

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

On returning to the grid the riders shall take up their positions with the front wheel of their Sidecar 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.

An Official will stand at the front of the grid holding a Red Flag presented motionless.

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/**her** Sidecar or has other difficulties. When all panels have been lowered and the Safety Car has taken up its position, an Official at the rear of the grid will wave a Green Flag.

The Starter will then instruct the Official at the front of the grid, displaying the Red Flag, to walk to the side of the track.

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

A Safety Car will follow behind the Sidecars for the entire first lap. The Safety Car will overtake slow riders.

If the Red Lights' device is fed by normal power (electricity) supply, it shall also be connected to an U.P.S. (Uninterruptible 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 2x Long Lap Penalty. The two Long Lap must be completed within 5 laps of the rider receiving notification of the penalty. Other penalties may be imposed.

The Sidecar must be stationary at the time the Red Lights are turned off. Anticipation of the start is defined by the Sidecar 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 Clerk of the Course 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 International Jury must communicate the penalty to the rider as soon as possible.

- 15) From this moment, attempting to restart the Sidecar on the grid is not permitted.

Under the supervision or assistance of an official the rider and sidecar will exit the grid to the pit lane where mechanics may provide assistance.

Such rider(s) may start the race from the pit lane provided.

- 16) After the riders that have started the race from the Grid, have passed the pit lane exit point, the Official located at this exit will display a Green Light/Flag to start any riders still in the pit lane.

The exit of the pit lane exit road is defined as the point where the pit exit road joins the circuit, or as defined by the Track Inspector during the Circuit Homologation.

The Clerk of the Course may apply a delay before the display of the Green Light/Flag according to the layout and distance of the pit lane exit road. In that case an Official information will be circulated.

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, after the leading rider has passed the finish line at the end of his/**her** first lap, no further changes of Sidecars are permitted.

1.15.2 Special Start Procedures

Special starts procedures may be invoked according to track conditions and event schedule needs. The decision is at the discretion of the International Jury and Clerk of the Course.

1.15.2.1 Start Delayed

Should there be a problem that might prejudice safety at the start, then the Starter may 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 marshals will wave a Yellow Flag at each row of the starting grid from the signalling platform.
- Riders must stay in their grid position with helmets on, engines may be switched off.
- The sidecar(s) which caused the Start Delayed procedure will be removed to the pit lane, regardless of what work is needed to restart the sidecar(s). If they can be restarted 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 hand-carried tools are allowed.
- Only essential Officials are allowed on the grid, no media, guests, umbrella-holders nor other team personnel will be permitted, with the exception of camera crew(s) authorised by the Organisers.

- The start procedure will be re-commenced at the 3 Minutes Board, which the Starter will order to be displayed as soon as possible (normally as soon as all riders on the grid are attended by their team).
- Following the 1 Minute and 30 Seconds 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/**her** behaviour on the grid is responsible for a “Start Delayed” may be further penalised.

1.15.2.2 Wet Race Start (following all dry sessions)

In case a class has had all practice and warm up sessions prior to the race dry (as declared by the Clerk of the Course), and the race start is declared wet before the opening of pit lane for the sighting lap, the following Wet Race Start procedure can be applied.

Note that in determining dry or wet sessions; Q1 and Q2 considered as one session, meaning that both must be wet in order to count a wet session for the class, and the Sprint counts as a session determining dry sessions.

- 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).
- Riders may make more than one sighting lap, passing through the pit lane.
- Refuelling of any sidecars is permitted in pit lane during the sighting lap(s) 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 distance is reduced by one lap.

1.15.2.3 Quick (Re)Start procedure

When a race is stopped, riders must return to the pit lane, unless otherwise instructed by Officials. If there is to be a second part to the race, minor repairs may be carried out. The following procedure may be applied:

- 1) Upon arrival in the pit lane, riders may make adjustments to their Sidecar. Refuelling is permitted in the pit lane even for teams with no garages (Prior to the start of the race, teams should ensure that all necessary equipment is located in the pit lane service area in a safe position).
- 2) When all riders have entered the pit lane the Clerk of the Course will announce the time remaining to the re-opening of the pit lane.
 - a) The duration between the Red Flag and the actual opening of the pit exit will be a minimum of 10 minutes.
 - b) The time remaining to the opening of the pit exit will be displayed on timing screens and in the starting grid countdown board.
- 3) 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.

- 4) 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.
- 5) ONE mechanic only, per rider, may go onto the grid (without tools) to primarily indicate to his/**her** rider his/**her** position on the grid. In the case that the re-started race involves new grid positions, the mechanics should check their riders' 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.
- 6) All riders will arrive back on the starting grid, and stop, with engines running, no adjustments may be made. Any rider requiring repairs or adjustments on the sighting lap from the pit exit cannot re-joined the grid and must enter the pit lane.

- 7) As soon as the last Sidecar arrives to the Grid or the Safety Car arrives on the back of the grid, a 30 Seconds Board will be shown. 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 Clerk of the Course when the grid is cleared and it is considered safe.
- 8) After 30 seconds have elapsed and/or the grid is clear a Green Flag will be shown to start the warm up lap.
- 9) The riders will make one warm up lap at unrestricted speed, followed by a Safety Car. When the last rider has passed the level of the pit exit light point, the pit lane will be opened for a period of 30 seconds to release any rider waiting there. 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.
- 10) Upon arrival back at the starting grid the normal start procedure will be followed, with the start signal given in the normal manner.
- 11) 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 must start from the back of the grid, they will take up last grid positions in the order in which they qualified for the race (in order of their grid positions) or, in case of a restarted race, according to the position they qualified in the previous Red Flagged race (in order of their new grid positions).

Any rider arriving at pit lane entry point after safety car must enter the pit lane and start the race from the pit lane exit.
- 12) After the start signal has been given and the last rider starting from the grid has passed the end of the pit exit road, the pit exit will be opened (as per Art. 1.15.1.16). Any riders still in the pit lane may then start the race.
- 13) The race distance will be according to Art. 1.22.
- 14) The Quick Start procedure may be invoked by the International Jury/Clerk of the Course as necessary in cases other than an interrupted race (for example a start delayed procedure).

1.16 RACE PENALTIES PROCEDURES

Among various penalties, the FIM International Jury may apply the following one:

1.16.1 Ride through procedure

During the race, a rider **may be instructed** to ride through the pit lane. Stopping is not permitted.

They may then re-join the race.

The rider must respect the speed limit (Art. 1.18.14) 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 complete the penalty 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.

Visible boards (80 cm horizontal x 100 cm vertical) displaying the rider's number (black colour, height 50 cm, stroke width 10 cm) will be shown at the start and/or finish line and the information will also be displayed on the time keeping 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.

If more than one rider is penalised, the riders will be signalled to ride through on subsequent laps. The order of the riders will be based on the qualifying times with the faster rider first.

In the case of a rider failing to respond to the instruction to ride through, and there being more than one rider penalised, no subsequent riders will be signalled to ride through until the previous rider has completed the ride through procedure or has been shown the Black Flag.

In the case where the organisation has been unable to, **or has decided not to** the ride through penalty before the end of the race, the relevant rider will be inflicted with an automatic time penalty determined by the International Jury to reflect the ride through time.

This automatic time penalty cannot be subject of any protest or appeal.

1.16.2 Long Lap(s) Penalty Procedure

When a circuit is equipped with a Long Lap Penalty route, during a race, a rider may be instructed to complete one or two Long Lap(s) Penalty procedure. The rider must ride through the pre-defined route, which is usually painted on an unpainted asphalt runoff area, defined by white lines on either side.

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

If the rider does not comply with the one Long Lap penalty after the board has been presented 3 times the rider will be penalised with two (2) Long Laps penalty (or other penalty as decided by the International Jury).

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

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

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

The rider carrying out the Long Lap(s) penalty is responsible for leaving and re-joining the track to follow the designated route, in a safe manner without disturbing or endangering other riders.

Infractions will be strongly penalised.

Overtaking is forbidden within the Long Lap route.

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

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

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

The Long Lap route and equivalent time penalty will be notified to the teams prior to the first practice session. Without prior notification, the equivalent time penalty for a Long Lap Penalty Route will be fixed to 3 seconds.

1.17 “WET” AND “DRY” RACES

1.17.1

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.

1.17.2

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

1.17.3

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

1.17.4

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

1.18 BEHAVIOUR DURING PRACTICE AND RACE

- 1) Riders shall 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 Art. 1.19.
- 2) Riders must ride in a responsible manner which does not cause danger to other competitors or participants, or gain an unfair advantage, either on the track or in the pit-lane. Any infringement of this rule may be penalised.
- 3) Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he/**she** may re-join it at the place indicated by the officials or at a place which does not provide an advantage to them. Advantage may be deemed to be gained, including by exceeding track limits and short-cutting.

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 exceeding track limits 5 times will be penalized by Long Lap Penalty. A Track Limit is when the front and driven wheel (not the wheel of the passenger) is out of the track.

Penalties imposed during a race will be communicated via a board displayed for the rider on the start and/or finish line during a maximum of 5 laps. If the rider did not comply with the penalty after the board has been presented 5 times, he/**she** will be penalised by a Ride Through, or other penalty decided by the International Jury.

A time penalty may be imposed in place of a penalty where necessary. Further penalties may also be imposed.

- 4) Any repairs or adjustments along the race track must be made by the rider and/or his/**her** passenger working alone with absolutely no outside assistance except that rendered by the marshals. The marshals may assist the rider to the extent of helping him to lift the Sidecar and holding it whilst any repairs or adjustments are made. The rider may then be assisted by marshals or others to re-start or to move the Sidecar on track, track side or in the service road, under the control of the Clerk of the Course (see Art. 1.14.5).
- 5) If the rider intends to retire, then he shall park his/**her** Sidecar in a safe area as indicated by the marshals.

- 6) If the rider encounters a problem with the Sidecar which will result in his/**her** retirement from the practice or the race, then he must not attempt to tour at reduced speed to the pits but must pull off the track and park his/**her** Sidecar in a safe place as indicated by the marshals (see Art. 1.14.5).
- 7) Riders who are returning slowly to the pits lane for remedial work should ensure that they travel as far as possible of the racing line.
- 8) Riders may enter the pit lane during the race, but taking the sidecar inside the pit box is not permitted. Adding and removing fuel in pit lane or changing sidecar during the race (ie. after the race start) is strictly prohibited. Any infringement of this rule will be penalised with a disqualification.
- 9) Riders who stop their engines in the pit lane may be assisted to re-start their Sidecar by the mechanics.
- 10) Riders are not allowed to race or restart the race without a passenger.
- 11) Riders are not allowed to transport another person than their passenger on their Sidecar or to be transported by another rider and his/**her** passenger on their Sidecar.
- 12) Riders must not ride or push their Sidecars 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.
- 13) No signal of any kind may pass between a moving Sidecar and the rider's team, or anyone connected with the Sidecar'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.

On board TV camera signals are allowed, but only when such signals are for the purposes of and managed by the FIM or the Championship local Organiser. It is strictly prohibited the placement of systems, of any type, image recording on the sidecar and/or on rider/passenger, other than those set by the FIM and controlled by it. Exception may be granted as per Art. 2.3.12.

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

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

Any rider found to have exceeded the pit lane speed limit during the practice will be subject to fine of 75 € 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 may also be subject to further penalties from the International Jury.

Excessively high speed, in the judgement of the International Jury and multiple repeat offences during the season may incur higher fines and may also be subject to further penalties.

Any rider who exceeds the pit lane speed limit during a race will be penalised with 2x Long Lap Penalty. However, the FIM International Jury may apply further or different penalties (for example for excessively high-speed causing danger).

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

- 15) Stopping on the track during practices and races is forbidden (see Art. 1.14.5).
- 16) 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.

Infringement of this rule will incur an instant fine and further penalties may be applied.

- 17) If any rider wishes to parade a flag or engage in any celebration after the chequered flag, he 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 International Jury.

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

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

- 20) Any rider or team whose Sidecar spill oil on the track causing interruption of practice, warm up or race twice in the same event may be penalised.
- 21) Any rider who enters twice the pit lane during the race, to make adjustments (for other reasons than changing tyre), will be forbidden by the International Jury and Clerk of the Course to re-join the race.
- 22) The pit lane exit road will be defined by the Track Inspector and marked with painted lines. A **broken** white line (interrupted line) will signify the end of the pit lane road, which is the point where the track starts and racing may commence. Riders must stay inside the painted lines defining the pit exit road until passing the **broken** white line, during all track sessions (practice and race(s)).

Infractions may be penalised with an instant **fine**, and further penalties may be applied.

1.19 FLAGS, BOARDS AND LIGHTS

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

All flags are presented waved.

Light panels may be used in addition to, or instead of flags and may have slight variations in appearance compared to the flag due to technical constraints.

Flags, boards and lights on track are all official signals.

1.19.1 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 **session**, for the sighting lap and for the warm up lap.

This flag must be waved at the flag marshal post immediately after the incident that necessitated the use of one or two Yellow Flags.

This flag shall be waved by the starter to signal the start of the warm up lap.

This flag may be waved at pit exit, in conjunction with the official signal of the green light, as an extra signal that pit lane exit is open.

- **Yellow and Red Striped Flag**

The adhesion on this section of the track could be affected by any reason other than rain giving unexpected surface conditions. This can include isolated damp patches on a dry track, oil gravel, grass or other debris.

This flag must be waved at the flag marshal post.

- **White Flag with Diagonal Red Cross** (stroke width of the cross: between 10 & 13 cm)

Drops of rain on this section of the track including rain affecting the track surface.

This flag must be waved at the flag marshal post.

- **Blue Flag**

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

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

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

Waved at a Marshall post after the pit lane exit, this flag indicates to a rider exiting the 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 penalised.

- **Chequered Black / White Flag**

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

After having received the Chequered Flag, riders must return slowly to the pits. They cannot stop on the track right after the finish line.

- **Chequered Black / White Flag (s) and Blue Flag (s)**

The Chequered Black/White Flag(s) must be waved together with the Blue Flag waved at the finish line when a rider(s) precedes closely the leader during the final lap before the finish line (see Art. 1.21.1).

These flags indicate to the rider(s) preceding the leader of the race that he/ **she** (they) has (have) to do complete one more lap and cross the finish line and chequered flag to finish the race and be classified.

- **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 and the start of the warm up lap.

- **Flashing Blue Lights**

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

1.19.2 **Flags and lights used to convey information and instructions**

- **Yellow Flag (s)**

Waved at each row of the starting grid, these flags indicate that the start of the race is delayed.

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

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

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

The riders must slow down and proceed with caution. Overtaking is forbidden up until the point where the Green Flag is waved.

- Any infringement of this rule during a practice and warm up sessions will result in the cancellation of the time of the lap during which the infraction occurred.
- An infringement of this rule during the race will result in a penalty.

Penalties imposed during a race will be communicated via a board displayed for the rider on the start and/or finish line during a maximum of 5 laps. If the rider did not comply with the penalty after the board has been presented 5 times, he will be penalized by a Ride Through.

A time penalty may be imposed in lieu of a penalty where necessary and further penalties may also be imposed, and further penalties may also be imposed.

However, if, immediately after having overtaken, the rider realises that he committed an infraction, he must raise his/**her** hand and intentionally let pass the rider(s) that he has overtaken. In this case, no penalty will be imposed.

During the final inspection lap, this flag shall 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 shall 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.

The Red Flag will be shown motionless at the back of the starting grid at the end of the sighting lap.

The Red Flag will be shown motionless at the front of 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 must be waved to convey instructions to one rider only and is waved at each flag marshal post together with the rider's number.

The rider shall 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 or to indicate to a rider on the warm up lap arriving at pit lane entry after the safety car, that they must enter pit lane.

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

This flag must be waved 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/**her** Sidecar has mechanical problems likely to endanger himself or others, and that he shall immediately leave the track.

This rider cannot rejoin the track unless he/**she** is authorised to do so by an official (see Art. 1.14.5 and 1.18).

- **Black and white flag**

This flag is used to convey instructions to one rider only and is waved only at the flag marshal rostrum post at the finish line together with the rider's number.

This flag is a warning and informs the rider that he/**she** has an anti-sports behaviour. He/**she** has committed infraction to Art. 1.18.3 and that the next infraction will be penalised.

1.19.3 **Flag Dimension**

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

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

1.19.4 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.

1.19.5 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 (from 1 till 99), whose stroke width is minimum 4 cm and height minimum 30 cm.

This board must be available at each flag marshal post.

1.19.6 Safety car flags / boards

A stationary safety car flag (red flag with white cross) or a white board with the letters "SC" in black combined with yellow waved flags presented at flag marshal posts, means that the race is neutralised.

Riders must slow down and be prepared to catch up a SAFETY CAR or an intervention vehicle.

It is forbidden for a rider to overtake another rider during the display of these signals.

Overtaking the intervention vehicle is authorised (see Art. 1.20).

Overtaking the SAFETY CAR is forbidden. Riders must line up in single file behind it.

1.19.7 Flags Marshals posts

The location will be fixed during the Circuit Homologation.

1.19.8 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.

1.20 MEDICAL CARS

The Medical Cars, if they are to go on to the track, shall be equipped with yellow or blue flashing lights.

The words “MEDICAL CAR” should be clearly indicated on the back and the sides of the car.

Overtaking of these cars is authorised at reduced speed.

1.21 FINISH OF A RACE AND RACE RESULTS

1.21.1

When the leading rider has completed the designated number of laps for the race, the race is considered as finished once the chequered flag has been presented to the leading rider a Chequered Flag waved by an Official located at the finish line behind 1st protection line. The Chequered Flag will continue to be waved to the subsequent riders.

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

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

- If this chequered flag was displayed before a race-result distance is obtained (two-thirds of the original race distance rounded down to the nearest whole number of laps), the race will be restarted according to the provisions of Art. 1.23.
- If this chequered flag was displayed after a race-result distance is obtained (two-thirds of the original race distance rounded down to the nearest whole number of laps), the race will be deemed to be completed.

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

When the Chequered Flag is waved, no rider will enter the track from the pit lane.

As soon as the Chequered Flag is waved, the Red Light will be switched on at the pit lane exit and a marshal showing a Red Flag will stand in the pit lane exit.

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

1.21.2

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

1.21.3

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

1.21.4

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

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

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

1.21.5

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

1.21.6

The classification including the FIM and FMNR logos, will mention, at least, the following information:

- The names of the riders and passengers;
- The make of the engine and frame of the sidecar;
- The performance carried out (laps, time, gap with the leader);
- The number of points;

It is compulsory for the Jury President to send all the racing documents (including but not limited to: minutes of meetings, a list of fines, notifications of sanctions and results) by email immediately after the approval of results to the FIM Administration.

1.22 INTERRUPTION OF A RACE

1.22.1

If the Clerk of the Course decides to interrupt a race due to climatic conditions or some other reason, then Red Flags will be waved at the finish line and at all flag marshals' posts the Red Lights will be displayed around the circuit. Riders must immediately slow down and return to the pit lane.

At the time the Red Flag is waved, riders who are not actively competing in the race will not be classified.

Within 5 minutes after the Red Flag has been waved, riders who have not entered the pit lane, pushing or riding on their Sidecar, will not be classified.

An exemption may be granted in exceptional circumstances (eg. post-race celebration in an interrupted race deemed to have been completed as per Art. 1.22.4).

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. Please refer to the table Calculation of laps Art. 1.22.6.

Example of a race consisting of 30 laps (refer to Art. 1.23.4 ii):

If a Red Flag is waved when the leader is on his/her 10th lap after completing his/her 9th lap and all other Sidecars have not completed the 9th lap, then the race result will be 8 laps completed, and the second part will consist of 22 laps.

If a Red Flag is waved when the leader and all other Sidecars on the same lap as the leader are on the 10th lap after completing the 9th lap, the race result will be 9 laps completed and the second part will consist of 21 laps.

Exceptions:

1. If the race is interrupted after the Chequered Flag, the following procedure will apply:
 - a) For all the riders to whom the Chequered Flag was waved before the interruption, a partial classification will be established at the end of the last lap of the race.
 - b) For all the riders to whom the Chequered Flag was not waved before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
 - c) The complete classification will be established by combining both partial classifications as per the principle of the lap/time.
2. In an interrupted race, if the leader and all active riders on the same lap have completed a full lap before the red flag is displayed, and at that time there is a rider in pit lane which closes due to the red flag without the rider crossing a timekeeping point to complete the lap, the results will be taken from the last timekeeping point that the race leader and all other active riders on the same lap as the leader have crossed.

If there is a problem with a rider's timekeeping transponder, the results will be taken from the previous finish line results.

In all cases, at the time the red flag is displayed, riders who are not actively competing in the race will not be classified (See Art. 1.23).

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

An exemption may be granted in exceptional circumstances (eg. post-race celebration in an interrupted race deemed to have been completed as per Art. 1.22.4.).

1.22.2

If the results calculated show that less than three laps have been completed by the leader of the race and by all other active riders on the same lap as the leader, then the race will be null and void and a completely new race will be run according to Art. 1.23.4 i).

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.

1.22.3

If three laps or more have been completed by the leader of the race and all other active riders on the same lap as the leader, but less than two-thirds of the original race distance, rounded down to the nearest whole number of laps, then the race will be re-started according to Art. 1.23.4 ii).

If it is found impossible to re-start the race, then the results will count and Championship point awarded as follow:

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

1.22.4

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

1.22.5

For the purposes of these regulations “active” and “actively competing” are defined as the rider riding on track, or attempting to repair/restart the machine, or to re-join the track or return to pit lane with the sidecar in a condition fit to re-join the track. The international Jury will be the sole judge of whether a rider is actively competing including the condition of the sidecar, and no appeal is possible against the International Jury decision.

1.23 RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

1.23.1

If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. **After** the riders have returned to the pits, the Clerk of the Course will announce, as soon as possible, a time for the new start procedure to begin and the start procedure type (Quick Start) which, conditions permitting should not be later than 20 minutes after the initial display of the Red Flag.

1.23.2

The results of the first race must be available to the teams before the second (part) of the race may be started.

1.23.3

The start procedure will follow the Quick Start Procedure (describe at the Art. 1.15.2.1).

1.23.4

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

- i) In the case of a situation as described in Art. 1.22.2 above (less than 3 laps completed):
 - a) All riders may re-start, including riders who may not have completed the sighting or warm up lap for the original start.
 - b) Sidecars may be repaired. Refuelling is permitted.
 - c) The number of laps will be the same as the original race distance.
 - d) The grid positions will be as for the original race.
- ii) In the case of a situation as described in Art. 1.22.3 (3 laps or more and less than two-thirds completed) above:
 - a) Only riders who are classified as finishers, as per Art. 1.22, in the first race may re-start.
 - b) Sidecars may be repaired. Refuelling is permitted.
 - c) The number of laps of the second race will be the number of laps required to complete the original race distance.

- d) The grid position will be based on the finishing order (classification) 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. 1.24.2 will apply.

1.23.5

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, if such penalties were duly applied at the original race start, they will then not be applied to the restarted race.

In the case of Art. 1.23.4 (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.

1.24 TECHNICAL CONTROL AREA/PARC FERMÉ

At the end of the race, or the final part of a race that has been interrupted, all the classified Sidecars will be directed to a compulsory control area (Parc Fermé) pending inspection by the Technical Stewards or potential protests.

It is the responsibility of the teams and riders to ensure that the Sidecar is in the Parc Fermé. Sidecars will normally be released from the Parc Fermé 30 minutes after the finish of the race. They cannot be removed without the approval of the Jury.

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

1.25 PODIUM

The riders and passengers placed in the first three positions in the race will be directed by Officials and proceed, as quickly as possible and without stopping at the pit boxes, to the parc fermé and podium for the Awards Ceremony. Celebrations on the track after the end of the race are permitted. Participation in the podium ceremony by the first three riders and passengers is compulsory.

If the podium is located in or above the pit lane, Clerk of the Course must ensure that the pit lane is not open during the podium ceremony.

1.26 FINAL TECHNICAL CONTROL

At the end of each race, a Technical Control with dismantling may be carried out on the first 3 Sidecars and other Sidecars chosen by random by the International Jury President and the FIM Technical Director.

1.27 EXTRA DEPOSITS IN CASE OF SIDECAR CONTROL FOLLOWING A PROTEST

In addition to the normal deposit for protest (cf Art. 4.2 of the FIM Disciplinary & Arbitration Code), the extra deposit in case of dismantling and reassembling a Sidecar to measure the cylinder capacity, following a protest, is 250 € (material included).

The extra deposit in case of partial or complete dismantling of an engine or gearbox is 400 €.

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

1.28 DEPOSIT FOR FUEL CONTROLS FOLLOWING A PROTEST

All requests for fuel control following a protest or an appeal must be accompanied by a deposit of 660 €, paid to the FIM.

After the last control:

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

1.29 SANCTION FOR NON-COMPLIANCE WITH THE FUEL RULES

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

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

1.30 CHAMPIONSHIP POINTS AND CLASSIFICATION

1.30.1

Riders will compete for the FIM Sidecar World Championship.

1.30.2

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

1.30.3

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

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

1.30.4

All races will count for the Championship classification.

1.30.5

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

1.30.6

In a case where a rider changes his/**her** passenger during the season, it is the name of the passenger with whom he/**she** has obtained the largest number of points that will appear in the final classification. In case of a tie with another passenger, the name of the one who has raced the most rounds will appear in the final classification.

1.30.7

In the case where a rider participates on different Sidecars, it is the make of the Sidecar with which he/**she** obtained the most points that will appear next to his/**her** name in the final classification, without, however, modifying the calculation for the constructors' classification.

1.30.8

The World Champions are obliged to attend an official FIM ceremony.

1.31 PRIZE-GIVING CEREMONY

A Prize-Giving ceremony for the first three winners of each race must be held immediately after the race in question, if conditions and time permitting.

The following persons must take part in the Prize-Giving ceremony of the Championship:

- a) The rider and passenger winning the event
- b) The second placed rider and passenger in the event
- c) The third placed rider and passenger in the event

Trophies will be provided by the Organisers (unless provided otherwise in the Supplementary Regulations of each event).

Furthermore, during the last round of the Championship, the first three riders and passengers in the final results of the Championship must take part in the official Prize-Giving ceremony, which must be held immediately after the last race podium ceremony, conditions and time permitting.

Any infraction of this rule may be penalised by the International Jury.

During the official Prize-Giving ceremonies, the national anthem of the winner's rider country (based on the passport of the driver) must be played and the national flags of the first three drivers may be hoisted at the same time.

1.32 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

1.32.1

Instructions may be given by the International Jury and/or Clerk of the Course to teams and/or riders by means of special circulars in accordance with the Regulations. Circulars **can be delivered manually to each team and** must be posted on the official **electronic** notice board **and/or delivered by electronic means such as email**. Posting on the official **electronic** notice board will be deemed as proof of delivery.

1.32.2

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

1.32.3

Any communication from the International Jury or the Clerk of the Course to a team or rider shall be communicated in writing **or via electronic means including but not limited to email, electronic notice board and official Timekeeping monitors**. Similarly, any communication from a team or rider to the International Jury or the Clerk of the Course shall also be made in writing **including electronic means such as email**.

SUPPLEMENTARY REGULATIONS TEMPLATE
(Suggestion for Organisers. Any additional & specific information to the venue information useful to riders should be added.)

1. ANNOUNCEMENT

The _____ on behalf of _____ and the Fédération Internationale de Motocyclisme, will organise the _____ at the circuit _____.

This event will be held on _____.

FIM Sidecar World Championship event IMN n°: _____

2. ORGANISATION

Address of the organising committee: _____

Before the event: _____

During the event: _____

3. CIRCUIT

The length of the circuit is _____ km.

The race will be run clockwise/anti-clockwise.

A drawing of the circuit is enclosed.

Number of sidecars admitted to practice: XX

Number of sidecars admitted to race: XX

Cf. Circuit homologation report.

Paddock access & installation procedure (contact person in charged: TBA).

Access to the Circuit will be authorised from week day dd/mm/yy from XX.XX a.m./p.m. by the main/south/north entrance of the Circuit.

The positioning of the competitors in the paddock will be subject to prior authorisation from the organization (see map TBA if applicable).

It is forbidden to the competitors and users of the Working Paddock and the Support Paddock to fit any metal objects in our asphalt surfaces such as tent pegs, nails...

In the event of a disrespect of these rules, the competitors may be penalised and/or fined.

4. JURISDICTION

The event will be held in accordance with the:

- FIM Sidecar World Championships Regulations
- FIM Sporting Code and FIM Disciplinary & Arbitration Codes
- FIM Medical Code
- FIM Anti-Doping Code
- FIM **Sustainability** Code
- FIM Code of Ethics

Regulations & Codes available on:

<https://www.fim-moto.com/en/documents>

- and these Supplementary Regulations.

Any cases or matters not provided for by the FIM, FMNR regulations or these Supplementary Regulations, will be settled by the FIM International Jury of the meeting.

The Organiser also commits to respect as much as possible the “Green line” charter of good practice.

5. OFFICIALS

- Jury President: _____
- Jury members: _____
- FMNR Jury Member: _____
- Head of organisation: _____
- Clerk of the Course: _____
- Secretary of the meeting: _____
- FIM Technical Director: _____
- Chief Technical Steward: _____
- Chief timekeeper: _____
- Chief Medical Officer: _____
- **Sustainability** Steward: _____

Address/location of Jury members during the event: _____

6. ENTRIES, DEPOSIT

Applications for entry shall be made on the official Championship Promoter webpage: <https://www.idm.de> or by the **Local Organiser (depending on events)**.

Applications shall be approved by the rider's FMN and shall be made not later than _____ midnight.

The **FIM** will select the applications and advise teams within 72 hours after the closing date of entries whether their applications have been accepted or rejected.

The entry fee is 800 EUR.

The maximum deposit amount for transponders (if any) is _____.

7. SCHEDULE

As per Art. 1.9 of the FIM Sidecar World Championship Regulations:

- Administrative checks: dd/mm/yy hh.mm - hh.mm am/pm (place TBA)
- Technical checks: dd/mm/yy hh.mm - hh.mm am/pm (place TBA)

No rider or Sidecar is permitted onto the track unless he/it has passed the technical inspections.

- Riders & passengers Briefing: dd/mm/yy hh.mm - hh.mm am/pm (place TBA)

All the riders and passengers must attend the compulsory briefing.

8. PRACTISING SCHEDULE

It is strictly forbidden to ride racing Sidecars on the course outside the official practice periods.

Schedule according to Art. 1.9.

- Free practice session(s) (minimum 30 min.) dd/mm/yy hh.mm - hh.mm am/pm

Interval 60 min. minimum

- Qualifying sessions 1 (20 min.): dd/mm/yy hh.mm - hh.mm am/pm

Interval 30 min. minimum

- Qualifying sessions 2 (20 min.): dd/mm/yy hh.mm - hh.mm am/pm

10. RACES SCHEDULE

Schedule according to Art. 1.9.

- Race 1 (XX laps – XX,X km) between 70 & 85 km dd/mm/yy hh.mm - hh.mm am/pm

Interval 120 min. minimum

- Optional: Warm Up (minimum 10 min.) km dd/mm/yy hh.mm - hh.mm am/pm

Interval 120 min. minimum

- Race 2 (XX laps – XX,X km) (between 70 & 85 km) dd/mm/yy hh.mm - hh.mm am/pm

Complete schedule enclosed TBA

10. PRIZE-GIVING CEREMONY-(IES) / PODIUM

The post-race(s) podium ceremony will be held: Place - date TBA

Trophies will be provided by the Organisers as follow (unless provided otherwise in these Supplementary Regulations):

- one trophy for each rider and for each passenger of the first three teams classified in each race of the World Championship.

Shall the event be the final of the season, right after the post-race 2, podium ceremony, a prize giving ceremony for the first 3 teams' winner of the Championship will be held.

Medals will be provided by the FIM, 2 medals per teams:

- one medal for each rider and for each passenger of the first three teams classified in the World Championship.

11. PROTESTS

All protests shall be made in accordance with the requirements of the FIM Disciplinary and Arbitration Code and be accompanied by fee for:

- Sporting protests of 660 EUR;
- Technical protest 660 EUR, plus 250 EUR or 400 EUR (cf Art. 1.27 of the FIM Sidecar World Championship Regulations).

12. FUEL

If fuel is supplied by the organisers at the fuel-station, it will be in conformity with Art. 2.10 of the FIM Sidecar World Championship Regulations.

13. THIRD PARTY INSURANCE

By endorsing the application form for entry the FMN of the rider certifies that the rider is insured in accordance with the FIM requirements.

In conformity with Art. 110.1 of the Sporting Code, third party insurance in respect of riders covering accidents occurring during the meeting including practices will be the responsibility of the organiser.

This insurance includes a minimum guarantee of 120 000 EUR.

The organiser disclaims all responsibility for damage to a Sidecar, its accessories and components arising out of an accident, fire or other cases.

14. RENUNCIATION OF ANY RECOURSE AGAINST SPORTING AUTHORITIES

Apart from the requirements of the FIM Sporting Code, riders and teams by participating renounce all rights of appeal against the organiser, his representatives or agents by arbitration or before a tribunal or any other manner not foreseen by the FIM Sporting Code for any damages for which they could be liable in consequence of all acts or omissions on the part of the organiser, his officials, representatives or agents in the application of these regulations or contributed to or arising out of their actions.

15. SIDECARS EQUIPMENT

An on-board-camera (other than the one or permitted by the FIM Administration) is not allowed during the entire event, from the practice sessions until the end of the event.

If riders wish to place their own on-board camera, they must contact the TV Department of the FIM Administration for approval.

16. ENVIRONMENTAL MAT

As per Art. 4.1 of the FIM **Sustainability** Code regarding the protection of the floor, Superside teams must accomplish the usage of a standardized environmental mat.

The Environmental Mat must be composed of an absorbent upper part and an impermeable lower part. The use of an environmental mat protecting the ground (or other effective system for events taking place at circuits with permanent facilities) to prevent soil and water contamination is compulsory:

- a) Wherever work on motorcycles is allowed by the organisers;
- b) Under all waste oil and fuel containers provided by the organisers;

- c) At all official refuelling points;
- d) Under all thermic powered generators and power washers.

The minimum technical data for the mat are:

- Dimensions: Minimum 160 cm x 200 cm

Any infraction of this rule will be reported to the International Jury who will fine the rider responsible a maximum of EUR 370.- or any other amount mentioned in the regulation or appendix of the discipline. Other sanctions can be pronounced by the International Jury in accordance with the competences mentioned in Art. 3.1.3 of the Disciplinary and Arbitration Code (DAC) and Art. 50.1.3 of the Sporting Code.

17. CODE OF ETHICS

All persons participating or involved in any capacity in an FIM Sports event or FIM activity, or acting on behalf of the FIM commits themselves to respect and apply the FIM Ethical Code.

18. SERVICES PROVIDED BY THE ORGANISERS

Live timing: web page _____

Box rental (if applicable): contact information, prices, etc. _____

Available Wifi: user name & password _____

Any other useful information to be added.

Enclosures:

- drawing of the circuit
- paddock plan
- complete time table

Place and date: _____

The President of the Organising Committee: _____

The Clerk of the Course: _____

The Secretary of the Meeting: _____

Approved on (FMNR): _____

Approved on (FIM/CCR): _____

Appendix 2: TEMPLATES INTERNATIONAL JURY MEETING MINUTES

Meeting: _____ IMN: _____

Jury meeting No. 1

The first Jury meeting will take place 1 1/2 hours before the beginning of the free practice (in accordance with the SR of the event).

Venue: _____ Date: _____ Time: _____

End: _____

1. Presence:

1.1 Members of the Jury with voting rights

President: _____

Member: _____

FMNR Delegate: _____

1.2 Members of the Jury without voting rights, designated by the FIM

FIM Technical Director: _____

1.3 Clerk of the Course:

1.4 Chief Medical Officer:

1.5 FMN delegates:

1.6 **Sustainability** Steward:

1.7 Others:

2. Supplementary Regulations

- third party insurance policy
- possible alterations
- additions

3. Approval of the entry list

4. Condition of the track

5. Condition of services

Timekeeping, results, communications, sanitary installations, paddock, pits, etc.

6. Fire fighting procedure

7. Next Jury meeting

The International Jury

The President

The Secretary

Enclosures:

- Circuit homologation report
- Third party insurance policy
- Entry list

Any other relevant document

TEMPLATE

Meeting: _____ IMN: _____

Jury meeting No. **X**

Venue: _____ Date: _____ Time: _____

End: _____

1. Presence:

1.1 Members of the Jury with voting rights

President: _____

Member: _____

FMNR Delegate: _____

1.2 Members of the Jury without voting rights, designated by the FIM

FIM Technical Director: _____

1.3 Clerk of the Course:

1.4 Chief Medical Officer:

1.5 FMN delegates:

1.6 **Sustainability** Steward:

1.7 Others:

2. Minutes of the meeting No.

3. Track Inspection

4. Technical inspections
 - 4.1 Inspections carried out Total
 - number of riders
 - number of Sidecars
 - 4.2 Special checks carried out
 - noise
 - weights
 - others
5. Riders briefing
6. Protests
7. Rule infractions, Sanctions
8. Ratification of practice results
9. Report of the Clerk of the Course
10. Falls/Accidents
11. Starting grid
12. Closed park
13. Miscellaneous
14. Next Jury meeting

The International Jury

The President

The Secretary

Enclosures:

- Final entry list
- Technical verification report
- Attendance list of Riders' briefing
- Protest/appeal documents
- Falls & accidents report
- Medical report if any
- SP & QP Results
- Provisional/final Starting Grid

Any other relevant document

TEMPLATE

Meeting: _____ IMN: _____

Final Jury meeting

Venue: _____ Date: _____ Time: _____

End: _____

1. Presence:

1.1 Members of the Jury with voting rights

President: _____

Member: _____

FMNR Delegate: _____

1.2 Members of the Jury without voting rights, designated by the FIM

FIM Technical Director: _____

1.3 Clerk of the Course:

1.4 Chief Medical Officer:

1.5 FMN delegates:

1.6 **Sustainability** Steward:

1.7 Others:

2. Minutes of the meeting No.

3. Track Inspection

4. Final scrutineering check
5. Protests
6. Rule infractions, Sanctions
7. Ratification of the results
8. Dispatch of the results (by fax or e-mail) to the FIM
9. Report of the Clerk of the Course
10. Falls/Accidents during the races
11. Unexcused absences
12. Podium ceremony
13. Overall impression of the meeting
14. Number of spectators per day and for the overall event (if applicable)

The International Jury

The President

The Secretary

Enclosures:

- Technical final verification report
- Protest/appeal documents
- Falls & accidents report
- Medical report if any
- Results

Any other relevant document

2. TECHNICAL REGULATIONS

Amendments to the Technical Regulations may be made at any time in order to ensure safer or fairer competitions.

During practices: If a Sidecar is found not to be in conformity with the Technical Regulations during or after the practices, its rider will be given a penalty for the event such as a Ride-Through, a drop of any number of grid positions for the next race, suspension and/or withdrawal of Championship points.

After a race: If a Sidecar is found not to be in conformity with the Technical Regulations after a race, its rider will be given a penalty such as a time penalty, or disqualification.

2.1 INTRODUCTION

The FIM Sidecar World Championship is for vehicles with three wheels that make two or three tracks propelled by an internal combustion engine, controlled exclusively by one driver and one passenger.

Providing that the following regulations are complied with, the constructors are free to be innovative with regard to design, materials and overall construction of the Sidecar vehicle.

2.2 TECHNICAL SPECIFICATIONS OF CHASSIS, ELIGIBILITY REQUIREMENTS

2.2.1 Materials

The use of titanium in the construction of the frame, the suspensions, the steering system, the handlebars, the wheel spindles and swinging arm spindle is forbidden. For wheel spindles, the use of light alloys is also forbidden. The use of titanium alloy nuts and bolts is allowed.

In case of doubt, the sample/part in question shall be taken and analysed at a Materials Testing Laboratory.

2.2.3 Designation of Make

When two manufacturers are involved in the construction of a Sidecar the name of both shall appear on the Sidecar as follows:

- a) The name of the chassis manufacturer
- b) The name of the engine manufacturer

2.2.4 Minimum weight

Minimum weight fully equipped including oil, water and fuel and fully equipped driver and passenger: 370 kg

- a) At any time during the event, the weight of the whole Sidecar (including the tank and its contents) must not be less than the minimum weight.
- b) There is no tolerance on the minimum weight of the Sidecar.
- c) During the practice and qualifying sessions, riders may be asked to submit their Sidecar to a weight control. In all cases, the rider must comply with this request.
- d) The use of ballast is allowed to stay over the minimum weight limit. The use of ballast must be declared to the FIM SCWC Technical Director/Chief Technical Steward at the preliminary Technical Checks. Nevertheless, the verified weight may never fall below the required minimum weight.

All ballast must be made from solid metallic piece/s, firmly, securely connected, either through an adapter or directly to the main frame, either with minimum 3 steel bolts (min. 8 mm diameter, 8.8 grade or over) or with minimum 2 steel bolts (min. 8 mm diameter, 8.8 grade or over) in case of the ballast is glued with permanent glue directly to the surface of the frame. Other equivalent technical solutions must be submitted to the FIM SCWC Technical Director for his approval.

- e) The minimum weight includes all Championship contracted devices whether fitted or not, such as transponder and on-board TV system.

2.2.5 Dimension of the Sidecar

Maximum dimensions are (see diagram A):

Maximum width:	1700 mm (including the exhaust system)
Maximum height:	800 mm (without the top air-intake - otherwise max. height: 950 mm)
Maximum length:	3300 mm
Maximum wheel base:	2300 mm

2.2.6 Distance between tracks

- a) The distance between the tracks left by the centrelines of the rear wheel and the sidecar wheel must be at least 800 mm and not more than 1150 mm.
- b) If three tracks are made, the distance between the tracks of the rear wheel and the front wheel must not be more than 75 mm apart (see diagram A).

2.2.7 Riders position, protection

- a) The rider's position shall be such that the rider's feet are positioned behind the knees when looking in the riding direction. He must not be covered from above, nor be attached to the vehicle in anyway.
- b) Vehicles must have a solid and effective protection between the rider and the engine. This protection must prevent direct contact between the rider's body (or his clothes) and escaping flames or leaking fuel and oil.

2.2.8 Passengers position, protection

- a) The minimum dimensions of the passenger's space on the platform are (see Diagram A):
800 mm x 300 mm (may be arranged in any order).
Both measured 150 mm above the platform.
- b) Passengers shall be completely visible from above and be able to lean out to either side of the Sidecar. For this purpose, the vehicle shall be equipped with a suitable handle (grip) for the passenger to hold onto when leaning out.

Open handles for the passenger shall be ball-ended (minimum diameter 40 mm). These balls may be flattened, but in these cases any radius shall not be smaller than 8 mm.

Open handles must never reach beyond the fairing more than half the radius of the ball.

- c) Height of the protection in front of the passenger: min. 300 mm.

2.2.9 Fairing/bodywork

- a) The fairing/bodywork must not extend past a vertical line drawn 400 mm from the front edge of the front tyre (see diagram A).
- b) The fairing/bodywork must not extend past a vertical line drawn 400 mm from the rear edge of the rear tyre (see diagram A).
- c) The passenger shall not be covered from above, nor attached to the vehicle in anyway.

2.2.10 Aerodynamic devices

- a) Spoilers and other aerodynamic devices are authorized on condition that they do not extend beyond the overall dimensions of the bodywork and are an integral part of the fairing and/or body. These shall not exceed neither the width of the fairing nor the height of the handlebar.
- b) Mirrors installed externally on the streamlining are prohibited. If installed within the cockpit opening it must be shatterproof. No glass is permitted.

2.2.11 Windscreens

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

2.2.13 Ground clearance

- a) The ground clearance measured over the entire length and width of the frame and other mechanical parts (engine, oil bay, exhaust and platforms) excluding the fairing, race ready, fully loaded with rider and passenger in a static racing position, shall not be less than 65 mm with the handlebars in straight position.

- b) No devices are permitted to reduce the ground clearance during the course of the race.
- c) After the race, a tolerance of –5 mm is authorized. After a ‘wet race’, this check is not performed.

2.2.14 Fixing of the Sidecar

The chassis of the Sidecar must be an integrated part of the main chassis of the vehicle. No articulation or movement between the two is allowed.

2.2.15 Steering

- a) The Sidecar must be steered by the front wheel only and a handlebar.
- b) The handlebar extremities must not be lower than the front wheel spindle nor more than 500 mm behind the front wheel spindle in the straight ahead position.
- c) The steering axis must not be offset more than 75 mm from the front wheel centre line.
- d) The minimum width of handlebars is: 450 mm.
- e) The grips must be attached in such a way that at least the minimum width for handlebars is reached when measured between the outside ends of the grips.
- f) Exposed handlebar ends must be plugged with a solid material or rubber covered.
- g) The minimum angle of rotation of the handlebar and the front wheel on each side of the centre line or mid position must be 20°.
- h) Whatever the position of the handlebars the front wheel must never touch the streamlining.
- i) Solid stops, (other than steering dampers) must be fitted to ensure a minimum clearance of 20 mm between the handlebar with levers and the chassis and the streamlining, when on full lock, to prevent trapping the riders fingers.

2.2.16 Control levers

All handlebar levers (clutch, brake, etc.) shall be in principle ball ended (diameter of this ball to be at least 16 mm). This ball may also be flattened, but in any case the edges must be rounded. These ends must be permanently fixed and form an integral part of the lever.

2.2.17 Throttle controls

- a) Throttle controls must be self-closing when not held by the hand.
- b) Two throttle cables must be fitted (opening and closing).
- c) Electronic control of the throttle valves, known as 'drive-by-wire', may be used. The system must have a safety system to identify failures within the sensors and prevent operation if any of these are in error.
- d) An ignition cut-out must be fitted to operate when the driver leaves the Sidecar. This ignition cut-out system shall interrupt the primary circuit.
- e) The ignition cut-out shall be operated by a non-elastic string of adequate length and thickness and strapped to the driver's body. A spiral cable (similar to that of a telephone wire) with a maximum length of 1 m (extended) is permitted.

2.2.18 Suspension

- a) The vertical travel of the front and rear wheel spindles under suspension action shall be at least 20 mm.
- b) The use of active suspensions is forbidden.

2.2.19 Drive

- a) The drive shall be transmitted to the ground only through the rear wheel of the Sidecar.
- b) Protection shields must be fitted for open transmission parts.

2.2.20 Wheels

Maximum width of the rim, measured inside the flange walls:

Front wheel: 9" / 228,6 mm

Rear and sidecar wheel: 11" / 279,4 mm

2.2.21 Tyres

- a) The surface of the tyre may be smooth (i.e. without tread grooves), or treaded.
- b) The tread pattern is unrestricted.
- c) The surface of a slick tyre shall contain three or more hollows at 120° intervals or less, indicating the limit of wear on the centre and shoulder areas of the tyre. When at least 2 of these indicator hollows become worn on different parts of the periphery, the tyre shall no longer be used.
- d) The maximum width of the tyre tread, measured from the point where the wall of the tyre finishes and the tread pattern starts to the point where the tread pattern stops and the wall of the tyre's other side starts (only the section of the tread pattern normally in contact with the ground is measured), shall not exceed:
 - 215 mm for front tyre
 - 254 mm for rear and sidecar tyre

All tyres will be measured mounted on the rim at a pressure of 1 kg/cm² (14 lb./sq.in.).

- e) Tyre warmers are not allowed.

2.2.22 Tyre restrictions

All teams must use the tyres exclusively provided by the Single Supplier contracted for the FIM Sidecar World Championship.

All 'external' tyres not directly supplied by the official representatives of the Single Supplier on the spot of an event of the FIM Sidecar World Championship are forbidden.

The tyre specifications available at each event will be determined by the tyre supplier. Identical tyres of each specification must be available to every team, and the total quantity of tyres will be the same for every team.

Tyres must be used according to the advised parameters which are agreed in consultation with the official tyre supplier and the FIM Technical Director.

Teams must comply with requests by the FIM Technical Director, his staff, and the official tyre supplier to check tyre parameters at any time.

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

Any team found to be using tyres outside of these operating parameters will be subject to penalties. The decision of the FIM Technical Director will be final.

For each event, each team will be restricted to a total of 6 tyres for qualifying practices and races.

These 6 tyres must be marked with the tyre-sticker distributed to the team for the current event.

Teams may use tyres from previous FIM Sidecar World Championship rounds for Free Practices.

Rain tyres are not subject to restrictions.

The official tyre supplier will determine the criteria for the classification of tyres as ‘Slick’ or ‘Rain’. In case of dispute the decision of the FIM Technical Director will be final.

Tyres will be individually identified and may not be exchanged between teams.

Tyres may not be materially altered in any way after allocation, such as hand-cutting and any other action or treatment, unless deemed necessary by the tyre manufacturer. Such alterations may be performed only by or under the supervision of the tyre manufacturer’s representative and shall be made available equally for all riders.

The usual ‘cleaning’ of the surface of the tyre from ‘picked up’ rubber is permitted.

In the unlikely event of a tyre being accidentally damaged before it is used (for example during the fitting process) and deemed to be unusable by the FIM Technical Director, it may be replaced with a tyre of the same specification with the permission of the FIM Technical Director. Such replacement tyres will be marked and included in the allocation of the rider concerned. The damaged tyre will be removed from the allocation and may not be allocated again.

Should an exceptional and unpredictable safety problem arise for the tyre supplier during an event to prevent riders from safely competing in the race, then the tyre supplier must inform the FIM Technical Director and the International Jury of the problem as soon as possible.

A re-allocation of suitable tyres may be made under the supervision of the FIM Technical Director. Such allocated tyres will be the same type for all teams, the type being determined by the tyre supplier in consultation with the FIM Technical Director.

2.2.23 Mudguards and wheel protection

Mudguards must comply with the following requirements:

- a) The front mudguard shall be a solid and effective protection between the rider and the front wheel.
- b) The Sidecar wheel must be enclosed down to the level of the Sidecar platform on the rear and on the inside, down to the height of its axle centreline at the outside.
- c) The rear wheel must be enclosed down to the level of the Sidecar platform on the inside.
- d) When the springs are compressed to their maximum, there shall still remain a minimum wheel clearance of 15 mm to every fixed part.

2.2.24 Brakes

- a) Only steel or cast-iron brake discs are allowed. Carbon fibre brake pads are prohibited.
- b) The footbrake shall operate on all 3 wheels together.
- c) This brake-system must have two separate, operational circuits. One of the circuits shall work upon two of the three wheels.
- d) If one of the brake circuits fails, the other brake circuit shall work efficiently.
- e) The brake system may be operated by a hand-lever.

2.2.25 Fuel tank

- a) The fuel tank must be protected against contact with the ground by a protection of rigid material.
- b) Fuel must be contained in a tank securely fixed to the Sidecar. Seat tanks and exposed auxiliary tanks are forbidden. The fuel tank shall only have one fuel filler cap.

- c) The fuel tank must be completely filled with fuel cell foam (preferably with “Explosafe®”).
- d) Non-return valves must be fitted to fuel tank breather pipes.

2.2.26 Fuel and oil filler caps

- a) Fuel and oil filler caps, when closed, shall be leak proof. Additionally, they shall be securely locked to prevent accidental opening at any time.
- b) The fuel filler cap shall be fitted in such a way that it does not protrude in relation to the fairing or the tank profile and cannot be torn off in a crash.

2.2.27 Fuel pumps

- a) Fuel pump(s), fuel pressure-regulator, fuel filters and fuel lines are free.
- b) Electric fuel pumps must be wired through a circuit which will operate together with the ignition cut-out.

2.2.28 Battery

The battery must be covered in such a way that neither the rider nor the passenger may come directly into contact with the battery or its contents.

2.2.29 Rain light

- a) Sidecars shall be equipped with a functional rear facing red rain light.
- b) The light shall be installed at least 100 mm off the ground, located in the area between the rear wheel and the Sidecar platform.

The light shall be mounted on suspended body part (i.e. platform, rear of the bodywork) and ensure no obstruction from the fairing and/or the passenger, facing to the rear (with a maximum tolerance of 5° from the longitudinal axis) of the Sidecar.

- c) If the race is declared ‘wet’ by the Clerk of the Course, it will be mandatory to switch on this rain light.

During the practice, if wet or intermediate tyres are used by the team, it will be mandatory to switch on this rain light.

- d) Only FIA approved rain lights are permitted.

2.2.30 Number plates and backgrounds

- a) 3 Number plates: 1 x on the centre of the front fairing, 1 x affixed on each side of the Sidecar fairing.
- b) The background colours and figures (numbers) are free, but must be in a sharp contrast to each other. Numbers must be easily legible, of one single colour and in a clear simple font. Numbers cannot overlap.
- c) The sizes for all the numbers are:
Minimum height: 160 mm
Minimum width: 80 mm
Minimum stroke: 25 mm
- d) In case of dispute concerning the legibility of the numbers, the decision of the FIM SCWC Director will be final.

2.3 TECHNICAL SPECIFICATIONS OF ENGINE, ENGINE INSTALLATION AND ELIGIBILITY REQUIREMENTS

2.3.1 Engine position

The engine must be positioned in such a way that the centre line of the engine (by definition a position midway between centre lines of outermost cylinders for transversal engines, or the crankshaft for in-line engines) must not exceed 160 mm beyond the centre line of the rear wheel of the Sidecar. The engine must be positioned in front of the rear wheel (see DIAGRAMM A).

2.3.2 Supercharging

- a) Any kind of forced induction (turbo, compressor, etc.) is forbidden.
- b) The direct injection of fuel is not considered to be supercharging.

2.3.3 Displacement capacities

FIM homologated engines (Supersport/Superstock 600) with max. 600 cc.

2.3.4 Engine and transmission

Only 4-cylinder 4-stroke engines of a mass production with an FIM Homologation for Supersport/Superstock 600cc with max. 600cc are accepted.

Eligible models are listed on the FIM website (www.fim-moto.com).

Only eligible engines homologated since 01.01.2009 will be accepted.

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

All components must comply with the homologated engine, subject to any statements to the contrary specified in the below regulations.

All items not mentioned in the following articles must remain as originally produced by the manufacturer for the homologated engine.

The use of ceramics, metal- and polymer-based composites and alloys containing beryllium is not allowed (not applicable for coatings).

The machining of components is only authorized if expressly permitted in the following regulations:

- a) The crankcases must remain as homologated. Lateral (side) covers may be altered, modified or replaced.

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

- b) Crankshaft and flywheel must remain as homologated. Balancing of the crankshaft is allowed but only through the boreholes necessary for this purpose. No modifications to the flywheel are permitted.
- c) Connecting rods must remain as homologated.
- d) Pistons, piston rings and piston pins must remain as homologated.
- e) The original cylinder head must remain as homologated and as produced by the manufacturer (no machining or polishing). The cylinder head gasket may be replaced.
- f) Valves, valve guides, valve seats and lower valve spring retainers must remain as homologated. Valve springs, valve keys and upper valve spring retainers may be modified or replaced.
- g) The complete injection system (throttle body included) must remain as homologated.

Sensors and fuel injectors must be standard parts of the homologated model, with the exception of electronic and mechanical enrichment devices which may be removed.

Intake bell mouths may be removed or altered. Inlet track devices may be removed.

- h) Camshafts must remain as homologated (no kit camshafts, valve lift/cam lobe lift remains as homologated). The cam timing is free.
- i) Chain, chain-tension and chain-guides may be modified or replaced. Belt tensioning devices for belt drive systems are free.
- j) Cam sprockets may be modified or replaced.
- k) The ECU (Engine Control Unit) may be changed.

Whatever the ECU brand used, Launch Control and Traction Control strategies are prohibited.

At all times, the FIM Technical Director (or his appointed colleague) must have access (provided by the rider/team) and way to connect to the ECU, for controlling purposes.

Wiring harness, spark plugs, plus wires and sockets may be replaced.

- l) Primary transmission/gearbox:

No modifications are permitted with the exception of shifting components to invert gear selection.

Chain sprockets, chain pitch and size may be modified. The use of an ignition breaker and a shift indicator is permitted.

- m) The clutch system shall remain as originally produced by the manufacturer of the engine. Clutch springs, friction and drive discs may be altered or replaced.

Mechanical back torque limiting capabilities are permitted. No electronic or electrical support is allowed.

- n) The generator must supply the battery whilst the engine is running.
- o) The electric starter shall be in place and work. The engine shall start on the grid with the on-board electric starter for the warm-up lap before the start of the race.
- p) Oil lubrication system is free. The oil sump and oil pump may be altered or replaced. Installation of baffle plates is allowed.

Any modification at homologated parts, as a result of modifications of the oil lubrication system, needs the prior approval of the FIM Technical Director.

- q) The original water pump may be replaced.

2.3.5 Airbox

- a) An airbox shall be used. The original airbox may be replaced by an individual design.
- b) The airbox shall completely close around the induction. Bell mouths, carburetors or throttle bodies may be entirely within the airbox.
- c) The airbox shall be constructed in such a way as to prevent any oil discharged in the airbox from spilling on the track. This oil containment shall hold a minimum of 1000cc of oil. The airbox shall be sealed to prevent any spillage of oil or fuel.
- d) The airbox intake size is not restricted.

2.3.6 Oil breather systems

All Sidecars shall have a closed breather system. All oil breather lines shall be connected, may pass through an oil catch tank, and exclusively discharge in the airbox, for oil containment (see Art. 2.3.5.c).

2.3.7 Oil cooler, oil tank

- a) Oil cooler shall not be mounted on or above the body of the Sidecar.
- b) The location of the oil tank and oil cooler must be placed in a location where it is least likely to be damaged in an accident.

2.3.8 Oil drain plugs and supply pipes

- a) All oil drain plugs shall be tight and shall be drilled and wired in position. Oil supply lines shall be correctly and securely wired in position. External oil filters and screws or bolts that enter an oil cavity shall be safety wired.
- b) Oil lines containing positive pressure, if replaced, shall be of metal reinforced construction with swaged or treaded connectors. Manufactured solid construction oil lines, where practical, shall be replaced also.
- c) It is recommended that Sidecars be equipped with a red light on the instrument panel. This light must flash in the event of oil pressure drop.

2.3.9 Oil and coolant containment

- a) In the area directly below the engine, the oil containment tray shall be constructed to hold, in case of an engine breakdown, the total oil and engine coolant capacity used in the engine (min. 5 litres). It must be securely affixed to the chassis.

- b) The surrounding edges of the tray shall be at least 170 mm above the bottom of the tray. Any passages for chain, chain tension device, gearshift linkage etc. must be sufficiently closed with rubber sealing bellows or sealing lips to avoid any leakage of oil spray. Holes for engine mounts (hangers) shall be sealed.
- c) The bottom of this tray must be closed at any time.
- d) The frontal edge of the oil bay reservoir wall shall be extended upwards to arrive just below (within 20 mm) the exhaust ports of the engine.
- e) From a vertical view, the engine block shall be located completely inside the oil bay platform.
- f) The rear wheel shall be protected from any possible oil-spray. To make this protection, the engine and the rear wheel compartment shall be separated.

This separation shall be created by installing a solid divider (wall). This wall reaches from the top of the inside of the fairing and shall overlap the rear edge of the oil tray to the rear section by at least 100 mm.

- g) All Sidecars shall attach oil absorbent materials of no less a quality than 3M Product number 05656 or CEP Sorbents/product number CEP-EP100.
- h) This material shall be securely fixed to the following areas of the Sidecar:

The entire tray, both the bottom and inside walls of the same.

The volume of material used in this area, according to manufacturer's specifications, shall absorb not less than 3 litres of oil.

The material shall be attached in such a way that it should be easily replaced, yet shall not become dislodged whilst on the track, and its effectiveness is not inhibited, i.e., if an adhesive is used it shall not clog the material, causing it to lose its absorbent properties.

In the event that oil is absorbed by the material, it shall be replaced before the next track session.

- i) All absorbent material used shall be non-flammable by design.

2.3.10 Exhaust pipe

- a) The exhaust pipe shall not extend beyond the width of the Sidecar, and the furthest extremity of the exhaust pipe shall not exceed the vertical line drawn at a tangent to the rear edge of the Sidecar body.

- b) Exhaust pipes fitted to the side of the Sidecar shall be covered so that it is impossible for the passenger to be burnt. The ends of the exhaust pipes fitted to the Sidecar shall be so positioned or protected that it is impossible for them to become entangled with another Sidecar.
- c) The exhaust shall discharge horizontally, either to the side or to the rear of the Sidecar. The end of the silencer shall be of constant diameter over a distance of 30 mm.

2.3.11 Timekeeping transponder

All Sidecars must have a correctly positioned timekeeping transponder. The transponder must be supplied or approved by the official Timekeeper and fixed in front of the sidecar wheel as low as possible and avoid being shielded by carbon bodywork.

Correct attachment of the transponder bracket consists of a minimum of tie-wraps, but preferably by screw or rivet. Any transponder retaining clip must also be secured by a tie-wrap.

Velcro or adhesive alone will not be accepted.

2.3.13 Additional electronic hardware

Additional electronic hardware equipment not on the original homologated motorcycle may be added (this permission refers to: data acquisition and sensors).

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

The addition of a GPS unit for positioning, lap timing and/or lap scoring purposes or legible messages via an on-board screen is allowed.

Telemetry is not allowed.

On-board cameras may only be used upon request and after the team has obtained written permission from the FIM.

On-board cameras, maximum two per Sidecar, will be fixed on the chassis by a TV manager assisted by a member of the team.

All Sidecars equipped with one or two on-board cameras **must** be checked by a Technical Steward before **entering the track**.

Riders in the top ten positions may be required by the FIM to carry up to two **on-board** cameras on their Sidecar.

The cameras and associated equipment shall be carried during all practice sessions and the race.

Cameras and other equipment will be supplied to the designated teams by, at the latest, two hours before the first practice at an event.

Teams shall give reasonable access and assistance to the company designated for the supply of the camera equipment to facilitate the mounting of the equipment.

On-board cameras (other than the FIM Championship promotor's cameras or those allowed by the FIM Administration) are not permitted.

If a team wishes to install its own on-board camera, it has to make an official request to the TV Department of the FIM Administration.

The installation of the on-board cameras on Sidecars has to be carried out in conformity with the FIM On-Board Camera Installation Guidelines (available upon request at the FIM Administration).

2.10 FUEL (PETROL), LUBRICANT AND COOLANTS

All vehicles must be fuelled with:

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

The unleaded fuel or the mixture of unleaded fuels used must comply with the FIM specifications as set out in Art. 2.10.1.

The mixture of unleaded fuel(s) and lubricant must comply with the FIM specifications as set out in Art. 2.10.2.

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

Fuel companies which supply 'race' fuels (fuels other than those obtained at public pump stations) to participating teams/riders must test their fuel at Intertek Schlieren (Switzerland) against FIM specifications set out in Art. 2.10.1 and 2.10.2.

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

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

Contact for fuel analysis: fimfuels@intertek.com.

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

Furthermore, in the cases in which only fuel from an appointed supplier is permitted (for a specific event or the entire World Championship, Prize or Cup), the aforementioned fuel shall have been previously tested in a FIM appointed laboratory in order to test its conformity with the FIM specifications as set out in Art. 2.10.1 and 2.10.2:

- in case of conformity, a certificate of conformity (including test report and tested batch number) shall be available, and Art. 2.10.4 applies in case of controls for the riders/teams;
- in case the conformity is not achieved, the FMN of the organizing country/ the Organizer/the Promoter shall ask the FIM for a waiver in order to enable the use of fuel not corresponding to FIM specifications. If the waiver is granted, the riders/teams will be responsible for using the fuel provided without changing its composition. Controls may be carried out by FIM.

2.10.1 FIM specifications for unleaded fuels or mixtures of unleaded fuels

The following specifications are set for unleaded fuel or the mixture of unleaded fuels:

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

Property	Units	Min.*	Max.*	Test Method
Density at 15°	Kg/m ³	720.0	785.0	EN ISO 12185 or ASTM D4052
RON		95.0	102.0	EN ISO 5164 or ASTM D2699
MON		85.0	90.0	EN ISO 5163 or ASTM D2700
Oxygen (includes 10% ethanol allowance)	% (m/m)		3.7	EN ISO 22854 ¹ or EN 13132 or elemental analysis
Nitrogen	% (m/m)		0.2	ASTM D 4629 ² or ASTM 5762
Benzene	% (V/V)		1.0	EN ISO 22854 or ASTM D6839 or ASTM D5580
Vapour pressure (DVPE)	kPa		100.0	EN 13016-1 or ASTM D5191
Lead	mg/L		5.0	ICP-OES or EN 237 or AAS
Manganese	mg/L		2.0	ICP-OES or AAS
Density at 15°C	kg/m ³	720.0	785.0	EN ISO 12185 or ASTM D4052
Oxidation stability	minutes	360		EN ISO 7536 or ASTM D525
Sulphur	mg/kg		10.0	EN ISO 20846 or ASTM D5453

<u>Distillation:</u>				EN ISO 3405 or ASTM D86
E at 70°C	% (V/V)	20.0	52.0	
E at 100°C	% (V/V)	46.0	72.0	
E at 150°C	% (V/V)	75.0		
Final Boiling Point	°C		210	
Residue	% (V/V)		2.0	
Appearance	Clear, bright and visually free from solid matter and undissolved water			Visual inspection
Olefins	% (V/V)		18.0	EN ISO 22854 or ASTM D6839
Bi/Polycyclic olefins	% (m/m)		0.01	GC-MS
Aromatics	% (V/V)		35.0	EN ISO 22854 or ASTM D6839
Total diolefins	% (m/m)		1.0	GC-MS or HPLC
<u>Oxygenates:</u>				EN ISO 22854 ¹ or EN 13132
Methanol	% (V/V)		3.0	The only oxygenates permitted are paraffinic mono-alcohols and paraffinic mono-ethers (of 5 or more carbon atoms per molecule) with a final boiling point below 210°C.
Ethanol (E10)	% (V/V)		10.0	
Isopropanol	% (V/V)		12.0	
Isobutanol	% (V/V)		15.0	
tert-Butanol	% (V/V)		15.0	
Ethers (C5 or high-er)	% (V/V)		22.0	
Others	% (V/V)		15.0	

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

² In cases of dispute ASTM D4629 will be the reference method.

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

- b) The total of individual hydrocarbon components presents at concentrations of less than 5% (m/m) must constitute at least 30% (m/m) of the fuel. The test method will be GC-FID (gas chromatography-flame ionization detector) and/or GC-MS (gas chromatography-mass spectrometry).
- c) The total concentration of naphthene, olefins and aromatics classified by carbon number must not exceed the values given in the following table:

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

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

2.10.2 FIM specifications for mixtures of unleaded fuel(s) and lubricant

The lubricant:

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

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

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

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

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

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

2.10.3 Air

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

2.10.4 Sampling and testing

Please refer always to the latest regulations code in force for the discipline.

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

Samples will be taken at the event either during Parc Fermé procedures or during the session in the pitlane.

The samples will be tested either:

- A) Only in the case of a single fuel supplier, tested at the event using the GC test method.**
- B) Delivered by a FIM courier to the FIM appointed laboratory for post event tests.**

2.10.4.1 Sampling

Procedure A:

FIM fuel sampling for Gas Chromatography (GC) testing method at the event (if available, if not, Procedure B applies).

- 1. The FIM Technical Director (or the FMNR Chief Technical Steward, if there is no FIM Technical Director appointed) is the sole official responsible for the sampling management and supervision.**
- 2. Riders/teams selected for fuel controls are directed to proceed with their vehicles to the area that has been designated for this purpose.**
- 3. The FIM Technical Director/FMNR Chief Technical Steward collects the fuel from the Sidecar by using only new sample containers and pipettes/hand pumps.**
- 4. The fuel is transferred through the use of the pipette/hand pump directly from the fuel tank into the vial 'A' (designed for direct use in the GC machine).**

During the total duration of this procedure, the Sidecar must remain in the appointed test area.

Procedure B:

FIM fuel sampling for the test in a FIM appointed laboratory (if Procedure A is not applicable).

- 1. The FIM Technical Director (or the FMNR Chief Technical Steward if there is no FIM Technical Director appointed) is the sole official responsible for the sampling management and supervision.**
- 2. Teams selected for fuel controls are directed to proceed with their vehicles to the area that has been designated for this purpose.**
- 3. The FIM Technical Director/FMNR Chief Technical Steward collects the fuel from the Sidecar by using only new sample containers and pipettes/hand pumps.**

4. The fuel is transferred through the use of the pipette/hand pump directly from the fuel tank into three containers, denominated 'A', 'B' and 'C'. The containers are closed and sealed by the FIM Technical Director/FMNR Chief Technical Steward.
5. The FIM Technical Director/FMNR Chief Technical Steward fills in (in all its parts) and signs the Fuel Sample Declaration Form (see forms). The rider also signs this Form, after verifying that all the information is correct.
6. The FIM Technical Director/FMNR Chief Technical Steward prepares an appropriate shipping box containing the collected 'A', 'B' and 'C' samples and a copy of the respective, signed, Fuel Sample Declaration Form. The box is then shipped to the FIM appointed laboratory by courier.

2.10.4.2 Testing

Procedure A:

FIM fuel testing via Gas Chromatography (GC) testing method on, during, or at the event (if available, if not, Procedure B applies).

1. One or more properties to be checked (following the relevant testing method as per Art. D, E, F, G or H) are set by the FIM for each selected rider/team.
2. The vial 'A' must be put directly in the GC machine for GC test/analysis.
3. The threshold of result to pass the GC test is fixed at 97% of match (compared with the same batch of fuel, provided by the contracted single fuel supplier for the related discipline/Championship/Cup).
4. Under 97% of match, the GC test result is failed (meaning the fuel tested is not in conformity with the fuel, provided by the contracted single fuel supplier for the related discipline/Championship/Cup).
5. The full Procedure A can be made a second time upon request of the rider (of the team which fuel is tested). The rider can attend the full procedure.

6. There will be no protest available, only the option to immediately make a second test.
7. This result will be reported by the FIM Technical Director to the FIM nominated authorities/Officials for the related discipline/Championship/Cup (e.g. FIM Stewards Panel, FIM International Jury) which will take appropriate actions.

Procedure B:

FIM fuel testing via FIM appointed laboratory (if Procedure A is not available).

1. One or more properties to be checked (following the relevant testing method as per Art. D, E, F, G or H) are set by the FIM for each selected rider/team.
2. Sample 'A' is the first sample to be tested by the FIM appointed laboratory.
3. Sample 'B' can be used for a second analysis if required by the FIM. The test result of the 'A' or 'B' sample more favourable to the rider/team is taken into account. Costs for the shipping and testing of sample 'A' and 'B' are paid by FIM.
4. As soon as possible after completing the testing, the FIM appointed laboratory reports the test results directly to the responsible CTI Coordinator.
5. For negative cases (i.e. conformity of the tested property(ies) with the specification), the riders/teams concerned will be individually informed by the FIM in due course, copying the rider/team's FMN, the FIM Technical Director/FMNR Chief Technical Steward, the competent authority (e.g. FIM Stewards Panel, FIM International Jury), the CTI Director, the Director and Coordinator(s) of the Sporting Commission concerned.

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

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

7. **If the rider/team wishes to request a counter-expertise, he must notify the responsible CTI Coordinator by electronic mail* accordingly, within 72 hours of receipt by the FIM of the delivery status notification pertaining to the notification of the test results to the rider/team.**
 - **If a counter-expertise is requested, the sample dedicated to the counter-expertise is sample ‘C’, and the test shall aim at checking the same property(ies) previously checked on sample ‘A’/‘B’. The rider/team can request that sample ‘C’ be tested at one of the available FIM appointed laboratories. Costs for shipping and testing of sample ‘C’ are paid by the rider/team concerned.**

Upon notification of the sample ‘C’ results, the responsible CTI Coordinator notifies by electronic mail* the rider/team concerned (including the testing results) and forwards the relevant information to the rider/team’s FMN, the FIM Technical Director/ FMNR Chief Technical Steward, the competent authority (e.g. FIM Stewards Panel, FIM International Jury), the CTI Director, the Director and Coordinator(s) of the Sporting Commission concerned.

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


8. The competent authority of the event concerned (e.g. FIM Stewards Panel, FIM International Jury) makes a decision based on the information received. The Coordinator of the Sporting Commission concerned notifies the rider/team concerned regarding the decision by electronic mail*.

The non-conformity of:

- 'A' sample (in the cases 'B' sample was not used) or
 - 'B' sample (in the cases 'A' sample result was not conclusive) or
 - 'A' and 'B' samples or
 - 'A' and 'B' and 'C' samples (in the cases 'B' sample was used and a counter- expertise was requested) or
 - 'A' and 'C' samples (in the cases 'B' sample was not used and a counter-expertise was requested) automatically results in the disqualification of the rider/team from the entire event.
 - No disqualification will be applied in case of conformity of sample 'C'.
 - Furthermore, in any case, other penalties may be applied.
9. The rider/team has the right to appeal against the decision of the competent authority of the event concerned (e.g. FIM Stewards Panel, FIM International Jury) in accordance with the FIM Disciplinary and Arbitration Code applicable to the relevant discipline.

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

2.10.4.3 Fuel Sample Declaration Form 'A', 'B', and 'C'

 FIM Fuel Sample Declaration Form													
Discipline													
IMN (xxx/xx)													
Rider/team's name													
Rider/team's number													
Rider/team's email or telephone number													
Team													
Vehicle's make													
Fuel's make and type													
Fuel origin (public station or race supplier)													
Fuel samples taken on date (dd/mm/yy)													
Fuel samples taken at (right before or after):													
CIRCUIT RACING DISCIPLINES													
Free practice <input type="checkbox"/> Qualifying race <input type="checkbox"/> Warm up <input type="checkbox"/> Race 1 <input type="checkbox"/> Race 2 <input type="checkbox"/>													
<table border="1" style="margin: auto; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;"></th> <th style="width: 15%;"></th> <th style="width: 70%;">Container seal n°</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Sample A</td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">Sample B</td> <td></td> <td></td> </tr> <tr> <td style="text-align: center;">Sample C</td> <td></td> <td></td> </tr> </tbody> </table>				Container seal n°	Sample A			Sample B			Sample C		
		Container seal n°											
Sample A													
Sample B													
Sample C													
The above listed details refer to fuel samples taken from the fuel tank of the motorcycle specified. Sample A is the first testing sample to be used by the FIM appointed laboratory Sample B can be used for a second analysis if required by the FIM Sample C is used if a counter-expertise is required by the rider/team. The serial numbers of the vial seals and the accuracy of the listed information have been verified.													
Rider or team responsible name													
Rider or team responsible signature													
FIM Technical Director/ FMNR Chief Technical Steward name													
FIM Technical Director/ FMNR Chief Technical Steward signature													

Technical

2.10.6 Fuel storage

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

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

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

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

2.10.7 Coolants

The only liquid engine coolant permitted other than lubricating oil shall be water.

2.11 PROTECTIVE CLOTHING AND HELMETS

2.11.1

Riders must wear a complete leather suit with additional leather padding or other protection on the principal contact points, knees, elbows, shoulders, hips, etc.

2.11.2

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

2.11.3

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

2.11.4

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

2.11.5

The use of a back protector is compulsory; the use of a chest protector is highly recommended.

Protectors must be clearly marked with the following norms:

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

Newer Labels (1621-2:2014)		
Full Back Level 1 or 2	<p>EN 1621 - 2: 2014</p>	<p>EN 1621 - 2: 2014</p>
	<p>EN 1621 - 2: 2014</p>	<p>EN 1621 - 2: 2014</p>
Older Labels (1621-2:2003)		
Full Back Level 1 or 2	<p>EN 1621 - 2</p>	<p>EN 1621 - 2</p>

- b) The chest protector must comply with EN1621-3.

CHEST PROTECTOR: must comply with EN1621-3.

EN 1621-3 Level 1 or 2	<p>EN 1621 - 3</p>	<p>EN 1621 - 3</p>
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Technical

2.11.6

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

2.11.7

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

- Until 31/12/2025: FRHPhe-01 and FRHPhe-02
- As from 01/01/2026: FRHPhe-02 only

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

<p>FHHPhe-01 (FIM)</p>	
<p>FHHPhe-02 (FIM)</p>	

2.11.9

Disposable 'tear-offs' are permitted.

2.11.10

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

Technical

2.12 PROCEDURE FOR TECHNICAL CONTROL

2.12.1

The rider is at all times responsible for his Sidecar.

2.12.2

The Chief Technical Steward must be in attendance for an event at least 1 hour before the Technical Verifications are due to beginning. **The Chief Technical Steward** must inform the Clerk of the Course, the Jury President and the FIM Technical Director of his arrival.

2.12.3

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

2.12.4

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

2.12.5

The rider and the passenger, with their helmets and their riding/safety gears must be present with their Sidecar for Technical Control within the time limits stated in the Supplementary Regulations. The maximum number of persons present at the Technical Verification will be the rider and the passenger, plus two others. In addition, the **team manager** will also be allowed.

2.12.6

The FIM Technical Director/Chief Technical Steward must inform the International Jury of the results of the Technical Control. The FIM Technical Director/Chief Technical Steward will then draw up a list of accepted Sidecars and submit this list to the Clerk of the Course.

2.12.7

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

2.12.8

Any rider failing to report as required below may be disqualified from the event. The International Jury may forbid any team who does not comply with the FIM Regulations, 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.

2.12.9

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

2.12.10

The FIM Technical Director/Chief Technical Steward will refuse any Sidecar that does not have a correctly positioned positive transponder attachment. The transponder must be fixed to the Sidecar in the position and orientation as shown in the Timekeeping Information given to the teams pre-season and available at each event. Positive 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. The transponder retaining clip shall also be secured by a tie-wrap.

2.12.11

The rider or the mechanic shall present a clean Sidecar and in conformity to the FIM Regulations. **The rider or the mechanic** shall also present a duly filled in and confirmed Technical Card.

2.12.12

An overall inspection of the Sidecar must be carried out in conformity with the FIM Regulations. Accepted Sidecars will be marked with paint or a sticker.

2.12.13

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

2.12.14

Before each practice the Chief Technical Steward must confirm that the Sidecar has passed the Technical Control by checking the Technical Control sticker before the Sidecars go on the track.

2.12.15

Only accepted Sidecars may be used in practices and races.

2.12.16

Approximately 30 minutes after the Technical Control have been completed, the FIM Technical Director/Chief Technical Steward must submit to the International Jury a list of accepted Sidecars and riders.

2.12.17

If a Sidecar is involved in an accident, the FIM Technical Director/Chief Technical Steward must check the Sidecar, together with the helmet and clothing of the rider involved, to ensure that no defect of a serious nature has occurred.

If a Sidecar was stopped with a Black Flag with Orange Disc, the FIM Technical Director/Chief Technical Steward must check the Sidecar.

In both cases, it is the responsibility of the team to present the Sidecar (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 helmets of all riders taken to the medical centre for assessment following a crash must be retained by the medical personnel or the CMO for control by the FIM Technical Director or Technical Stewards before being returned to the rider or the team manager.

In cases of head injury including concussion or loss of consciousness, unless a specific provision of a national law advises otherwise, the helmet must be forwarded to the FIM Laboratory at the University of Zaragoza for expert examination and non-destructive analysis.

After inspection, the helmet can be returned to the rider, team or manufacturer.

2.13 VERIFICATION GUIDELINES FOR TECHNICAL STEWARDS

- Make sure all necessary measures and administrative equipment are in place at least 1 hour before the Technical Control (see separate list) is due to open (time in Supplementary Regulations).
- Decide who is doing what and note decisions. 'Efficiency' must be the watchword. Always keep cheerful and remember the reasons for Technical Controls: SAFETY AND FAIRNESS.
- Be well informed. Make sure your FMN has supplied you with all technical 'updates' that may have been issued subsequent to the printing of the Technical Regulation Books. Copies of all homologation documents shall be in your possession.
- Inspection must take place under cover with a large enough area (min. surface 100 sq. metres) to handle the Technical Verifications in two lines.
- Weighing apparatus must be accurate and practical. Certified master weights and their certificate must be available for the Technical Checks.
- Regulations regarding sound level and measurement must be respected.

1) Preparations, procedures:

- At each circuit, an area must be designated as the Technical Control Area. In this area, under the control of the FIM Technical Director/Chief Technical Steward, suitable equipment will be available to conduct proper inspections.
- The Technical Control will be carried out in accordance with the schedule set out in the Supplementary Regulations.
- Technical Stewards must be available throughout the entire event to check Sidecars and equipment as required by the FIM Technical Director/Chief Technical Steward.
- Presentation of a Sidecar will be deemed as an implicit statement of conformity with the Technical Regulations.

- The Technical Stewards must inspect the Sidecars for obvious safety omissions.
- The Technical Stewards must inspect that the Sidecar conforms to all Technical Regulations laid out in the FIM Sidecar World Championship Regulations.
- All Sidecars will be required for weight and/or sound check at the pre-race Technical Inspection.
- The scales and sound meter will be available to the teams or riders for pre-race checking in the Technical Control Area.
- **Sound** test should take place in a clear area adjacent to the Technical Control at least 10 meters from any possible sound reflecting obstruction.
- The riders must be aware that the weight and sound may be controlled at random during practice in the pit-lane and at the end of the race.
- Claiming that the sound and weight were not officially controlled before the race will not be grounds for appeal. Conformity of the regulations is the responsibility of the rider.
- The FIM Technical Director/Chief Technical Steward reserves the right to spot check the weight and sound of any Sidecars on pit row during free practice and official practice. This may occur at any time during the free practice and in the first forty minutes of any official (timed) practice. This will be carried out with the least possible inconvenience to the rider.
- Sidecars arriving later than the first free practice must be controlled in the Technical Control Area.
- At the conclusion of the inspections, a small sticker or coloured mark will be placed on the frame indicating that the Sidecar had passed inspection.
- The Technical Stewards must re-inspect any Sidecar that has been involved in an accident.

- The Technical Stewards must be available, based on instructions from the FIM Technical Director/Chief Technical Steward, to re-inspect any Sidecar for technical compliance during the event.
- During the Technical Inspection in the closed park the mechanics must assist with the inspections. A maximum of two (2) team members per rider is allowed in the closed park during the post-race Technical Inspection. Downloading of data is allowed in the closed park.
- Representatives of the tyre manufacturers are allowed in the closed park.

2) **Practice:**

- Dry Practice: Every Sidecar used in free or official practice may be checked. The minimum checks are weight and sound.
- The FIM Technical Director/Chief Technical Steward may request other checks.
- Wet Practice: The FIM Technical Director/Chief Technical Steward may perform certain checks during/after a Wet Practice.

3) **Final Inspection at the end of the race:**

Sidecars may be checked at least for the following compliance points:

- **Weight:** The weight will be checked in the condition that the Sidecar has finished the race. No elements may be added to the Sidecar, neither any type of ballast, fuel, oil, water, nor tyres.
- **Sound:** compliance with max noise limit.
- **Throttle bodies and injectors:** Measurement and inspection of both inlet- and outlet tracts and points on the homologated fuel injection system.
- **Engine:** Engine(s), chosen at random, may be checked internally for capacity and compliance with Art. 2.3.

The FIM Technical Director/Chief Technical Steward may require a team to provide parts or samples, as he may deem necessary to confirm compliance with the regulations.

4) **Appointment and attendance:**

The Technical Stewards shall be present and available during the opening hours of the Technical Control Area. The FIM Technical Director/Chief Technical Steward will instruct the Technical Stewards to verify Sidecars for compliance with technical and safety regulations.

5) **Administration day/Technical Control:**

For all teams:

Tasks: Inspection of Sidecar safety, clothing and helmets	3 persons
Sound control (if carried out)	2 persons
Weight control (if carried out)	1 person
Administration tasks:	1 person

a) Saturday:

Technical Control free practice and official qualifying sessions:

Tasks:

Inspection of Sidecar safety, sound and weight:	3 persons
Inspection of crashed Sidecars and Technical Controls:	2 persons
Administration tasks:	1 person

b) Sunday:

Technical Control during race day:

Before race:

Safety checks on start grid as required

c) After race:

Technical Control noise, weight and carburation instruments	3 persons
Displacement checks	2 persons
Administration tasks	1 person

NOTE: This is the required minimum of Technical Stewards. The number may of course be higher.

All final verification points to be decided in co-operation with the International Jury President and the FIM Technical Director/Chief Technical Steward. Post-race checks are under extreme pressure. It is important to be very well organized.

The Chief Technical Steward must report to the Jury after the final verifications.

6) Minimum equipment list:

- Revolution meter
- Sound meter and calibrator
- Slide calliper
- Depth gauge
- Steel measuring tape
- Seals
- Weighing apparatus (scales) with calibration weights
- Tools for measuring engine capacity
- Tools for measuring valve lift
- Weighing apparatus for investigation of valve weights
- Colour for marking parts
- Magnet for materials testing
- Computer to read homologation lists on CD-Rom or memory stick

7) Documents list:

- FIM Sidecar World Championship Regulations of the current year
- Supplementary Regulations
- Homologation documents
- Technical Control forms
- Writing materials

2.14 SOUND CONTROL

- a) Maximum sound level: 107 dB/A (see also Art. 2.14.5)
(with a 3 dB/A tolerance after the race)
- b) Sound will be controlled as below:

2.14.1

With the microphone placed at 50 cm from the exhaust pipe at an angle of 45° upwards, measured from the centre line of the exhaust end.

2.14.2

During a sound test, Sidecars not equipped with a gear box neutral shall be placed on a stand.

2.14.3

The silencers will be marked when they are checked and it is not allowed to change them after the verification, except for any spare silencer which has also been checked and marked.

2.14.4

The driver shall keep his engine running out of gear and shall increase the engine speed until it reaches the specified revolutions per minute (RPM). Measurements shall be taken when the specified RPM is reached.

2.14.5

The RPM depends upon the mean piston speed corresponding to the stroke of the engine.

The RPM will be given by the relationship:

$$N = \frac{30,000 \times cm}{l}$$

in which

N	=	prescribed RPM of engine
cm	=	fixed mean piston speed in m/s
l	=	stroke in mm

2.14.6

Due to the similarity of the piston stroke in different engine configurations within the capacity classes, the sound test will be conducted at a fixed RPM:

600 cc 4-cylinder 4-stroke 7,000 RPM

(For reference only, the mean piston speed at which the sound test is conducted is calculated at 11 m/sec.)

2.14.7

The sound level for engines with more than one silencer will be measured on each exhaust end.

2.14.8

A Sidecar which does not comply with the sound limits may be presented several times at pre-race control.

2.14.9

After the race, the sound limit shall not exceed: 107 dB/A (with a tolerance of 3 dB/A).

2.14.10

All sound meters must have a frequency response According to IEC61672 Section 11 within a limit of plus or minus 2 dBA from 125 to 8000 Hz at 94, 104 and 114 dBA.

2.14.11

The sound level meter shall be equipped with a calibrator for control and adjustment of the meter during periods of use.

2.14.12

The 'slow response' setting shall always be used.

2.14.13

There is no influence of temperature on sound tests.

2.14.14

Sound control after the competition:

In a competition which requires a final examination of Sidecars before the results are announced, this examination shall include a sound control measurement of at least the first three Sidecars listed in the final classification.

At this final test, there will be a 3 dB/A tolerance.

2.15 GUIDELINES FOR USE OF SOUND LEVEL METERS

2.15.1

The Sound Control Officer (SCO) must arrive in sufficient time for discussions with the FIM Technical Director and other Technical Stewards in order that a suitable test site and testing policy may be agreed.

2.15.2

Sound level measuring equipment must include a compatible calibrator, which shall be used immediately before testing begins and always just prior to a re-test if a disciplinary sanction may be imposed.

Two sets of equipment must be available in case of failure of tachometer, sound level meter or calibrator during Technical Control.

2.15.3

Before testing, the SCO must calibrate the sound test equipment with a calibrator, in order to check the accuracy of the official sound meter.

2.15.4

Tests can take place in rain or damp conditions. Sidecars considered excessively noisy must be individually tested if conditions allow.

2.15.5

In other than moderate wind, Sidecars should face forward in the wind direction. (Mechanical sound will blow forward, away from microphone).

2.15.6

'Slow' meter response shall be used.

2.15.7

'A' weighted setting on sound level meter.

2.15.8

There is no rounding down of the meter reading:

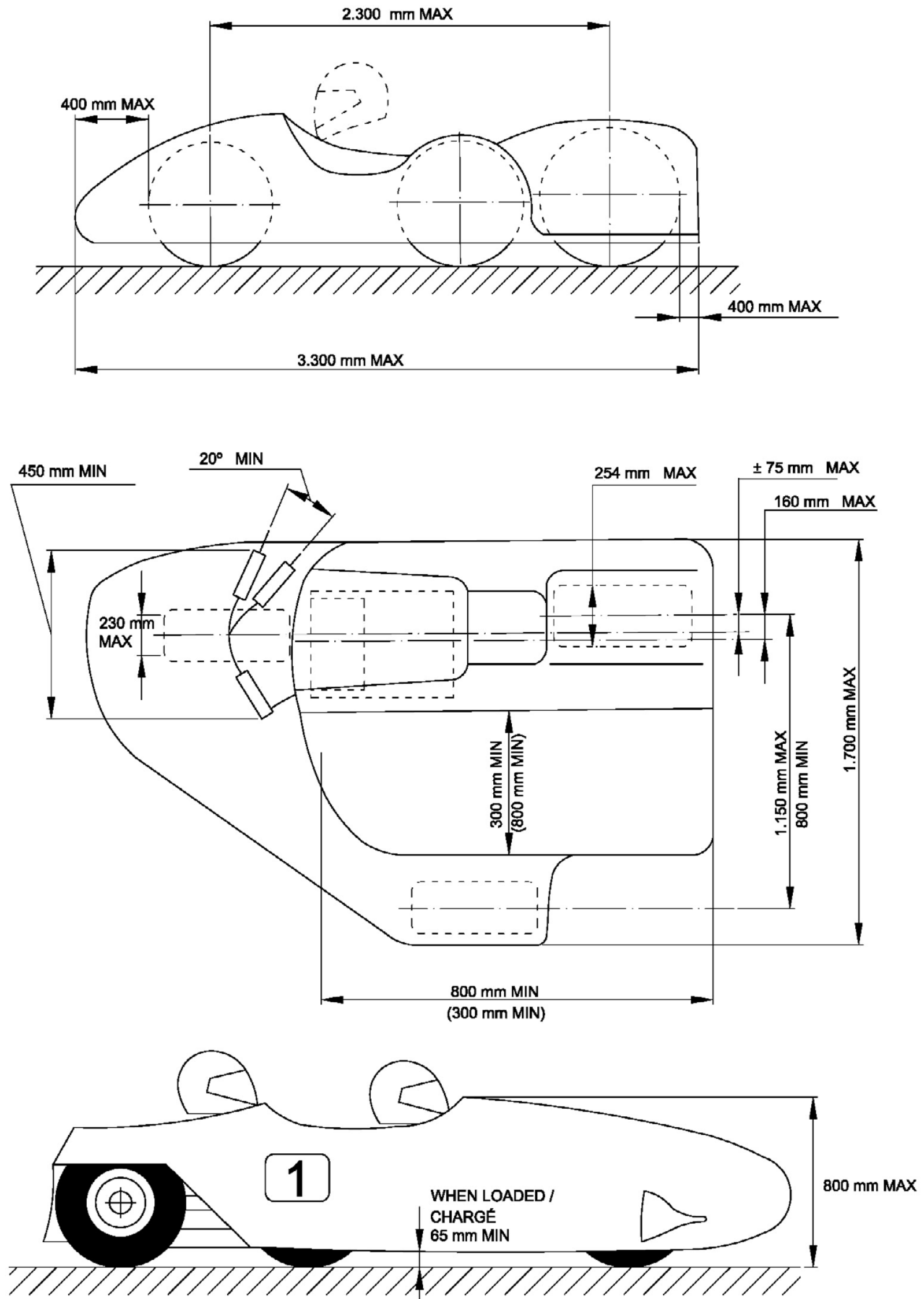
107.9 dB/A = 107.9 dB/A.

2.15.9

Correction type 1 meter: deduct 1 dB/A

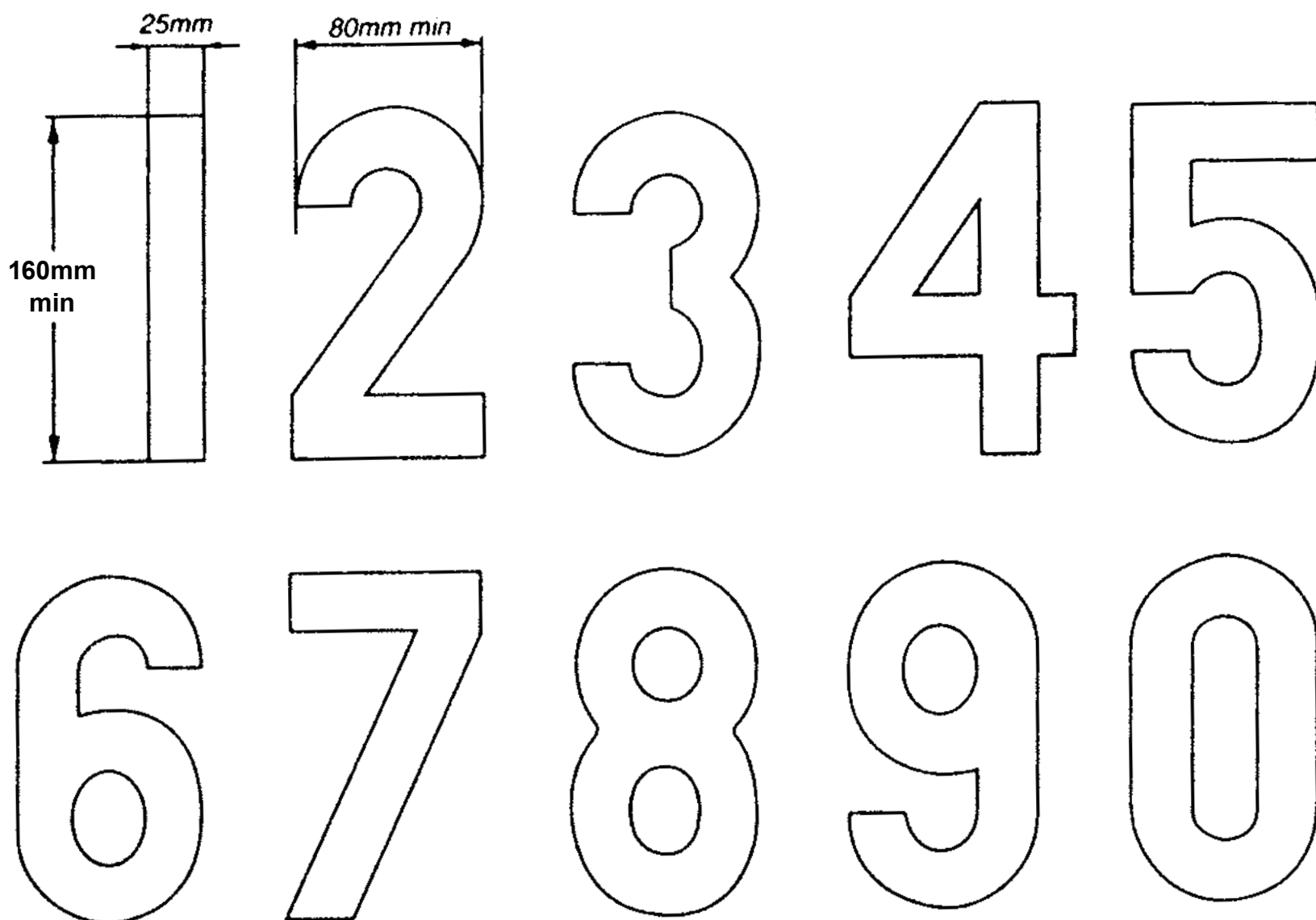
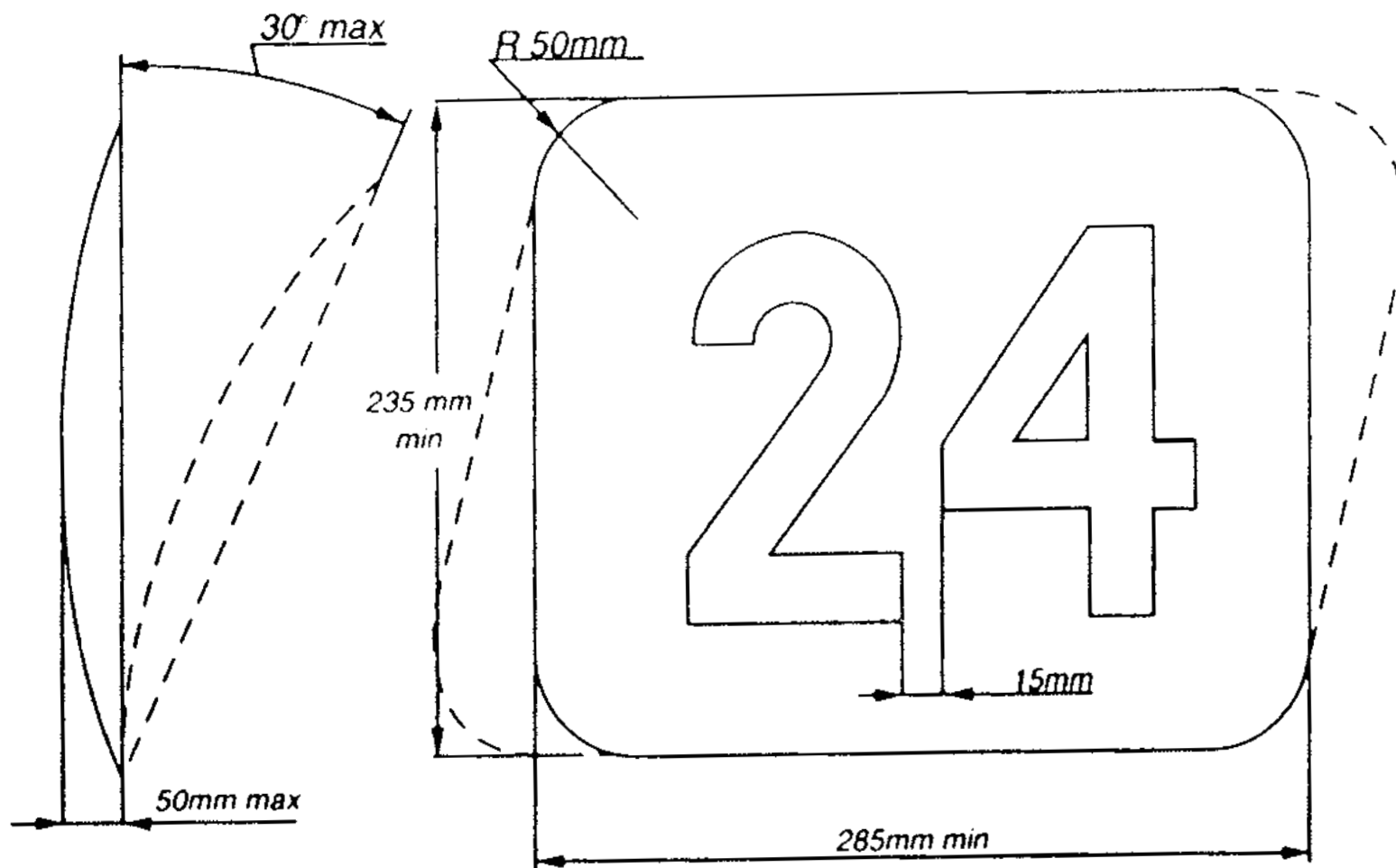
Correction type 2 meter: deduct 2 dB/A

DIAGRAM A



NUMBERS/NUMEROS

0



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

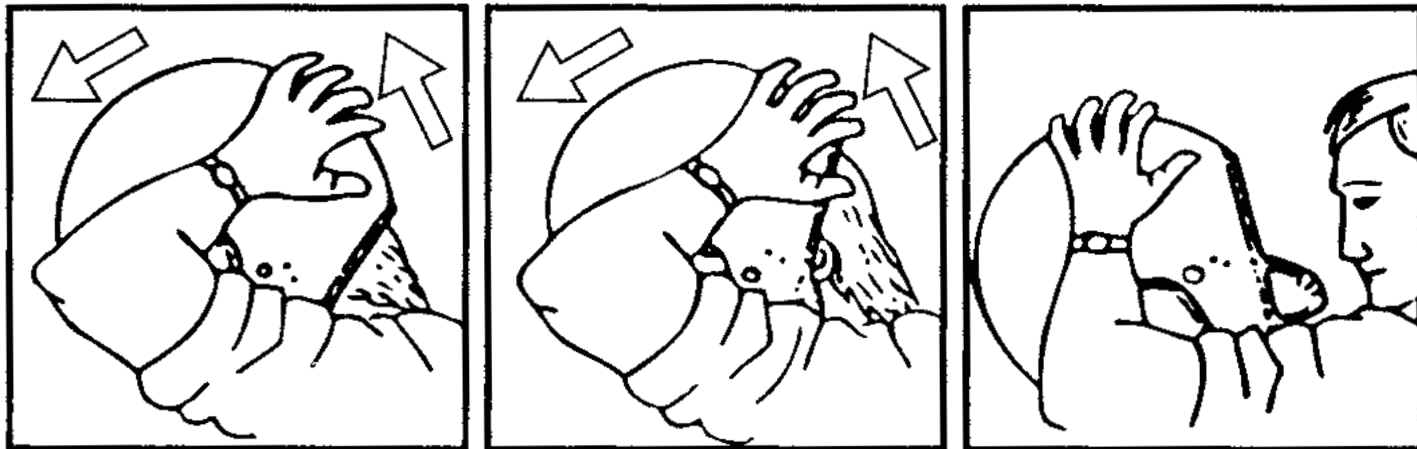
0 1 2 3 4 5 6 7 8 9

Franklin Gothic Italic

0 1 2 3 4 5 6 7 8 9

TEN FITTING TESTS FOR HELMETS **DIX TESTS D'ADAPTATION POUR LES CASQUES**

1. *Obtain correct size by measuring the crown of the head*
Avoir la bonne grandeur en mesurant le sommet de la tête
2. *Check there is no side to side movement*
Vérifier qu'il n'y ait pas de déplacement d'un côté à l'autre
3. *Tighten strap securely*
Serrer solidement la jugulaire
4. *With head forward, attempt to pull up back of helmet to ensure helmet cannot be removed this way*
Tête en avant, essayer de soulever le casque pour s'assurer qu'il ne peut pas être enlevé de cette façon



5. *Check ability to see clearly over shoulder*
Vérifier si vous pouvez voir clairement par-dessus l'épaule
6. *Make sure nothing impedes your breathing in the helmet and never cover your nose or mouth*
S'assurer que rien ne gêne votre respiration dans le casque et ne jamais couvrir le nez ou la bouche
7. *Never wind scarf around neck so that air is stopped from entering the helmet. Never wear scarf under the retention strap*
Ne jamais enrouler une écharpe autour du cou, car cela empêche l'air d'entrer dans le casque. Ne jamais porter d'écharpe sous la jugulaire
8. *Ensure that visor can be opened with one gloved hand*
S'assurer que la visière peut être ouverte avec une main gantée
9. *Satisfy yourself that the back of your helmet is designed to protect your neck*
S'assurer que l'arrière de votre casque a une forme telle qu'il vous protège la nuque
10. *Always buy the best you can afford*
Toujours acheter le meilleur que vous pouvez vous offrir

3. DISCIPLINARY CODE

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

Updated version available on <https://www.fim-moto.com/en/documents>

4. CIRCUIT STANDARDS

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

Updated version available on <https://www.fim-moto.com/en/documents>

5. MEDICAL CODE

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

Updated version available on <https://www.fim-moto.com/en/documents>

6. ANTI-DOPING CODE

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

Updated version available on <https://www.fim-moto.com/en/documents>

7. **SUSTAINABILITY CODE**

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

Updated version available on <https://www.fim-moto.com/en/documents>

8. CODE OF ETHICS

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

Updated version available on <https://www.fim-moto.com/en/documents>



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