



Table of Contents

PART 1: SPORTING REGULATION	4
Article 1: DEFINITION	4
Article 2: GENERAL COORDINATION	4
Article 3: PROMOTER	4
Article 4: JURISDICTION	4
Article 5: OFFICIALS	4
Article 6: MACHINES ALLOWED & CATEGORIES	5
Article 7: RIDERS ALLOWED	5
Article 8: ENTRY, ENTRY FEES and SECURITY DEPOSIT	5
Article 9: TEAMS & PENALTIES	6
Article 10: CLOSURE OF ENTRIES	6
Article 11: CANCELLATION OF AN EVENT	6
Article 12: INSURANCE	6
Article 13: PADDOCK ACCESS AND PASS	6
Article 14: SAFETY IN THE PADDOCK, PITS AND TIMEKEEPING WALL	7
Article 15: ADMINISTRATIVE CHECKS AND TECHNICAL SCRUTINEERING	8
Article 16: BRIEFING	9
Article 17 : TRANSPONDERS	9
Article 18 : FUEL	10
Article 19: QUALIFYING SESSIONS	10
Article 20 : QUALIFICATION LIMIT	10
Article 21: STARTING GRID	10
Article 22: STARTING PROCEDURE	10
Article 23: STOP & GO PROCEDURE	12
Article 24: STOPS IN THE PITS	13



Article 25: REFUELLING	13
Article 26: AMERICAN-STYLE RELAY	13
Article 27: BEHAVIOUR IN RACING	13
Article 28: ABANDON	14
Article 29: STOP ON THE TRACK	14
Article 30: NEUTRALISATION OR SUSPENSION OF THE RACE	15
Article 31: FINISH	17
Article 32: RANKINGS	17
Article 33: CLAIMS	18
Article 34: MEDICAL MONITORING	18
Article 35: RESPONSIBILITES	18
Article 36: ADVERTISING – IMAGE RIGHTS	18
Article 37: STICKER PLAN	18
Article 38: RENUNCIATION OF ALL RECOURSE AGAINST THE SPORTING AUTHORITIES	19
PARTIE 2 : TECHNICAL REGULATION	19
Article 1: IN GENERAL	19
Article 2: KILL/STOP BUTTON	19
Article 3: THROTTLE VALVE	19
Article 4: ENGINE CRANKCASE	19
Article 5: STARTING DEVICE – GENERATOR ALTERNATOR	20
Article 6: COLLECTORS	20
Article 7: Handlebars	20
Article 8: LEVERS	20
Article 9: FOOTRESTS	20
Article 10: BRAKES	20
Article 11: BRAKE LEVER GUARD	21
Article 12: DRAIN PLUGS AND OIL CIRCUIT STOPPERS	21



Article 13: COOLING SYSTEM	21
Article 14: FAIRING:	21
Article 15: ELEMENTS TO REMOVE.....	21
Article 16: PLATE NUMBERS	21
Article 17: FUEL TANK.....	22
Article 18: WHEELS	22
Article 19: ACQUISITION OF DATA	22
Article 20: TELEMETRY	23
Article 21: CAMERA	23
Article 22: MOTORCYCLE AND MOTORCYCLE EQUIPMENT.....	23
Article 23: RIDER EQUIPMENT	30



PART 1: SPORTING REGULATION

Article 1: DEFINITION

The *Fédération Française de Motocyclisme* (F.F.M.) [French Motorcycle Federation], the *Fédération Motocyclisme Belge* (F.M.B.) [the Belgian Motorcycle Federation] and its promoter WARNER BROS DISCOVERY SPORT are creating the “YAMAHA R7 ENDURANCE SERIES” competition in 2025.

These endurance races will take place over an 80-minute period (except in certain cases possibly linked to Prefectoral authorisation, to the interior regulation of the circuit or the Promoter’s wishes).

Private practice/qualifying sessions will be offered beforehand. The Jury, with the agreement of the Race Direction, reserve the right to use the lap times achieved by the riders at the end of the first private sessions.

2025 Calendar:

The YAMAHA R7 ENDURANCE SERIES races will be contested on circuits subject to administrative homologation and fully respecting specifications issued by the F.F.M, namely:

1. LE MANS : 15-18 April 2025 France
2. SPA-FRANCORCHAMPS : 04-06 June Belgium

**Subject to validation of timetables*

Article 2: GENERAL COORDINATION

Acting as the event coordinator:

ICE

TUBESECK 5
9912 TROISVIERGES
LUXEMBOURG
Mail : r7@fimewc.com

In charge of relations:

Gilles Stafler – r7@fimewc.com

Article 3: PROMOTER

Acting as event Promoter:

DISCOVERY SPORTS EVENTS LIMITED

Discovery House
566 Chiswick High Road
W4 RYB LONDON
UNITED KINGDOM

Article 4: JURISDICTION

The events will take place in accordance with the F.F.M. and F.M.B. Sporting Code

Article 5: OFFICIALS

The Race Director and Deputies, the Chairperson and members of the Jury, the Director and technical stewards who will be designated by the F.F.M. and F.M.B., who will have to ensure in advance that these



officials have fulfilled a currently-valid federal seminar. They will be appointed on the Specific Regulation of the event.

Article 6: MACHINES ALLOWED & CATEGORIES

After file acceptance by the Promoter.

- MACHINES ALLOWED:

For each event, the maximum number of bikes allowed on the starting grid will be stipulated on the Specific Regulation of the event. Authorised machines will obligatorily be European Cup YAMAHA R7s based on the rules of the French Championship.

The organiser reserves the right to refuse registration to a contestant.

Article 7: RIDERS ALLOWED

Participation in the YAMAHA R7 ENDURANCES SERIES is reserved for riders of all nationalities, at least 16 years old on the day of the event, holders of an annual competition licence (NCO, LUE, INT or NPH) issued by the F.F.M. and the F.M.B. for the current year. The licence "LJA – One event" is also acceptable.

Article 8: ENTRY, ENTRY FEES and SECURITY DEPOSIT

ENTRY:

Applications for entry, race by race, sent with the specific regulation of each event, will be completed and sent to sport@fimewc.com, copy administration@fimewc.com
Priorities will be determined by the date of reception (valid commitment application & payment made).

ENTRY FEES: €3365 taxes included.

They include PIRELLI tyres, 100 litres of 98-octane fuel supplied by TOTALENERGIES (2 x 50-litre barrels)

Payment is to be made by wire transfer to ICE

To have an application considered, the entry request must be accompanied by proof of wire transfer

PARKING SPACE:

Le Mans: No box - Paddock at Maison Blanche

Spa: Former Endurance boxes

SECURITY DEPOSIT:

The day of the first event, each team will be asked for a security deposit cheque for €300 covering the loss or degradation of the armbands, transponders and infrastructure. If the equipment is not damaged, the cheque will be destroyed or returned at the end of the race. Otherwise, it will be cashed in or may be partially refunded depending on the loss or possible breakage of the equipment entrusted (and if no prior amicable agreement has been reached).



Article 9: TEAMS & PENALTIES

The team for each endurance race will be composed:

- of two riders

The names of all riders and team managers must be provided during entry application and confirmed during administrative verifications. The Organiser must be notified by email of any change of rider or team manager in the team as soon as possible.

Article 10: CLOSURE OF ENTRIES

Entries will be considered as closed by the administrative service 10 days prior to the start of the event.

All registrations carried out after this deadline, subject to availability at the time of reservation, will have the entry fees increased by 50%.

Article 11: CANCELLATION OF AN EVENT

If an event cannot take place for any reason whatsoever, the organisers cannot be held liable, and contestants cannot, for this reason, claim any compensation.

Except in the case of force majeure, contestants should be informed of cancellation at least three days before the date of the race.

Article 12: INSURANCE

Each event must obtain the F.F.M. visa and the F.M.B. visa in advance and shall be insured for civil liability, in accordance with the requirements of Articles R 331-30 and A 331-32 of the Sporting Code.

Article 13: PADDOCK ACCESS AND PASS

The timetable for paddock access will be transmitted by the Organiser and must be absolutely respected by contestants. No access ahead of time will be authorised before this time (except with the Organiser's decision).

Upon arrival, especially before entry into the circuit enclosure, all riders and their accompanying people are obliged to go to the Accreditation Space (site to be determined according to the event) in order to collect their access passes.

(Comment: if the Accreditation Space is located outside the circuit enclosure, any vehicles presenting without a pass will not be able to access the paddock.)

The access passes include:

3 paddock passes, allowing access for accredited vehicles to the circuit and solely to the designated paddock;

15 paddock access passes, allowing accompanying people and team members access other paddocks on foot.

The paddock pass must be stuck to the vehicle, and the paddock access must be carried by the team member. This signage must be visible at all times to the Organiser and can be seen by circuit security staff.

These passes are personal and cannot be sold or transferred. Any infraction or fraud will lead to the exclusion of its bearer/of the vehicle.

Improper, annoying or non-authorized parking (e.g. private vehicle or a vehicle not having the paddock pass corresponding to the paddock in which it is parked) will lead to the movement of said vehicle without



notice by means at the disposal of the Organiser and/or the circuit and a penalty that can range from a warning up to exclusion from the event.

Article 14: SAFETY IN THE PADDOCK, PITS AND TIMEKEEPING WALL

Any infraction to a rule cited in this Article may be subject to a penalty ranging from a warning to total exclusion from the event.

These locations are dangerous, the rules are necessarily strict to ensure the safety of everyone. These basic rules, that apply from the opening of the paddock to the contestants, must absolutely be respected:

- **RULES THROUGHOUT THE PADDOCKS:**

- All movements in the paddock must be made at a very low speed (less than 30 km/hr);
- Wearing a helmet is obligatory for all drivers on two wheels;
- All motor vehicles on 2 or 4 wheels must be approved and insured;
- Children younger than 12 years old must be accompanied by an adult;
- Children younger than 12 years old do not have the right to use an electric scooter;
- Everyone must keep their site clean, by using bin bags and fluid collectors put at their disposal by the circuit. Everyone must absolutely follow the stewards' instructions;
- Areas separated by barrier tape and/or barriers are reserved areas and must be respected as such;
- All domestic animals must be kept on a leash and tethered;
- Barbecues are strictly prohibited.

- **RULES IN THE PITS, PITLANE AND TIMEKEEPING BOARD:**

Reminder: These areas are accessed solely by team members who are holders of a pass, under the entire responsibility of the Team Manager, who must ensure that all safety rules are respected. In the case that they are not pass-holders or if a non-authorized spectator crosses the pit and goes onto the pit road, the team will be considered as liable and their security deposit may be retained.

- There is a formal ban on smoking or vaping in, behind or in front of the pits, on the Pitlane and the timekeeping wall;
- Mechanics who carry out any intervention on the machine must wear the proper attire (closed shoes, long trousers and long-sleeved top);
- Open shoes (flip-flops, sandals or sliders) are prohibited on the Pitlane and in the timekeeping wall area. Only closed shoes are authorised in this area;
- There is a prohibition on having any animal, even if tied up, near the pits, the Pitlane, the timekeeping wall and in the pit;
- There is a prohibition on using any equipment that produces an electrical arc (drill, compressor, grinder, soldering iron, etc.). NB: All this equipment can nevertheless be used behind the pits but at a safe distance from any fuel stocks (at least 5 metres);
- There is a prohibition on manipulating fuel less than 3 metres away from plugged-in heated covers. In no case can these covers be plugged in less than 3 metres from the derrick and less than 50cm from the ground;
- There is a prohibition on emptying anything onto the ground (provide a flat 8-litre container and in the case of stains or muck);
- It is prohibited to enter the pit lane in a counter-flow direction on the motorcycle, engine on, during the test runs and the race;



- Access is prohibited for children less than 16 years old (even if they have an armband and are accompanied by an adult) with the exception of riders who are themselves entered in the event;
- It is prohibited to climb on or sit on the signage wall;
- In the case of using a timekeeping seat, nothing in its fixation may exceed the vertical plumb line of the guard wall.

The Team Manager is the only person responsible for their team and remains the main contact person and interlocutor for the Organiser, the Race Direction and for the Jury. The Manager must ensure that regulations are followed by their team.

Non-respect for these absolute prohibitions contained in this Article will be subject at a minimum to a "Stop & Go" and may lead to exclusion from the meeting.

Article 15: ADMINISTRATIVE CHECKS AND TECHNICAL SCRUTINEERING

Schedules for technical scrutineering and administrative checks will be mentioned in each Special Regulation as well as in the information note sent by email to the riders some days before the event.

- **ADMINISTRATIVE CHECKS**

Each rider must report in the time slot defined to the administration office (location specified in the Specific Regulation for each event) in order to have administrative checks carried out. The rider must have an authorised and currently-valid F.F.M. licence and will subsequently be provided with a bracelet, a sticker for track access and an armband in blue or white colour. The sticker must be affixed to the windscreen of the machine, while the bracelet and armband will have to be worn by the rider on the left arm for the duration of the free practice, qualifications and for the entire race. **Non-respect for these provisions will lead to the disqualification of the rider.** No renewal of the licence registration will be carried out on site during the event.

- **TECHNICAL SCRUTINEERING:**

Following the administrative check, and solely after validation in this, each contestant must submit their machine (one machine only per rider) along with their equipment to the technical scrutineer, keeping strictly to the defined timetable/time slots.

The operations of the technical scrutiny will take place in the area dedicated to the R7 CUP by the Technical Service of the F.F.M. at Le Mans, and by the F.M.B. at Spa-Francorchamps.

In the case of presentation of the machine outside the planning schedule mentioned in the Specific Regulation for each event, the Technical Steward reserves the right to refuse access to the technical scrutiny to the contestant.

All machines presented must meet the Technical Regulations of the R7 ENDURANCE SERIES.

In the case where the R7 ENDURANCE SERIES has one or several partners (notably PIRELLI), their logos must be attached in compliance with an obligatory sticker plan. Aside from being refused access to the track, any non-compliant rider could be penalised by the Jury.

A team presenting a machine to the technical scrutiny:



- **Not accompanied by its grey card, its RSV file** (Vehicle Economically Irreparable), **the declaration in the prefecture or the purchase invoice**, will not be able to compete nor seek a refund of their entry fee.
- In the case of a RSV procedure, the rider must supply a statement from a motorcycle professional certifying that the machine does not present any danger;
- **In non-compliance of the Technical Regulation** will not be able to compete nor seek a refund of the entry fee.

Only motorcycles passed and approved by the technical scrutiny will be able to take part in the timed trials.

Article 16: BRIEFING

A briefing session will be organised for each of the events. This is obligatory for all riders. Any absence from this will be punishable by a stop & go penalty of 30 seconds (see the Regulation of the C.N.V. F.F.M. Article 1.2 – Briefing).

All briefings will begin on time. Any rider who is late will not be admitted to the briefing room and will be punished by a stop & go penalty of 30 seconds.

The time and place of the briefing will be specified in the schedules of the meeting in the Specific Regulation for each event, on the event planning, on the official billboard and on the other communication channels put in place by the Organiser.

Only riders and their team manager are authorised to participate in the briefing.

Article 17 : TRANSPONDERS

During the administrative verifications, each rider will be given a transponder (by the company referenced by the Promoter), this must be constantly fixed on the machine when on the track, during the trials and during the race.

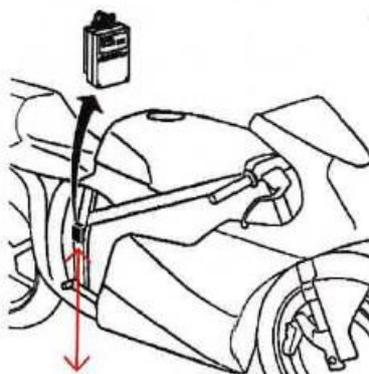
The loss, theft or destruction, even if involuntary, of the transponder is under the sole responsibility of the rider.

It must be returned at the latest a half hour after the end of the race. In the case of non-return, the security cheque will be cashed.

Each entered machine must have a transponder bracket fixed in a permanent way, at the centre of the motorcycle, near the swing arm. It must not be fixed to a height any higher than 60 cm from the ground (cf. diagram below). Please note that it will not be possible to register times if the transponder is not mounted in the correct way and in the right place.

An (obligatory) fixation bracket will be sold to riders who don't have one (according to the current tariff of €10 all taxes included).

An armband with a transponder will also be issued per rider, also to be returned a half hour after the end of the race.





Article 18 : FUEL

The fuel used must be the fuel of the official partner of the Promoter TOTALENERGIES, who will supply 2 barrels of 50 litres of 98 octane for the entire event.

Article 19: QUALIFYING SESSIONS

Only the motorcycles admitted by the technical scrutineers and used during the qualifying trials will be able to participate in the race (unless with special agreement of the Jury).

Each rider must participate in at least one of the 2 qualifying sessions and carry out at least 3 laps (one launching lap, one timed lap and one lap to return to the pit).

Article 20 : QUALIFICATION LIMIT

Each rider must accomplish a minimum qualification time to be allowed participate in the race. To attain this qualification limit, each rider must fulfil one of the following two conditions:

- A rider must complete at the minimum 3 laps and have attained, during one of the sessions, a time lower or equal to 110 % of the average time of his/her group;
- Every rider whose qualification time is higher than 110 % will not be able to participate in the race, unless there is a request by the rider and a special agreement by the Jury and the Race Direction. Entry fees are not refundable for this reason.

Article 21: STARTING GRID

Any rider who has qualified can take to the starting grid, this remaining the team choice. A starting grid will be established taking into account the average of the 2 best times of each rider. The starting grids will be posted following the Jury meeting on the official display panel.

Article 22: STARTING PROCEDURE

The starting grid will be the *Le Mans* type (at an angle), unless the circuit has a special configuration. The endurance starting procedure will have a maximum determined duration. This procedure may be reduced at the Organiser's discretion.

Refuelling is prohibited during the procedure of grid forming.

Procedure of pit exit and grid formation:

H-20' : <i>Display panel 5'</i>	<i>Horn → Green light on pit exit → Formation lap & red flag on the starting grid</i>
H-19' : <i>Display panel 4'</i>	<i>Presentation of the display panel 4' + Horn</i>



H-18' : <i>Display panel 3'</i>	<i>Presentation of the display panel "3" + Horn</i>
H-17' : <i>Display panel 2'</i>	<i>Presentation of the display panel "2" + Horn</i>
H-16' : <i>Display panel 1'</i>	<i>Presentation of the display panel "1" + Horn</i>
H-15' :	<i>Closure of the pit exit → Horn → Red light at pit exit</i>

Teams that have not exited from the pitlane before this closes will start the warm-up lap from the pit exit under marshals' orders. The light on the pit exit will turn to green after the passage of the last rider and before the V.I.R. for 30 seconds, allowing riders to join the warm-up lap. The riders concerned will have a Stop & Go of 30 seconds added for non-participation in the formation lap.

Riders who encounter a technical problem during the warm-up lap may return to the pit corridor in order to remedy the problem. Racers and those who had not managed to re-join the starting grid before the closure of the pit exit, will be able to start the warm-up lap when the light at the pit exit turns green (after the passage of the peloton and before the V.I.R.).

Once the formation lap has been completed, return to the starting grid and park at an angle. Each rider waits on their bike for the start at the green flag.

When the riders complete the grid after one or more reconnaissance laps, they must stop at the back of the grid where there will be an immobile red flag and turn off their engine. The bike is then pushed at the speed of a walker by a team member up to its position on the grid. The rider can dismount from the bike or remain on it until reaching the position on the grid.

Procedure before starting the warm-up lap (if track is declared DRY) or 2 warm-up laps (if track is declared WET) :

<i>Display panel 5'</i>	<i>Presentation of the display panel "5" (before the start of the warm-up lap) + Horn</i>
<i>Display panel 3'</i>	<i>Presentation of the display panel "3" + Horn → Exit from the track</i> <i>The generators (2400 watts maximum) must be disconnected and withdrawn from the grid. The heated covers must be disconnected and withdrawn from the grid;</i> <i>If a problem arises, the rider will have to push their machine into the pitlane, to take action on it. This racer will have to start the warm-up lap from the Pitlane</i>
<i>Display panel 1'</i>	<i>Presentation of the display panel "1" + Horn</i>



<i>Display panel 30''</i>	Presentation of the display panel "30" + Horn
	At the waving of the green flag: Start of the warm-up lap(s)

For safety reasons, if a racer's machine cannot start, he/she can be helped to make it safe. After a reasonable time, any rider who is not able to start, will have to go back to the pits and take a start from the pit exit after the peloton and before the V.I.R. As soon as the last racer has passed the pitlane exit, the pit exit light will turn green and all riders who are waiting in the pitlane will be authorised to join the warm-up lap. 30 seconds later, the light will go back to red. Any rider who encounters a

problem during the warm-up lap may return to the pitlane to repair and take the start from the end of the Pitlane. At the exit of the warm-up lap(s), the red flag will be presented to the participants who will have to go back on the grid.

Procedure after the warm-up lap(s):

H-3' : <i>Display panel 3'</i>	Presentation of the display panel "3" + Horn → Green light on pit exit → Formation lap & red flag on the starting grid
H-1' : <i>Display panel 1'</i>	Presentation of the display panel " 1" + Horn
H-30'' : <i>Display panel 30''</i>	Presentation of the of the display panel " 30" + Horn
H-00 :	At the waving of the national flag: Start of the endurance race & opening of the pitlane

Each racer runs to their motorcycle, starts the engine (all external aid is prohibited) and begins the race. The exit from the pits will be open after the passage of the last competitor.

Article 23: STOP & GO PROCEDURE

During the race, a rider can be penalised by a Stop & Go procedure of 30 seconds. The penalty area is defined during the briefing for each race. The rider must respect the speed limit in the pitlane and cannot stop in their pit during a Stop & Go procedure.

The team manager will be informed of this penalty. After signature of the Stop & Go, the Race Direction will present a yellow panel accompanied by the machine number. The rider then has 5 laps available to stop. If he does not stop, the black flag will be presented to him and the rider will not be allowed resume. When a racer incurs a Stop & Go penalty, the team can then have a mechanic present in the penalty area to give him water or talk to him. This mechanic must not in any case touch the motorcycle. The mechanic must not interfere with the Stop & Go procedure as that is under the control of the Race Direction.



To be validated, the rider cannot stop in his box either before or after carrying out his Stop and Go. If he must stop in his box, he must do so in the lap either before or after carrying out the penalty.

In the case where a penalised racer has not carried out the Stop & Go procedure before the end of the race, a penalty of one minute will be added to their race time.

If more than one racer is penalised, the signal will be given to racers to stop during the following laps. The order of stops will be based on the qualification times, the fastest racer will be the first to stop.

Article 24: STOPS IN THE PITS

The arrival of riders in free wheel, engine off, to their places in front of the boxes is strictly prohibited. Any competitor who wishes to stop in their place must take the deceleration lane from the beginning. In the pit area, only 2 mechanics may help the rider to push the motorcycle if necessary. If, during a stop, the rider overshoots the height of their location and this, up to the height at the end of the acceleration track, he will be able to return in a counter-flow direction, engine turned off. When a contestant uses the deceleration track to get back to or leave their pit, he or she will have to travel on it at reduced speed, (speed is stipulated in the Specific Regulation). Excess speeds in the pits will be penalised with a fine of €75 in the trials and a Stop & Go of 30' in the race.

Article 25: REFUELLING

Refuelling is done only by the change of Rider with their Motorcycle.
It must be done between the 35th and 45th minute.
Refuelling in petrol is prohibited in the pit.
Riders must arrive at their place in front of the boxes with a full tank.

Article 26: AMERICAN-STYLE RELAY

The American-style relay (team of two riders and two motorcycles, knowing that there cannot be more motorcycles than riders) will take place in the following way:

- The motorcycle ready to leave is on a kickstand a maximum of 5 minutes before the relay. The machine can be warmed in front of the pit but the engine must be completely turned off during the relay;
- The motorcycle rider returning must completely enter into the pit, put the bike on the stand with engine off, then proceed to change the transponder ;
- Once the transponder is in place on the second motorcycle and only then, can this motorcycle be taken off its stand and be ready to go on the track.

Race of 80 mins duration

Article 27: BEHAVIOUR IN RACING

A rider is not allowed to leave the track outside the pit area.
If a rider uses an escape way out, he must comply with the instructions of the track marshals. If the Race Direction signals that a machine must stop (waving black flag and number of the machine), the rider must return to the pit and can no longer resume racing.
If a track marshal presents the waving black flag with an orange circle accompanied by the machine number, against a machine, the stop must be immediate at the following track marshal's post.
Any overtaking under a yellow flag during the trials will lead to the withdrawal of better times for the rider concerned.
Any overtaking under a yellow flag during the race will be penalised by a Stop & Go of 30 seconds.



Article 28: ABANDON

A contestant who does not want to, or is unable to continue the race must announce this abandonment, via the Team Manager, to the Race Director as quickly as possible.

If a rider voluntarily stays more than 10 metres away from his machine, he will be deemed to have abandoned it and will be excluded from the race (exception: see Article 33).

Article 29: STOP ON THE TRACK

It should be remembered that a rider who voluntarily stays more than 10 metres away from his machine that is stopped on the circuit, will incur a penalty of being expelled from the race. In particular, he cannot return to his pit to seek help, parts or tools.

Riders are prohibited from stopping for any reason whatsoever, or riding or pushing a motorcycle in the opposite direction to the race.

Any rider who has broken down on the circuit will only be able to troubleshoot this under his own devices. Any rider receiving any help whatsoever from whomever, whether off the track (including track marshals), will be excluded from the race, unless this help is given for safety reasons.

In the case of a fall, if a racer must be brought to the medical centre, with the consent of the race doctor, he will be able to get back on his machine, but must be accompanied at all times by an official. He will have to get back on track at the same place where he left it.

If the racer must be brought to the medical centre and cannot resume the race by medical decision, the machine will be brought to the Technical Box. The Race Direction will be able to authorise the second rider of the team to go find the motorcycle (or the transponder) and allow the team to continue the race. The Jury will remain the sole judge of the legitimacy of this action.

In the case of a breakdown on the circuit during the race, contestants who wish to return to their pit, will be able to use routes set out by the Race Director during the briefing, depending on the location of the machine on the circuit at the time of breakdown.

However competitors must always respect the following conditions:

- Obey the marshals' instructions;
- Accept absolutely no outside help during the entire duration of their return;
- Keep all their equipment (helmet included) up to the moment they reach a protected area;
- Any rider returning to their pit by other means than those defined, shall be expelled from the race immediately along with their team;

The return to the pits will be carried out under the ongoing monitoring of one or several officials.

The rider who has broken down must push their bike up to the nearest slip road, in the direction of the race. In no case can he go in the opposite direction under pain of being expelled from the race.

Upon arrival at a marshal's post, the rider can ask the head of the post to contact the Race Direction to ask for the assistance of a tow truck. No penalty will be applied in this case. The rider is obliged to collect his motorcycle in order to be able to carry out the change of transponder. If the machine is damaged and with the agreement of the Race Direction, the rider is authorised to take the transponder and return to his pit to carry out the change of transponder. He must follow the routes specified by the Race Director during the briefing, obey the marshals' instructions, receive no outside help during the entire duration of their return and keep all his equipment until he reaches a protected area

If a motorcycle breaks down in front of the pits, the rider under the protection of a marshal, will be able to return by the pit lane and go back up it pushing his machine, engine switched off, in a counter-flow direction to his pit.



Whatever the reason for a rider to return to his pit, he is obliged to stop and give the transponder to the second motorcycle rider to enable him to go back on the track.

Article 30: NEUTRALISATION OR SUSPENSION OF THE RACE

- **NEUTRALISATION OF THE RACE:**

In the case where, during the race, an incident or climatic conditions make the normal running of the competition impossible, the Race Direction may decide to neutralise the event by having the Safety Cars with lit orange flashing lights enter onto the track. All marshal posts will display the SC flag with a waving yellow flag during the neutralised period. Riders must slow down with a Safety Car on track. Riders may continue in single file behind it with no overtaking. Overtaking the Safety Cars or another contestant is subject to a Stop & Go penalty of 30 seconds.

Riders will be able to return to the pits, but must absolutely wait for the passage of the following Safety-Cars before going back on track. The pit exit will be open 15 seconds after the passage of the Safety Cars at the level of the red light at the pit exit and will remain open for 10 seconds.

Each lap behind the Safety Cars will be counted.

When the Race Direction decides to resume the race, the Safety Cars will turn off their orange flashing lights on the last lap as soon as they have passed in front of their places, they will keep the lights lit for 1 lap then return to their respective places. The race will then be restarted. The exit from the pits will be open once again for 10 seconds after the passage of the first contestant of the group that has followed the Safety Car has just cleared.

- **SUSPENSION OF THE RACE:**

After having put the circuit under Safety Car, if the Race Director decides to suspend a race because of climatic conditions or for any other reason, red flags are waved at the finish line and all the marshal's posts will display flags and red lights will be lit around the circuit.

Racers must immediately slow down and return to the pit lane in order to go the closed park which is located on the coloured strip in front of their pits (specified at the briefing) and including the machines stopped in the pits. Any mechanical intervention is strictly prohibited, with the exception of using heated covers.

The ranking taken into account will be the ranking at the moment the red flag was deployed. The results will be those registered up to the moment where the rider in the lead had completed a lap before the interruption of the competition.

While the race is suspended, the timing is not stopped. The finish signal is presented as the time where the race was due to terminate. However, depending on the circumstances, the event Jury, in agreement with the Race Direction, may take the decision to stop and/or change the race time (without exceeding the duration initially planned), thereby signalling a stop to the race. The race is then considered as being in two or more parts. The final ranking is carried out by combining the different parts according to the principle of laps/time.

- a) ***If the interrupted race does not resume:***



To be ranked, a team must have carried out 75% of the number of laps carried out by the winner. If more than 75% of the event duration has gone by before the race stoppage leading to an entry into the Parc Fermé or closed park, the event may be considered as a completed race. However, only the Promoter will be able to decide whether to keep the total race duration at 80 minutes when there are major interruptions, and will have total latitude to adjust the timetables, while fully respecting the Prefectoral authorisation.

The race ranking is carried out on the last lap when the race leader crosses the timing line before the presentation of the red flag in the following way:

- For all racers having crossed the finish line in the same lap as the leader before the appearance of the red flag, a ranking is established for the end of this lap.
- For all racers who have not crossed the finish line in the same lap as the leader before the appearance of the red flag, a partial ranking of the preceding lap is established.
- The full ranking is established by combining the 2 partially-obtained rankings according to the principle laps/times.
- Riders, who do not return to the pitlane at the handlebar or by pushing their machine in the 5 mins that follow the presentation of the red flag, cannot resume the race and are not ranked.

b) Restart of race after a red flag:

The Race Direction with the Jury's agreement, may be able to restart the race with a starting procedure launched under Safety Car. Only those riders in the race at the time of the interruption by the red flag will be authorised to restart. **These are the same riders with the same machines who will be able to restart, depending on the time of the 2nd start.**

The Race Direction will announce a new time for the starting procedure.

The new grid will be disseminated as quickly as possible. Riders will be alerted 15 mins before the opening of the pitlane.

10 minutes before the opening of the pitlane, a duly-identified mechanic may start warming the engine in the closed park.

8 minutes before race resumption, the pitlane will be open for 5 min. Teams can withdraw their machines from the closed park and carry out the reconnaissance lap.

At the end of this lap, the machines will be parked at an angle following the ranking at the time of race suspension. The start will be done either:

- In an identical way to a normal start after a warm-up lap;

Or

- Behind the Safety Car.

• **RESTART PROCEDURE UNDER SAFETY CAR:**

In this case, the first Safety Car will leave the start line followed by the first half of contestants according to the ranking issued at the start of the race suspension.

When this group has gone as far as mid-circuit, the second Safety Car starts up followed by the remaining contestants. The Race Direction decides to end the Safety Car operation. In this particular case, the first group of racers must cross the start/finish line first without the Safety Car.



The 1st Safety Car will return to its last location before the timekeeping strip. Thus, the 1st group will cross the timekeeping line first, thereby relaunching the race. At the same time, the 2nd Safety Car will enter the first location arrived at, thus releasing the 2nd group. The race is now restarted for the time remaining.

- **METHOD OF CALCULATING THE NEW GRID FOR A RESTART:**

The race ranking is carried out on the last lap where the race leader crossed the timekeeping strip before the presentation of the red flag in the following way:

- For all racers who have crossed the finish line in the same lap as the leader before the appearance of the red flag, a ranking is established for the end of this lap.
- For all racers who have not crossed the finish line in the same lap as the leader before the appearance of the red flag, a partial ranking of the preceding lap is established.
- The full ranking is established by combining the 2 partially-obtained rankings according to the principle laps/times.
- Riders, who do not return to the pitlane at the handlebar or by pushing their machine in the 5 mins. that follow the presentation of the red flag, cannot resume the race and are not ranked

Article 31: FINISH

At the end of time as set out for the race, or at the new time set out in the case of neutralisation, the chequered flag will be presented to the leading rider at the finish line and will continue to be presented to the following racers.

At the end of the race, all motorcycles are put into the closed park for thirty minutes and cannot be withdrawn without the authorisation of the Jury.

The technical steward is responsible for surveillance of the closed park. Competitors must withdraw their machines within 30 minutes after the opening of the closed park, with the exception of those machines chosen to be monitored. After this period, those watching the closed park will no longer be responsible for any machines that remain there.

Article 32: RANKINGS

To be ranked. A team must:

- Have crossed the finish line on the track within 5 minutes after the winner has crossed;
- Have covered at least 75% of the distance covered by the winning team in the corresponding class;

In the case of a premature end to the race, the ranking will be established as set out in Article 34: Neutralisation or suspension of the race. The ranking will be established according to the number of laps completed by each team, the team with the most laps being declared first and so on. If several teams have completed the same number of laps, the team who crossed the finish line first will be ranked first in this group. All the ranked machines must be put in the closed park as soon as possible after finishing.



In the case of a race comprised of two rounds because of an interruption, the final ranking will be established on the basis of the cumulative results of the two rounds.

Article 33: CLAIMS

A claim must be formulated in writing and only signed by the people directly concerned, put into the hands of the Race Direction and accompanied by a security deposit of €300. When it results in compliance testing of the machine, it must be specified which part of this is incriminated.

The deadline for claims is a MAXIMUM 30 MINUTES after the posting of results for the qualifiers and the race.

In the case where a claim would lead to a significant intervention, the claimant must remain on the circuit until the monitoring is finished. If the monitoring necessitates methods that cannot be at the disposal of the technical stewards, this leads to a seizure of all or a part of the machine, imposes additional expenses going beyond the normal course of an inspection. If the incriminated machine proves to be compliant, the costs incurred will be borne by the claimant.

Article 34: MEDICAL MONITORING

Prior to any entry onto the track, the Race Direction may ask one or several riders to undergo an examination by the Medical Officer. The Race Director may also ask one or more riders to undergo an alcohol breathalyser test. If the Medical Officer has reserves about a rider and on their capacity to take to the track safely, this rider will be summoned to the Jury and will have to comply with the decision taken by it.

Any rider seen by the Medical Officer and taking or retaking to the track without validation from the Medical Officer and the Jury, will be excluded from the meeting and inscribed in the Penalties Register.

Article 35: RESPONSABILITES

Competitors are reminded that their equipment is under their entire responsibility during the whole event. They must ensure constant surveillance and can in no case invoke the liability of the club organiser in the case of theft or damage.

Any accompanying people are under the responsibility of contestants; and if any of them cause any damage or difficulties, penalties will be applied to the contestant that may lead to their exclusion from the event.

Article 36: ADVERTISING – IMAGE RIGHTS

All advertising, action or promotional advertising within the circuit enclosure, as well as in its surroundings, must be subject to prior agreement with the Organiser and the Circuit.

All advertising linked to alcohol or tobacco is formally prohibited on whatsoever support. In the framework of these events, participants in the R7 ENDURANCE SERIES acknowledge they surrender their image rights to WARNER BROS DISCOVERY.

In application of Article L333-1 of the Sporting Code, all commercialisation of photos, videos or products arising from these events is prohibited if it is not subject to an agreement with **WARNER BROS DISCOVERY**. The latter reserves the right to sue alleged violators.

Article 37: STICKER PLAN

Identical to the R7 CUP ? + PIRELLI Stickers to see for placement



Article 38: RENUNCIATION OF ALL RECOURSE AGAINST THE SPORTING AUTHORITIES

Independently of the F.F.M. and F.M.B. Sporting Code rules, the teams and riders, by the very fact of their participation, renounce all right of recourse against the Organiser, his representatives or employees either by arbitration or before the courts, or in any other way not laid down in the F.F.M. AND THE LA F.M.B. Sporting Code rules

PARTIE 2 : TECHNICAL REGULATION

Article 1: IN GENERAL

Technical monitoring before the event is obligatory.

According to the Technical Regulation of the Endurance Championship of France:

- **The rider is responsible at all times for their machine ;**
- **The motorcycle must be presented clean, and free from any monitoring marks from previous technical verifications.**

For the 4 times, the bottom of the fairing must be removed and presented separately to the technical control. Preliminary controls are safety verifications.

The conformity of the machine is the entire responsibility of the rider.

The central and side stands must be removed.

It is prohibited to use titanium in the manufacture of the frame, the front fork, handlebars, swing arms, arm and wheel axles. For wheel axles, it is also forbidden to use lightweight alloys. The use of nuts and bolts on titanium alloys is authorised.

A guard (in plastic or Teflon) for wheel axles is authorised if it does not exceed more than 22 mm on each side, in relation to the extremity of the original axle

Technical stewards may carry out controls at any time during the event

Article 2: KILL/STOP BUTTON

Motorcycles must be equipped with a power-off switch or a red stop/kill button in working order that can be activated without letting go of the handlebar, located on one side or the other of the handlebar or half-handlebar, handy, easily accessible, visible and functional and red in colour. It is recommended that this kill-circuit stops the primary ignition circuit.

Article 3: THROTTLE VALVE

The throttle control handle on the machine must be self-closing to its initial position when not held by the rider.

Article 4: ENGINE CRANKCASE

All engine crankcases that contain oil and will possibly be in contact with the track following a fall must be protected by a second case in metallic or composite material such as aluminium, stainless steel, steel or titanium.

Plates and/or crash bars against falls, in aluminium or steel, are also authorised. All these devices must be designed to resist impact, abrasive friction or damage due to a fall.

Covers approved by the FIM are authorised without any restriction on the material.



All these covers must be properly and securely fixed by fixation screws that also mount the original engine casings to the crankcases.

The Technical Director has the right to prohibit any cover as well as any plate or crash bar, if it's evident it is not effective.

Article 5: STARTING DEVICE – GENERATOR ALTERNATOR

An embedded electrical starter is obligatory. The device must always be able to start the engine during the event and up until the expiry of the claim period.

The engine must start and be able to operate on its own power when the device has stopped its procedure. The use of a battery other than that on the machine is prohibited.

The generator/alternator must ensure the battery is charged.

Article 6: COLLECTORS

The fuel reservoirs comprised of vented pipes must terminate in a 250ml minimum capacity collector and including, in the case of use, an anti-return valve. The collector must be in a suitable material. Radiator and carburettor vents must terminate in a collector in suitable material, with a minimum capacity of 250ml .

Article 7: Handlebars

The ends of the handlebar must be closed off in a solid material or covered in rubber. A minimum space of 30 mm between the handlebar with its levers and the reservoir or the frame is obligatory while the steering angle is at maximum.

The steering damper should not be used as a stopping device.

Repairs to the handlebars is forbidden.

Whatever the position of the handlebar, it must have a space of at least 20 mm between the body and the ends of the handlebars or any other steering system, including any attached accessories.

Article 8: LEVERS

All levers must have a spherical end piece with a diameter of 16 mm minimum.

This sphere may also be flattened, but in all cases, the edges must be rounded (minimum thickness of the flat part: 14 mm). These extremities must form an integral part of the lever.

Folding levers are authorised.

Levers with openwork balls are authorised

Article 9: FOOTRESTS

The footrests and foot controls may be displaced but the original fixation points must be used.

The footrests may be a folding type but, in this case, must be equipped with a device that automatically returns them to a normal position, and an integral protection of a spherical section at least 8 mm must be located at the end of each footrest.

Fixed metallic footrests must include at their ends a 16mm diameter nylon or Teflon tip or cap.

The minimum length of footrests is 65mm.

Article 10: BRAKES

The separation of the front brake lines must be done above the lower fork crown.



Fixing screws for the front caliper brackets must be held by a metallic security thread. Banjo-type brake couplings are not obligatory.

Article 11: BRAKE LEVER GUARD

Motorcycles must be equipped with a front brake lever guard so as to protect the handlebar brake lever from accidental activation in case of collision with another machine. These guards must be subject to manufacture in series and be distributed by a professional.

Article 12: DRAIN PLUGS AND OIL CIRCUIT STOPPERS

All plugs for draining, level and filling must be watertight and securely screwed. Oil-feed hoses must be correctly and solidly fixed. External oil filters must **be rendered unopenable by a metallic safety wire. All couplings, stoppers, and nuts concerning engine oils, the gearbox or the transmission must be held in place by a metallic safety wire.** Technical stewards are the sole judges of the efficacy of the system.

Article 13: COOLING SYSTEM

The only cooling liquid authorised is pure water. Any additive, whatsoever, is strictly prohibited.

Article 14: FAIRING:

The lower fairing must be constructed to contain, in the case of an engine incident, at least half the total oil and engine coolant.

Any opening located less than 50 mm from the bottom of the fairing is not authorised. Plugs are prohibited.

Protective castors can be installed to protect the rotation part in case of a fall. However, they are not allowed within a 30 cm radius of the footrest axis and must not exceed more than 10 mm of the fairing.

Article 15: ELEMENTS TO REMOVE

The following elements must be removed:

- Front and rear lights, signal indicator lights;
- Rear-view mirrors;
- Warning signal;
- Licence plate (and plate bracket) ;
- Toolbox;
- Hooks for helmet and luggage;
- Passenger footrests;
- Passenger handholds;
- Safety bars for central and side stands.

Article 16: PLATE NUMBERS

Machines must be equipped with the following signage:

- Matt white background, with matt black numbers. These plates must be attached in front, in the centre of the body, and at the bottom of the body on the shoe) ;



Dimensions of all the figures applied on the front are:

Minimum height: 140 mm
 Minimum width: 80 mm
 Minimum width of the lines: 25 mm

Dimensions of all the figures applied on the side are:

Minimum height: 120 mm
 Minimum width: 60 mm
 Minimum width of the lines: 25 mm

Minimum space between the figures: 25 mm

Numbers must be effected in one of the fonts below:



NB:

The number 1 must:

- Be composed of a simple vertical bar: **I**

Or

- Be written in the following way: **1**

In the event of any dispute concerning readability of numbers, the decision of the Technical Director shall prevail.

Article 17: FUEL TANK

The tank must be the accredited YAMAHA tank.

Article 18: WHEELS

Original wheels are obligatory

Adaptable wheels are forbidden

Article 19: ACQUISITION OF DATA

The acquisition of data is prohibited.



Article 20: TELEMETRY

All systems for transmission of information or of communication from the motorcycle to the pits or from the pits to the bike or to the rider (apart from time-keeping) is strictly prohibited when the motorcycle is moving.

Article 21: CAMERA

Cameras are prohibited.

Article 22: MOTORCYCLE AND MOTORCYCLE EQUIPMENT

The R7 ENDURANCE SERIES is reserved for the YAMAHA R7 starting from the year of manufacture 2022 bought new or second-hand.

1. Obligatory parts

The R7 must **absolutely be equipped** with the parts below, available in the Yamaha distributor network. If an obligatory kit part is missing on the motorcycle, a rider will leave himself/herself open to a penalty on the part of the Jury **leading to a downgrading**.

REFERENCE	PARTS AND DESCRIPTION
BEB181A00300	QUICK SHIFTER
GYTABSEMUR70	ABS EMULATOR GYTR
GYTRSCRNR600	BUBBLE RACING GYTR
907983410100	AKRAPOVIC FULL RACING LINE FOR USE ONLY ON CIRCUIT
YA5850000000	OHLINS ROAD/RACE SHOCK ABSORBER (Rebound adjustment)
GYTFUCAPSC00	SCREW-ON RACING FUEL CAP GYTR *
GYTR7REARS00	REVERSE CONTROLS GYTR
GYTR70N0FFS0	ON/OFF BUTTON GYTR
BEBFFBRP0000 OU GYTRBRGU0000	FRONT BRAKE LEVER GUARD !Solely for original handlebar! OR FRONT BRAKE LEVER GUARD !Solely for the GYTR handlebar!
BEBFSFIN0000	REAR CROWN GUARD GYTR **
GYTRSTSPR710	STEERING STOPS RACING GYTR OU S2 Concept***
GYTRBRAKLR70	AVIATION HOSE KIT (Connection for authorised extension) GYTR
BEBFGBEP0000	GB RACING ENGINE GUARD KIT
BEBFGBEPWP00	GB RACING CASE WATER PUMP GUARD
BEBFSTPD0000	SIDE TANK PADS
GYTRBREZ0400	BREMBO Z04 BRAKE PADS or ORIGINAL YAMAHA REF 5SL-25805-00
S2 CONCEPT	POLY KIT S2 Concept
S2 CONCEPT	R7 CUP 2024 DECO KIT S2 Concept

* Tool for the screw cap **GYTFUCAPTL00**

** Addition of a bubble joint is **obligatory** (see technical note)



*** The steering stop GYTR modified former version **GYTRSTSPR700** is also accepted

2. Optional parts

The following parts may be used in an optional manner, besides being obligatory kit parts.

- Those identified by YAMAHA must be parts issued from the Yamaha catalogue.
- Those identified by FREE may be parts issued from the Yamaha catalogue or from an accessories supplier.

PARTS AND DESCRIPTION	REFERENCE CATALOGUE YAMAHA	ISSUED FROM THE YAMAHA CATALOGUE or FREE
GYTR SYSTEM FOR RAPID CHANGE OF WHEELS (wheel spacers and axle protectors included)	GYTR7RWCS000	YAMAHA
R1 HALF HANDLEBARS KIT	GYTRHDLBR100	YAMAHA
REPLACEMENT TUBE G FROM KIT R1 GYTRHDLBR100	GYTRHDLBRL00	YAMAHA
REPLACEMENT TUBE D FROM KIT R1 GYTRHDLBR100	GYTRHDLBRR00	YAMAHA
R6 HALF HANDLEBARS KIT R6	GYTRHDLBR600	YAMAHA
REPLACEMENT TUBE ONLY L/R FROM KIT R6 GYTRHDLBR600 (Supplied with screws and nozzle)	GYTRHDLBR6ST	YAMAHA
SPARE PART COMPLETE LEFT PLATE (Spare part for controls)	GYTR7REARSL0	YAMAHA
SPARE PART COMPLETE RIGHT PLATE (Spare part for controls)	GYTR7REARSR0	YAMAHA
SPARE PART FOOTREST ONLY (L/R) (Spare part for controls)	BX4RSSPR0100	YAMAHA
IGNITION SWITCH BRACKET (For mounting ON/OFF button GYTR)	GYTRIMHBRC00	FREE
COMODO RACING RIGHT	GYTRHBSWRR70	FREE
COMODO RACING LEFT	GYTRHBSWLR70	FREE
FIXED FRONT SPACERS GYTR	GYTSPACR7S00	FREE
FIXED BACK SPACERS GYTR	GYTSPACR7R00	FREE
SIDE GUARDS	BEBF11D0V000	FREE
BRAKE LEVER	BEBRFFBL0000	FREE
CLUTCH LEVER	B7NRFFCL0000	FREE
FRONT WHEEL AXLE GUARD KIT	GYTR7FAXLP00	FREE
REAR KICKSTAND HOOKS	2CRF71A00000	FREE
FRONT KICKSTAND (a strut is required for the R7)	2CRFFRST0000	FREE
REAR KICKSTAND	2CRFRRST1000	FREE



SPIDER + SPEEDOMETER GUARD 2 Concept	S2 Concept	S2 Concept
HEATED BLANKETS SUPREMA SPINA	CAPSUPRML00	FREE
HEATED BLANKETS SUPREMA VISION	CAPSVISML00	FREE
CHAIN TENSIONER GYTR	GYTRR7CADJ00	YAMAHA

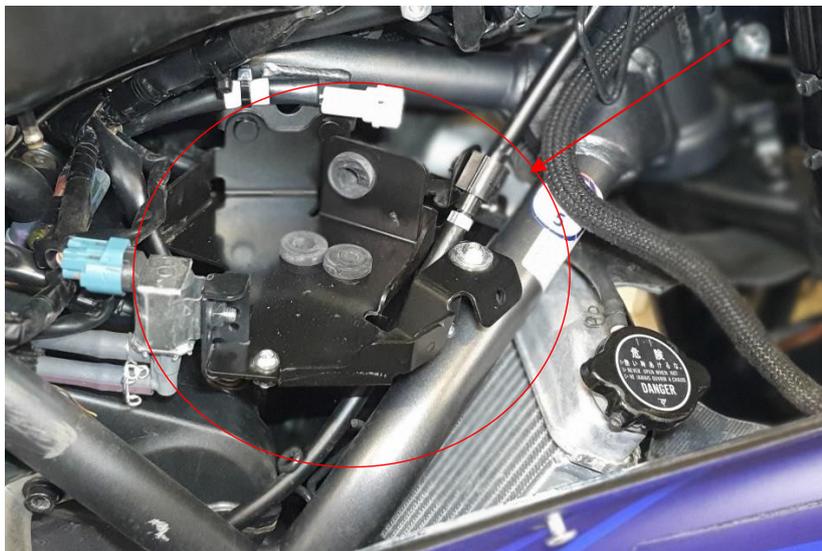
In the case where a machine is equipped with optional parts that do not respect the above table, the rider thereby risks having a **penalty imposed by the Jury leading to a reclassification for the round.**

- Original parts that are modifiable** Note that apart from the obligatory kit parts (Point 1. Article 2) and optional parts (Point 2. Article 2) listed above, all other non-cited parts must be absolutely original. The list for original parts is available on the following link: [Catalogue of Yamaha replacement parts](#)

With the exception of the elements below, it is therefore **strictly prohibited** to modify and/or prepare motorcycle parts, electronics (including intrusion in the ECU) or other elements of the chassis, aiming thereby to improve the performances/weight of the R7.

- Removal of the central ABS is authorised, the support however must remain in its place (see photo below).





- Removal of the canister is authorised.



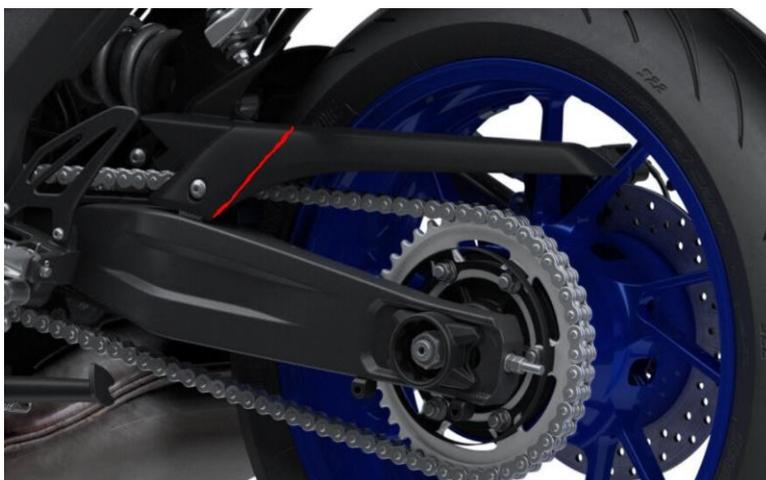
- Removal of wheel dust-protection caps authorised.
- Removal **ONLY** of front ABS wheel sensor authorised.



- Removal of aluminium saddle / rear light support authorised (Ref BEB-2471A-00).



- Modification of the chain protector/rear mudguard (in order to facilitate operations of rear wheel changes, it is permissible to cut the plastic chain protection up to the red mark as below), however, it is prohibited to remove the entire mudguard:





- Addition of a bubble ring on the shark's tooth:



- Modification of the transmission is prohibited.

It is prohibited to modify the original 16x42 transmission, the use of an original chain kit is obligatory (not an adaptable chain kit). The Yamaha chain kit reference is BEBW001A0000.

- Modification of the fork and shock absorber.

Modification of internal elements of the fork is authorised (for example: change of springs, adjustment to valves, addition of shims). Change of oil and its viscosity index is authorised.

However, it is prohibited to install a cartridge kit other than the original.

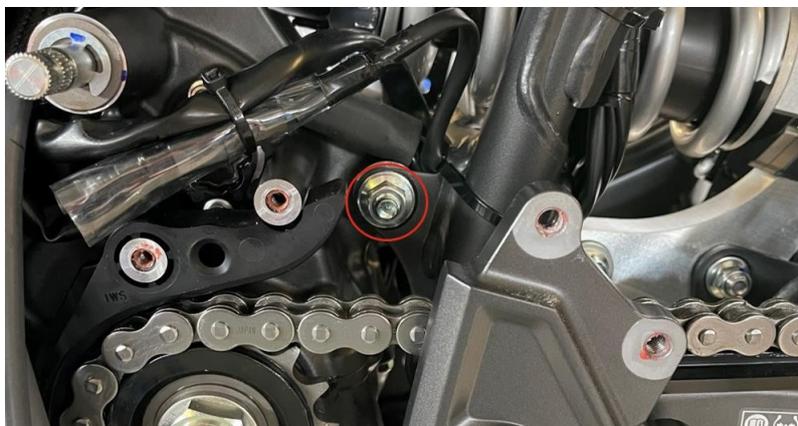
It is also possible to replace the Ohlins shock-absorber spring by another one of the same Ohlins brand.

- Modification of the battery is prohibited.

It is not permissible to change the battery for a Lithium-Ion element, only original batteries ref 5TJ821000100

(YUASA) or ref 907983BTZ7S0 (BS BATTERY) will be accepted.

Random inspections can be carried out during race weekends. Any machine that does not comply with the rule of Article 2 point 3. "Original parts that are modifiable", will be declared non-compliant and may be subject to penalties by the Jury that may lead to exclusion from the event.



4. Motor Control:

The machines may be passed to the power bench at random and at any time and ECU exchanges could be carried out at the organisation's request.

5. Tyres:

The R7 must also be equipped with **PIRELLI** tyres coming from **to be determined**

Mounted in Front: **Size and reference to be determined by PIRELLI**

Mounted in Back: **Size and reference to be determined by PIRELLI**

Please note that each rider will have the possibility of using **a maximum of 2 sets** of tyres starting from the qualifying session during the race weekend. Note that there is no limit in the case of using rain tyres.

All riders must present themselves and **record a stop before entering onto the track** for the Qualifications and the Race in order to monitor tyre labels. These labels must be positioned on the **right flanks** (transponder side) of the tyres.

Every rider must check compliance of their tyres and will be held solely responsible. Non-compliance of tyres may be subject to penalty by the jury and could lead to exclusion from the event.

6. Closed park/Parc fermé

Motorbikes of the first 5 contestants after each race must be brought to the closed park after the end of the race.

It is **obligatory that each motorcycle technical contact person is present with the bike, equipped with tools** and at the disposal of the technical stewards for any possible inspections to be carried out on the bike.



Article 23: RIDER EQUIPMENT

The rider's equipment is free of trademarks, model and colours, and must **comply with the FIM Moto 2025 regulation.**

Only the FIM reference helmet will be approved.

Approved back and pectoral protection is obligatory.