



FIM Asia *Moto4* Asia Cup Regulations

EDITION 2026

FIM ASIA *Moto4* ASIA CUP REGULATIONS

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General Undertakings and Conditions

All riders, teams' personnel, officials, organizers and all the persons involved in any capacity whatsoever participating in the FIM Asia **Moto4** Asia Cup (hereinafter referred to as **M4A** or "Cup") 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. ENVIRONMENTAL CODE
8. FIM CODE OF ETHICS

as supplemented and amended from time to time.

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

All the persons mentioned above may be penalised in accordance with the provisions of the FIM Asia **Moto4** Asia Cup Regulations (hereinafter referred to as "**M4A** Regulations").

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

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

All persons concerned in any way with an entered machine or present in any capacity whatsoever in the

Paddock, Pits, Pit Lane or Track, must wear an appropriate pass at all times during the Event.

1 SPORTING REGULATIONS

1.1 INTRODUCTION

- 1.1.1 A series of motorcycle races counting toward the FIM Asia **Moto4 Asia Cup** for riders will be organized.
- 1.1.2 Official documents relating to a meeting must conform to article 100.5 of the FIM Sporting Code.

1.2 EVENTS

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

The race control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain at the circuit available to the M4A Race Direction and Panel of Stewards during that period.

- 1.2.2 Promoters will be nominated by the FMN.
- 1.2.3 The Promoter is responsible for providing the facilities and personnel to ensure the smooth and efficient running of the event.
- 1.2.4 The Promoter shall obtain insurance for third party liability according to article 110.1.1 of the FIM Sporting Code or article 1.2.7 of the FIM World Championship Grand Prix Regulations.
- 1.2.5 At least 30 days prior to the Event, the Promoters of the event must submit the following information to the FIM Asia **by electronic means**:
 - a. Confirmation of the name and address of the Promoters, including email address and telephone numbers for correspondence.
 - b. The date and place of the Event.

- c. detailed plan of the circuit, its direction, clockwise or anticlockwise, length and pole position placement.
- d. The name and address of the company providing the third-party liability insurance cover and the number of the policy.
- e. Name and address of FMNR.
- f. The name of the Clerk of the Course (with FIM Clerk of the Course licence).
- g. The name, address and telephone number of the circuit Chief Medical Officer
- h. The name, address and telephone number of the hospitals designated for the event.

1.3 THE PADDOCK

- 1.3.1** The Paddock, pit boxes and all other facilities must be available to teams at least on the day prior to the first practice day and remain available to competitors for at least one day after the event.
- 1.3.2** Access must be available for teams arriving to set up between the hours of 08:00 and 20:30.
- 1.3.3** At all times that the Paddock is occupied there must be 24-hour attendance at the gates providing vehicular access to the circuit and paddock.
- 1.3.4** When the Paddock is occupied, there must be an adequate medical and firefighting service available to all riders, teams, manufacturers, sponsors, service companies, officials, FIM, Dorna, etc.
At minimum the services must be available from 08.00 – 18.00hrs on the two days prior to the “setting up of teams’ day”, and on a 24-hour basis for the remainder of the event, ending at midnight on the day after race day.
- 1.3.5** Full security must be supplied to the Paddock area from at least midnight of the day prior to the first practice day until midnight of the day after the event.

1.4 OFFICIALS

1.4.1 Permanent Officials

All permanent officials shall be appointed for the Championship by the Permanent Bureau. The following officials will be appointed to perform supervisory and executive roles.

M4A Race Director

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

The **M4A** Race Director (**hereinafter “Race Director”**) is also responsible for all communications between the Event Management

Committee and the Panel of Stewards.

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

The Clerk of the Course shall work in permanent consultation with the Race Director. The Race Director shall have overriding authority in the

following matters and the Clerk of the Course may give orders in respect of them only with his express agreement:

- a) The control of practice and the race, adherence to the timetable and, if he/she deems it necessary, the making of any proposal to the **M4A** Race Direction to modify the timetable in accordance with the Sporting Regulations.
- b) The stopping of practice or the race in accordance with the Sporting Regulations if he/she deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
- c) The starting procedure.
- d) The use of medical cars/fast interventions vehicles.

Starter

Responsible for the start procedure.

1.4.2 Individual Event officials

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

They are:

i) Clerk of the Course

Responsible for:

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

The stationing of all track personnel and equipment (i.e. marshals, fire-fighting services, Moto-taxi, recovery/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 Race Director, the Clerk of the Course and the Medical Director will make the final inspection of the Circuit to ensure this regulation is complied with 30 minutes prior to the beginning of the day's first practice sessions and/or warm up.

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

- c) Taking decisions to ensure the smooth and efficient running of the event.
- d) Ensuring that the event is run within the Regulations.
- e) Notification of protests to the **M4A** Race Direction.
- f) Immediate approval and **electronic** signature with time of provisional results (practices, warm-ups, starting grids and races) and presentation of reports to the **M4A** Event Management Committee.

ii) Secretaries

Responsible for:

- a) During the event effecting communications between the various officials.
- b) Providing secretarial support for the **M4A** Event Management Committee, the Race Direction and the Panel of Stewards.

iii) Other Officials

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

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

1.4.3 The M4A Race Direction

The **M4A** Race Direction (**hereinafter “Race Direction”**) shall be appointed for the Championship by the Permanent Bureau.

1.4.4 The Panel of Stewards

The Panel of Stewards shall be appointed for each event by FMN of the country and where it is necessary by FIM Asia, or FIM.

1.5 M4A EVENT MANAGEMENT

1.5.1 The management of the event will be carried out by the **M4A** Event Management Committee (**hereinafter “Event Management Committee” or “EMC”**) which will comprise the following delegates:

- The Race Director – who will chair the meetings,
- The Clerk of the Course,
- The National Chief Medical Officer,
- The FIM, FIM Asia or FMNR Representative (also acting as Chief Steward).
- The **M4A** Organization and/or Dorna representative.

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

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

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

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

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

- 1.5.5** All of the members have one vote. Decisions are based on a simple majority. In the case of a tie, then the Race Director will exercise a casting vote.
- 1.5.6** The composition of the Race Direction and of the Panel of Stewards must be clearly stated during the 1st meeting of the Event Management Committee.
- 1.5.7** The Race Director may also invite the participation of Officials or other persons to assist in the meetings. However, these invited persons will have no right of vote.
- 1.5.8** The duties of the Event Management Committee are:
- a) To receive reports from the various Officials concerning scrutineering, practice and races.
 - b) To make recommendations to the Promoter to improve the smooth and efficient running of the event.

1.6 M4A RACE DIRECTION

- 1.6.1** The Race Direction will comprise the following persons with valid FIM licence:
- The Race Director
 - For events held with MotoGP this will be the MotoGP Race Director or a Deputy Race Director.
 - For events held with World SBK this will be the World SBK Race Director or a Deputy Race Director.
 - For stand-alone events this will be a person designated by the **M4A** Organisation.
 - The FIM, FIM Asia, or FMNR Representative (also acting as Chief Steward)
 - For events held with MotoGP this will be one of the FIM MotoGP Stewards.
 - For events held with World SBK this will be the World SBK FIM Safety Officer.
 - For stand-alone events this will be the Chief Steward of the event.
 - The **M4A** Organization and/or DORNA Representative

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

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

1.6.4 The duties of the Race Direction are:

c) To take decision as provided in the Regulations.

d) To impose penalties for any infringements of the Regulations.

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

f) Provided that it is absolutely necessary to resolve a situation not foreseen in the Regulations, the Race Direction may issue pre-race instructions or clarifications and in specific cases even create pre-race regulations (e.g. to take into account the local conditions at a particular circuit).

g) To impose penalties on Promoters for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.

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

1.7 THE FIM, FIM ASIA OR FMNR STEWARDS “PANEL OF STEWARDS”

- 1.7.1** There will be a panel of up to three FIM, FIM Asia or FMNR Stewards (with FIM Sporting Steward licence), hereinafter referred to as “Panel of Stewards”, supervised by the Chief Steward who will chair the meetings.
- 1.7.2** The Chief Steward and the other Stewards are responsible for enforcing the Regulations. All Stewards officiating at more than four **M4A** events in any year shall be approved by the Permanent Bureau.
- 1.7.3** The quorum for a meeting of Panel of Stewards is two persons including a safety officer.
- 1.7.4** If the Chief Steward is indisposed during the Event, then the second FIM Asia or FMNR Steward will fill the vacancy.
- 1.7.5** Each member has one vote. Decisions are based on a simple majority. In the case of a tie, the Chairman will exercise a casting vote.
- 1.7.6** The Panel of Stewards will meet at any time required during the event.
- 1.7.7** The Panel of Stewards are responsible for
 - a) Ensuring that the event is conducted according to the Regulations and reporting any infringement to the Race Direction.
 - b) Adjudicating on any appeal against the decisions of the Race Direction. In the case of an appeal, the Panel of Stewards will meet without the presence of the Chief Steward who was involved in the Race Direction Decision being appealed.
- 1.7.8** All decisions of the Panel of Stewards must be communicated in writing to the Race Direction and all affected parties. Decisions of the FIM Stewards taken during track activities (practice and races) may be communicated on monitors. Such communications on public screens are considered valid notification.

1.8 THE CALENDAR

- 1.8.1** The calendar of races counting for the Cup will be, in principle, published by no later than 31st December of the preceding year.
- 1.8.2** The season is defined as starting on the day after the final race of the year and finishing on the day of the final race of the following year.
- 1.8.3** The date of an event may be rescheduled due to force majeure, in consultation with FIMA, Dorna and the Promoter, under the powers of Race Direction detailed in Art. 1.6.5.c)

1.9 MOTORCYCLES

1.9.1 Classes

The class admitted is 250cc single cylinder 4 strokes, according to Article 2.

1.9.2 Means of propulsion

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

1.10 ELIGIBLE COMPETITORS

Riders must hold a valid licence issued by FIM Asia.

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

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

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

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

Licences for riders are issued only when the minimum age of 14 years old has been attained. The limit for the minimum age starts on the date of the rider's birthday.

The limit for the maximum age finishes at the end of the year, in which the rider reaches the age of 21.

1.11 ENTRIES

1.11.1 The maximum number of riders permitted in the Asia Talent Cup is 30.

1.11.2 A compulsory briefing will be held for all the riders who will be participating for the first time in the current Cup on the day preceding the day scheduled for the first practice session. Failure to attend the briefing in full may result in a penalty. A waiver can be granted to a rider by the Race Direction.

1.11.3 A rider competing in the FIM Asia Asia Talent Cup is not permitted to participate in the FIM Moto3

1.11.4 World Championship or in the FIM **Sportbike** World Championship practices or races at the same event.

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

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

1.11.7 A maximum of 2 Wild Card entries per event may be invited by the **M4A** Organisation. If accepted, Wild Cards are subject to the provisions of Art. 1.10 and must hold a one-event CCR licence issued by FIM Asia.

1.12 STARTING NUMBERS

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

1.13 SCHEDULE

1.13.1 The Event schedule will be published before each event.

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

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

1.13.3 The schedule may include an allotted time for riders and teams to make familiarisation laps by non- motorised vehicles or on foot, scooters are forbidden. All traffic at this time must be in the circuit direction. Violation of this rule may result in a penalty.

At events run in conjunction with MotoGP or WorldSBK, the use of scooters on track during the entire event is forbidden, including the set-up days prior to the official event start. Exceptions are made for Circuit and Organisation staff who are required to be on track for the purposes of set-up and maintenance of the facilities.

1.14 TECHNICAL CONTROL - MEDICAL CONTROL – ALCOHOL CONTROL - DOPING CONTROL.

1.14.1 Technical Control of motorcycles and rider’s equipment will be the responsibility of the **M4A** Organisation technical staff, carried out as required by the **M4A** Organisation.

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

The procedure for Alcohol Control is described in the FIM Medical Code (appendix N).

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

1.15 PRACTICES AND TESTING

1.15.1 Practice and testing restrictions

- i) A FIM Asia Talent Cup “Event” is defined as starting at the scheduled time for **M4A** Technical and Sporting checks, usually a Thursday. This time and date are used when determining 7 days before an Event in regard to testing restrictions.
- ii) ii) Rider Training and Track Familiarisation is permitted at any time at any circuit under the following conditions:
- iii) Such on-track activity is not permitted within the 7 days before an **M4A** Event at that circuit unless authorised by the Race Direction. This includes private testing and participation in organised events at that circuit during this time period.

- iv) Wild Card or one event riders are not subject to any testing restrictions (with the exception that they cannot participate in another class for practices or races at the same event where he has been accepted as a Wild Card or one event rider (refer Art. 1.11.2).

1.15.2 Practice Sessions (warm-up inclusive)

- i) Riders will commence practice from the pit lane when the green light is displayed at the exit of the pit lane.
- ii) The duration of practice will commence from the illumination of the green light. A visible board or count-down will be shown in the pit lane or on the official Timekeeping screens to indicate the minutes of practice remaining.
- iii) The end of practice will be indicated by the waving of a chequered flag at which time the pit exit will be closed. The end of a practice session is determined by the end of the allotted time for the session as shown by official timekeeping. A rider's time will continue to be recorded until he/she passes the finish line after the allotted time has elapsed. After the chequered flag, riders should reduce speed and proceed with caution, making the 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/LED posts. All riders must return slowly to the pit lane. When practice is restarted, the time remaining will be that shown on the monitors of the official timekeepers at the moment the red light/flags are displayed, unless otherwise adjusted by Race Direction.
- v) After practice has started, it is not permitted for any person to alter the condition of the racing surface of the circuit. This includes track Marshals and other Officials who cannot clean the track surface without prior instructions and/or authorisation from the Race Director.

1.15.3 Motorcycles

A rider may practice on one motorcycle providing that **their** motorcycle has been scrutineered in **their** name.

1.15.4 Lap time

All laps of the riders will be timed.

Official circuit records will be recognised as the following:

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

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

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

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

1.15.5 Qualification for the Race

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

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

Exemptions may be granted by The Race Direction.

1.16 GRID POSITIONS

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

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

Each line will be offset.

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

1.16.3 Grid positions for all races (in case there is more than one race at an event) will be based on the fastest time recorded by the riders in the qualifying practice. In the case of more than one qualifying practice and more than one race, the grid positions will be based on the qualifying practice immediately prior to that race.

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

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

If the session has completed less than 50% of the allocated time, the session will be considered to be cancelled.

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

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

1.16.5 The final grid will be published, in principle, at the latest one hour before the start of the race.

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

The Race Direction may change the back of the grid definition where necessary due to circuit conditions.

1.16.7 In the case of a rider starting the race from pit lane, when this is known before the final grid is published (e.g. due to a penalty), the final grid will

show the rider in last position and riders qualifying behind that rider will move up to fill the vacant positions. The rider will make the sighting lap and take last place on the grid, then enter pit lane at the end of the warmup lap, in order to start the race from pit lane.

1.17 RACES

1.17.1 The length of races will be published before each event.

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

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

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

1.18 STANDARD START PROCEDURE

Note that, due to specific circuit or climatic conditions, Race Direction consultation with the **M4A** Organisation may alter any start schedules as necessary.

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

2) 10 Minutes before the Start of the Warmup lap – Pit Lane exit opens for sighting laps. Green lights on and green flags waved at the pit lane exit. Count-down boards of 5, 4, 3, 2 and 1 minutes are shown at the pit exit.

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

3) 5 Minutes before the Start of the Warmup lap – Pit lane exit closes. Red lights on and red flags presented at the pit lane exit.

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

Riders starting the warmup lap from the pit lane will take their published grid position and will serve a double long lap penalty in the race, when instructed by Race Direction.

5) When riders reach the grid after the sighting lap(s) they must stop at the rear of the grid and turn off the engine. The motorcycle will then be pushed at walking pace by a team member to the grid position. The rider may dismount or remain on the motorcycle to be pushed to the grid position. Riders on the grid may be attended by up to five persons, one of whom may hold an umbrella. All attendants on the grid must wear a "Grid Pass".

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

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

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

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

All adjustments must be completed by the display of the 3-minute board. After this board is displayed, riders/teams who still wish/need to make adjustments must push their machine to the pit lane. Such riders and their machines must be clear of the grid and in the pit lane before the display of the 1-minute board, where they may continue to make adjustments or change machine.

Such riders will start the warmup lap from the pit lane and will take their published grid position and will serve a double long lap penalty in the race, when instructed by Race Direction.

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

9) 5 Minutes Before the Start of the 1 Warm Up Lap – Display of 5 Minute Board on the grid.

10) 3 Minutes Before the Start of the 1 Warm Up Lap – Display of 3 Minute Board on the grid.

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

At this point, all persons other than one mechanic per rider, the person holding the umbrella for the rider, the **camera crew(s) authorized by the Organiser** and essential officials must leave the grid.

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

11) 1 Minute before the Start of the 1 Warm Up Lap – Display of 1 Minute Board on the grid

Immediate removal of tyre warmers from machines on the grid.

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

12) 30 Seconds before the Start of the 1 Warm Up Lap – Display of 30 Second Board on the grid.

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

13) 2 Minutes (approximately) before the Start of the Race – Green flag waved to start the 1 warm up lap.

Any rider who stalls their engine on the grid or who has other difficulties must signal by raising an arm. Attempting to restart the motorcycle on the grid is not permitted. Under the supervision or assistance of an official the

rider and machine will exit the grid to the pit lane as quickly as possible where mechanics may provide assistance. Such riders may start the warm up lap from the pit lane and will take their published grid position and will serve a double long lap penalty in the race, when instructed by Race Direction, provided they exit before the pit lane is closed and reach the grid before the Safety Car. If they do not exit before pit lane is closed, they will start the race from pit lane. Team personnel are not permitted to re-enter the grid after it has been cleared, unless instructed to do so by an official.

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

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

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

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

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

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

Any rider who encounters a problem with their machine on the warmup lap may return to the pit lane and make repairs or change machine.

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

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

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

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

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

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

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

Any rider who anticipates the start will be penalised by the Race Direction. The standard penalty is two Long Lap Penalties as described in Article 1.19.2. The two Long Laps must be completed within 5 laps of the rider receiving notification of the penalty. Other penalties may be imposed.

The motorcycle must be stationary at the time the red lights are turned off. Anticipation of the start is defined by the motorcycle moving forward at the time the red lights are turned off. In the case of a minor movement and subsequent stop while the red lights are on, the Race Direction will be the sole judge of whether an advantage has been gained. If a penalty is

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

15) If, after the start of the race, a rider stalls their machine, officials will assist to push the machine into the pit lane, where mechanics may provide assistance. Team personnel are not permitted to re-enter the grid after it has been cleared, unless instructed to do so by an official.

16) After the riders have passed the exit of the pit road* (**or time delay specified for the circuit by Race Direction**), the pit lane exit will be opened (green light/flag on or red light/flag off) to start any riders still in the pit lane.

A pit lane race start will be made from a stationary position as indicated by the officials. However, a rider who is delayed (for example due to machine problems or repairs) and arrives after the pit exit is open will not be required to stop at pit exit before joining the race.

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

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

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

18) **Start Delayed**

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

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

machine. If they can be restarted or a spare machine is taken the rider may start the warmup lap from pit lane and will take their published grid position and will serve a double long lap penalty in the race, when instructed by Race Direction.

- After display of the Start Delayed board, a maximum of 2 mechanics per rider are allowed on the grid **with necessary equipment including tyre warmers, generators, stands, starter engines and tools.**
- Only essential officials are allowed on the grid, no media, guests, umbrella-holders or other team personnel will be permitted, with the exception of camera crew(s) authorised by the Championship Organisers.
- The start procedure will be re-commenced at the **5-minute board**, which the Starter will order to be displayed as soon as possible (normally as soon as all riders on the grid are attended by their team).
- Following the **3-minute board**, 1 minute and 30 second boards the riders will complete an additional warm up lap.
- The race distance will automatically be reduced by one lap, or more if deemed necessary by Race Direction.

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

19) **Rain on Grid**

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

(Note: as climatic conditions and their severity can never be accurately forecast, Race Direction in consultation with the **M4A** Organization may react to specific situations by issuing different instructions.)

- The Rain on Grid Procedure board is displayed. This may be before or after the normal five-minute countdown has started on the grid.
- Any rider who **did** not arrive to the grid from the original sighting lap(s), **before the Rain on Grid procedure was declared** will take their

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

- All bikes will be moved to pit lane where wheel changes and adjustments may be made.
- The race distance may be shortened by the Race Director, in consultation with the **M4A** Organisation.
- Approximately 10 minutes after the display of the Rain on Grid Procedure board, one of the following start procedures will be followed:
 - A. If all sessions have been in dry track conditions, the pit lane will be opened for 5 minutes and riders **may make more than one sighting lap**, passing through pit lane. When all riders arrive to the grid, the 30-second board will be displayed for the Quick Start procedure. The **M4A** Organisation may control the number of sighting laps and/or pit lane exit times if necessary.
 - B. If there has been at least one session in wet track conditions, the Quick Start Procedure will take place.

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

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

- The declaration of Wet Race Start will be made as early as possible before the opening of the pit lane and communicated to teams.
- The pit lane will open on time and remain open for **10** minutes.
- Riders may make more than one sighting lap, passing through the pit lane.
- Refuelling and adjustments are permitted in pit lane during the sighting laps period.
- At the same time the pit exit is closed, the 5-min board will be displayed on the grid, starting the 5-
- 3-1-30sec countdown for the warmup lap.
- The race distance may be shortened by the Race Director, in consultation with the **M4A** Organisation.

21) **Quick Start Procedure**

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

- Upon arrival in the pit lane, repairs and adjustments may be made to the motorcycle. Refuelling is permitted.
- When all riders have entered the pit lane the Race Director will announce the time remaining to the re-opening of the pit lane, which will be a minimum of 5 minutes. The time remaining to the opening of the pit exit will be displayed on timing screens and countdown boards.
- When the time period has elapsed, the pit lane exit will be opened for SIXTY SECONDS only.
- Riders will make one lap at unrestricted speed to the starting grid, 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 warmup lap from the pit lane and will take their published grid position and will serve a double long lap penalty in the race, when instructed by Race Direction.
- Any riders remaining in the pit lane after it has been closed will have to start the warmup lap from the pit exit and take their published grid position and will serve a double long lap penalty in the race, when instructed by Race Direction.
- **Riders who exit pit lane for the sighting lap while it is closed (passing the red light) go to their grid position and must enter pit lane at end of Warm Up lap for a pit lane race start. Non-compliance with the pit lane start will incur a Ride Through penalty.**
- ONE mechanic only, per rider, may go onto the grid (without tools) to primarily indicate to the rider their position on the grid. In the case that the restarted race involves new grid positions, the mechanic should check their rider's new grid position from the classification displayed on the timing screen or from officials who will be positioned at the entry point to the grid with the revised starting grid information.
- Riders will arrive back on the starting grid and stop in their grid position, with engines running, no adjustments may be made. Any rider requiring repairs or adjustments on the sighting lap must enter the pit lane.
- As soon as the last bike arrives at the grid or the Safety Car arrives on the back of the grid, a 30-seconds board will be displayed at the front

of the grid. At this point the mechanics must immediately leave the grid by the quickest route. The 30 seconds may be reduced at the discretion of the Starter when the grid is cleared, and it is considered safe.

- After 30 seconds have elapsed and/or the grid is clear, a green flag will be shown to start the warmup lap.
- The riders will make one warm up lap at unrestricted speed, followed by a Safety Car. When the last rider has passed the pit exit lights it will be opened for a period of 30 seconds to release any rider waiting. After 30 seconds, the pit lane exit will remain closed until after the start of the race. Any rider not able to leave the pit exit whilst it is open will start the race from the pit exit. Any rider delaying the progress of the warmup lap will be overtaken by Safety Car.
- Upon arrival back at the starting grid the normal start procedure will be followed, with the start signal given in the normal manner.
- Riders who started the warmup lap from the pit lane must take their published grid position and will serve a double long lap penalty in the race, when instructed by Race Direction.
- Any rider arriving at the pit lane entry point after the Safety Car must enter the pit lane and start the race from the pit lane exit.
- After the start signal has been given and the last rider has passed the end of the pit exit road, the pit exit will be opened, as per Article 1.18.16. Any riders still in the pit lane may then start the race.
- The Quick Start procedure may be invoked by Race Direction as necessary in cases other than an interrupted race (for example, a delayed start procedure).

1.19 SPECIAL RACE PENALTIES PROCEDURE

Among various penalties, the Race Direction may apply to following ones:

1.19.1 Ride through procedure

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

The rider must respect the speed limit (Art. 1.21.13), in the pit lane. In case of infraction of this speed limit, the rider will be penalised by the Race Direction (default penalty is 2X Long Lap penalty, however other penalties may be imposed), and repeated infractions during the race will be further penalised.

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

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

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

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

1.19.2 Long lap penalty procedure

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

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

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

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

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

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

Overtaking is forbidden within the Long Lap route.

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

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

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

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

1.20 “WET” AND “DRY” RACES

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

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

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

1.21 BEHAVIOUR DURING PRACTICE AND RACE

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

2) Riders must ride in a responsible manner which does not cause danger to other competitors or participants 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 they 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, as detailed in the Race Direction protocols.

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

Penalties imposed during a race will be communicated via a board displayed for the rider at the start/finish line during a maximum of 3 laps. If the rider does not comply after the board has been presented 3 times (5 times in case of a 2X Long Lap Penalty), they will be penalised by Race Direction.

A time penalty may be imposed in place of **another** penalty where necessary. Further penalties may also be imposed, **including cancellation of a lap for missing a significant portion of the track during a rejoin, as defined by the Race Direction.**

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

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

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

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

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

8) Riders may enter the pits during the race but taking the motorcycle inside the pit box is not permitted.

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

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

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

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

12) No signal of any kind may pass between a moving motorcycle and the rider's team, or anyone connected with the motorcycle's team, entrant or rider, except for the signals of the timekeeping transponder, lap trigger, GPS, legible messages on a pit board, or body movements by the rider or team. On-board TV camera signals and radio communications are allowed, but only when such signals are for the purposes of and managed by the Championship Organiser.

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

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

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

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

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

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

15) During the practice sessions and warmups, practice starts are permitted.

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

b) after passing the chequered flag at the end of practice sessions and warm-ups when it is safe to do so, off the racing line and only in the

designated Practice Start Zone(s) and following the procedure, as communicated to teams prior to the first practice session.

Any rider found to have infringed this rule will be subject to an instant penalty. Further penalties may be applied.

16) If any rider wishes to parade a flag or engage in any celebration after the chequered flag, they must ride to the side of the racing surface in a safe location to collect the flag and/or perform any celebrations and then re-join the circuit when it is safe to do so. It is forbidden to stop on the Start-Finish straight after the chequered flag for any celebrations of any kind.

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

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

19) Pit Lane Exit

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

1.22 Flags and Lights

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

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 and lights on track are both official signals.

1.22.1 Flags and Lights used to provide information

Green Flag

The track is clear.

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

This flag must be waved **and/or led panel displayed** at the **signalling** post immediately after the incident that necessitated the use of one or more yellow flags.

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

Yellow and Red Striped Flag

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

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

White Flag with Diagonal Red Cross (stroke width of cross: 10 – 13 cm)

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

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

Blue Flag

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

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

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

Waved **and/or displayed** at the **signalling** post after the pit lane exit, this flag indicates to a rider exiting pit lane that riders are approaching on track.

The rider exiting pit lane must do so safely and without disturbing riders on track.

Chequered Black / White Flag

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

The finish of a practice session is determined by the official timekeeping as per Art. 1.15.2, the finish of a race is determined as per Art. 1.23.

Chequered Black / White Flag + Blue Flag

The chequered Black/White flag(s) will be waved together with the Blue Flag at the finish line when a rider(s) precedes closely the leader during the final lap before the finish line (see Art. 1.23.1).

Green Light

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

Flashing Blue Lights

Will 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.

1.22.2 Flags which convey Information and Instructions

Yellow Flag

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

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

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

The waving/**displaying** of a single or double yellow flag does not signify a degree of danger, but only the location of the incident. The riders must slow down and proceed with caution. During practice and warm up sessions, the lap time of riders passing a yellow flag(s) will be cancelled.

During a race, overtaking is forbidden up until the point where the green flag is waved **and/or displayed**.

An infringement of this rule will result in a penalty.

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

Penalties imposed during a race will be communicated via boards displayed for the rider on the start/finish line. If the rider does not comply after the board has been presented 3 times (5 times in case of a 2X Long Lap Penalty), they will be penalized by Race Direction.

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

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

Red Flag and Red Lights

When the race or practice is being interrupted, the red flag will be waved **and/or displayed** at each **signalling** post. Riders must return slowly to the pits.

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

The red flag will be presented motionless on the starting grid at the end of the warmup lap. The red flag may also be used to close the track.

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

Black Flag

This flag is used to convey instructions to one rider only and is waved **and/or displayed** at each **signalling** post together with the rider's number. The

rider must stop at the pits at the end of the current lap and cannot restart when this flag/**signal** results from a penalty.

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

Black Flag with Orange Disk (dia. 40 cm)

This flag is used to convey instructions to one rider only and is waved **and/or displayed** at each **signalling** post together with the rider's number. This flag/**signal** informs the rider that his motorcycle has mechanical problems likely to endanger themselves or others, and that they must immediately leave the track. The rider cannot rejoin the track unless authorized to do so by an official, and if rejoining the track, must proceed directly to the pit lane for a technical check.

1.22.3 Flag Dimension

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

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

1.22.4 Flag Colour

The Pantones for the colours are as follows;

Orange: Pantone 151C

Black: Pantone Black C

Blue: Pantone 298C

Red: Pantone 186C

Yellow: Pantone Yellow C

Green: Pantone 348C

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

1.22.5 Rider's number board

Black board (70 cm horizontal X 50 cm vertical) which enables the race number of a rider to be attached

with a set of numbers in white, whose stroke width is minimum 4 cm and height minimum 30 cm. This board must be available at each flag marshal post.

1.22.6 Flags Marshals and Signalling posts

The location will be fixed during the circuit homologation.

1.22.7 Marshals Uniforms

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

1.23 FINISH OF A RACE AND RACE RESULTS

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

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

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

- If this chequered flag was displayed before a race-result distance is obtained (two-thirds of race distance), the race will be restarted according to the provisions of Art. 1.25.
- If this chequered flag was displayed after a race-result distance is obtained two-thirds of race distance), the race will be deemed to be completed.

In the case of the chequered flag being displayed late (after the leading rider has completed the designated number of laps), the race is deemed

to have been completed at the end of the lap when the leading rider completed the designated number of laps.

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

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

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

- a. Complete 75% of the race distance.
- b. Cross the plane of the finish line **within the confines of the circuit first line of protection and** not in the pit lane (with the exception of Art. 1.24.1.d) within 5 minutes of the race winner. In case the rider is not in contact with the machine, the finish time is determined by the first part of the rider or machine to cross the finish line, whichever arrives last. In all cases, any infractions including but not limited to track limits and advantage gained will be taken into account when determining the validity of the lap. This includes cases where the machine and rider are separated, in which case both machine and rider will be taken into account in determining infractions.

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

1.23.4 In case of a photo-finish between two or more riders the decision shall be taken in favour of the rider whose front wheel leading edge crosses the plane of the finish line first. In case the rider is not in contact with the machine, the finish time is determined by the first part of the rider or

machine to cross the finish line, whichever arrives last. In case of ties, the riders concerned will be ranked in order of their best lap time made during the race.

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

1.24 INTERRUPTION OF A RACE

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

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

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

a) For all the riders who had crossed the finish line on the same lap as the leader before the red flag was shown, a partial classification will be established at the end of this lap.

b) For all the riders who had not crossed the finish line on the same lap as the leader before the red flag/**signal** was shown, a partial classification will be established at the end of the previous lap.

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

d) Riders who have entered pit lane, which then closes due to a red flag/signal, may be classified according to the number of laps completed and the time of crossing the virtual finish line in the pit lane as follows:

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

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

(in these cases, 1.23.2.b requiring the rider to cross the finish line on track does not apply).

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

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

An exemption may be granted in exceptional circumstances (e.g. post-race celebration in an interrupted race deemed to have been completed as per Art.1.24.4).

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

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

1.24.3 If three laps or more have been completed by the leader of the race, but less than two-thirds of the race distance, rounded down to the nearest whole number of laps, then the race will be restarted according to Art. 1.25.

If it is found impossible to restart the race, then the results will count and Cup points will be awarded as follows:

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

1.24.4 If the results calculated show that two-thirds of the race distance rounded down to the nearest whole number of laps have been completed by the

leader of the race, then the race will be deemed to have been completed, and full Cup points will be awarded.

1.24.5 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 rejoin the track or return to pit lane. The Race Direction will be the sole judge of whether a rider is actively competing, and no appeal is possible against the Race Direction’s decision.

1.25 RESTARTING A RACE THAT HAS BEEN INTERRUPTED

Re-started races will in principle follow the protocols defined in Article 1.25. However, as local track and climatic conditions and circumstances may vary, Race Direction may reschedule re-started races in the race programme as necessary, and will make the final decision on whether, when and how many times to re-start any interrupted race according to circumstances.

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

1.25.1 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 Race Director will announce, as soon as possible, a time for the new start procedure to begin which, conditions permitting, should not be later than 10 minutes after the initial display of the red flag/signal.

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

1.25.3 The start procedure for a restarted race will follow the Quick Start Procedure, Art.1.18.21, unless otherwise informed by Race Direction.

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

i) In the case of situation described in 1.24.2 (less than 3 laps completed) above:

- a. All riders may start, including riders who may not have completed the sighting or warm up lap for the original start.
- b. Motorcycles may be repaired. Refuelling is permitted.

- c. The number of laps will be two-thirds of the original race distance rounded down to the nearest whole number of laps.
- d. The grid positions will be as for the original race.

ii) In the case of situation described in 1.24.3 (3 laps or more and less than two-thirds completed)

above:

a. Only riders who are classified as finishers in the first race, as per Art. 1.24, may re-start.

b. Motorcycles may be repaired. Refuelling is permitted.

c. The number of laps of the second race will be the number of laps required to complete two-thirds of the original race distance rounded down to the nearest whole number of laps with a minimum of 5 laps.

d. The grid position will be based on the finishing order of the first race. Riders who are classified 1 full lap down (having been lapped by the race leader) in the first race will start the restarted race from Pit Lane. Riders who are classified 2 full or more laps down (having been lapped more than once by the race leader) in the first race will not be eligible to restart.

e. The final race classification will be established according to the position and the consolidated number of laps of each rider at the time he crosses the finish line at the end of the last part of the race. Provisions of Art. 1.23.2 will apply (except 1.23.2.b. for riders in pit lane who may cross the virtual finish line in pit lane).

1.25.5 In the case of Art. 1.24.3 (race interrupted with 3 or more laps completed), any start position penalties applying to a rider in the first race. e.g. a drop of grid position or starting the race from pit lane, will be considered to have been served at the original race start and will not apply to the restarted race.

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

such penalty was not completed in the first part of the race it will be carried forward to be served in the restarted race.

In the case of Art. 1.24.2 (race interrupted with less than 3 laps completed) the new start will be a completely new race so therefore any existing start position penalties and other penalties applied before the race will apply.

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

1.26 CUP POINTS AND CLASSIFICATION

1.26.1 Riders will compete for the FIM Asia ***Moto4 Asia Cup***.

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

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

1 ST	25 points
2 ND	20 points
3 RD	16 points
4 TH	13 points
5 TH	11 points
6 TH	10 points
7 TH	9 points
8 TH	8 points
9 TH	7 points
10 TH	6 points
11 TH	5 points
12 TH	4 points
13 TH	3 points
14	2 points
15 TH	1 point

1.26.4 All races will count for the Cup classification.

1.26.5 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 place etc.). In the event that there is still a tie then, the date in the Cup at which the highest place was achieved will be taken into account with precedence going to the latest result.

1.26.6 The winner, the 2nd and the 3rd riders of the **M4A** Series are obliged to attend an official FIMA or FIM ceremony. The necessary Medals for these 3 riders and the Diploma for the **M4A** winner will be provided by FIM Asia.

1.27 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

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

1.27.2 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 noticeboard, or otherwise delivered to the teams. Posting on the official electronic noticeboard and/or delivery to the teams by other means will be deemed as proof of delivery and official publication.

1.27.3 Any communication from The Race Direction, the Permanent Officials, the Panel of Stewards or the Clerk of the Course to a team or rider must be communicated in writing, including electronic means such as email, electronic noticeboard and official Timekeeping monitors. Similarly, any communication from a team or rider to The Race Direction, the Permanent Officials, the Panel of Stewards or the Clerk of the Course must also be made in writing, including electronic means such as email.

1.28 TEAM PERSONNEL IN THE PIT LANE

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

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

1.28.2 The maximum number of team personnel per rider in the working area in front of the pits is limited to 6.

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

1.28.4 For safety reasons, it is not permitted to start the engine of racing motorcycles inside the pit box (permanent or temporary box) at any time. Engines must be started in the pit lane or other location outside of the pit box or tent.

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

1.29 MEDICAL CARS

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

2 TECHNICAL SPECIFICATIONS AND REGULATIONS

The FIM Asia **Moto4 Asia Cup** is a competition for a single model of motorcycle. The nominated motorcycle design (hereinafter also referred to as “machine”) shall be used as delivered by the Organiser, with no modifications except the normal range of adjustments possible on the standard machine.

If a rider or team requires any modification (for example to allow for different rider size fitting, etc.), such modification must first be advised to and approved by the **M4A** Organisation.

The use of the standard supplied equipment without modification applies to the machine and all supplied parts and sundries including (but not limited to) fuel, oil, tyres.

Use of a machine at the event will be deemed as an implicit statement by the rider and team of conformity with the technical regulations.

Honda NSR Specifications

DIMENSIONS

Overall length	1,809 mm (71.2 in)
Overall width	560 mm (22.0 in)
Overall height	1,037 mm (40.8 in)
Wheelbase	1,219 mm (48.0 in)
Ground clearance	107 mm (4.2 in)
Seat height standard	729 mm (28.7 in)

FRAME

Type	Aluminum, twin tube
Front suspension	Telescopic, inverted type
Rear suspension	Swinger, Pro- link
Front tire size	100/70 R17
Rear tire size	120/70 R17
Front brake	Single disc 296 mm, with 4-piston caliper

Rear brake	Single disc 186 mm, with single piston caliper
Fuel capacity	11.0 liter (2.91 US gal, 2.42 Imp. gal)
ENGINE	
Type	Liquid cooled 4-stroke engine
Cylinder arrangement	Single cylinder, inclined 15° from vertical
Bore and stroke	78.0 x 52.2 mm (3.07 x 2.06 in)
Displacement	249.3 cm ³ (15.21 cu-in)
Compression ratio	12.3:1
Valve train	Chain driven, DOHC
Lubrication system	Semi-dry sump, forced pressure and wet sump
Oil pump type	Trochoid
FUEL SYSTEM	
Throttle body type	GQD1A
Throttle bore	50 mm (2.0 in)
DRIVE TRAIN	
Clutch operating system	Cable operated
Clutch type	Wet, multi-plate
Transmission	6 speeds constant mesh
Final reduction	2.333 (15/35T)
Gearshift pattern	1 – N – 2 – 3 – 4 – 5 – 6 (1 up and 5 down)
ELECTRICAL	
Fuel Delivery System	PGM-FI
Ignition system	Full Transistor

2.1 PROTECTIVE CLOTHING AND HELMETS

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

- Protection intended to make regular contact with the track surface must not be manufactured from or contain any material that when in contact with the track surface may cause visual or other disturbance to other riders.

- It is mandatory for the leather suit to be fitted with an Airbag system, with the following requirements:
- All Airbag systems must be approved by the MotoGP Technical Director.
- Every rider must start each track session with a functional Airbag system. Once the airbag has been deployed, the responsibility for continuing the practice or race rests with the rider.
- For substitute or replacement riders, the use of an Airbag system is recommended for their first event of the season and is compulsory for any further events of that season.

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

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

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

2.1.5 Use of back and chest protectors is compulsory.

Back Protector

- Must be certified to EN1621-2:2014 or prEN1621-2:2010.
- May be full back or central back configuration.

Chest Protector

- Full chest protectors (protector designed as a single piece) and Divided chest protectors (protector designed in two separate halves) are permitted.
- Only protectors in conformity with prEN 1621-3 (level 1 or 2) are permitted.

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

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

- **Until 31/12/2026: FRHPhe-01 & FRHPhe-02**
- From 01/01/2027: FRHPhe-02 only

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

FRHPhe-01 (FIM)	 A rectangular label with a QR code on the left and a colorful background on the right. The text on the label includes 'FIM', '4XS', and 'HOMOLOGATED RACING HELMET'.
FRHPhe-02 (FIM)	 A rectangular label with a QR code on the right and a colorful background on the left. The text on the label includes 'FIM' and 'He-02'.

Disposable visor "tear-offs" are permitted.

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

3 DISCIPLINARY CODE

3.1 Principles

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

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

3.2 Penalties

The penalties are:

- warnings
- fines
- change of position
- long lap penalty(ies)
- ride through
- time or distance penalties
- grid penalty
- disqualification
- withdrawal of Championship points
- suspension
- exclusion

3.2.1 Definition and application of penalties

Warnings

Reminder of the rules; can be made privately or publicly and can be made without hearing

Fines:

Financial penalty up to 100'000€

A fine of up to 1'000 €uros can be imposed without a prior hearing being necessary. However, the right of appeal remains as set out in Article 3.7.2.

Change of position:

The rider must go back the number of positions decided by the Race Direction.

Time or distance penalty or suppression of time:

The imposition of time or distance affecting the rider's actual result or suppression of time.

Long Lap Penalty(ies):

The rider must complete the pre-defined route of the Long Lap under the conditions as defined in Article 1.19.2

Ride through:

see Art. 1.19 1

Grid penalty:

The imposition of a drop of any number of grid positions or the imposition of starting the race from the pit lane exit at the rider's next race or next event.

A grid position penalty may be imposed without a prior hearing being necessary.

However, the right of appeal remains as set out in Article 3.7.2

Disqualification:

Entails automatically and independently of any other penalty, the invalidation of the results obtained in an event, practice, race or ranking.

An immediate disqualification from a practice session or a race may also be pronounced by means of a black flag or a black flag with orange disc.

Withdrawal of championship points:

The loss of points from the Championship races already run.

Suspension: Entails the loss of all the rights granted to FIM licence holders, or prohibition from taking part in certain or any of the activities under FIM control for a specified period of time. The application of this penalty may be conditionally deferred for a period of up to a maximum of two years. A suspension penalty from one or more official practice sessions (or part thereof) of the event may be imposed without prior hearing being necessary. However, the right of appeal remains as set out in Article 3.7.2

Exclusion: Entails the complete loss of all rights of participation in any activity under FIM control. This exclusion is adjustable over time.

3.2.1.1 The following penalties, if not served, will lapse after 365 days from the date they were imposed, and will be limited in their application to any class within the same championship in which they were imposed:

- **Suppression of time penalty for future practice(s)**
- **Long Lap penalty**
- **Ride Through penalty**
- **Grid Penalty**

3.2.2 Plurality of penalties

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

3.2.3 Principles applicable to the penalties.

The nature and seriousness of the offence, the degree of fault and the conduct of the offender, as well as other relevant circumstances, must be taken into account in order to impose proportionate sanctions.

3.3 The Disciplinary Bodies; present at the event

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

- The Race Direction
- The FIM, FIM Asia, or FMNR Stewards (called Appeal Stewards)

3.3.1 The Race Direction

3.3.1.1 Constitution

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

3.3.1.2 Authority and Competence

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

- Infringements of the Regulation

- any voluntary or involuntary action or deed accomplished by a person or a group of persons during a meeting, contrary to the current Regulations or instructions given by an official of the meeting, including all protocols, notices and other instructions communicated by Officials in writing or via electronic means.

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

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

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

3.3.1.3 Penalties that may be pronounced by the Race Direction:

- a warning
- a fine
- a change of position
- a long lap penalty(ies)
- a ride through
- a time penalty
- a grid penalty
- a disqualification
- a withdrawal of Championship points
- a suspension

Furthermore, the Race Direction can refer the case to the FIM, FIM Asia, or FMNR Stewards in order to impose a higher penalty than the Race Direction is empowered to do.

3.3.2 The FIM, FIM Asia or FMNR Stewards (called Appeal Stewards)

3.3.2.1 Constitution

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

3.3.2.2 Authority and Competence

The Appeal Stewards will hear any appeals against decisions taken by the race Direction.

The Appeal Stewards may confirm or overturn a decision of the FIM Stewards, or impose a different penalty according to the penalties described in Art. 3.2.1

The FIM Appeal Stewards may refer the case to the International Court of Appeal (CAI) if it appears impossible to deal with the case for any valid reason. Such a decision will be justified in writing by the FIM Appeal Stewards.

3.4 The International Court of Appeal (CAI); Not present at the event.

3.4.1 Constitution of the CAI

All CAI judges are members of the List of the International Judges (LJI), which is headed by a Director. The CAI is supported by an independent Secretariat General.

As soon as possible after the filing of a referral to the CAI, one (1) single judge or a panel of three (3) judges is appointed by the Secretary General of the CAI from the members of the LJI. If there is more than one judge, a president of the panel is appointed by the Secretary General.

Each judge must remain impartial and independent of the parties at the time they accept their appointment and throughout the proceedings. For each case, the judges must sign a declaration of independence and disclose in writing to the Secretary General any facts or circumstances that might call into question their independence or give rise to reasonable doubts as to their impartiality.

In the event that the single judge or the president of the panel has not yet been appointed, their tasks will be carried out by the LJI Director if necessary.

3.4.2 Notification to the parties and recusal

For each case, the Secretary General will notify the parties of an expanded list of potential judges.

The parties have the right to submit a request for recusal of one or several judges on the list, with supporting reasons, within three days of receiving the notification of the list.

If the Secretary General considers that a reasonable objection is made, they must appoint one or more replacements among the other judges on the list.

The final choice of the judge(s) making up the judging panel will not be disclosed to anyone other than the judges themselves before the day of the hearing.

3.4.3 CAI Secretariat General

The Secretariat General of the CAI is represented and directed by a Secretary General. They are an experienced jurist or lawyer whose main professional activity is outside FIM ASIA and motorcycling sport. The Secretary General signs the declaration of independence provided for members of the LJI.

The Secretariat General is responsible for all material and procedural tasks allowing the CAI to carry out the functions assigned to it by this Code.

The Secretary General is in particular responsible for receiving and forwarding to the parties and the judges all documents relating to a case, organising the hearing and the notification of the CAI's decisions. They also maintain the complete collection of all decisions handed down by the CAI.

Unless otherwise instructed, the Secretary General has delegated signing authority from all the judges to sign on their behalf all correspondence exchanged with the parties in connection with cases, with the exception of the decision itself.

The Secretary General attends hearings and deliberations of decisions but may not take part in them.

3.4.4 Competences

The CAI has contentious power.

Any decision taken during a FIM ASIA meeting may be appealed, unless such an appeal would prejudice the smooth running of the meeting in progress. The cases in which an appeal would prejudice

the smooth running of the meeting in progress are listed here-after at the specific articles concerning the Disciplinary Bodies present at events.

Such appeals may be lodged by a natural or legal person holding a FIM ASIA licence who is directly affected by the said decisions.

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

The CAI adjudicates upon request of the Race Direction, or the Appeal Stewards.

Depending on the nature and complexity of the case, any disciplinary body referred above may bring the matter at hand to the CAI to handle the case.

The President of the FIM ASIA, the Executive Board or the Board of Directors may, within 10 days after an Event, refer to the CAI matters of violation or non-observance of the FIM ASIA regulations.

3.4.5 Jurisdictional limits in doping matters

The CAI does not have jurisdiction in matters relating to doping.

3.5 Judges of Fact

Judges of fact are officials in charge of checking certain facts during practices and races and whose observations must be reported immediately for a possible decision.

Statements of fact depend exclusively from a factual observation without any possible adjustment of the sanction which is statutorily and precisely stated. These statements of facts and the resulting decisions are immediate and in certain cases not subject to protest or appeal, as specified in the relevant regulations.

3.6 The FIM ASIA as a Party in the Legal Proceedings

3.6.1 Function

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

3.6.2 Appointment

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

3.6.3 Procedure

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

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

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

3.6.4 Cases concerning behaviours of an exceptional gravity

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

3.7 Protests and Appeals

3.7.1 Right to protest

Any natural or legal person, holder of a FIM ASIA licence, who considers to be directly prejudiced, during a meeting sanctioned by the FIM ASIA, following dangerous, unsporting or fraudulent behaviour, riding or act, which has not been subject to a decision by the disciplinary bodies listed in article 3 has the right to protest against such behaviour, riding or act.

3.7.1.1 Scope of protests

A protest may be lodged against:

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

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

- a fine, resulting from a pit lane speeding, pit lane exit, or practice start violation.
- a change of position.
- a long lap penalty(ies)
- a time penalty given instead of any penalty not subject to protest.
- a ride through.
- a cancellation of the lap time 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

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

No protest may be lodged against a decision of the Race Direction or any other judge of fact based on a jump start, a track limit violation or a photo finish.

3.7.1.2 Procedure and time limit for protests

All protests must be submitted in writing to the Race Direction and signed only by the person or team directly involved.

Each protest must specify:

- the relevant regulations or infringed provisions,
- the concerns of the protesting party,
- against whom the protest is filed (when relevant).

Each protest must refer to a single subject only and must be directly filed to the Race Direction.

In the case of Technical Regulation protests, for practical reasons, the intention of protest must be notified before the chequered flag of the session or race.

The protest must be formally filed in writing within 1 hour at the latest after the publication of the results*.

** Publication of results includes the official notice/timekeeping board (digital or otherwise) together with time of publication, or the digital distribution of results by the Organiser. The latest communication / publication among those will be the basis to determine the protest time deadline.*

A protest against the eligibility of a rider, team or a motorcycle to enter a class or event must be made before the start of the official practice.

A protest against a machine on technical control compliance grounds (eg. weight, noise, materials, etc.) may be made after the start of official practice and must be directly filed to the Race Direction before the chequered flag of the practice session or race concerned.

If the protest was not lodged in accordance with the relevant procedures set up by the regulations within the deadline and/or the security deposit not paid specified in article 3.7.1.3, the Race Direction are entitled to declare inadmissible the protest without hearing.

3.7.1.3 Security Deposit for Protests

Protests must be handed to a responsible official (Clerk of the Course, Race Director, Race Direction or Secretary of the Meeting) together with the security deposit of 660 Euros or equivalent.

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

In the case of protests referring to the alleged non-compliance of machines with the regulations and requiring the dismantling and re-assembly of clearly defined parts of a machine, an additional deposit may be specified by the Stewards on a proposal from the **M4A** Organisation. This additional deposit must be paid by the protester within one hour upon notification of the Stewards and before the dismantling has started.

3.7.1.4 Hearing of a protest

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

Decisions of the Race Direction taken during track activities (practice and races) may be communicated on monitors. Such communications on public screens and/or on the official electronic notice board are considered valid notification.

3.7.1.5 Effect of the decision upon a protest

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

3.7.2 Right to appeal

Any natural or legal person, holder of a FIM ASIA licence and directly affected by a decision taken during a meeting under the authority of the FIM ASIA has the right to lodge an appeal against such a decision.

3.7.2.1 Scope of appeal

The rules concerning appeals against Race Direction disciplinary decisions are:

3.7.2.1¹ To the Appeal Stewards against a decision of the Race Direction

No appeal may be lodged against a decision made by any judges of fact in the exercise of their duties, including but not limited to:

- a fine for speeding in the pit lane, pit lane exit violation, or practice start violation.
- a change of position.
- long lap penalty(ies) imposed for a race on that same day.
- a ride through imposed for a race on that same day.
- a time penalty given instead of any penalty not subject to appeal.
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a grid penalty imposed for a race on that same day.
- a cancellation of the lap time concerned for a rider exceeding the track limits during practices.
- a disqualification from the practice sessions or the race following a positive result to the breath alcohol test carried out at the event.
- a suspension from one or more practice sessions (or part thereof) imposed for a session on that same day.

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

No appeal may be lodged against a decision of a judge of fact based on a jump start, a track limit violation or a photo finish.

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

3.7.2.1² To the International Court of Appeal (CAI), against a decision of the Appeal Stewards

No appeal may be lodged against a decision made by any judges of fact in the exercise of their duties, including but not limited to:

- a fine for speeding in the pit lane, pit lane exit violation, or practice start violation.
- a change of position.
- long lap penalty(ies) imposed for a race on that same day.
- a ride through imposed for a race on that same day.
- a time penalty given instead of any penalty not subject to appeal.
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a grid penalty imposed for a race on that same day.
- a cancellation of the lap time concerned for a rider exceeding the track limits during practices.
- a disqualification from the practice sessions or the race following a positive result to the breath alcohol test carried out at the event.
- a suspension from one or more practice sessions (or part thereof) imposed for a session on that same day.

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

No appeal may be lodged against a decision of a judge of fact based on a jump start, a track limit violation or a photo finish.

3.7.2.2 Time limits for the lodging of an appeal

The time limit for lodging a statement of appeal is:

Against a decision of the Race Direction: 1 hour

Against a decision of the Appeal Stewards: 5 days

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

3.7.2.3 Lodging of an appeal

To be admissible before the Appeal Stewards, the notice of appeal must be submitted in writing.

To be admissible, before the CAI, the notice of appeal must be sent within 5 days to the Secretariat General by registered letter with acknowledgement of receipt, e-mail with acknowledgement of receipt to the following e-mail: secretariat.cai@fim.ch or special courier with proof of delivery within the appeal deadline.

The notice of appeal shall be lodged in one of the two official languages of the FIM ASIA, the language of drafting determining the language of the case to be used by the other parties. Any document that is expressed in a language other than the language of the case must be accompanied by a translation of professional level into that language.

The correct security deposit for appeal must be paid

- to the Appeal Stewards (appeal before the Appeal Stewards)
- to the Secretariat General (appeal before the CAI).

If the appeal was not lodged in accordance with the relevant procedures and deadlines set up by the regulations and/or the security deposit for appeal not paid as specified in article 3.7.2.4, the FIM ASIA Appeal bodies are entitled to declare inadmissible the appeal without hearing

The parties may invoke new means, produce new documents or propose new evidence that may contribute to the manifestation of the truth. However, these new elements cannot be accepted if they are intended to modify the initial claim (in the case of an appeal lodged after a protest). The admissibility of these new elements is left to the sole discretion of the competent disciplinary body.

3.7.2.4 Security deposit for appeals

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

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

3.7.3 Security deposit payable upon an adjournment

If an adjournment to call further witnesses is ordered upon the request of one of the parties involved, this party must provide an additional

financial guarantee within a time limit to be fixed by the disciplinary body. The hearing will not be continued until this guarantee has been paid. In case of no provision of the guarantee within the time limit, the disciplinary body will make a determination on the appeal based on the evidence of the original witness.

3.7.4 Time limits to be observed for appeal hearings

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

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

The FIM ASIA Appeal Stewards and the (CAI) must in all cases pronounce a decision.

3.7.5 Effect of an appeal

On request of one of the parties, the CAI may decide a stay of the provisional execution adjudicated by the Appeal Stewards by injunction or in its decision in accordance with article 3.7.6 of this Code.

3.7.6 Provisional measures

A party may apply to the CAI for a stay of execution of the contested decision, as well as for interim measures, by means of a reasoned application addressed to.

In deciding whether to grant the measures requested, the CAI shall take into account the risk of irreparable harm to the applicant, the prospects of success of the application on the merits and the importance of the applicant's interests as compared with those of the defendant.

At the reasoned request of a party, the decision granting or refusing provisional measures may be modified at any time in the event of change in circumstances by the CAI.

3.7.7 Expedited procedure

In justified cases of urgency, the introduction of an expedited procedure may be requested by one of the parties by means of a reasoned application addressed to the CAI or may be decided by the CAI on **its** own initiative.

3.8 Procedure before all the Disciplinary Bodies

3.8.1 Right to a hearing

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

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

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

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

3.8.2 The hearing

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

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

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

Once the Judge(s) has opened the proceedings, he/she will invite the parties involved to state their respective cases without the witnesses being present.

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

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

3.8.3 Witnesses and Experts

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

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

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

The Court may summon experts.

3.8.4 Content of the decision

The decisions of the disciplinary bodies are reasoned and shall contain in particular:

- a. the name(s) of the official(s) making up the disciplinary bodies.
- b. the date of the decision.
- c. the names of the parties who took part in the proceedings.
- d. a statement of the facts.
- e. the grounds.

- f. the operative part and
- g. the signature of the official(s) making up the disciplinary bodies.

3.8.5 Judgement

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

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

3.8.6 Notification of judgements

The decisions of the Race Direction or of the Appeal Stewards must be notified directly at the event venue, or failing that, addressed by registered letter with acknowledgement of receipt or by electronic mail. All judgements of the CAI must be notified, in writing, by registered letter with acknowledgement of receipt or by electronic mail with acknowledgement of receipt in order to inform all the parties concerned.

A further publication by electronic means will be made.

3.8.7 Publication of judgements

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

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

3.9 Costs of procedure

The costs of a disciplinary decision will be assessed by the FIM ASIA Executive Secretariat and will be awarded against the losing party, unless the Court decides otherwise.

3.9.1 Payment of fines and costs

If the penalty is definitive, all fines must be paid into the Benevolent Fund before the beginning of the first practice of the second round following the final decision. The costs must be paid to the FIM ASIA Executive Secretariat within 30 days of notification of the judgement decision according to Article 3.8.6.

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

3.10 Reciprocity of penalties

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

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

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

3.11 Law of Mercy

The **FIM Asia Board of Directors**, after consultation with the LJI **Director** or upon his/her proposal, may mitigate or completely forgive the penalty of a person or group of persons after having exhausted all the appeal procedures

4. CIRCUIT STANDARDS

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

5. MEDICAL CODE

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

6. ANTI-DOPING CODE

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

7. ENVIRONMENTAL CODE

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

8. CODE OF ETHICS

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