



MOTOGGLADIATOR RULEBOOK

2024

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Welcome to Motogladiator

Motogladiator was created in 2016 to provide a competitive platform for track day riders who want to experience racing. Motogladiator is a structured and challenging racing series that operates within a track day and provides racers with an atmosphere of respect, comradery, and fun!

Classes

Class	Description
400	400
TWINS	Twins
600	600
1000	1000

Competitor Eligibility

Must be in possession of a valid Motogladiator 2024 Season license issued by Motogladiator.

Entries

1. The registration form and the entry fees are posted on the website: www.motogladiator.com
 - a. Riders must register before 11:59 pm Eastern Time on the Thursday before the event.
 - b. No late or day of registrations will be accepted. No exceptions.
 - c. Motogladiator has the right not to accept or to reject an entry.

2. A compulsory rider/entrant meeting will be held for all riders participating in the Motogladiator event prior to the first official practice session each event. An entrant or representative may represent more than one (1) rider.
 - a. Failure to attend the briefings in full may result in disqualification from the event or penalty.
3. A rider shall be deemed to have started a race when the rider grids.

Numbers

1. Each rider accepted for any class in the Motogladiator Series will be allocated a specific starting number that will be valid for the entire season. Motogladiator reserves the right to assign the number to a rider or team. In general, the starting number will be based on the results of the rider in the previous year's Championship. Requests will be taken into consideration.
2. The number one (1) is reserved for the rider that finished in the first position in the previous year overall championship.

Schedule

The schedule for the event should be posted no later than 14 days prior to the event at www.motogladiator.com

Technical

1. All motorcycles should be checked by technical on the day preceding the event up to one (1) hour before the first practice session of the event according to the published schedule. At the discretion of the Technical Director, machines and protective clothing may be checked earlier than the schedule if the machines are ready.
2. Teams may present for inspection one (1) motorcycle per rider per class, which will be specially identified.

Flags and Lights

Marshals and other officials display flags and or lights to provide information and/or convey instructions to the riders. Both flags and lights may be used to provide information:

Green Flag

The track is clear and hot. When the pit-lane exit is open, the green flag will be displayed at or around the pit marshall.

White Flag

Indicates the final lap of a race, waved at the finish line.

Checkered Black / White Flag

This flag will be waved at the finish line to indicate the finish of a race or practice session.

Yellow Flag

1. Waved at designated rows of the starting grid, this flag indicates that the start of the race is delayed.
2. A standing yellow flag at the flag marshal post indicates that there is a danger ahead beside the track. Riders must exercise caution, overtaking is forbidden perpendicular to the Yellow Flag and up to 90 degrees across the track from the next corner station not showing yellow.
3. A waving yellow flag at the flag marshal post indicates that there is a hazard wholly or partly blocking the track, or other high-risk situation. Riders must slow down and be prepared to stop. Overtaking is forbidden. Same rules as standing Yellow Flag rule.
 - a. In case of infringement of this rule during the race, the rider must go back the number of positions decided by the Race Direction.
 - b. If immediately after having overtaken, the rider realizes that he/she made an infraction, they must raise their hand and let past the rider(s) that they have overtaken. In this case, no penalty will be imposed.
 - c. If a rider takes no action during the race; Race Direction will assess an overall time penalty.

Red Flag and Red Lights

1. When the practice or race is being interrupted, the red flag will be waved at each flag marshal post and the red lights around the track will be switched on. Riders must return slowly to the pits.

2. When the pit-lane exit is closed, this flag will be waved at the pit lane exit and the light will be switched on. Riders are not allowed to exit the pit lane. Any infringement of this rule may be penalized by Race Direction.
3. The red flag will be shown motionless on the starting grid at the end of the warm up lap. This will indicate that you must stop in your grid position and cannot pass the official holding the red flag.
4. The red flag may also be used to indicate the track is closed.
5. The red lights will be switched on at the start line for between two (2) and five (5) seconds to start each race. When the red light has extinguished, the race has begun.
6. The rider(s) that is the cause of the Red Flag and the race is called; rider(s) who caused the red flag will not be placed. If the race is restarted and the rider(s) who caused the red flag is able to restart with the rest of the grid; they must always grid in the back of the grid.

Black Flag

1. This flag is used to convey instructions to one (1) rider only and is waved at selected flag marshal posts together with the rider's number. This flag informs the rider that his/her motorcycle has mechanical problems likely to endanger himself/herself or others, and that he/she must immediately leave the track.
2. Any infringement of this rule may be penalized by Race Direction.

Black Flag with Orange Disk (40 cm)

1. This flag is used to convey instructions to one (1) rider only and is waved at selected flag marshal 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 results from a penalty.
2. This flag can also be presented to a rider for a reason other than a penalty (e.g. to rectify a non-dangerous technical problem such as a transponder issue).
3. Any infringement of this rule may be penalized by Race Direction.

Practice and Qualifying

Practice/Qualifying occur during the rider's TD designated sessions prior to lunch. In all cases, these are timed. Wreckless qualifying during the TD (at cornerworker/pit marshalls discretion) will result in a penalty for the racer determined solely by Race Direction.

Motorcycle Use

During the event, a rider may only use a motorcycle that has been presented for technical inspection.

Lap Times

All laps for all sessions will be timed. A new lap record for a circuit can only be established by a rider during a race. Both for practice and for races, 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.

Qualifying Results

The results will be based on the fastest time recorded by the riders in qualifying practice, In the case where all qualifying sessions have been canceled, the results will be based on the fastest time recorded by the riders in all practices. In the event of a tie, riders' second and subsequent best times will be taken into account.

1. Any rider who fails to achieve a qualifying time will be disqualified from their races. No refunds will be given.
2. Grid positions are dependent on space available as determined by Race Direction.

Grid Positions

1. The pole position, allocated to the fastest rider based on qualifying results.
2. For all classes, the grid will be arranged in the "in 3-3 configuration. Each line will be offset. There will be a distance of approximately (3) meters between each row.
3. In the event of a tie, riders' second and subsequent best times will be taken into account.
4. The final grid will be published during the 1st session after lunch.

Races

1. Race distance will be determined by the race director after publication of the calendar. Races declared wet may be reduced by a certain number of laps (at the discretion of Race Direction).
2. The length of a race may only be varied by Race Direction.

Behavior During Practices / Qualifying and Races

1. Riders must obey the flag signals, the light signals, and the boards which convey instructions. Any infringement to this rule may be penalized.
2. Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit lane. Any infringement of this rule may be penalized with one of the following penalties:
 - a. Fine
 - b. Drop of position(s)
 - c. Ride through
 - d. Time penalty
 - e. Drop of any number of grid positions at the rider's next race
 - f. Disqualification
 - g. Withdrawal of Championship points
 - h. Suspension or any other penalty at the discretion of Race Direction
3. Riders must not tour the track.

Touring is defined as riding in a manner not compatible with general safety. This includes being on the racing line and not attempting to produce a fast lap time.

A penalty may be imposed on any rider found to be touring. If marshals report that a rider is touring and this is corroborated by video or comparing consecutive sector times, then automatic penalties will apply as follows:

- a. During practice, qualifying or race
 - i. First offense: official warning
 - ii. Second offense: fastest qualifying session time disallowed
 - iii. Third offense and subsequent offenses: next fastest qualifying session times disallowed in sequence
- b. During a race:

- i. Exclusion
 - ii. Ride through
 - iii. Time penalty and/or fine, depending on the circumstances
 - c. Persistent acts of touring will be deemed more serious and will be penalized accordingly.
4. Riders should use only the track and the pit lane. However, if a rider accidentally leaves the track then he/she may rejoin it at the place indicated by the officials or at a place which does not provide an advantage. Any infringement of this rule during the practices or warm up will be penalized by the cancellation of the lap time concerned and during the race, by a drop of position(s) decided by the Race Direction. A board will be displayed for the rider on the finish line during a maximum of five (5) laps. If the rider did not go back after the board has been presented five (5) times, he/she will be penalized at the discretion of the Race Direction.
5. Any repairs or adjustments along the race track must be made by the rider working alone with absolutely no outside assistance. The marshals may assist the rider to the extent of helping him/her to lift the motorcycle and holding it while any repairs or adjustments are made. The marshal may then assist him/her to re-start the motorcycle.
6. If the rider intends to retire, then he/she must park his/her motorcycle in a safe area as indicated by the marshals.
7. If the rider encounters a problem with the motorcycle, which will result in his/her retirement from the practice or the race, then he/she should not attempt to tour at reduced speed to the pits but should pull off the track and park his/her motorcycle in a safe place as indicated by the marshals.
8. Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.

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

9. Riders are not allowed to transport another person on their motorcycle or to be transported by another rider on his/her motorcycle (exception: Another rider or by another rider after the checkered flag or red flag).
10. Riders must not ride or push 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.
11. 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.

12. Practice Starts:

- a. During the practice sessions, and warm ups, practice starts are permitted. At the direction of both Race Direction and the Pit Marshall in the designated area.
- b. When it is safe to do so, at the pit lane exit before joining the track only at direction of Pit Marshall

13. Any rider or team whose motorcycle spills oil on the track causing interruption of events, or race may be penalized with one (1) of the following penalties:

- a. Fine
- b. Disqualification
- c. Withdrawal of Championship points
- d. Suspension or any other penalty at the discretion of Race Direction

14. Any rider who enters the paddock during a race will be considered to have withdrawn from the race and may NOT re-enter the race.

15. All riders and team members must conduct themselves at all times in an appropriate, morally correct manner and in a manner to advance the positive goodwill and image of the Motogladiator series.

Start Procedures

Normal Start Procedure

1. Riders will be waved to enter the race course from Pit lane.
2. Pit lane exit opens for sighting lap with white light, green flag.
3. White light on and/or green flag waved at the pit lane exit.
Riders complete one (1) sighting lap by passing through the pit lane.
4. When riders reach the grid after the sighting lap(s) they must take up their positions display panels or cones, at the side of the track, indicating the row of the grid, to assist riders in locating their grid position. You are responsible for knowing your grid.
5. Only riders who have completed at least one (1) sighting lap and started the warm up lap from the grid will be permitted to start the race from their position published on the final grid.

6. Under no circumstances may they push their motorcycle onto the grid from the pit lane.
7. Once on grid, and riders are settled into place, 2nd white light will appear. Riders will have 90 seconds maximum to be into their grid position after the first rider has gridded.
8. Riders who did not make it out of pit lane before closure will be required to start from Pitlane. This will be at the discretion of the Pit Marshall and Race Direction. Pit Marshall will release rider(s) after the racers on track pass pit-out. For tracks that do not accommodate safe pitlane starts; late racers will forfeit their race.
9. When riders reach the grid after the sighting lap(s) they must take up their positions displayed by panels or cones, at the side of the track, indicating the row of the grid, to assist riders in locating their grid position. You are responsible for knowing your grid position.
10. Following participation in the sighting lap, if a rider does not join the grid due to mechanical issues or otherwise, they may elect to repair their motorcycle.
 - a. Repairs can only be made in the hot pit
 - b. Under no circumstances may they push their motorcycle onto the grid from the pit lane or ride counter course to proceed to the grid. In this case, riders must start the warm up lap from pit exit and start the race from the back of the grid.
11. The Race Director may choose at this time to declare the race as "wet" or "dry". The starter will indicate this to the riders on the grid and those who may still be in the pit lane by the display of a wet/dry board
 - a. If no board is displayed the race will automatically be declared "dry".
 - b. Riders on the grid may, at this stage, make adjustments to the motorcycle or change tires to suit the track conditions.
 - c. Approximately two (2) minutes before the start of the race:
 - Green flag waved to start warm up lap
12. In the interest of safety, should a rider stall his/her motorcycle, he/she may be assisted to restart by an official. If, after a reasonable period, the engine does not start then the rider will be pushed into the pit lane, where accessible, so his/her mechanics may provide assistance.
13. The riders will make one (1) lap, at unrestricted speed
14. As soon as the riders have passed the pit lane exit, the pit lane exit light will remain white, and any rider waiting in the pit lane will be permitted to join the warm up lap. Thirty (30) seconds later the pit lane is closed and a marshal will display a red flag and/or red light.

15. On returning to the grid the riders must take up their positions with the front wheel of their motorcycle up to or behind the front line and between the side lines defining the grid position and keep their engines running.
16. An official will stand at the front of the grid holding a red flag motionless.
17. Any rider who arrives after the riders have taken up position. will start the race from pit out., at the discretion of race control.
 - a. Any rider who encounters a problem with his/her motorcycle on the warm up lap may return to the pit lane and make repairs in the pit lane only.
 - b. Any rider who stalls his/her 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.
18. Start of the race:
 - a. One white light will remain on during the warm up lap. At the start 1 more white light will illuminate consecutively followed by 2 red lights at the same time. After a period of 1-3 seconds all lights will extinguish denoting the start.
 - If the red lights' device is fed by normal power (electricity) supply, it should also be connected to a U.P.S. (Uninterruptible Power System) to provide power to the starting lights' device in the event the primary electric power fails at the moment of the start.
 - b. Any rider who anticipates the start or who is deliberately not placed in his/her starting box will be required to carry out the ride through procedure.
 - c. Anticipation of the start (jump start) is defined by the motorcycle moving forward when the red lights are on. Race Direction will be the sole judge of whether an advantage has been gained and decide if a penalty will be imposed and must arrange for the team to be informed of such penalty as soon as possible. A board may also be displayed in the pit lane indicating the same. The notification of a jump start on the timing monitor is one of fact.
 - d. If, after the start of the race, a rider stalls his/her motorcycle, then he/she may be assisted by being pushed along the track until the engine starts by an official. If, after a reasonable period, the engine does not start, then the rider will, where accessible, be pushed into the pit lane where his/her mechanics may provide assistance.
 - e. After the start signal has been given and the last rider has passed the pit exit, the pit exit will be opened.

- f. Any riders still in the pit lane may then start the race.
 - Riders still in the pit lane may not start the race after the lead rider has crossed the finish line to complete the first racing lap.
- g. Should there be a problem that might compromise safety for the start of the warm up lap or the race the Starter will invoke either the “Start Delayed” procedure or the “Extended Start Delayed” procedure.

“Start Delayed” Procedure

1. A red flag is waved from the Starter’s rostrum and the red light stays on:
 - a. The "Start Delayed" board is displayed from the Starter’s rostrum and marshals will wave a yellow flag at designated rows of the starting grid.
 - b. Riders must stay in their grid position with helmets on, engines may be switched off.
 - c. If a machine causes the start delay it will be removed to the pit lane, where accessible, regardless of what work is needed to restart the machine. If it can be restarted the rider may start the warm up lap from the pit lane, and will start the race from the back of the grid.
 - d. Only essential officials may be allowed on the grid, no media, guests, umbrella holders or other team personnel will be permitted, with the exception of camera crew(s) authorized by the organizers.
2. The start procedure will be re-commenced by a board displayed as soon as possible (normally as soon as all riders on the grid).
3. If the five (5) minute board or three (3) minute board is displayed, riders may be attended by a maximum of two (2) mechanics per rider.
 - a. Only tire warmers, stands, and hand-carried tools are allowed, no generators are allowed on the grid. The start procedure will re-commence.
4. If the one (1) minute board is displayed, riders may be attended by a maximum of two (2) mechanics per rider to assist the rider with starting the machine as quickly as possible and then immediately vacate the grid. The start procedure will re-commence.
5. If the thirty (30) second board is displayed, riders may not be attended by mechanics. Any rider who is unable to start his/her machine must remove it to the pit lane, where accessible, under the control of the grid marshals so he/she may make further attempts to start it. Such

riders may start the warm up lap from the pit lane and will start the race from the back of the grid.

6. Approximately two (2) minutes before the start of the race:
 - a. Green flag waved to start the warm up lap.
 - b. In the interest of safety, should a rider stall his/her machine, he/she may be assisted to restart. If, after a reasonable period, the engine does not start, then the rider, where accessible, be pushed into the pit lane where his/her mechanics may provide assistance.
7. The race distance will be reduced by one (1) lap if the Start Delayed signal is after the warm up lap only. Any person who, due to his/her behavior on the grid is responsible for a "Start Delayed" may be further penalized

"Extended Start Delayed" Procedure

1. A red flag is waved from the Starter's rostrum and the red light stays on.
2. The "Start Delayed" board is displayed from the Starter's rostrum and marshals will wave a yellow flag at designated rows of the starting grid.
3. Engines must be switched off.

Restart Procedure (Quick Start)

When a race is stopped, riders must return to the pit lane, unless otherwise instructed by officials. If the race is to be re-started, minor repairs may be carried out. The following procedure will take place:

1. Upon arrival in the pit lane, riders may make adjustments to their motorcycle, refueling is permitted in the pit lane. (Prior to the start of the race, teams should ensure that all necessary equipment is located in the pit lane service area in a safe position). Tire changes are not permitted unless the Race Director announces a change to the race status (i.e. Dry/Wet), or the Technical Director authorizes an exceptional tire change due to a verifiable technical problem. In the case of an exceptional tire change, the rider must start the restarted race from the back of the grid.
2. When all riders have entered the pit lane the Race Director will announce the time remaining to the re-opening of the pit lane and the race distance.

3. The rider should avail himself/herself of his/her new grid position from the classification displayed on the timing screen or from officials.
4. When the time period has elapsed, the pit lane exit will be opened for SIXTY (60) SECONDS. Riders will make one (1) lap at unrestricted speed to the starting grid,. Any rider arriving behind the elapsed time must go into the pit lane. Such riders will have to start the warm-up lap from the pit lane.
5. All riders will arrive back on the starting grid, and stop, with engines running, no adjustments may be made. Any rider encountering difficulties on the sighting lap must enter the pit lane.
6. Upon arrival back at the starting grid each rider may be directed to their grid position by ONE mechanic only (without tools and race direction's discretion) and the normal start procedure will be followed as described above with the start signal given in the normal manner.

Accelerated Start Procedure

The start procedure may be accelerated by the Race Direction. This will be notified to teams on the timing monitor and by the display of the boards indicating the time remaining to the closure of the pit lane exit and to the start of the warm-up lap. This will be used in principle when there are time restraints due to circuit limitations on time.

“Wet” and “Dry” Race Procedures

All races will be categorized 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 declared dry. The purpose of this classification is to indicate to riders the consequence of varying climatic conditions during a race.

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 tires.

Wet Races

1. A race classified as wet, usually commenced in varying or wet conditions, will not be interrupted for climatic reasons except for extraordinary events. Riders who wish to change tires or make adjustments must enter the pits and do so during the actual race.

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

Ride Through Procedure

1. During the race, the rider will be requested to ride through the pit lane, stopping is not permitted. He/She may then rejoin the race.
2. The rider must respect the speed limit in the pit lane. In case of infraction of this speed limit, the ride through procedure will be repeated; in case of a second infraction of this speed limit, the rider will be shown the black flag and will be disqualified.
3. 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 ride through after the start of the second part of the race.
4. In the case of a rider carrying forward a penalty for anticipation of the start, into the second part of an interrupted race and subsequently found to have anticipated the second start, the rider will be shown the black flag and will be disqualified.
5. In the case where the organization has been unable to carry out the ride through penalty before the end of the race, the relevant rider will be inflicted with a time penalty of twenty (20) seconds.

Pit Stops During a Race

1. Riders may enter the pit lane (but must not cross the line into the rider's paddock area) during the race.
2. Refueling is strictly prohibited. Any infringement of this rule will be penalized with a disqualification
3. Any rider who enters the paddock, the garage or cold side of the pit lane will be considered to have withdrawn from the race and may not re-enter the race or take part in any re-started race.

Interruption of a Race

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

1. Any rider who enters the paddock, the garage or cold side of the pit lane will be considered to have withdrawn from the race and may not re-enter the race.
2. 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 and by all other riders on the same lap as the leader, then the race will be deemed to have been completed and full Championship points will be awarded.
3. The results will be based on the order of last crossing the finish line prior to the showing of the red flag.
4. Exception: After 2/3 distance is complete, if a rider crashes between the last crossing of the finish line and the red flag, the following applies:
 - a. Riders found to have not experienced a disadvantage during a crash, mechanical, or other event as determined by Race Direction, after applying the scoring protocol, the rider will have a 20 second time adjustment applied by Race Direction.
 - b. Race Direction may apply a longer time adjustment, a position adjustment or a penalty if deemed necessary.
 - c. The decision may be based on video footage, sector crossing data, or official's observation and will be final.
5. Exception: If the race is interrupted after the checkered flag, the following procedure will apply.
 - a. For all the riders to whom the checkered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
 - b. For all the riders to whom the checkered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
 - c. The complete classification will be established by combining both partial classifications as per the lap/time procedure.
6. If less than 2/3 distance is complete, follow procedures to restart the race.

Restarting a Race That Has Been Interrupted

If a race must be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits, the Race Director will announce a time to begin, which, conditions permitting, should not be later than 10 minutes after the initial display of the red flag.

Barring technical issues, the results of the first race will be available to teams before the second part of a race can be started via Speedhive

The Race Director will decide and announce whether the Normal Start procedure or the Quick Start Procedure will be used.

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

1. In the case of less than three (3) laps completed by the leader of the race and by all other riders on the same lap as the leader:
 - a. All riders may re-start.
 - b. Motorcycles may be repaired and refueling is permitted.
 - c. Tire changes are not permitted unless the Race Director announces a change to the race status (i.e. Dry/Wet), the race was declared wet, or the Technical Director authorizes an exceptional tire change due to a verifiable technical problem. In the case of an exceptional tire change, the rider must start the restarted race from the back of the grid.
 - d. The number of laps will be at the discretion of Race Direction respecting schedules with a minimum of two-thirds of the original race distance rounded down to the nearest whole number of laps.
 - e. The grid positions will be as for the original race except the rider(s) who caused the Red Flag; they must start at the back of the grid.
2. In the case of three (3) laps or more and less than two-thirds (2/3) completed.
 - a. Only riders who are classified as finishers (have completed 75% of the first race distance in the first race may re-start.
 - b. Any rider who has crashed in the first part of the race who is eligible to take part in the re-start must be determined fit by a Medical Officer if there is suspicion that an

injury has been sustained. The Race Director's decision is final in requiring any rider undertake a check to ascertain fitness to ride.

- c. Motorcycles may be repaired, a Technical Official must clear repaired motorcycles. 4. Refueling is permitted.
- d. Tire changes are not permitted unless the Race Director announces a change to the race status (i.e. Dry/Wet), or the Technical Director authorizes an exceptional tire change due to a verifiable technical problem. In the case of an exceptional tire change, the rider must start the restarted race from the back of the grid.
- e. 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 one-third ($1/3$) of the original race distance rounded up. The decision is at the discretion of Race Direction respecting schedules.
- f. The grid position will be based on the finishing order of the first race.
- g. The final race classification will be established according to the position and the number of laps of each rider at the time he/she crossed the finish line at the end of the last part of the race.

Should a re-started race be interrupted and Race Direction deems it possible to re-start, then the conditions for a further re-start will follow with the race distance and results defined as follows:

1. If the re-started race is interrupted when one third ($1/3$) race distance or more has been completed, the race will be deemed to have been completed and full Championship points awarded.
2. If the re-started race is interrupted when less than one third ($1/3$) race distance has been completed, the race would be re-started, further time if possible, for the same number of laps as the first re-start.
3. If that further re-started race (third race) is interrupted when less than one third ($1/3$) race distance has been completed, Race Direction will determine if it is practical to re-start the race and will define the number of laps to be completed. If it is not possible to reschedule the race the results will then be determined by the first part of the race and full Championship points awarded, provided that in the first part of the race one third ($1/3$) race distance or more has been completed.
4. If the first race is re-started and none of the races (original or subsequent re-starts) have completed one third ($1/3$) race distance or more, then the race is deemed to be cancelled

and no Championship points will be awarded.

5. Race Direction may reschedule re-started races in the race program as necessary.

Finish of Race and Race Results

When the leading rider has completed the designated number of laps for the race, a checkered flag will be shown by an official standing at the finish line, behind a first line of protection. The checkered flag will continue to be displayed to the subsequent riders.

1. When the checkered flag is shown to the leading rider, no other rider will be permitted to enter the track from the pit lane.
2. 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 checkered flag and the white 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 checkered flag.
 - a. In case of a photo-finish between two (2), or more, riders, the decision shall be taken in favor of the competitor whose front wheel leading edge crosses the plane of the finish line first. In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.
 - b. The results will be based on the order in which the riders cross the line and the number of laps completed.
 - c. To be counted as a finisher in the race and be included in the results a rider must:
 - i. Complete 75% of the race distance.
3. In the case of a race interrupted after two thirds (2/3) distance completed, be actively participating at the time the red flag is displayed. For the purposes of these regulations “actively competing” is defined as the rider riding on track, or attempting to repair/restart the machine, or to rejoin the track or return to the pit lane. Race Direction will be the sole judge of whether a rider is actively competing.
4. Cross the finish line on the race track (not in the pit lane) within five (5) minutes of the race winner. The rider must be in contact with his/her motorcycle.

Check Area

1. For all races, the top three (3) classified finishers will be inspected by a Motogladiator race official. The remaining machines will be directed to the pit area.

- a. Should a team have a technical protest lodged against them after Race 1 (in a same day double header event) then they have three options:
 - Immediate examination time allowing.
 - Replacement of suspected parts, with the replaced parts impounded for examination later.
 - Protested parts may be sealed by the Tech Director and use the machine 'as is' in Race 2 and for any infractions found then penalties will be applied to both races.

- b. Racer(s) may protest another racer up to 1 hour after the race.

Deposits In Case of Motorcycle Control Following a Protest

1. The deposit in case of dismantling and reassembling a motorcycle to measure the cylinder capacity, following a protest, is 200 USD (material included). The deposit in case of partial or complete dismantling of an engine or gearbox is 350 USD.
2. If the party who makes the protest is the losing party, the deposit shall be paid to the winning party.
3. If the party who makes the protest is the winning party, the deposit shall be reimbursed.

Championship Points and Classification

All class championship points awarded for the race will be awarded based on the finishing position listed on the scale below.

Place	Points
1st	35
2nd	30
3rd	26
4th	23

5th	21
6th	19
7th	18
8th	17
9th	16
10th	15
11th	14
12th	13
13th	12
14th	11
15th	10

Awards and Payouts

Motogladiator Season Championship Trophies

The Top 3 overall points earning racers are presented with “legacy” trophies at the conclusion of the season. Trophies are kept in the possession of the awarded competitor during the off-season and the following race season. Trophies are handed down/surrendered to the respective champion of the following season at its conclusion.

Motogladiator Season Championship Top 10 Prizes

The Top 10 overall points earning racers will be awarded prizes at the conclusion of the season. Prizes are determined by race direction based on overall participation levels during the season.

Individual Race Awards

Grids with 5 or more racers in their respective classes will qualify for trophies for Top 3 finishers.

Expert Level Promotions

Amateur riders who qualify for Expert level will be promoted at the conclusion of the season. The following achievements by an Amateur qualify for Expert level promotions:

1. The rider who receive the top position in their class based on season championship points
2. Any rider who accumulates 800 points or higher in the season
3. A rider has the right to refuse their first promotion to Expert level. This should be done via email.
4. All promotion decisions are subject to the discretion of Race Direction.

Technical Regulations

Amendments to the technical regulations may be made by Motogladiator at any time.

During free practices, qualifying practices, race warm up sessions: If a motorcycle is found not to be in conformity with the technical regulations during or after the session, its rider will be given a penalty for the event such as a ride-through, a drop of any number of grid positions for the next race, suspension and/or withdrawal of championship or cup points.

Races: If a motorcycle is found not to be in conformity with the technical regulations during or after a race, its rider will be given a penalty such as a time penalty or disqualification.

Introduction

Motorcycles for the Motogladiator series must be motorcycles with a valid road homologation in one of the following areas: USA, EU or Japan.

These motorcycles must be available for sale to the public in the shops and the dealerships representing the manufacturer in at least one of the above areas before the third event of the current championship in order to be allowed to be used in the remaining championship events.

General Items

Main Frame

1. The main frame is considered as any structure that joins the steering tube, engine and swing-arm pivot. If the steering tube, engine mounts or swing-arm is connected through a removable bracket (with engine removed) then those brackets will be considered as part of the main frame. If the steering tube, engine mounts and rear swing-arm pivot connect to the main frame without removable brackets, then any additional brackets will not be considered as part of the main frame. If there is any part in question the Technical Directors decision is final.
2. If the rear section (rearward of the engine, meant for the rider's seating) of a frame is not removable then there is no rear sub-frame and only a main frame. Regulations applying to the rear sub-frame will not apply to main frames.

Materials

The use of titanium in the construction of the frame, front forks, handlebars, swing arm, swing arm spindles and the wheel spindles is forbidden. For wheel spindles, the use of light weight alloys is

also forbidden. The use of titanium alloy nuts and bolts is allowed in certain classes specified in their respective sections.

Handlebars and Control Levers

1. Exposed handlebar ends must be plugged with a solid material or rubber covered.
2. The minimum angle of rotation of the steering on each side of the centerline or mid position must be 15° for all motorcycles.
3. The front wheel, tire and the mudguard must maintain a minimum gap of 10 mm from any part of the machine that can cause binding, regardless of the handlebar position.
4. Solid stops, other than steering dampers, must be fitted to ensure a minimum clearance of 30 mm between the handlebar with levers and the tank, frame and/or other bodywork when on full lock in order to prevent trapping of the rider's fingers.
5. Repair by welding of light weight alloy handlebars is prohibited.
6. Composite handlebars are not allowed in any class.
7. All handlebar levers (clutch, brake, etc.) must be ball ended. This ball can also be flattened in any case but the edges must be rounded. These ends must be permanently fixed and form an integral part of the lever.
8. Each control lever (hand and foot levers) must be mounted on an independent pivot.
9. The brake lever, if pivoted on the footrest axis, must work under all circumstances, such as the footrest being bent or deformed.
10. Modified rider controls will be considered for the mobility challenged subject to a report by the Medical Director, the Technical Inspectors decision is final.
11. Clutch lever may have a guard fitted equivalent to a brake lever guard.

Compulsory Safety Items

1. All drain plugs must be lock wired (safety wired). External oil filter(s), screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases) or have a secondary retention mechanism.
2. Composite brake lever guards are not permitted, however, FIM approved guards will be permitted without regard to the material. Only composite guards need FIM approval.

- a. The Technical Inspector has the right to refuse any guard not satisfying this safety purpose.
3. All fasteners must meet factory torque specification. If any fasteners (i.e. axles, pinch bolts, brake calipers, etc.) are found to be loose while on the race course the competitor will be subject to penalties.
4. Where breather or overflow pipes are fitted they must discharge via existing outlets. The original closed system must be retained; no direct atmospheric emission is permitted.
5. Motorcycles must be equipped with a red light on the instrument panel that will illuminate in the event of low oil and/or oil pressure drop.

Wheels and Rims

1. Any modification to the rim or spokes of an integral wheel (cast, molded, riveted) as supplied by the manufacturer or of a traditional detachable rim other than for spokes, air valve or security bolts is prohibited.
2. Tire retention screws may be used to prevent tire movement relative to the rim. If the rim is modified for these purposes, bolts and/or screws must be fitted.
3. A non-slip coating/treatment may be applied to the bead area of the rim. e. Wheel balance weights may be discarded, changed or added to.
4. Aluminum or steel inflation valves are compulsory. Angled valves are recommended.

Tires

1. The tread pattern must be made exclusively by the manufacturer when producing the tire.
2. As a safe minimum, the depth of the tire tread over the whole pattern at pre-race control must be at least 2.5mm.
3. Tires which at the preliminary examination have a tread depth of less than 1.5 mm are considered as non-treaded tires and the restrictions applying to slick tires will then apply to them.
4. The surface of a slick tire must contain three (3) or more hollows at 120° intervals or less, indicating the limit of wear on the center and muster areas of the tire. The rider shall not enter the track if at least two (2) of these indicator hollows are worn on different parts of the periphery.

Tire warmers

The use of tires warmers is allowed.

Ballast

1. The use of ballast is allowed in order to comply with the minimum weight limit. The use of ballast must be declared to the Technical Inspector at the preliminary checks.
2. The ballast must be made of (a) solid metallic piece(s) firmly and securely connected either through an adapter or directly to the main frame or engine with a minimum of two (2) steel bolts (min. 8 mm diameter, 8.8 grade or over). Other equivalent technical solutions must be submitted to the Technical Director for his/her approval.
3. Fuel in the fuel tank can be used as ballast. Nevertheless, the verified weight may never fall below the required minimum weight.

Timekeeping instruments

All motorcycles must have a correctly positioned transponder. MyLaps X2, TR2

1. Teams must provide their own transponder. Motogladiator will not provide transponders
2. The transponder should be fitted centrally on the machine and as low to the ground as possible avoiding being shielded by bodywork. The manufacturer suggested the direction of the transponder should also be respected.
3. It is the team's responsibility to ensure that the transponder is located in an optimal position and working properly. Any machine without a working transponder is not allowed on the circuit.
4. Correct attachment of the transponder bracket consists of a minimum of tie-wraps but preferably consists of screws or rivets. Any transponder retaining clip must also be secured by a tie-wrap. Velcro or adhesive alone will not be accepted. The transponder must be working at all times during practices, qualifying, races, also when the engine is switched off.

Wings and Aerodynamic Aids

1. Wings and other aerodynamic aids will only be considered legal if originally fitted to the homologated road specification machine in all of Europe, Japan and North America. For race use the wings must follow the dimensions, profiles and positions of the homologated shapes exactly (+-1mm). For copies of the OEM parts the leading edges (including end plates) must have a minimum circumference of 4mm and must have a rounded end (8mm radius) or be enclosed / integrated into the fairing.

2. The OEM parts may be used 'as is' with the exception that the wing root and 10mm from the end face may be modified to allow mounting to the (race) fairing. This may not be in the form of an extension and the size of the wing will be measured with reference to the face of the wing root.
3. The wing must be fitted in the same 'relative' position (accepting the tolerance allowed for the fairing) and the angle of attack must be within $\pm 4^\circ$ of the original angle of attack relative to the chassis.
4. For active or dynamic aerodynamic parts, ONLY the standard homologated mechanism may be used. The range of movement must be the same as that used by the homologated road machine in normal use - not the mechanical maximum.
5. The Technical Inspectors decision will be final.

Crash Protection

Crash protection may be fitted to the frame, using existing mounting points, or pressed into the ends of the wheel axles. Wheel axles may not be modified for the fitment of crash protection. Crash protection (frame sliders) may not provide an aerodynamic advantage unless originally fitted to the homologated machine.

Homologated Parts

Homologated parts are the OEM parts supplied fitted to the machine during manufacture and as delivered. Unless stated otherwise these parts may not be remade, refinished, treated, coated or modified in any way.

Parts from different homologations may not be used on machines from another homologation including when sharing the model name but excepting when the part is superseded for production reasons and also accepted by the FIM.

1000/600 Specifications

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

The appearance from the front, rear and the profile of Sport class motorcycles must (except when otherwise stated) conform in principle to the homologated shape (as originally produced by the manufacturer). The appearance of the exhaust system is excluded from this rule.

Motorcycle specifications

All parts and systems not specifically mentioned in the following articles must remain as originally produced by the manufacturer for the homologated motorcycle.

Engine configurations and displacement capacities

Engine Configurations and Displacement Capacities

The following engine configurations comprise the 1000 Sport class.

Over 750cc up to 1105cc 4 stroke 3- and 4-cylinder Over 850cc up to 1200cc 4 stroke 2- cylinder
The displacement capacity bore and stroke must remain at the homologated size. Modifying the bore and stroke to reach class limits is not allowed.

The following engine configurations comprise the 600 Sport class.

Over 400cc up to 636cc 4 stroke 4 cylinders Over 500cc up to 765cc 4 stroke 3 cylinders Over 600cc up to 955cc 4 stroke 2 cylinders
The displacement capacity bore and stroke must remain at the homologated size. Modifying the bore and stroke to reach class limits is not allowed.

Numbers and number plates

Numbers must be easily legible, in a clear simple font and contrast strongly with the background color. Backgrounds must be of one single color over an area large enough to provide a minimum clear area of 25 mm around the numbers.

The sizes for all the front numbers are: Minimum height: 140 mm

Minimum width: 80 mm

Minimum stroke: 25 mm

Minimum space between numbers: 10 mm

The sizes for all the side numbers are: Minimum height: 120 mm

Minimum width: 70 mm

Minimum stroke: 20 mm

Minimum space between numbers: 10 mm

The allocated number (& plate) for the rider must be affixed on the motorcycle as follows:

1. Once on the front, either in the center of the fairing or slightly off to one side; the number must be on a strongly contrasting background.
2. Once on each side of the lower rear portion of the lower fairing. The number must be on a strongly contrasting background with no advertising within 25mm in all directions.
3. Any outlines must be of a contrasting color and the maximum width of the outline is 3mm. The background color must be clearly visible around all edges of the number (including outline). Reflective or mirror type numbers are not permitted.
4. Numbers cannot overlap
5. In case of a dispute concerning the legibility of numbers, the decision of the Technical Director will be final.

Fuel

Pump gas for 1000 / 600

Open fuel for TWINS, 400

Tires

Open

Engine

The following engine specifications and components may not be altered from the homologated motorcycle except as noted:

1. The homologated engine design model cannot be changed.
2. The method of cam drive must remain as homologated.

3. The method of valve retention must remain the same as the homologated model. No pneumatic valve retention devices are allowed unless fitted to the homologated model.
4. The sequence in which the cylinders are ignited (i.e. 1-2-4-3), must remain as originally designed on the homologated model. Simultaneous firing of two (2) cylinders is also forbidden if not adopted on the homologated motorcycle. Up to five (5) degrees firing difference in two (2) cylinders is regarded as 'simultaneous' firing.

Fuel injection systems

'Fuel injection systems' refers to the throttle bodies, fuel injectors, variable length intake tract devices, fuel-pump and fuel pressure regulator.

1. The original homologated fuel injection system must be used without any modification.
2. The fuel injectors must be stock and unaltered from the original specification and manufacture.
3. Air funnels may be altered or replaced.
4. Primary throttle valves cannot be changed or modified.
5. Variable intake tract devices cannot be added if they are not present on the homologated motorcycle and they must remain identical and operate in the same way as the homologated system. All the parts of the variable intake tract device must remain exactly as homologated (except the air funnels). Variable intake tract devices may be replaced with fixed air funnels.
6. Air and air-fuel mixture must go to the combustion chamber exclusively through the throttle bodies.
7. Electronically controlled throttle valves, known as 'ride-by-wire', may be only used if the homologated model is equipped with the same system.
8. If the variable intake tract actuation mechanism mounts or fuel injector mount is an integrated part of the air funnel, then those parts alone may be redesigned maintaining the exact geometry of the original parts.

Cylinder head

The cylinder head must be the originally fitted and a homologated part.

Exception: TWINS motors: open

1. The exhaust air bleed system may be blocked and the external fittings on the cam cover(s) may be replaced by plates.
2. The homologated cylinder head / cam cover may be replaced by a cosmetic replica of higher specific weight material (i.e. replace magnesium part with aluminum).

Cam sprockets or cam gears

1. The cam chain or cam belt tensioning device(s) can be modified or changed. b. The cam chain may be altered or replaced but must remain the same type.

Cylinders

Cylinders must be the originally fitted and homologated part with no modification allowed
Exception(s): TWINS motors: open

Pistons

Must be the originally fitted and homologated part with no modification allowed. Exception(s):
TWINS motors; open

Piston rings

Must be the originally fitted and homologated part with no modification allowed. Exception(s):
TWINS motors; open

Piston pins and clips

Must be the originally fitted and homologated part with no modification allowed.
Exception(s): TWINS motors; open

Connecting rods

Must be the originally fitted and homologated part with no modification allowed
Exception(s): TWINS motors; open

Crankshaft

Must be the originally fitted and homologated part with no modification allowed.
Exception(s): TWINS motors; open

Crankcase / Gearbox housing

Must be the originally fitted and homologated part with no modification allowed.

Exception(s): TWINS motors; open

Lateral covers and protection

1. Lateral (side) covers may be altered, modified or replaced (excluding pump covers). If altered or modified, the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of the same or higher specific weight and the total weight of the cover must not be less than the original one.
2. Titanium bolts may be used to fasten lateral covers.
3. Oil containing engine covers can be secured with aluminum bolts.
4. Heavy duty engine case covers may be used in lieu of secondary case covers.

Transmission / Gearbox

Must be the originally fitted and homologated part with no modification allowed.

Clutch

1. Aftermarket or modified clutches are permitted including:
 - a. Friction plates and steel plates
 - b. Clutch hub
 - c. Springs
 - d. Hardware

Oil pumps and oil lines

1. The originally fitted and homologated oil pump must be used. The oil pressure relief spring is free.
2. Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of braided reinforced construction with swaged or threaded connectors.

Cooling System

1. Only non glycol liquid engine coolant permitted
2. The water pump must remain homologated.
3. The original radiator or oil cooler may be altered or replaced from those fitted to the homologated motorcycle.
4. Additional radiators or oil coolers may be added.
5. The original oil/water heat exchanger may be modified, replaced or removed. f. The cooling system hoses and catch tanks may be changed.
6. The radiator fan and wiring may be changed, modified or removed.
7. The oil cooler must not be mounted on or above the rear mudguard.
8. The appearance from the front, rear and profile of the motorcycle must in principle conform to the homologated shape after the addition of additional radiators or oil coolers.

Air box

1. The air box must be the originally fitted and homologated part with no modification allowed except as noted in the following:
 - a. i. If the homologated air box is used to mount top type fuel injectors, then the air box and the attached systems must remain as homologated.
 - b. If the homologated air box is used to mount variable intake tract devices, then the air box and the attached systems must remain as homologated and function in the same way (excepting the air funnels.
 - c. If used, variable intake tract devices must function in the same way as on the homologated system.
2. Any holes in the air box to the outside atmosphere resulting from the removal of components must be completely sealed from incoming air.
3. The air box drains must be sealed.

4. Ram air tubes or ducts running from the fairing to the air box may be modified, replaced or removed. If tubes/ducts are utilized, they must be attached to the original, unmodified air box inlets.
5. All motorcycles must have a closed breather system. All the oil breather lines must be connected (may pass through an oil catch tank) and exclusively discharge in the air box.
6. If the top of the air box is formed by the bottom of the tank, then that part of the tank will be considered as the air box and must conform to its homologated shape accepting two (2) mm variance in corner radii and must be the same volume. A dry- break / quick-release connector may be fitted.
7. Additional heat shielding is allowed to be applied to the lower face / side of the air box (i.e. foil heat tape).

Fuel Supply

The fuel pump and fuel pressure regulator must be the originally fitted and homologated part with no modification allowed.

Exhaust system

1. Exhaust pipes, catalytic converters and silencers may be altered or replaced from those fitted to the homologated motorcycle.
2. The number of the final exhaust silencer(s) must remain as homologated. The silencer(s) must be on the same side(s) as on the homologated model.
3. For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.

Electronic control system

1. The central unit (ECU) may be relocated.
2. The original speedometer and tachometer may be altered or replaced. c. The wiring harness is free.
3. Spark plugs, spark plug caps and HT leads (if applicable) are free.
4. Battery is free

Generator, alternator, electric starter

1. The stator/coils must be the originally fitted and homologated parts with no modification allowed.
2. The flywheel may be modified or replaced.
3. The ACG must generate sufficiently to maintain battery charge.
4. The electric starter must operate normally and always attempt to start the engine during the event.
5. The starter motor gear system must be the originally fitted and homologated parts. Surface and hardening treatments are allowed.
6. Motorcycles should self-start on the starting grid in neutral. Push-starting on the starting grid is not allowed, however start line officials may push start the motorcycle if necessary (in gear).
7. The starter must crank the engine at a suitable speed for starting for a minimum of 2 seconds without the use of a boost battery. No boost battery may be connected to the machine after the end of the session.

Frame body and rear sub-frame

1. The main frame must be the originally manufactured, fitted and homologated part with only the following modifications allowed.
2. In all the following cases the main frame may only be altered by the addition of gussets, tubes or plates unless stated otherwise. The additions may be welded or bonded. No gussets or tubes may be removed, other allowed modifications are detailed within the following section of these rules. These additions must be documented by the reference team (or manufacturer).
3. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount).
4. The homologated position (of engine, steering stem or pivots) is considered as the position in which the production motorcycle is supplied. (Fore and aft is considered along the bottom plane of the original bearing seat).

5. Suspension linkage mounting points on the frame must remain as homologated.
6. If the original chassis includes adjustable inserts for the engine mounting position then:
 - a. The inserts are free BUT the chassis cannot be modified further (except as mentioned in 2).
 - b. There is no limit to the range of adjustment.
7. If the original chassis has fixed engine mounts then the engine must be mounted in the homologated position.
8. Steering Stem Position:
 - a. If the homologated machine has adjustable/exchangeable bearing inserts/bushes for the steering stem position then:
 - i. The inserts/bushes can be used to adjust the fore and aft position of each bearing.
 - ii. No part of these bushings may protrude axially more than 3 mm from the original steering head pipe location nor may the bearing be inset.
 - iii. A slot and clamp may be machined/added to allow easier bushing exchange. Other positive retention mechanism may be allowed
 - iv. The chassis cannot be modified further except as mentioned in point 2.
 - b. If the original chassis has a fixed steering stem position, then the steering stem axis/position may be adjusted by moving the steering head bearings.
 - c. The fore and aft position of each bearing can be a maximum +/-6 mm in respect to the original bearing location (excluding tolerances).
 - i. The original bearing seats may be modified (ovaled) or increased in diameter to insert special bushings.
 - ii. No part of these special bushings may protrude axially more than 3 mm from the original steering head pipe location nor may the bearing be inset.
 - iii. The steering head pipe can be reinforced in the area of the bearing seats.
 - iv. Welding and machining is allowed for the purpose of making these modifications.

9. Swingarm Pivot Position:
 - a. If the original chassis includes adjustable inserts for the swinging arm pivot axis, then:
 - i. Inserts/bushings are free
 - ii. The chassis cannot be modified further (except as mentioned in 2).
 - iii. There is no limit to the range of adjustment.
 - b. If the original chassis has a fixed swingarm mounting pivot axis:
 - i. The swing arm pivot axis may be moved a maximum of 5 mm radially (excluding tolerances) measured from the homologated axis.
 - ii. Modifications may be made to the frame at the swing arm pivot area to allow this. Welding and machining is allowed for the purpose of making this modification, regardless of the technology used and the dimensions of the component or section of the frame (i.e.: cast, fabricated, etc.).
 - iii. The method of adjustment is free - e.g. bushings, inserts, offset axles. For machines fitted with changeable inserts as standard then the homologated position is considered as the position in which the production motorcycle is supplied.
 - iv. iv. Should these pivot / axles pass through the crankcases then the relevant crankcase mounting hole may be machined larger, no welding or other modifications will be permitted. Crankcases may be machined for swingarm clearance only.
10. The original lock stops may be removed from the frame body by grinding or machining. However, another form of lock stop must be fitted.
11. All motorcycles must display a vehicle identification number punched on the frame body (a proper 'legal VIN' or a unique designation by the team to which the Technical Director may choose to append). No detachable plates are permitted.
12. No polishing or surface refinishing is allowed but the paint scheme is not restricted. o. Fairing brackets may be altered or replaced.
13. Front and rear sub frame may be altered or removed.

14. Crash protectors may be fitted to the frame using existing points (max. length: 50 mm) or pressed into the ends of the wheel axles (max. length: 30mm).

Front Suspension

1. The front fork in whole or part may be changed but must be the same type homologated (e.g. leading link, telescopic, etc.).
2. The upper and lower fork clamps (triple clamp, fork bridges) and stem may be changed or modified.
3. A steering damper may be added or replaced with an 'after-market' damper. d. The steering damper cannot act as a steering lock limiting device.

Swing-arm (rear fork)

1. The rear fork may be altered or replaced from those fitted to the homologated motorcycle. However, the type (single or double sided) must remain homologated.
2. The use of carbon fiber or Kevlar materials is not allowed if not homologated on the original motorcycle.
3. Rear wheel stand brackets may be added to the rear fork by welding or by bolts.
4. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed.
5. Swing arm spindle (pivot) may be modified or replaced.

Rear suspension unit

1. Rear suspension unit may be changed but a similar system must be used (i.e. dual or mono).
2. The rear suspension linkage may be modified or replaced.
3. The original fixing points on the frame (if any) must be used to mount the shock absorber, linkage and/or rod assembly fulcrum (pivot points).
4. Removable top shock mounts may be replaced. If replaced they must retain their homologated geometry.

Wheels

1. Wheels may be replaced but not modified and associated parts may be altered or replaced from those fitted to the homologated motorcycle.
2. Aftermarket wheels must be made from aluminum (aluminum) alloys.
3. The use of the following alloy materials for the wheels is not allowed: Beryllium ($\geq 5\%$), Scandium ($\geq 2\%$), Lithium ($\geq 1\%$).
4. The homologated road bike wheel and sprocket carrier assembly may be used with no modification irrespective of material. Bearings and spacers may be changed.
5. On motorcycles equipped with a double-sided swing arm (rear fork), the rear sprocket and brake rotor must remain on the rear wheel when the wheel is removed.
6. Bearings, seals, and axles may be altered or replaced from those fitted to the homologated motorcycle. The use of titanium and light alloys is forbidden for wheel spindles (axles).
7. Wheel rim diameter size (front and rear) 17 inches Front wheel rim width: 3.50 inches Rear wheel rim width: 5-50-6.00 inches

Brakes

1. Front brake master cylinders may be altered or replaced from those fitted to the homologated motorcycle.
2. Front brake calipers may be altered or replaced from those fitted to the homologated motorcycle
3. Rear brake master cylinders may be altered or replaced from those fitted to the homologated motorcycle.
4. Rear brake calipers may be altered or replaced from those fitted to the homologated motorcycle
5. Brake pads or shoes may be altered or replaced from those fitted to the homologated motorcycle.
6. Brake hoses and brake couplings may be altered or replaced from those fitted to the homologated motorcycle. The split of the front brake lines for both front brake calipers must

be made above the lower fork bridge (lower triple clamp).

7. Brake discs may be altered or replaced from those fitted to the homologated motorcycle. Only steel (max. carbon content 2.1 wt. %) is allowed for brake discs. Alloys containing beryllium are not allowed to be used for brake calipers.
8. The Anti-Lock Brake System (ABS) ECU can be disconnected or dismantled. The ABS rotor wheel can be deleted, modified or replaced.

Handlebars and hand controls

1. Handlebars, hand controls and cables may be altered or replaced from those fitted to the homologated motorcycle.
2. Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote ride by wire grip/demand sensor.
3. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right-hand handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. The button/switch must be red.

Foot rest and foot controls

1. Foot rests, hangers/brackets and hardware may be replaced and relocated but the hangers/brackets must be mounted to their original frame mounting points.
 - a. Foot controls: gearshift and rear brake must remain operated manually by foot.
 - b. Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position.
2. The end of the foot rest must have at least an eight (8) mm solid spherical radius. e. Non-folding footrests must have an end (plug) which is permanently fixed, made of aluminum, plastic, Teflon or equivalent type of material (min. radius of eight (8) mm). The plug surface must be designed to reach the widest possible area of the footrest. The Technical Director has the right to refuse any plug not satisfying this safety purpose.

Fuel tank

The fuel tank must conform in principle to the homologated appearance and location of the original tank; however, its actual shape can be slightly changed to suit the rider's preference and increased fuel volume. The tank may also be modified below the upper frame line and under the seat.

Fairing / Bodywork

1. The fairing, mudguards and body work must conform in principle to the homologated shape as originally produced by the manufacturer. Headlights must be included even when considered external.
2. The fairing has a tolerance of +/-15mm from the original homologated road fairing, respecting the design and features of the homologated fairing, with the exception of the oil containing portions of the lower fairing, seat area and the area supporting the screen. The front upper fairing section (cowling) above the area of the front wheel cavity (front view) may have its frontal area increased in width by up to 30 mm per side (60 mm overall). It must still conform to the style of the original machine (scaled +/-15 mm planar) incorporating all included design features, however it may not exceed the homologated maximum width of the fairing side panels (excluding wings).
3. The windscreen may be replaced.
4. The ram-air intake must maintain the originally homologated shape and dimensions.
5. The original air ducts running between the fairing to the air box may be altered or replaced from those fitted to the homologated motorcycle. Particle grilles or “wire- meshes” originally installed in the openings for the air ducts may be removed.
6. The lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (min. 5 liters). The lower edge of openings in the fairing must be positioned at least 70 mm above the bottom of the fairing.
7. There may not be exit air vents in the front half of the lower fairing 40mm below a horizontal centerline between the wheel axles of the machine. The Technical Director may give permission for the lower fairing to have additional vents added if vents have been filled to meet this and the oil containment requirements.
8. Any added vents will not allow the exit of air in the front half of the fairing lower if they are behind a water or oil radiator.
9. Minimal changes are allowed in the fairing to permit the use of an elevator (front stand) for wheel changes and to add plastic protective cones to the frame or the engine.
10. Holes may be drilled or cut in the fairing or bodywork to allow additional increased intake air to the oil cooler. Holes bigger than 10 mm must be covered with a particle grill or fine wire mesh. Grill/mesh must be painted to match the surrounding material.

11. Original openings for cooling in the lateral fairing/bodywork sections may be partially closed only to accommodate sponsors' logos/lettering. Such modification shall be made using wire mesh or perforated plate(s). The material is free but the distance between all opening centers, circle centers and their diameters must be constant. Holes or perforations must have an open area ratio > 60%.
12. If the upper fairing has a rear edge/section that returns to the frame, reducing airflow between the fairing and frame (or sealing the fairing to the frame), then slots/notches may be removed from that area only. No material can be removed from the lateral (side) surfaces of the fairing. A maximum of 50% of the rear face may be removed.
13. The front fender must conform in principle to the homologated shape originally produced by the manufacturer.
14. Holes may be drilled in the front mudguard to allow additional cooling. Holes bigger than 10 mm must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material.
15. A rear fender may be added or removed.
16. Material of construction of the front mudguard, rear mudguard and fairing is free.

Seat

1. The seat may be altered or replaced from those fitted to the homologated motorcycle. The appearance from front, rear and profile must conform in principle to the homologated shape.
2. The top portion of the rear body work around the seat may be modified to a solo seat.
3. Holes may be drilled in the seat or rear cowl to allow additional cooling. Holes which are bigger than 10 mm must be covered with metal gauze or fine mesh. Mesh must be painted to match the surrounding material.
4. Material of construction of the seat is free.
5. All exposed edges must be rounded.

Replaceable Items

The following items MAY BE altered or replaced from those fitted to the homologated motorcycle.

1. Any type of lubrication, brake or suspension fluid may be used.
2. Gaskets, seals and gasket material
3. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.
4. Fasteners (nuts, bolts, screws, etc.) may be altered or replaced. Internal engine bolts must remain of standard homologated materials or materials of higher specific weight.
5. Thread repair may be made using inserts of different material such as Helicoils and ineserts.
6. External surface finishes and decals

Removable Items

The following items MAY BE removed

1. Instrument and instrument bracket and associated cables
2. Tachometer
3. Speedometer and associated wheel spacers
4. Chain guard

Items that Must be Removed

The following Items MUST BE removed or taped over

1. Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing).
Openings must be covered by suitable materials. must be taped over
2. Rear-view mirrors
3. Helmet hooks and luggage carrier hooks

400 Specifications

400 is an unlimited class that only must meet cylinder, CC and weight requirements.

400

EVERYTHING THAT IS NOT AUTHORIZED AND PRESCRIBED IN THIS RULEBOOK IS STRICTLY FORBIDDEN

The following will be legal (this list can be amended at any time :

- Honda CBR500R
- Kawasaki Ninja 250
- Kawasaki Ninja 300
- Kawasaki Ninja 400
- KTM RC390
- KTM RC390 R
- Yamaha YZF-R3
- Yamaha YZF-R3A
- SuperMotos - 500cc 4stroke and 300cc 2strokemax displacement

Fuel

Open

Tires

Open

Engine

The original homologated fuel injection system must be used without any modification. The fuel injectors must be stock and unaltered from the original specification and manufacture. Air funnels must remain as originally produced by the manufacturer for the homologated motorcycle. Butterfly valves cannot be changed or modified.

Variable intake tract devices cannot be added if they are not present on the homologated motorcycle and they must remain identical and operate in the same way as the homologated system. All the parts of the variable intake tract device must remain exactly as homologated. Air and air/fuel mixture must go to the combustion chamber exclusively through the throttle bodies.

Electronically controlled throttle valves, known as 'ride-by-wire', may only be used if the homologated model is equipped with the same system.

Cylinder head

Must be the originally fitted and homologated part with no modification allowed.

The exhaust air bleed system must be blocked and the external fittings on the cam cover(s) may be replaced by plates.

Valve spring shims may be changed freely.

The camshaft(s) must be the originally fitted and homologated part with no modification allowed.

The cam chain must remain as homologated. Cam chain tensioning devices must remain as homologated.

Cylinders must be the originally fitted and homologated parts with no modification allowed. Pistons must be the originally fitted and homologated parts with no modification allowed.

Piston rings must be the originally fitted and homologated parts with no modification allowed.

Transmission / Gearbox must be the originally fitted and homologated parts with no modification allowed except: Shift star and detent may be replaced but must function as originally designed. The countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.

Motogladiator Rules Commission

Motogladiator, through the Motogladiator Rules Commission may at any time amend any or all provisions of the Regulations. Any subsequent changes that take place after the printed versions are completed will be made electronically, and the on-line versions would then be the prevailing versions.

The Motogladiator rules committee shall meet on a regular basis to discuss and decide on all issues pertinent to the respective interests of the members. The calling of meetings of the Committee and the format of meetings must be mutually agreed by the members. A decision of the Committee must be unanimous.

The Motogladiator Rules Commission is competent to study any proposal of changes to the Motogladiator Road Racing Series. Please email proposed rule changes or additions to support@motogladiator.com

Thank you for your participation in the series.