



2026

BAGGER RACING EUROPEAN CUP

CR10 – CR10T

PROVISIONAL REGULATION



**This version of the rules may be updating during the year.
What is bold is new for 2026, what is red is new during 2026 season.**

<u>CR 10.1</u>	<u>GENERAL</u>
<u>CR 10.1.1</u>	<u>FIM EUROPE COMMERCIALS</u>
<u>CR 10.2</u>	<u>MEMBER FEDERATION</u>
<u>CR 10.3</u>	<u>FIM EUROPE CALENDAR 2026</u>
<u>CR 10.4</u>	<u>SUPPLEMENTARY REGULATIONS</u>
<u>CR 10.5</u>	<u>EVENTS</u>
<u>CR 10.6</u>	<u>CIRCUITS</u>
<u>CR 10.7</u>	<u>ADDITIONAL COMPETITION</u>
<u>CR 10.8</u>	<u>THE OFFICIALS OF THE MEETING</u>
<u>CR 10.8.1</u>	<u>Permanent Officials</u>
<u>CR 10.8.2</u>	<u>Individual Event Officials</u>
<u>CR 10.8.3</u>	<u>The Race Direction:</u>
<u>CR 10.8.4</u>	<u>The FIM EUROPE International Jury:</u>
<u>CR 10.8.5</u>	<u>The AA Steward Panel:</u>
<u>CR 10.9</u>	<u>PENALTIES</u>
<u>CR 10.9.1</u>	<u>Definition and application of penalties</u>
<u>CR 10.9.2</u>	<u>Plurality of penalties</u>
<u>CR 10.10</u>	<u>PROTEST & APPEALS</u>
<u>CR 10.10.1</u>	<u>Protest:</u>
<u>CR 10.10.2</u>	<u>Appeals:</u>
<u>CR 10.11</u>	<u>ELIGIBLE COMPETITORS</u>
<u>CR 10.12</u>	<u>CLASSES, AGE LIMITS AND DISTANCES OF RACES</u>
<u>CR 10.13</u>	<u>ENTRIES</u>
<u>CR 10.14</u>	<u>STARTING NUMBERS</u>
<u>CR 10.15</u>	<u>EVENT SCHEDULE</u>
<u>CR 10.16</u>	<u>TECHNICAL CONTROL – MEDICAL CONTROL</u>
<u>CR 10.16.1</u>	<u>Technical control</u>
<u>CR 10.16.2</u>	<u>Medical control</u>
<u>CR 10.17</u>	<u>PRACTICE SESSIONS</u>
<u>CR 10.17.1</u>	<u>Private and Supplementary Practices</u>
<u>CR 10.17.2</u>	<u>Qualifying practices</u>
<u>CR 10.17.3</u>	<u>Warm up (free practice)</u>
<u>CR 10.17.4</u>	<u>Starting grid positions</u>
<u>CR 10.18</u>	<u>RACES</u>
<u>CR 10.19</u>	<u>STARTING PROCEDURE</u>
<u>CR 10.19.1</u>	<u>Starting procedure in case of weather change</u>
<u>CR 10.19.2</u>	<u>Quick Start or Restart procedure</u>
<u>CR 10.20</u>	<u>RIDE THROUGH PROCEDURES</u>
<u>CR 10.21</u>	<u>"WET" AND "DRY" RACES</u>

<u>CR 10.21.1</u>	<u>Dry races</u>
<u>CR 10.21.2</u>	<u>Wet races</u>
<u>CR 10.22</u>	<u>BEHAVIOUR DURING PRACTICE AND RACE</u>
<u>CR 10.23</u>	<u>PIT STOPS</u>
<u>CR 10.24</u>	<u>THE CHANGE OF MOTORCYCLES</u>
<u>CR 10.25</u>	<u>INTERRUPTION AND RESTARTING OF A RACE</u>
<u>CR 10.25.1</u>	<u>Interruption of a race</u>
<u>CR 10.25.2</u>	<u>Re-starting a race that has been interrupted</u>
<u>CR 10.26</u>	<u>FINISH OF A RACE AND RACE RESULTS</u>
<u>CR 10.27</u>	<u>FLAGS AND LIGHTS</u>
<u>CR 10.27.1</u>	<u>Flags and lights used to provide information</u>
<u>CR 10.27.2</u>	<u>Flags and lights which convey information and instructions</u>
<u>CR 10.28</u>	<u>MEDICAL CARS</u>
<u>CR 10.29</u>	<u>PARC FERME</u>
<u>CR 10.30</u>	<u>CHAMPIONSHIP RESULTS, POINTS AND CLASSIFICATIONS</u>
<u>CR 10.31</u>	<u>PRIZES</u>
<u>CR 10.32</u>	<u>INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS</u>
<u>CR 10.33</u>	<u>FUEL</u>
<u>CR 10.34</u>	<u>TYRES</u>
<u>CR 10.35</u>	<u>SANCTION FOR NON-COMPLIANCE WITH THE FUEL RULES</u>
<u>CR 10.36</u>	<u>TIMEKEEPING</u>
<u>CR 10.37</u>	<u>FIM EUROPE CIRCUITS 2025</u>

SPORTING REGULATIONS

CR10.1 TITLE AND GENERAL

The FIM EUROPE (FIME) together with THE BAGGER RACING LEAGUE will organize the BAGGER RACING EUROPEAN CUP 2026.

These Events will run under jurisdiction of the FIME Sporting, Disciplinary and Arbitration Code, the FIME Circuit Racing rules CR01 and the FIME CR10T Technical Rules for BAGGER RACING EUROPEAN CUP as well as the Supplementary Regulations for each event.

CR 10.01.1 DISCLOSURE

EUROPEAN CUP COMPETITION AND EQUIPMENT RULES AND REGULATIONS ARE INTENDED TO FUNCTION AS GUIDELINES FOR THE CONDUCT OF MOTORCYCLE SPORTS COMPETITIONS CONDUCTED BY THE BAGGER RACING LEAGUE EUROPEAN CUP IN ACCORDANCE WITH THE UNIFORM COMPETITION, TECHNICAL AND SPORTING RULES PUBLISHED BY THE BAGGER RACING LEAGUE. THESE RULES, WHETHER RELATED TO OR DIRECTED TO SAFETY MATTERS, ARE INTENDED TO INFORM AND DIRECT ALL INDIVIDUALS AND ENTITIES ASSOCIATED WITH THESE COMPETITIONS TO BE AWARE OF AND CONCERNED WITH SAFETY MATTERS RELATED TO MOTOR SPORT COMPETITIONS, BUT THE BAGGER RACING LEAGUE EUROPEAN CUP HAS RECOGNIZED THAT ALL FORMS OF MOTOR SPORTS ARE BY DESIGN ASSOCIATED WITH ELEMENTS OF INHERENT RISK AND THE THREE RULES DO NOT GUARANTEE SAFETY IF THE RULES ARE COMPLIED WITH, NOR DOES THE BAGGER RACING LEAGUE GUARANTEE THAT ALL INDIVIDUALS, AT ALL TIMES, WILL CONDUCT IN FULL SAFETY COMPLIANCE WITH THESE RULES AND REGULATIONS. EACH INDIVIDUAL HAS THE RESPONSIBILITY TO PERSONALLY EVALUATE THE SAFETY CONCERNS ASSOCIATED WITH MOTOR SPORTS COMPETITIONS AND THE FACILITIES AND LOCATIONS WHERE COMPETITIONS ARE HELD, TOGETHER WITH THE CONDITIONS RELEVANT TO EACH EVENT, AND MUST ASSUME ALL RISKS ASSOCIATED WITH SUCH MOTOR SPORTS COMPETITIONS.

CR 10.1.2 CLASSES ADMITTED TO THE EVENT

Unless differently specified, classes admitted to the race are those mentioned at art. CR10T 1.0 of the Technical Regulations

The Promoter reserves the right to host, in compatibility with the program, other categories/classes as support classes.

CR 10.1.3 FIME COMMERCIALS

General Sponsor: The BRL Promoter may make reservation for one commercial per bike for a general sponsor, exceptions can be made only, in case a rider has a written contract with a company engaged in the same business field and a written contract can be presented.

CR 10.1.4 POINTS AND PRIZES

Points will be given to the riders for each single race. A list of the overall series classifications will be published at the end of the season; prizes will be allocated to the riders after the last event of the FIME BRE.

At each event, the Promoter gives 3 trophies for the winner of each class and one trophy for the pole position of each FIME class. Eventual prize-money will be at the discretion of the Promoter. The participation on all prize giving's of the single events is mandatory for the riders on the first three position of all races.

The final prize-giving of the FIM Europe will take place at the end of the season on occasion of the last FIME event. All riders that will receive trophies on the final prize giving ceremony of the FIM Europe must be present on that ceremony. If riders will not be present on the final price giving and their excuses are found to be justified, the prizes may be taken by proxies.

CR 10.2 CIRCUIT - CALENDAR

The Event must take place on a permanent circuit. The event must be held under the requirements of National Homologation or FIM Europe Homologation.

The official calendar will be published at <https://www.fim-europe.com/open-calendar-circuit-racing/.com>

CR 10.3 SUPPLEMENTARY REGULATIONS

The details of all events will be laid down in the Supplementary Regulations.
The SR with the time schedule is composed in cooperation between BRL and the FIME.

CR 10.4 ADDITIONAL COMPETITION

During an BRE CUP event, the Organiser/Promoter can organise other races, but they may not alter the events schedule. All practices and races for the BRE CUP must be organized according to these regulations or the supplementary regulations.

CR 10.5 THE OFFICIALS ACCORDING TO THE FIME SPORTING CODE CR01

CR 10.5.1 PRESIDENT and MEMBERS of the JURY and FIME STEWARD PANEL

- **JURY** - The Jury President is appointed by the FIM EUROPE Circuit Racing Commission. The second Jury member is delegated appointed by the FMNR.
- **FIME STEWARD PANEL** – It consists of three members. The jury president is the chief of the steward panel and the FMNR Delegate is a second member. A third Member may be chosen from the FMNs delegates. The members must hold an FIM or FIM Europe Sporting Steward Circuit Racing license. Additional members are without voting rights:
 - Head of Organization permanent:
 - Clerk of the Course:
 - Secretary of the meeting:
 - Chief of Technical Inspection:
 - Chief of Timekeeper:
 - Chief Medical Officer:
 - Environmental Stewart:

CR 10.5.2 FMN DELEGATE

The FMN delegate must be appointed by his FMN and must be a holder of an FIM or FIM EUROPE "Sporting Steward" license. He is entitled to attend, as observer, the open meetings of the Jury and will receive all the official papers of the event.

CR 10.5.3 CLERK of the COURSE

The Clerk of the Course must be appointed by the FMNR and must be a holder of a valid FIM or FIM EUROPE "Clerk of the Course" license.

CR 10.5.4 OTHER OFFICIALS

The FIM EUROPE may appoint a Technical Director who is responsible for ensuring that Technical Regulations are correctly enforced and supervising the technical control and protests of a technical nature. If there is no Technical Director, the Chief Technical Official has the same task and responsibility. The Chief Technical Official and Chief Timekeeping Official must be appointed by the FMNR and must hold an FIM or FIM EUROPE International Official's license, in accordance with the criteria for qualification as laid down in the FIM EUROPE Sporting Code Art. 40.2.1.

CR 10.5.5 LANGUAGE

The English language will be used to communicate.

CR 10.6 RIDERS

CR 10.6.1 LICENSE

Riders must be holders of a FIM Europe Promotional Circuit Racing Continental Championships license and starting permission from his FMN.

CR 10.6.2 AGE LIMIT

The age limits will be minimum 18 years (The limit for the minimum age starts on the date of the rider' birthday) up to the age permitted by the rider national federation.

CR 10.7 ENTRY AND ENTRY FEE

The Entry form must be sent to the Organizer by info in Supplementary Regulations. The entry fee is listed in the Supplementary Regulations. This must be paid at the Race Office on the circuit during the administration registration.

A class is considered as eligible, when at least 6 riders pass the scrutineering, if this number will not be reached, the riders of this class will be incorporated in a class equal to the value of their performance (this decision has to be done by the Race Direction) and this has to be communicated immediately to the riders.

CR 10.8 STARTING NUMBERS

To all entered riders the starting numbers will be allocated at the beginning of the first event by the Promoter. The first three classified riders from previous year have the right to keep or choose their starting numbers for the *upcoming* season.

A rider who is changing the class can choose the same number if this is still free to be chosen.

All riders will keep these starting numbers at each event *during the season* of the FIME Cup.

CR 10.9 EVENT SCHEDULE

CR 10.9.1 EVENT SCHEDULE

All events offer time table as provided by the Promoter. Exceptions will be described in the Supplementary Regulations of the event. The fixed schedule will be announced in the SR at latest.

If the schedule allows it, the Promoter reserves the right to extend the Qualifying Practice to 30 minutes for all or some categories.

CR10.9.2 RIDERS BRIEFING

A compulsory briefing will be held for all riders before the first practice session; the exact times will be given in the Supplementary Regulations and timetables of the events.

Failure to attend this briefing in full will be subject to a fine of 100,00 € per infringement and must be paid one hour before the start of the first official practice at the latest to the Alpe Adria Motorcycle Union. A waiver may be granted by the Race Director.

CR 10.10 TECHNICAL CONTROL

All motorcycles and riders' helmets, including their designs, should be checked by the Technical Stewards prior to first participation in practice on safety aspects, according to the published schedule in the Supplementary Regulations.

Teams or Riders who do not comply with the schedule for technical controls will not be allowed to take part in the event. The procedure for Technical Control is described in the FIME Technical Regulations.

CR 10.11 PRACTICE SESSIONS

CR 10.10.1 PRACTICES

Practices will be according to CR01 and SR.

Supplementary practices, organised on a track, which hosts an FIME Meeting on the consecutive weekend, can be open to all riders entered to this meeting.

CR 10.11.2 Qualifying practices

To qualify for the race, a rider must achieve a time at least equal to 120% of the time recorded by the fastest rider of his class in at least one qualifying session.

Any rider who fails to achieve a qualifying time will be permitted to take part in the race provided that in any of the **official** free practice sessions or warm up he/she has achieved a time at least equal to 120% of the fastest rider in the same session. These riders will start the race from the back of the grid, in order of their free practice times.

The starting grid is determined by the fastest lap achieved combining the qualifying sessions.

The provisional results must be signed by the Clerk of the Course.

CR 10.11.3 Warm-up (free practice)

When a qualifying practice on the race day is held, no warm up will be held. Warm up sessions at Sunday are not obligatory!

CR 10.12 STARTING GRID POSITIONS

At the Jury meeting following each qualifying practice session, a provisional starting grid will be determined by the qualifying practice results. The official grid must be signed by the Jury President before it can be published maximum one hour before the start of each race, at the latest.

The starting grid for Race 1 will be disposed as follow:

1st Row: Pole Position (spot2)
2nd Row: 2nd and 3rd fastest lap time (spot4 and spot6)
3rd Row: 4th – 5th – 6th (spot7 spot8 spot9)
4th Row: 7th – 8th – 9th (spot10 spot11 spot12)
5th row: 10th – 11th – 12th and so on...

The starting grid for Race 2 is the reversed position of the Race 1 Starting Grid.

CR 10.13 STARTING PROCEDURE

All riders will have 5minutes to enter the circuit and and join the starting grid, according to the time table.

Starting procedure will start according to standard procedure CR01.12.1.1, from 5 Minutes board.

When the starter will wave the green flag for the warm up lap, riders must comply with 2 warm up laps (for safety reason), then take up their position on the starting grid as per art. CR01.12.1.1-15).

CR 10.14 RACE

Race will be organized according to FIME CR01

Race distance will be minimum **40** km.

No Team member is permitted on the starting

CR 10.15 PARC FERME

At the end of the race, or the final part of a race that has been interrupted, all the classified motorcycles must enter to the Parc ferme pending inspection by the Technical Stewards or potential protests. It is the responsibility of the teams and riders to ensure that the machine is in the parc fermé. Motorcycles will normally be released from the Parc ferme area 30 minutes after the finish of the race.

The Parc ferme for the first three riders is situated near to the podium, or in front of the podium on a place, which the Organiser will fix.

All bike must stand on top of the environmental mat.

CR 10.16 CHAMPIONSHIP RESULTS, POINTS AND CLASSIFICATIONS

All results must be regarded as unofficial, until these are countersigned by the President of the Jury during the last jury meeting of the day in question. All published results, therefore always must bear the following printing: "Unofficial result, subject of ratification by the Jury"

Points will be awarded according to FIME CR01

For the FIME final classification, all results (including additional scores) will be taken into consideration.

From the general classification in the races the points will be taken for BRE CUP in all FIME classes

CR 10.17 PRIZES

At each event, the Promoter gives 3 trophies for the winner of each class and one trophy for the pole position of each FIME class. Eventual prize-money will be at the discretion of the Promoter. The participation on all prize giving's of the single events is mandatory for the riders on the first three position of all races.

The final prize-giving of the FIM Europe will take place at the end of the season on occasion of the last FIME event. All riders that will receive trophies on the final prize giving ceremony of the FIM Europe must be present on that ceremony. If riders will not be present on the final price giving and their excuses are found to be justified, the prizes may be taken by proxies.

CR10T TECHNICAL REGULATIONS

CR 10T.01 GENERAL

As a rule, unless specifically permitted by this Rulebook, optional equipment or modifications are prohibited. The intent of a specific rule will supersede a competitor's interpretation of that rule. Bagger Racing League European Cup officials will determine the intent of a rule. If any equipment rule is unclear to a competitor, the competitor is advised to obtain written approval from Bagger Racing League European Cup before making any changes.

CR 10T.02 FUEL

BRL currently has no specific fuel. All competitors' fuel must be "auto gasoline" or "race fuel" and to avoid confusion eliminates options such as ethanol, methanol, ether, propylene oxide, acetone, nitropropene, nitrobenzene, tetraethyl, alcohols and a host of other "oxygenates" ending in "oxide".

Fuel storage: Fuel must be stored in metal sealable containers in the competitor's pit generally, small amounts up to 20 l also in homologated plastic containers.

Firefighting equipment, protective devices and staff must conform to the requirements imposed by the local authorities and by-laws.

The Organiser must have fire extinguishers of a size and type approved by the local by-laws, available to each competitor in the pit area.

CR 10T.02 TYRES

Make and model of the tyres will be specified by the Promoter in the Metzeler TD.

CR 10T.03 CLASSES

CR 10T.03.1 Classes

The Bagger Racing European CUP (BRL) currently has one racing class: Bagger GP.

The BRL and its series of participant-driven features were created to serve as a competition platform to showcase the performance characteristics of large-displacement V-TWIN motorcycles up to 6 cylinders and the athletes who operate them at select premier events.

The various makes and models of cars featured in the BRL are included in the approved equipment list, for each class of competition. In addition to identifying the approved equipment list of vehicles that will be featured in the BRL competition program, each approved model has specific rules and equipment requirements, which establish performance tolerances, which will provide a quality entertainment experience for drivers and fans.

CR 10T.03.2 Class Registration

Registrations will not be limited.

Pre-registrations will close 14 days before the event.

Drivers may make subsequent entries by contacting BRL by the designated time on the Friday before the event. Additional fees will apply for subsequent entries.

CR 10T.04 PILOT EQUIPMENT REQUIREMENTS

1. Helmet – DOT full face helmet (not flip-up). The helmet must meet or exceed Snell M2015, FIM BSI 6658 Type A ("Blue Label"), Fim ECER 22.05 or FIM JIST 8133:2000, ECE 22-06. The helmet must be no more than 5 years old and must have normal wear and tear from typical use and transportation, but a helmet that has been impacted or visibly damaged will not pass technical certification. Single-use "tear-offs" are permitted.
2. **For the season 2026 FRHPhe-01 is mandatory:**
https://www.frhp.org/p/public/Public_Circuit_Helmets_Homologated_Helmets_FRHPhe_01. and FRHPhe-02 highly recommended.
3. **From 2027 FRHPhe-02 will be compulsory:**
https://www.frhp.org/p/public/Public_Circuit_Helmets_Homologated_Helmets_FRHPhe_02
4. Overalls – Full Body
5. Back Protection: An aftermarket back protector is highly recommended, the back protector must be a CE approved foam insert as a minimum, with or without airbag protection in the suit and must be clearly marked with the following standards: i. The back protector must conform to EN1621-2, CB ("central back") or FB ("full back") Level 1 or 2.
6. Gloves: Gloves that completely cover the wrists and overlap the wrists. Gloves must be in good condition, with no holes or damage.
7. Boots – Provide full ankle clearance. May be worn under pant legs only if the race suit pant legs are designed for this. Otherwise, the boots must completely overlap the suit pant legs.

CR 10T.05 STANDARDS AND TECHNICAL SPECIFICATIONS

The following rules are intended to give freedom to modify or replace certain parts in the interests of safety, research and development, and to improve competition between various motorcycle concepts.

ANYTHING NOT AUTHORIZED AND PRESCRIBED IN THIS REGULATION IS STRICTLY PROHIBITED

CR 10T.05.1 Approved motorcycles

1. All Years Harley-Davidson FL Touring
2. All Years Indian Bagger or Touring
3. The BMW R18 / BMW K16
4. Honda Goldwing
5. Kawasaki VN Voyager
6. Suzuki Intruder
7. Yamaha Star Cruiser Motorcycle
8. Moto Guzzi MGX21
9. Moto Guzzi California
10. Triumph of the rocket
11. Ducati Diavel V2 / V4

12. WYCHE Motorcycle

CR 10T.05.2 Weight

Up to 1800cc - minimum 240kg

Over 1800cc - minimum 290kg

1. At no time during the event shall the weight of the entire motorcycle (including the tank and its contents) be less than the minimum weight.
2. There is no tolerance for failure to meet the minimum weight
3. During the final technical inspection at the end of the race, the selected bikes will be weighed in the condition in which they finished the race and the established weight limit must be respected in these conditions. It is not allowed to add anything to the bike. This includes all fluids.
4. During practice and qualifying sessions, riders may be asked to weigh their motorcycle. In all cases, the rider must comply with this request.
5. The use of ballast is permitted to stay above the minimum weight limit and may be required due to handicap. The use of ballast and weight handicap must be declared to the Technical Director during the preliminary checks.

CR 10T.05.3 Numbers and plates

The background colors **must be yellow** and digits (numbers) must be **black**.

CR 10T.05.4 Motor

Fuel system for motorcycles under 1800cc:

1. The air ducts, throttle bodies and airbox cannot be modified.
2. Air and the air/fuel mixture must reach the combustion chamber exclusively through the throttle bodies/intake manifolds.

Motorcycle fuel system over 1800cc:

3. The air ducts, throttle bodies and airbox can be modified
4. Air and the air/fuel mixture must reach the combustion chamber exclusively through the throttle bodies/intake manifolds.

CR 10T.05.4 Cylinder head

Motorcycles over 1800cc and minimum 290kg

1. Air-cooled connecting rod engines: The cylinder heads can be modified or
2. Water-cooled engines: Cylinder heads must be those originally fitted, with the following modifications permitted:
 1. The cylinder head must be a production part made using original materials and castings.
 2. Porting and polishing of the cylinder head are permitted, usually associated with individual tuning, such as the flow of gases in the cylinder head, including the combustion chamber.
 3. Throttle body intake insulators can be modified
 4. The compression ratio is not defined
 5. The combustion chamber can be modified
 6. Valves can be modified
 7. Valve seats can be modified or replaced
 8. Valve guides can be modified
 9. The valves must remain in the approved position and at the same time
 10. The balancers (if present) can be modified
 11. The exhaust air purging system can be modified
 12. Valve springs can be modified

Motorcycles under 1800cc and minimum 230kg

1. The engine cannot receive any technical updates from the OEM.
2. The cylinder head must be a production part made using original materials and castings.
3. Porting and polishing of the cylinder head are permitted, usually associated with individual tuning, such as the flow of gases in the cylinder head, including the combustion chamber.

CR 10T.05.5 Camshaft

Motorcycles over 1800cc and minimum 290kg

1. Camshafts can be modified
2. Cam Sprockets or Cam Gears:
3. Camshaft pulleys, gears and sprockets can be modified or replaced to allow for camshaft tilt adjustment.
4. It is possible to modify the chain or timing belt tensioning device

Motorcycles under 1800cc and minimum 250kg

No part of the camshaft can be replaced or modified

CR 10T.05.6 Cylinders

Motorcycles over 1800cc and minimum 290kg

1. In naturally aspirated engines with air-cooled push-rod system, the bore can be increased up to a maximum total displacement of 131 ci.
2. Normally aspirated water-cooled engines are limited to
3. Forced Induction Engines: Harley-Davidson air-cooled 107 ci / Indian air-cooled 111 ci.

Motorcycles under 1800cc and minimum 250kg

The engine displacement must remain as indicated in the original manufacturer's approval sheet

CR 10T.05.7 Pistons, rings, pins and clips.

Motorcycles over 1800cc and minimum 290kg

1. Air-cooled pushrod V-twin engines: can be modified
2. Water-cooled engine: must be approved also using aftermarket materials that maintain the measurements of the replaced OEM part. Valves and valve seats can be modified.

Motorcycles under 1800cc and minimum 250kg

1. Water-cooled engine: Must be factory-approved or as a factory option

CR 10T.05.8 Connecting rods

Motorcycles over 1800cc and minimum 290kg

1. The connecting rod can be modified
2. Connecting rod bolts are free but must be the same weight or heavier and made of the same material as the original bolt or with a higher specific weight.

Motorcycles under 1800cc and minimum 250kg

1. The connecting rod cannot be modified
2. Connecting rod bolts must be the same weight or heavier and made of the same material as the original bolt or with a higher specific weight.

CR 10T.05.9 Crankshaft

Motorcycles over 1800cc and minimum 290kg

1. Only the following modifications may be made to the crankshaft:
2. The stroke can be modified on the air and water-cooled V-twin engine, keeping it the same as the originally mounted and approved part.
3. The support surfaces can be modified
4. Surface treatments can be applied to the parts
5. Balancing is allowed

Motorcycles under 1800cc and minimum 250kg

1. Balancing is allowed

CR 10T.05.10 Carter / Gearbox

Motorcycles over 1800cc and minimum 290kg

1. Crankcases must be the original fitted part with only the following modifications allowed. If the crankcases have an integral cylinder, the top face of the cylinder may be ground to adjust the bridge. The oil spray nozzle may be modified. Air-cooled connecting rod and rod engines: May modify the crankcase for camshaft clearance, crankshaft balance shaft removal, and red tape crankshaft bearing upgrades.
2. No other modifications (including painting and polishing) are permitted.
3. Only the original oil pan or an approved oil pan and its sump may be used.
4. The oil breather cover must remain original, but the inner breather/damper plate can be modified or replaced.
5. Oil tank breathers, which may pass through an external collection container, are acceptable, but it is recommended that all outlets be routed to the intake system.

Motorcycles under 1800cc and minimum 250kg

The crankcases must be the original fitted part

CR 10T.05.11 Side covers and protection

1. Side (side) covers may be altered, modified or replaced (except pump covers). If altered or modified, the cover must have at least the same impact resistance as the original. If replaced, the cover must be made of material of equal or greater specific gravity and the total weight of the cover must not be less than the original.
2. All side covers/engine cases containing oil and which could come into contact with the ground in the event of an accident must be protected by a second cover made of metal, such as aluminum alloy, stainless steel, steel or titanium.
3. All drain and fill plugs must be wired (safety wired). Clips are not permitted. External oil filters, screws and bolts that enter an oil cavity must be safety wired (e.g., on crankcases) or the oil filter may optionally have a secondary retention mechanism.

CR 10T.05.12 Transmission / Gearbox

1. The arrangement of the drive shafts must be the same as that of the approved vehicle.
2. The design, material and size of the gears are free
3. Belt final drive systems can be converted to chain systems

CR 10T.05.12 Clutch

1. Aftermarket or modified clutches (including discs/springs/baskets) are permitted.

CR 10T.05.13 Oil pumps, oil pumps and oil lines

1. The oil pump and support plate can be modified
2. Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, shall be of braided reinforced construction with chamfering or threading.

CR 10T.05.14 Cooling system

1. The only permitted engine coolant is water.
2. Additional or larger radiators or oil coolers may be permitted.
3. The original oil/water heat exchanger can be modified or replaced

CR 10T.05.15 Air box

Motorcycles over 1800cc and minimum 290kg

1. The airbox can be modified
2. Airboxes must be designed to retain oil from the crankcases in the event of engine failure or overturning.
3. Where vent or overflow pipes are installed, these must discharge through existing outlets. Collection containers may be used, but the original closed system must be used.

Motorcycles under 1800cc and minimum 250kg

1. The airbox cannot be modified
2. Where vent or overflow pipes are installed, these must discharge through existing outlets. Collection containers may be used, but the original closed system must be used.

CR 10T.05.16 Fuel supply

1. The fuel lines from the tank to the injectors (fuel lines, delivery pipe assembly, couplings, clamps, fuel container) can be replaced, provided they are protected from damage caused by accidents.
2. Quick connectors or dry break connectors can be used
3. Fuel vent lines may be used
4. Fuel filters can be used

CR 10T.05.16 Exhaust system

1. Exhaust pipes, catalytic converters and mufflers may be modified or replaced.
2. For safety reasons, the exposed edges of the exhaust pipe outlet must be rounded to avoid sharp edges.
3. Wrapping of exhaust systems is free
4. The noise limit for Baggers will be 105 dB/A measured at (with a tolerance of 3 dB/A only after the race). The noise will be verified through the standard procedure adopted by the FIM technicians.

CR 10T.05.17 Engine control system

Motorcycles over 1800cc and minimum 290kg

1. The engine control system (ECU)
 - a. Original approved system, with or without software

- b. Aftermarket systems: Thundermax, S&S, DynoJet / PV, Techno Research, TTS, Max ECU or similar.
- 2. Central control unit (ECU) can be used
- 3. The original sensors cannot be replaced nor can additional sensors be added to the data collection machine.
- 4. It is not possible to add additional sensors for control strategies, except for throttle bodies, fuel pressure, oil pressure, lambda probe and shift rod sensor.
- 5. No external modules can add extraction control strategies. Modules can only be connected to fuel injectors, ignition coils, lambda probe, power supply and "throttle position, gear and rpm piggyback". Automatic/closed loop Lambda adjustment is allowed.
- 6. It is not possible to add any additional electronic hardware equipment not present on the original approved motorcycle, with the exceptions indicated below.
 - a. Resistors/loads/electronic hardware can be added to replace removed electrical system parts (including lights, oxygen sensors, etc.) to prevent ECU errors, and includes necessary wiring for throttle bodies and/or turbo units.
- 7. Telemetry is not allowed
- 8. No remote or wireless connection to the motorcycle for data exchange or setting is allowed while the engine is running or the motorcycle is moving.
- 9. Harness:
 - a. The ignition key/lock can be repositioned, replaced or
 - b. Cutting and removing excess and unused wires in the original wiring harness is permitted.
- 10. It is possible to install a stopwatch. It is possible to use GPS stopwatches. The stopwatch can be connected to the machine only with power and ground. Data collection from the machine sensors or ECU is allowed. Data collection from the stopwatch via GPS and internal IMU is allowed.
- 11. Spark plugs can be replaced
- 12. The battery model is free

Motorcycles under 1800cc and minimum 250kg

- 1. The engine control system (ECU)
 - a. Original approved system, with or without software
- 2. The original sensors cannot be replaced nor can additional sensors be added to the data collection machine.
- 3. It is not possible to add additional sensors for control strategies, except for throttle bodies, fuel pressure, oil pressure, lambda probe and shift rod sensor.
- 4. No external modules can add extraction control strategies. Modules can only be connected to fuel injectors, ignition coils, lambda probe, power supply and "throttle position, gear and rpm piggyback". Automatic/closed loop Lambda adjustment is allowed.
- 5. It is not possible to add any additional electronic hardware equipment not present on the original approved motorcycle, with the exceptions indicated below.
 - a. Resistors/loads/electronic hardware can be added to replace removed electrical system parts (including lights, oxygen sensors, etc.) to prevent ECU errors, and includes necessary wiring for throttle bodies and/or turbo units.
- 6. Telemetry is not allowed
- 7. No remote or wireless connection to the motorcycle for data exchange or setting is allowed while the engine is running or the motorcycle is moving.
- 8. Harness:
 - a. The ignition key/lock can be repositioned, replaced or
 - b. Cutting and removing excess and unused wires in the original wiring harness is permitted.
- 9. It is possible to install a stopwatch. It is possible to use GPS stopwatches. The stopwatch can be connected to the machine only with power and ground. Data collection from the machine sensors or ECU is allowed. Data collection from the stopwatch via GPS and internal IMU is allowed.
- 10. Spark plugs can be replaced
- 11. The battery model is free

CR 10T.05.18 Generator, alternator, electric start The stator/coil must be the original fitted part without modifications

- 1. Motorcycles must start on the starting grid in neutral by themselves. Push starting on the starting grid is not permitted, however starting line officials may push start the motorcycle if necessary (in gear).

CR 10T.05.19 Main frame and spare bike

CR10T TECHNICAL REGULATIONS

UPDATE TO BAGGER RACING LEAGUE REGULATIONS - 06/08/2026

CR 10T.05.17.1 RPM LIMITS FOR DUCATI V2 AND V4 ENGINES

Teams using motorcycles equipped with Ducati V2 or V4 engines must limit the V2 engines to:

- 7,500 RPM for riders entered in the PRO category;
- 7,700 RPM for riders entered in the SILVER category.

V4 engines must be limited to:

- 8,200 RPM for riders entered in the PRO category;
- 8,500 RPM for riders entered in the SILVER category.

Checks may be carried out at the discretion of the Technical Stewards at the end of the races.

Failure to comply with this rule will result in the race result being annulled.

1. During the entire duration of the event, each knight will be able to use only one (1) complete outfit.

CR 10T.05.20 Body frame and rear subframe

1. The main frame must be the one originally manufactured and assembled
2. Holes can be drilled into the frame to attach approved components (e.g. fairing brackets, saddlebag relocations, steering damper mounts, engine and frame stabilizers, etc.).
3. All motorcycles must display a vehicle identification number stamped on the frame (an appropriate "legal VIN")
4. The bumpers can be mounted to the frame using existing points or can be pressed into the wheel axle ends. The material is free.
5. For all bodywork, painting and decal work, design is free. The overall dimensions and dimensions must be the same as the original parts, with a tolerance of +/- 10 mm, respecting as much as possible the design and characteristics of the approved fairing.
6. The overall width of the frontal area may be +10mm maximum. In case of dispute, the decision of the Chief Technical Officer is final.
7. The windshield can be replaced with an aftermarket product. The height of the windshield is free, with a tolerance of +/- 15 mm measured on the vertical distance from/to the upper fork bridge. The screen must not have sharp edges. The windshield material must be transparent or lightly tinted.
8. Fairing brackets and fasteners can be modified or replaced. Material is free.
9. The lower fairing must be constructed to hold at least 5 litres in the event of engine failure. The lower edges of all openings in the fairing must be positioned at least 50 mm above the bottom of the fairing.
10. The lower fairing must incorporate at least a single 20mm diameter opening in the lower front area. This hole must remain sealed in dry conditions and must only be opened in wet racing conditions as declared by the Race Director.
11. The front fairing must be included in the handlebar measurement, the minimum height is 15 cm from the handlebar.

CR 10T.05.21 Suspension

1. Suspensions can be modified but a system similar to the approved one must be used.
2. Front suspension
 1. The front fork can be changed in whole or in part
 2. The upper and lower triple clamps (triple clamp, fork bridges) and the handlebar stem can be changed or modified.
 3. It is possible to add or modify a steering damper
 4. The steering damper cannot function as a steering lock limiter
3. Swingarm (RearFork)
 1. Swingarms can only be replaced on motorcycles with a displacement greater than 1800cc and a weight greater than 290kg
 2. A solid protective cover (shark fin) must be attached to the swingarm and must always cover the opening between the lower chain travel, the swingarm and the rear wheel sprocket, regardless of the position of the rear wheel.
 3. Rear wheel stand brackets can be added to the rear fork by welding or
 4. The brackets must have rounded edges (with a large radius). The fixing screws must be
 5. The swingarm pivot can be modified or replaced.
4. Rear suspension unit
 1. It is possible to change the rear suspension unit, but you must use a similar system (e.g. double or mono).
 2. The removable upper shock absorber mounts can be replaced. In case of replacement, they must maintain their approved general geometry.

CR 10T.05.22 Wheels

1. Wheels may be replaced and associated parts may be modified or replaced from those fitted to the approved motorcycle.
2. Aftermarket wheels must be made of aluminum
3. The use of the following alloy materials for wheels is not permitted: Beryllium ($\geq 5\%$), Scandium ($\geq 2\%$), Lithium ($\geq 1\%$).
4. Aftermarket wheels can be made of aluminum or magnesium. The only approved carbon fiber wheels are the BST 7.
5. Bearings, seals and axles may be modified or replaced with respect to those fitted to approved vehicles. The use of titanium and light alloys for wheel pins (axles) is prohibited.

6. Wheel balancing weights can be removed, changed or added.
7. Wheel size: 17" / 18"/19" front and 17" / 18 "rear.

CR 10T.05.23 Brakes

1. The front brake master cylinder can be modified
2. The front brake calipers can be modified
3. The rear brake master cylinder can be modified
4. The rear brake calipers can be modified
5. The brake pads or shoes may be modified
6. Brake hoses and brake joints can be modified
7. It is possible to install hydraulic anti-return systems on the brake lines/calipers.
8. Brake discs may be modified or Only steel (maximum carbon content 2.1% by weight) is permitted for brake discs. Alloys containing beryllium are not permitted for brake calipers.
9. ABS systems must be removed or deactivated if still active.
10. Brake lever guard: Motorcycles must be equipped with a brake lever guard (guard), designed to protect the brake lever on the handlebars from accidental activation in the event of a collision with another motorcycle. FIM approved guards are permitted regardless of material. The Chief Technical Officer has the right to refuse any guard that does not meet this safety purpose.

CR 10T.05.24 Handlebars and hand controls

1. The handlebars, hand controls and cables may be modified or replaced with respect to those fitted to the approved motorcycle.
2. Cable operated butterfly valves (handle assembly) shall be equipped with both an open and a close cable, including when operating a wired remote control handle/demand.
3. Motorcycles must be equipped with a functioning ignition kill switch or button mounted on the right handlebar (within easy reach while riding the grips) that can stop a running engine. The button or switch must be RED.
4. The front brake lever must have a guard

CR 10T.05.25 Footrests and pedal controls

Footrests, hooks/brackets, and hardware may be replaced and repositioned, but hooks/brackets must be mounted to the original frame mounting points or another location that does not require frame modification.

CR 10T.05.26 Fuel tank

1. The fuel tank must have the general shape and dimensions of the part originally fitted and approved.
2. Fuel tanks with vent pipes must be equipped with return valves that discharge into a collection tank with a minimum volume of 250 cc made of a suitable material.
3. The material is free
4. The modified fuel tank cannot be reduced by more than 50% of its original capacity

CR 10T.05.27 Seat

The place can be changed

CR 10T.05.28 Fairing / Bodywork

1. The fairing, rear fender and bodywork must in principle conform to the approved shapes originally produced by the manufacturer. Styling modifications are free. The front fender is free. Material is free. Headlights may be included even if they are considered external. All glass and plastic lenses must be covered with a clear vinyl or a vinyl that reproduces the appearance of the lens.
 - a) Harley-Davidson: A Batwing or Road Glide fairing is required. Either fairing style is acceptable regardless of the model of HD motorcycle.
 - b) IndianMotorcycles: Must replicate the part originally fitted and approved
2. **All other motorcycles must be fitted with a rider aerodynamic protection fairing covering at least 60% of the overall handlebar width and having a minimum height of 30 cm.**
3. **The windshield needs to be installed**
4. A lower/drain pan must be constructed to hold, in the event of engine failure, at least half of the total engine oil and coolant capacity used in the engine. The Harley M8 ('17-'21) total engine capacity is 5 liters. The Harley Twin Cam ('99-'16) total engine capacity is 4 liters.

5. The side bags must in principle conform to the original shapes originally produced by the manufacturer. Style modifications are free of charge.
6. The inside part (next to the wheel) of the bag can be changed in shape, but must maintain its original dimensions.
7. The height can be changed by a maximum of 2" from the original mounting point on the subframe. The material is free.
8. Saddlebags must in principle conform to the OEM dimensional and shape specifications of the originally fitted Touring model hard bags. Free material.

The following items MAY BE modified or replaced with respect to those fitted to the approved motorcycle.

1. Any type of lubricant, brake or suspension fluid can be used.
2. Gaskets, Seals and Seals
3. Bearings (ball, roller, tapered, plain) of any type and brand can be used.
4. Fasteners (nuts, bolts, screws, etc.), but internal engine bolts, must be made of standard approved materials or with a higher specific weight.
5. Thread repair using inserts of different materials such as helicoil is permitted.

CR 10T.05.29 Chain guard

A solid protective cover (shark fin) must be fixed to the swingarm and must always cover the opening between the lower chain run, the swingarm and the rear wheel crown, regardless of the position of the rear wheel. This must be fitted in such a way as to reduce the possibility of any part of the rider's body becoming trapped between the lower chain run and the rear wheel crown. The chain guard must be fitted with at least 2 steel bolts (minimum diameter 6 mm). The Chief Technical Officer has the right to refuse any protection that does not fulfil this safety purpose.

CR 10T.05.30 Rear Safety Light

All motorcycles must have a functioning red light mounted on the rear of the motorcycle. This light must be on whenever the motorcycle is on the track or being driven in the pit lane and Race Direction declares the session WET.

All lights must comply with the following:

1. The rear light must be mounted on the motorcycle at all times during the event.
2. The rear light must be properly mounted with screws. Mounting the rear light with adhesive tape is prohibited. Mounting with hook and loop fasteners is permitted when the light wiring is connected to the motorcycle.
3. The light field must be at least 4 cm² (e.g. rectangular 4 cm x 1 cm, circular Ø 2.25 cm).
4. The direction of the lightning must be parallel to the center line of the motorcycle (direction of travel of the motorcycle) and be clearly visible from the rear at least 15 degrees to the left and right of the center line of the motorcycle.
5. The rear light must be mounted close to the end of the seat/rear bodywork and approximately on the centre line of the motorcycle, in.
6. The power output/brightness must be equivalent to at least 10W (incandescent) or 1W (LED).
7. The output must be continuous, no flashing safety light whilst the motorcycle is on the track. Flashing is only permitted in the pit lane when the pit limiter is active.
8. The safety light power supply may be separate from the motorcycle.
9. The Chief Technical Officer has the right to refuse any lighting system which does not fulfil this safety purpose.

CR 10T.06.4 Kill Switch

All motorcycles must be equipped with a functioning kill switch or button mounted on the handlebars (within easy reach while on the grips) capable of stopping a running engine. The button or switch must be RED.