



FÉDÉRATION INTERNATIONALE
DE MOTOCYCLISME

PRESS RELEASE

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FIM Superbike & Supersport World Championships FIM Superstock 1000cc Cup

Changes to the Regulations

The Superbike Commission, composed of Messrs Paolo Flammini (IMS Chief Executive Officer), Ignacio Verneda (FIM Executive Director, Sport) and Giulio Bardi (Team representative), during several meetings held between 8 and 17 October, unanimously decided to introduce the following main modifications to Regulations of the FIM Superbike & Supersport World Championships and FIM Superstock 1000cc Cup for 2013.

A number of representatives of Infront Motorsports and the FIM took part in these working meetings (Messrs Paolo Ciabatti, Rezső Bulcsu, Igor Eskinja, Fabio Fazi, Steve Whitelock, Charles Hennekam and Paul Duparc).

Application from 01/01/2013

Sporting Regulations

- Grid position in 3-3-3-3 echelon configuration.
- Clarification of the Superpoles for Superbike (depending on weather specific conditions).
- Clarification of the starting procedure.
- Clarification of the red flag procedure.
- A Superbike race will not be interrupted for climatic reasons except for extraordinary events and riders who wish to change tyres or make adjustments must enter the pits (at any moment) and do so during the actual race.
- A new article 1.23, related to Pit Stops, has been introduced:

1.23 PIT STOPS

Riders may enter the pits during the race.

Refueling is strictly prohibited.

Any infringement of this rule will be penalized with a disqualification.



For the Superbike class only, the following procedure will also apply:

- Riders who wish to change tyres or make adjustments in the pit lane must stop in front of their garage, turn off the engine and dismount from their motorcycle. Only three mechanics, clearly identified with an official armband, are allowed to touch the motorcycle or work on it during the pit stop. These three mechanics cannot receive any external help in the pit lane (i.e. passing the tools from the garage, etc.), but the rider can help them if he wishes to do so. A marshal will monitor the situation and report any infringement of this rule which will be penalized by the Race Direction with a ride through.
- The use of power tools (maximum two at the same time, electric or pneumatic) is allowed.
- Stands or lifts must operate manually and cannot be power assisted.
- The use of an auxiliary starter and/or of a booster battery is allowed to restart the motorcycle.

Technical Regulations:

For Superbike:

- Minimum weight :
 - 1200 cc 2 cylinders: 165 kg
 - 1000 cc 3 and 4 cylinders: 165 kg
- Balancing various motorcycle concepts:
For 1200 cc 2 cylinders: The minimum weight may be increased twice by 3 kg reaching a weight of 168 kg and 171 kg respectively. The upper limit is 171 kg. If this measure proves to be insufficient, then the air restrictor handicap will be applied according to the relevant provisions described in Art 2.4.8.1.3.
- The pre-assembly of the spare frame shall be strictly limited to:
Main frame
Bearings (steering pipe, swing arm, etc.)
Swing arm
Rear suspension linkage and shock absorber
Upper and lower triple clamps
Wiring harness
- Modifications to the frame at the swing-arm pivot area are allowed to give a maximum of +/-5 mm of adjustment vertically and horizontally. Welding and machining is allowed for the purpose of making this modification of the original swing-arm pivot, regardless of the technology used and the dimensions of the component or section of the frame (i.e.: cast, fabricated, etc.).
- Wheels: Only wheels made from aluminum alloys are allowed.
The use of the following alloy materials for the wheels is not allowed: Beryllium ($\geq 5\%$), Scandium ($\geq 2\%$), Lithium ($\geq 1\%$). Each specific racing wheel model must be approved and certified according to JASO (Japanese Automotive Standards Organization) T 203-85 where W (maximum design load) of art. 11.1.3 is 195 kg for front wheel and 195 kg for rear wheel, K = 1.5 for front and rear wheels. Static radius of tyre: front 0.301 m, rear 0.331 m. Wheel manufacturers must provide copy of the certificate for their wheel(s) as proof of compliance to the FIM Superbike Technical Director when requested.
For motorcycles equipped with a double sided swing arm (rear fork), the rear sprocket must remain on the rear wheel when the wheel is removed.



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- **Wheel sizes:**
Wheel rim diameter size (front and rear): **17 inches**
Front wheel rim width: **3.50 inches**.
Rear wheel rim width: **6.00 inches**.
- **Handlebar levers:** Motorcycles must be equipped with **brake lever protection**, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.
- **Fairings:** The exact appearance, shape, size and location of the front headlights of the homologated motorcycle must be respected, and should be obtained by applying a plastic or metallic film on the front of the motorcycle.
- **Rear Safety Light:** All motorcycles must have a **functioning red light** mounted at the rear of the seat, to be used during Wet Races or in low visibility conditions, as declared by the Race Direction.

For Supersport:

- The total number of engines that can be used by a team during the entire Championship is limited to eight (8) per permanent rider. If a permanent rider is replaced or substituted during the Championship, the total engine allocation for the team will not change.
- **Handlebar levers:** Motorcycles must be equipped with a **brake lever protection**, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.
- **Rear Safety Light:** All motorcycles must have a **functioning red light** mounted at the rear of the seat, to be used during Wet Races or in low visibility conditions, as declared by the Race Direction.

For Superstock:

- The total number of engines that can be used by a team during the entire Championship is limited to three (3) per permanent rider. If a permanent rider is replaced or substituted during the Championship, the total engine allocation for the team will not change.
- **Handlebar levers:** Motorcycles must be equipped with a **brake lever protection**, intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle.
- **Rear Safety Light:** All motorcycles must have a **functioning red light** mounted at the rear of the seat, to be used during Wet Races or in low visibility conditions, as declared by the Race Direction.
- **Additional equipment**
Additional electronic hardware equipment not on the original homologated motorcycle cannot be added with the exception of FIM / IMS approved data logging units.

OTHER SPORTING MODIFICATIONS, TECHNICAL AND DISCIPLINARY REGULATIONS WILL BE AVAILABLE SOON ON THE FIM WEBSITE.

<http://www.fim-live.com/en/sport/official-documents-ccr/codes-and-regulations/>

About the FIM (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.