



## PRESS RELEASE

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# FIM Superbike & Supersport World Championships FIM Superstock Cup

## Changes to the Regulations

The Superbike Commission, composed of Mr Paolo Flammini (IMS Chief Executive Officer), Ignacio Verneda (FIM Executive Director, Sport), Giulio Bardi (Team representative), during a telephone conference held on October 27<sup>th</sup>, with the participation of Mr Paolo Ciabatti (IMS Director), Charles Hennekam (FIM CTI Coordinator) and Paul Duparc (FIM CCR Coordinator) unanimously decided to introduce the following modifications to the Road Racing Superbike & Supersport World Championship and FIM Superstock Cup. Changes in bold.

### Immediate Application

#### **PRACTICE RESTRICTIONS**

Practice by riders and teams contracted to compete in the FIM Superbike World Championship is prohibited from the 1<sup>st</sup> of December until the 15<sup>th</sup> of January.

### Application from 01/01/2012

#### **AGE OF COMPETITORS**

Superstock riders: riders born between **1<sup>st</sup> January 1986 and 29<sup>th</sup> March 1996**.

#### **SCHEDULE**

Free and qualifying practices for Superbike reduced from 60 to 45 minutes.  
New timetable for the Superpole.

#### **DRY SUPERPOLE FOR SUPERBIKE**

- The first 16 riders of the qualifying practice results will take part in Superpole 1.
- The first 12 riders of the Superpole 1 results will take part in Superpole 2.
- The first 8 riders of the Superpole 2 results will take part in Superpole 3.

#### **WET SUPERPOLE FOR SUPERBIKE**

- The first 16 riders of the qualifying practice results will take part in the wet Superpole 1 for 20 minutes.
- The first 8 riders of the wet Superpole 1 results will take part in wet Superpole for 20 minutes.

#### **WEATHER CONDITIONS FOR RACES FOR ALL CLASSES (SUPERBIKE INCLUDED)**

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

**Wet Races** - A race classified as wet, usually commenced in variable 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.

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



#### **INTERRUPTION OF A RACE (RED FLAG)**

All riders competing in the race at the time the red flag was displayed can restart (providing they are ready for the restarted race).

#### **TECHNICAL CONTROLS**

Teams may present for Technical Control one (1) motorcycle per rider for **the Superbike, Supersport and Superstock classes**, which will be specially identified by the Technical Controllers.

#### **MINIMUM WEIGHT FOR SUPERBIKE**

1000cc 3 and 4 Cylinders: 165 Kg

1200cc 2 Cylinders: 171 Kg

There is no tolerance on the minimum weight.

#### **MINIMUM WEIGHT FOR SUPERSTOCK**

The minimum weight for each model will be calculated by reducing the “dry weight” of the motorcycle by 8% and rounding off the result to the lower whole number.

In any case the minimum weight cannot be lower than 165 Kg.

There is no tolerance on the minimum weight.

#### **BALANCING VARIOUS MOTORCYCLE CONCEPTS - SUPERBIKE**

The procedure for the application of handicaps to 1200cc 2 Cylinder motorcycles has been modified.

#### **ENGINE - SUPERSPORT**

The total number of engines that can be used by each rider during the entire Championship is limited to eight (8).

#### **ENGINE - SUPERSTOCK**

The total number of engines that can be used by each rider during the entire Championship is limited to three (3).

#### **PENALTIES FOR BEHAVIOUR DURING THE EVENT**

- Penalties that may be pronounced by the Race Direction

- a warning
- a fine
- a **drop** of position
- a ride through
- a time penalty
- a **drop of any number of grid positions at the rider's next race**
- a disqualification
- a withdrawal of Championship points
- a suspension

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

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

- a warning
- a fine
- a time penalty
- a **drop of any number of grid positions at the rider's next race**
- a disqualification
- a withdrawal of Championship points
- a suspension

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



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### FIRST TIME APPLICATION FOR HOMOLOGATION

The same procedure described for the Superbike homologation will also apply to the Supersport homologation for manufacturers which have never taken part in the FIM Supersport World Championship with any of their models.

The deadline by which the total production quantity (1000 units for first time application or 2000 units for subsequent homologations) must be reached is the **31<sup>st</sup> of December** of the year in which the homologation has been obtained.

**OTHER SPORTING MODIFICATIONS, TECHNICAL AND DISCIPLINARY REGULATIONS WILL BE AVAILABLE SOON** on <http://www.fim-live.com/en/sport/official-documents-ccr/codes-and-regulations/>

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#### About the FIM ([www.fim-live.com](http://www.fim-live.com))

The FIM (Fédération Internationale de Motocyclisme) founded in 1904, is the governing body for motorcycle sport and the global advocate for motorcycling. The FIM is an independent association formed by 103 National Federations throughout the world. It is recognised as the sole competent authority in motorcycle sport by the International Olympic Committee (IOC). Among its 50 FIM World Championships the main events are MotoGP, Superbike, Endurance, Motocross, Supercross, Trial, Enduro, Cross-Country Rallies and Speedway. Furthermore, the FIM is also active and involved in the following areas: public affairs, road safety, touring and protection of the environment. The FIM was the first international sports federation to impose an Environmental Code in 1994.

