

2025

BAGGER RACING LEAGUE EUROPEAN CUP

PROVISIONAL RULES & REGULATION



This version of rules and regulation is PROVISIONAL and it is under the approval of FIM EUROPE. Final version will be published as soon as possible.

BRL RACE CLASS & ELIGIBILITY OVERVIEW

Currently The Bagger Racing League (BRL) has one class of racing:

1. Bagger GP

Bagger GP eligible racers must have a NATIONAL LICENSE WITH STARTING PERMISSION

Disclaimer, the below and included Bagger Racing League rules are subject to change as the sport and organization is new and will keep evolving as the sport increases. The rules have been created for the sake of everyone's safety. If you are interested in racing a motorcycle not included in the approved classes at this time, please contact BRL, classes will be added to the waiting list for expanding classes.

2025 RULES FOR BAGGER RACING LEAGUE EUROPEAN COMPETITION

Updated: 25/01/2025

The Bagger Racing League and its line-up of participant-based elements was created to serve as a competition platform to showcase the performance characteristics of large displacement V-TWIN up to 6 cylinders motorcycles and the athletes that operate them in select premier events.

In addition to showcasing the types of machines that have provided EUROPEAN motorcycle competition for more than a century, the BRL classes of approved equipment, will provide a critical platform to demonstrate, under race conditions, the vast array of approved aftermarket performance products, that will allow this unique category of motorcycles to maximize their competition environment for a variety of large displacement V-Twin up to 6 cylinders motorcycles.

The various brands and models of the machines featured in the BRL are included in the Approved Equipment List, for each competition class. 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 allowances, which will provide for a quality competition entertainment experience for riders and fans.

The unique design of each of the motorcycles on the approved equipment list, will require an equally unique array of performance specifications that allows machines of similar design but

various performance characteristics, to compete under defined competition standards that strive to provide parity among each brand and model, with the paramount goal to provide for the highest quality level of competition and motorsports entertainment.

INTRODUCTION

This book contains the rules and technical requirements governing all events that make-up the Bagger Racing League European Cup and was designed to provide the necessary information to assist entered riders in the preparation of motorcycles for competitions sanctioned by the Bagger Racing League European Cup.

As a rule, unless optional equipment or modification is specifically permitted by this Rulebook, they are prohibited. The intent of a specific rule will over ride 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 the competitor, the competitor is advised to obtain written approval from the Bagger Racing League European Cup prior to making any modifications.

While every effort has been made to write these rules in a clear and unambiguous fashion, it is impossible to anticipate every circumstance. It will be the Race Director's responsibility to make decisions regarding rule enforcement.

DISCLOSURE:

THE COMPETITION AND EQUIPMENT RULES AND REGULATIONS OF THE BAGGER RACING LEAGUE EUROPEAN CUP ARE DESIGNED TO SERVE AS GUIDELINES FOR THE CONDUCT OF MOTORCYCLE SPORTING COMPETITIONS, CONDUCTED BY THE BAGGER RACING LEAGUE EUROPEAN CUP, PURSUANT TO THE UNIFORM COMPETITION, TECHNICAL AND SPORTING RULES AS PUBLISHED BY THE BAGGER RACING LEAGUE. THESE RULES, WHETHER RELATED TO OR DIRECTED TO ISSUES OF SAFETY ARE INTENDED TO INFORM AND DIRECT ALL INDIVIDUALS AND ENTITIES ASSOCIATED WITH THESE COMPETITIONS TO BE AWARE OF AND CONCERNED FOR THE MATTERS OF SAFETY AS RELATED TO MOTORSPORTS COMPETITIONS, BUT THE BAGGER RACING LEAGUE EUROPEAN CUP RECOGNIZED THAT ALL FORMS OF MOTORSPORTS ARE BY DESIGN ASSOCIATED WITH ELEMENTS OF INHERENT RISK AND THESE RULES DO NOT WARRANT SAFETY IF THE RULES ARE ADHERED TO, NOR DOES THE BAGGER RACING LEAGUE WARRANT THAT ALL INDIVIDUALS, AT ALL TIMES, WILL CONDUCT THEMSELVES IN FULL COMPLIANCE OF THESE RULES AND REGULATIONS. EVERY INDIVIDUAL HAS THE RESPONSIBILITY TO PERSONALLY ASSESS THE SAFETY ELEMENTS ASSOCIATED WITH MOTORSPORTS COMPETITIONS AND THE FACILITIES AND VENUES WHERE COMPETITIONS ARE CONDUCTED, ALONG WITH THE CONDITIONS RELATED TO EACH EVENT AND MUST ASSUME ANY AND ALL RISK ASSOCIATED WITH SUCH MOTORCYCLE MOTORSPORTS COMPETITIONS.

Table of Contents

SECTION

1 Licensing, Eligibility, Entries, Racer Terms & Conditions

- 2 Race Rules and Procedures
- 3 Race Class Equipment Standards & Technical Specifications
- 4 Bagger GP Equipment Standards & Technical Specifications

APPENDIX

- A Offenses, Penalties, Protests and Appeals
- B Fuel Test Procedure
- C Glossary

SECTION 1: LICENSING, ELIGIBILITY, ENTRIES, RACER TERMS & CONDITIONS

- 1.1 Competition License
- 1.2 Entry Criteria
- 1.3 Class Entries
- 1.4 Racer Terms & Conditions

1.1 Competition License

1. All riders participating in any on-track practice, qualifying, or racing activity must meet the following licensing requirements:
 1. Bagger GP eligible racers must have a NATIONAL Road Racing License WITH STARTING PERMISSION.
2. The holder of any credential issued by the BRL EUROPEAN CUP shall be subject to the BRL EUROPEAN CUP Racer Terms & Conditions and Code of Conduct Policy. See 1.4 Racer Terms & Conditions.
3. Event entries are issued at the sole discretion of the BRL and may be revoked with or without cause.

1.2 Entry Criteria

1. Entrants must be at least 18 years of age at the time of the event.

1.3 Class Entries

1. At this time entries will not be limited.
2. Pre-entry will close 14 days prior to the event.
3. Riders may post-entry by contacting the BRL by scheduled time the Friday before the event. Additional fees will apply for post-entries.

1.4 Racer Terms and Conditions

As a racer ("Racer") participating in Bagger Racing League European Cup ("BRL") now therefore, for good and valuable consideration, the receipt of which is hereby acknowledged, the Racer agrees as follows:

1. Racer
 1. For your reference Racer in this document refers to the individual and/or team participating in BRL as indicated in the race registration information fields associated with BRL registration.
2. Compensation
 1. To avoid confusion and the avoidance of doubt Racer will be responsible for paying for race registration fees, travel, transportation, per diems, meals, labor and other expenses related to attending Event Dates.
 2. Racer shall be eligible to participate in the purse payout program if available per participating race class as indicated in the BRL Rules now or as later defined, amended and/or adjusted.
3. BRL Patch
 1. Racer must attach a BRL Patch to the top left front shoulder of their race suit.
4. BRL Sticker
 1. BRL stickers and organization stickers must be prominently displayed on both sides of the front of the motorcycle.
 2. If rider does not have stickers, they will be provided at tech.
5. License of Intellectual Property
 1. Racer hereby grants to BRL a fully paid, royalty-free, limited, non-revocable, non-exclusive right and sublicense to use, in the Universe in perpetuity, Racer's name, likeness, race number, image, Team Name, nicknames, trademarks, service marks, design marks, taglines, logos, artwork and other original and copyrightable materials as specified or as otherwise provided or appears by Racer to BRL specifically for use in a series of video productions (the "Production") to exhibit, license, distribute and stream.
 2. Including but not limited to an episodic video series, live race broadcast of the Bagger Racing League, a documentary about BRL, websites, print media, advertisements, all digital and physical media or social media currently in existence and all future media or mediums to be created digitally or physically; (collectively, "Racer's Intellectual Property") for any and all activities contemplated or conceived by BRL now or in perpetuity; to avoid confusion and doubt all use of Racer's Intellectual Property by BRL shall not be subject to Racer's approval of any kind in any instance.
 3. Racer represents that Racer currently has the right to grant the license described above.
 4. BRL acknowledges and understands that Racer's Intellectual Property is the property of Racer or its licensor, including any and all associated goodwill, and Racer or its licensor as the case may be, retains all right, title and interest in and to Racer's Intellectual Property not granted under this Agreement. BRL further represents and warrants that no person or entity other than it can claim any right, title to, or ownership of the intellectual property associated with the Production, including the Production name, mark, logo, or artwork for the Production (collectively, "Intellectual Property").
 5. BRL hereby claims an exclusive, non-revocable, non-transferable, ownership in all Intellectual Property associated with the Production in perpetuity. Racer may not license its rights or otherwise exploit any rights to the Intellectual Property without the prior written approval of the BRL.
6. Confidential, Non-Disparagement
 1. "Confidential Information" means the existence and terms of this Agreement, and any information reasonably understood to be confidential, whether written or oral, tangible or intangible, disclosed by one Party or any of its agents

- (“Disclosing Party”) to the other Party or any of its agents (“Receiving Party”), or which may otherwise become known to the Receiving Party regarding the Disclosing Party or its business or personal affairs.
2. During and after the Term, the Receiving Party shall hold in trust and confidence, and take reasonable precautions to protect all Confidential Information. Notwithstanding the foregoing, Confidential Information shall not include information that:
 1. is available to the public other than through disclosure by the Receiving Party;
 2. was or became available to the Receiving Party from a third-Party source that lawfully obtained the information;
 3. is independently developed by the Receiving Party without use of any Confidential Information. Upon termination of this Agreement, or upon the Disclosing Party’s earlier request, the Receiving Party shall deliver to the Disclosing Party or, at the Disclosing Party’s request, shall destroy and certify the destruction of, all items containing any Confidential Information.
 4. The Receiving Party may disclose Confidential Information to the extent compelled by judicial or governmental process; provided that the Receiving Party gives the Disclosing Party prompt notice thereof so that the Disclosing Party could obtain a protective order or otherwise oppose the disclosure.
 3. During the Term and for a period of three (3) years thereafter, neither Party shall make or cause to be made any false statement that casts the other Party in a negative light.
7. Sponsorship
1. To avoid confusion and the avoidance of doubt Racer does not have a sponsorship relationship with BRL and will be responsible for paying for race registration fees, travel, transportation, per diems, meals, labor and other expenses related to attending Event Dates.
8. Access & Pit
1. Each Racer registered for the BRL Bagger class receives:
 1. One (1) Racer credential and weekend access (1 pass for each round)
 2. Crew credentials (3 passes for each round)
 3. One (1) Pit space up to 3,00X6,00 MT
 4. For large group bulk ticket buys please contact BRL rep for details.
 5. Please contact BRL for media credentials, media and pit access for photo and video access.
 6. Your pit is not a vendor or sponsor booth. Direct or onsite sale or sampling of any kind is forbidden from pit without BRL approval or paid sponsorship or vendor package. Please contact BRL rep for sponsorship or vendor package options
9. Promotion
1. Racer to accommodate all listed:
 1. Racer to participate in actively promoting and marketing the BRL online through their website, e-mail list, and all social media platforms
 2. Racer to allow Facebook and Instagram Advertisement Administrative Access; Placement of Google and Facebook pixels on Racer websites
 3. Racer to make themselves available for interviews
 4. Racer to make themselves available to record promotional liners for the BRL

5. Racer to make themselves available for on camera promotional interviews and promotional video content
6. Racer to make themselves available for phone interviews with media and press outlets to promote the BRL
7. Racer will make themselves available to participate in one meet and greet for up to 30 photos at each event date for VIPs, sponsor, media, radio station and or other
8. Racer to make themselves available for a personal appearance for a minimum of 2 hours for promotional filming for the BRL.
9. BRL has the right and option, but not the obligation, to film behind the scenes, training, practice sessions, and may use content/footage as part of its Promotional Rights.
10. Racer will provide athlete biography, race team and/or Racer boilerplate press release and Racer history to BRL within of race registration.
11. BRL has the right and option, but not the obligation to execute a preseason photo shoot with all athletes, owners, founders and/or key employees.
12. From this photoshoot Racer will agree on at least five selects for each rider, owners, founders and/or key employees.
13. BRL will have rights to all Racer related video and photography created by the Racer during the Term. Rights and content ownership will exist in perpetuity.
14. It is the responsibility of the Racer to procure these rights from any contracted photographers or videographers.
15. Racer will provide BRL a copy of each waiver or contract created for any and all contracted photographers/videographers.
16. Racer may be asked to participate in photo and video/commercial shoots before, during or after each race; all production costs for additional photo and video shoots are BRL's responsibility and Racer to reasonably cover their own travel and transportation expenses.

10. Insurance

1. As a condition of Racer class entry, Racer must hold current personal insurance coverage (**included in the license with starting permission**), valid without exclusions, that provides coverage for any injury that may be incurred while participating at BRL Event Dates.
2. Racer assumes all risks associated with their entry and participation. The Bagger Racing League does not provide Participant Medical Insurance coverage.

11. Penalties

1. BRL reserves the right to issue penalties, fines or eject Racer. BRL will notify Racer in writing or verbally for each event/occurrence and clearly define what action will be taken by BRL.

12. Agreement

1. Upon paid race registration, it is understood, agreed to, and accepted by Racer, or on behalf of Racer, to perform at Bagger Racing League upon the material terms and conditions set forth herein the 2025 Rules For Bagger Racing League Competition

SECTION 2: RACE RULES AND PROCEDURES

- 2.1 Bulletins and Supplemental Regulations
- 2.2 Track Testing Regulations
- 2.3 Inclement Weather/Unacceptable Track Conditions
- 2.4 Motorcycle Usage
- 2.5 Pit/Paddock Regulations
- 2.6 Riders Meeting
- 2.7 Technical Inspections
- 2.8 Rider Requirements
- 2.9 Rider Gear Requirement
- 2.10 On-Track Regulations
- 2.11 Signal Flags
- 2.12 Staging
- 2.13 Start Procedure
- 2.14 Restart Procedure
- 2.15 Qualifying
- 2.16 Race Finishes
- 2.17 Official Race Results
- 2.18 Points

2.1 Bulletins and Supplemental Regulations

1. Technical Bulletins or Supplemental Regulations established by the BRL for the purpose of implementing, interpreting, or enforcing competition rules will be deemed part of the official Rulebook.

2.2 Track Testing Regulations

1. Riders who are invited to or who are participating in Press/Media Day activities will be allowed access to the racetrack in accordance with the Press Day schedule only.

2.3 Inclement Weather / Unacceptable Track Conditions

1. Events may be conducted regardless of weather. In the event of excessive rain or other unfavorable conditions, it may be necessary for the Race Director to alter the order of the event schedule, including, but not limited to adjusting the length of races, practices, qualifying sessions, and/or delaying or stopping the program completely.
2. Should a delay occur the Race Director will make every effort to resume the schedule in a timely fashion if conditions allow.
3. If an event is stopped due to weather or other conditions, riders will be paid for purse-paying events which have been completed.

2.4 Motorcycle Usage

1. Riders must use the same motorcycle (same main frame) for all practice sessions, qualifying events, and races.
2. If the motorcycle's main frame is damaged, the frame may be changed only with approval from the Race commissary. Approval must take place prior to usage of the new frame.
3. Riders must use the same motorcycle for parade or sighting laps for races.

2.5 Pit / Paddock Regulations

1. Competition motorcycles may only be ridden on the racetrack or in the designated test area. All other riding is discouraged.
2. Riders, crew members or any BRL credential holders are prohibited from operating any motorvehicle on race venue property in such a manner as to endanger the safety of other riders, crew members, officials or the public.
3. Operation of a motorvehicle, including but not limited to a motorcycle, golf cart, ATV or utility vehicle, in the paddock must be at a very slow, acceptable speed (10 km/h maximum) so as not to endanger life or limb of other riders, crew members, officials or the public.
4. Any rider or mechanic testing a motorcycle in a designated test area must wear a helmet and appropriate protective gear (leather, gloves and boots).
5. Smoking is prohibited in the Pit Lane, Signal Area, starting line and other restricted areas.
6. Persons less than 16 years of age are prohibited in the Signal Area, starting line and other restricted areas.
7. Pets are prohibited in the Signal Area, starting line and other restricted areas. Pets in the paddock must be on a leash or properly contained.
8. Proper attire is required in the Paddock, Pit Lane, Staging Area and Signal Area. Open-toe shoes, are not permitted. All individuals accessing, staging, pit lane and the Signal Area are encouraged to wear eye protection.
9. Before leaving a race facility it is the responsibility of riders/teams to deposit all waste fuel, fuel drums, motor oils, coolants, tires, black water and all other hazardous waste in the proper hazardous waste disposal area provided by the track. Should containers not be available on-site, riders/teams must transport such items from the facility for proper disposal.

2.6 Riders Meeting

1. All riders entered in the event must attend Riders Meeting. The Race Director may call roll or spot-check attendance. On event days, riders may be designated to participate in pre-race opening ceremonies, post-race podium interviews, and scheduled press briefings.

2.7 Technical Inspections

1. Technical inspections of machines, equipment and riding apparel has to be held prior to a race event, and may be held after as determined by the Race Director or Chief Technical Inspector.
2. Although the machine, equipment or apparel may have passed prior inspections, it must be in compliance with the rules at all subsequent inspections.
3. Only machines that are approved for competition may be used in events.
4. See Appendix D, BRL Tech Inspection Checklist
5. Machines must be class-legal and must meet all equipment requirements.
6. More than one machine per rider may be presented and passed through initial Technical Inspection, provided frame numbers are properly recorded distinguishing race machines from practice machines. Machines used for timed qualifying are considered race machines.
7. Is strictly forbidden to use on board camera, the only onboard camera admitted is by the BRL organization.
8. The Race Director or Chief Technical Inspector may require post-race teardowns following completion of the event.
9. During post-race Technical Inspections or teardowns, only two working mechanics for each impounded machine are permitted in the inspection/impound area.
10. Only event racing officials or BRL-designated personnel may inspect impounded motorcycles or equipment.
11. The following items MAY BE altered or replaced from those fitted to the homologated motorcycle.
 1. Anytype of lubrication, brake or suspension fluid may be used.
 2. Gaskets, seals, and gasket material.
 3. Bearings (ball, roller, taper, plain, etc.) of anytype or brand may be used.
 4. Fasteners (nuts, bolts, screws, etc.), but internal engine bolts must remain of standard homologated materials or materials of higher specific weight.
 5. Thread repair using inserts of different material such as helicoils and timeserts.
 6. External surface finishes and decals.
12. The following items MAY BE removed
 1. Instrument and instruments bracket and associated cables.
 2. Tachometer.
 3. Speedometer and associated wheel spacers.
13. The Following Items MUST BE Removed
 1. Rear-view mirrors.
 2. Horn.
 3. License plate bracket.
 4. Toolbox.
 5. Safety bars, center and side stand brackets welded to the main frame *may* be removed. The side stand must be removed.
14. Helmets and back protectors which are in use during an event must be presented at the Technical Control.

2.8 Rider Requirements

1. Bagger class

Bagger riders must be an expertplate holder with National Federation License with starting permission.

2.9 Rider Gear Requirements

1. Helmet – DOT full-face helmet (no flip up style). The helmet should meet or exceeds the Snell M2015, FIM BSI 6658 Type A (“Blue Label”), Fim ECER 22.05 or FIM JIST 8133:2000 standard. The helmet should not be more than 5 years old, and it should be normal wear and tear from typical use and transport are ok, but a helmet that has been crashed in or that has been visibly damaged will not pass tech. Disposable "tear-offs" are permitted.
2. Suit – 1 piece.
3. Back Protector – An aftermarket back protector is highly recommended, back protector must be a CE-approved foam insert at the minimum, with or without airbag protection in the suit and must be clearly marked with the following norms: i. The back protector must comply with EN1621-2, CB (“central back”) or FB (“full back”) Level 1 or 2.
4. Gloves – Gauntlet-style glove that provides full coverage over your wrists and overlaps your Gloves should be in good condition and without holes or damage.
5. Boots – Provide full ankle. They may be worn under the legs of your pants only if your Race Suit pantlegs are designed for this. Otherwise, your boots must fully overlap the pantlegs on yoursuit.

2.10 On-Track Regulations

1. Riders must remain on the marked course.
2. A rider leaving the course may continue the race by properly re-entering the course at the closest point to where the rider left the course, without gaining an advantage. If a rider leaves the course for any reason, the rider must immediately slow down to a safe speed so as not to endanger life or limb of other riders, crew members, officials, or the public. It will be the responsibility of the Race Director or his designee to determine whether the rider gained an advantage upon re-entry or failed to slow down after leaving the course. A rider may be determined to have gained an advantage without gaining a position.
3. No rider may ride or operate any vehicle in such a manner as to endanger life or limb of other riders, crew members, officials or the public.
4. Riders are prohibited from using any personal audio listening device while operating a vehicle on the race course.
5. Riders and crew are prohibited from throwing any rider apparel or any other similar items into the spectator areas, particularly during podium activities.
6. Only riders officially entered in the event may ride or practice on the racetrack the day of the event.
7. Unless directed to do so by the Race Director or his designee, no one is permitted to ride a machine in the wrong direction on the racetrack.
8. Except in the designated Pit Area, no adjustment, repairs or refueling may be made to competing machines by crew members during an event. Riders must pull into the designated Pit Area and be off the racetrack before receiving crew assistance.

9. Riders may make repairs during an event, without assistance, in suitable area, off the racetrack.
10. Outside assistance to a rider on the course is forbidden except when the assistance is given by flag marshals or officials placed by the Race Director for the purpose of control and safety, with the following exceptions:
11. Receiving medical treatment while on track during a race, outside the scope of evaluating a rider's ability to continue, will be considered outside assistance, and the rider will not be allowed to continue that race.
12. A motorcycle that leaves the track and designated pit area and who enters the paddock during a timed qualifying session race will not be permitted to return to the racetrack.

2.11 Signal Flags

1. Operational Flags:
 1. Green Flag: Indicates the start of a race or clear track conditions.
 2. White and Green Flags Crossed: Indicates half the total race time.
 3. White Flag: Indicates the final lap of a race.
 4. Checkered Flag: Indicates the end of a race or practice session. Proceed to the designated track exit.
 5. Red Flag: Indicates the race has been stopped. Reduce speed and proceed safely to the staging area.
 6. Black Flag: Indicates a problem with a motorcycle or a disqualification. A number board displayed with the flag indicates the rider being signaled. Carefully reduce speed and proceed around the course to the designated Signal Area. Blackflagged riders are not permitted to return to the race course unless cleared by the Race Director.
2. Warning Flags:
 1. A waving Yellow Flag Indicates a potentially hazardous situation on or near the racetrack. Riders must exercise caution. Passing is not allowed.
 2. White and Red Stripe Flag indicates medical staff on or near the racetrack and indicates a potentially hazardous situation in an area that may not be clearly visible to on-coming riders. Riders must proceed with extreme caution. Passing is NOT allowed.
 3. Blue Flag: Indicates a rider is about to be overtaken by a faster rider. The overtaken rider should hold their line and not impede the progress of the faster rider. Riders disregarding this flag may be black flagged at the discretion of the Race Director.

2.12 Staging

1. Motorcycles will assemble at the entrance to the track at the scheduled time. The pit lane will remain open for 5 minutes.
2. A five-minute sign will be displayed at the start/finish line. Motorcycles will be allowed to take one (1) warm up lap. Those competitors who do not wish to take a warm-up lap will report to the pit steward for instructions. The procedure for placing them on the grid will be outlined at the rider's meeting.
3. At a time designated by the Referee, the track will be closed to rider. Riders who have not begun their hot lap or reported to the Referee for direct gridding will be barred from competition in that particular race.

4. Once a motorcycle is in start position on the Starting Grid, the grid position cannot be changed.

2.13 Start Procedure

1. Each rider may have 2 crew members accompany them to the Starting Grid. No other crew members are permitted on the Starting Grid.
2. In the event a rider needs to make repairs once loaded on the Starting Grid, the machine must be pushed back from the grid, away from other contestants. All machines should be running prior to the display of the 30-second board.
3. Once the track is clear for the start, the Race Director or his designee will direct the Starter to hold up a 3 minutes, 1 minute and 30-second board. After that time the start of the race will be announced by the red light that will be turn off by the Race Director.
4. Riders who are present at the Starting Grid but are unable to start due to a stalled motorcycle or other contributing factor may join the race from the starting area until the time the race leader completes the first lap. There after, the rider may not join the race and is barred from any subsequent restarts.
5. Jumping the Starting Grid process may result in penalty or disqualification.

2.14 Restart Procedure

1. In the case of a false start (light malfunction or other contributing factor) a race will be restarted with the riders returning to their original Starting Grid positions.
2. Should a race be stopped after one (1) full lap is complete, the race will be restarted using the original staging positions for that race. If a race is stopped after two (2) full laps are complete, the riders will be staged based on their positions the lap prior to the red flag. The restart will resume for the time remaining laps of the race. The restart will take place as soon as possible.
3. Should a race be stopped after 70% of the Scheduled laps are completed by the race leader, or more minutes have elapsed, the race will be considered complete, and finishing positions will be determined by a rider's position on the lap the race is stopped, as opposed to track positions in the lap preceding the red-flagged lap.
4. Riders who are not present at the Starting Grid or who are present but unable to join the race before the race leader completes the first lap, are barred from any subsequent restarts.
5. During a restart, all riders must return to their original starting grid position and wait for further instructions from an official. Riders are not permitted to return to the paddock. Riders returning to the paddock will not be eligible for the restart unless directed to do so by the Race Director.
6. Repairs to motorcycles must be made in the designated Pit Area or behind the Starting Grid only. No repairs may be performed on the Starting Grid.
7. In the event of a restart crew members will be allowed to the Starting Grid.
8. Riders may be directed to the paddock by the Race Director in case of inclement weather or other unforeseen circumstances.
9. Any race start or restart will be considered an official part of the event even if the start or restart does not result in a lap being completed by the leader. Therefore, any start or first lap infractions will be deemed valid and ruled upon accordingly.

2.15 Qualifying and races

1. The qualifying program will consist of two-timed practice sessions per class. The scheduled races for each round will be two.
2. Race 1 Class starting grids will be seeded based on timed qualifying. Race 2 class starting will be seeded based on the result of the qualifying, but with reversed position.

2.16 Race Finishes

1. Races are officially ended for all contestants at the completion of the lap in which the checkered flag is displayed to the winner.
2. Riders will be credited with all laps they complete during a race unless a penalty has been assessed. Under normal circumstances all lap and finish positions will be determined by scorekeepers, finish line cameras or electronic timing devices (transponders). In the event the electronic timing system fails to record a time or lap position for any rider, a photo or back-up manual score sheet will be used to determine the laps completed and finishing order for the rider. In the case of a photo-finish between two or more riders, the win will be awarded to the rider whose front wheel crosses the plane of the finish line first. In the case of a visual tie or where a clear determination cannot be made, the riders concerned will be ranked in the order of the best lap time made during the race.
3. For a lap to be considered complete, the rider and motorcycle must cross the plane of the designated finish line, located at the site of the scoring/timing transponder receiver loop. The line will be clearly defined with trackside markers and will be located as close to the finish-line flagger as possible; the line's official location, however, will be at the location of the timing/scoring loop, not the flag itself.
4. Riders who do not complete the checkered flag lap will be scored in order of finish and laps completed. Riders choosing to leave a race before its completion are not required to wait for the checkered flag to receive credit for laps they have completed.
5. A rider whose motorcycle is disabled before reaching the finish line may, by the rider's own unaided muscular energy, push the motorcycle in the proper direction of the racecourse to complete the lap by crossing the finish line, unless the rider is determined to be a hazard by the Race Director.
6. Under normal circumstances, the winner is the leader at the time the checkered flag is first displayed.
7. Should a rider be given the checkered flag ahead of the actual winner, or with the winners, the rider will be scored as having completed the race in the race position the rider was running at that time.
8. Should the checkered flag be displayed later than the official distance, the finishing order will be decided based on the official distance.
9. After practices bikes must stand on parc fermé for 30 minutes
10. After h 18.00 it is not possible to carry on set-up workings on the bikes. It is possible to work on the bike only in case of big damages, under the authorization of the organization. Bikes are normally just available just for pictures, cleanings and PR activities

2.17 Official Race Results

1. Race results will not be made official until all scoring materials are examined and approved. Provisional results will be posted, and riders will have 30 minutes to

request a re-check or otherwise challenge the results. If no re-check is requested or challenge made, the results will become final.

2. If a re-check is requested within the 30-minute time limit, a new posting time limit of 30 minutes will be required if changes are made to the previously posted results.
3. The issuance of official results does not exempt riders who competed in the event from penalties for rules violations issued by the BRL following the protest period.
4. Riders are entitled to review their scores with the Timing and Scoring Manager

2.18 Points

Points	Position
25	1st
20	2nd
16	3rd
13	4th
11	5th
10	6th
9	7th
8	8th
7	9th
6	10th
5	11th
4	12th
3	13th
2	14th
1	15th
0 (zero)	DNF (Did Not Finish)
0 (zero)	DNS (Did Not Start)
0 (zero)	DQ (Disqualified)

5 additional points for Best Lap

5 additional points for Holeshot

5 additional points DOUBLE RACE WINNER

SECTION 3: RACE CLASS EQUIPMENT STANDARDS & TECHNICAL SPECIFICATIONS

ADDITIONAL EQUIPMENT

3.1 Brake lever protection: Motorcycles must be equipped with a brake lever protection (guard), intended to protect the handlebar brake lever from being accidentally activated in case of collision with another motorcycle. FIM approved guards are permitted without regard to the material. The Chief Technical Officer has the right to refuse any guard not satisfying this safety purpose.

3.2 Chain guard: A solid protective cover (shark fin) must be fixed to the swing arm, and must always cover the opening between the lower chain run, swing arm and rear wheel sprocket, irrespective of the rearwheel position. This must be fitted in such a way to reduce the possibility that any part of the riders' body may become trapped between the lower chain run and the rear wheel sprocket. The chain guard must be mounted with minimum 2 steel bolts (min. 6 mm diameter). The Chief Technical Officer has the right to refuse any guard not satisfying this safety purpose.

3.3 Rearsafety light: All motorcycles must have a functioning red light mounted at the rear of the motorcycle. This light must be switched on any time the motorcycle is on the track or is ridden in the pit lane and the Race Direction declares the session WET. All lights must comply with the following: a) The rear light must be mounted on the motorcycle during the whole time of the event. b) The rear light must be mounted properly with screws. Mounting the rear light with tape is forbidden. Mounting with hook-and-loop fasteners is allowed when the wiring of the light is connected to the motorcycle. c) The luminous field should be at least 4cm² (e.g. rectangular 4 cm x 1 cm, circular Ø 2.25 cm). d) Lightning direction must be parallel to the motorcycle centre line (motorcycle running direction), and be clearly visible from the rear at least 15 degrees to both left and right sides of the motorcycle centre line. e) The rear light must be mounted near the end of the seat/rear bodywork and approximately on the motorcycle centre line, in. f) Power output/luminosità should be equivalent to minimum 10 W (incandescent) or 1 W (LED). g) The output must be continuous - no flashing safety light whilst the motorcycle is on the track. Flashing is allowed only in the pit lane when the pit limiter is active. h) The safety light power supply may be separated from the motorcycle. i) The Chief Technical Officer has the right to refuse any light system not satisfying this safety purpose.

3.4 Kill switch: All motorcycles must be equipped with a functional ignition kill switch or button mounted on the handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. The button or switch must be RED.

SECTION 4: BAGGER GP EQUIPMENT STANDARDS & TECHNICAL SPECIFICATIONS

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

EVERYTHING THAT IS NOT AUTHORIZED AND PRESCRIBED IN THIS RULE BOOK IS STRICTLY FORBIDDEN

Motorcycle specifications

1. All Years Harley-Davidson FL Touring
2. All Years Indian Bagger or Touring
3. BMW R18 / BMW K16
4. Honda Goldwing
5. Kawasaki VN Voyager
6. Suzuki Intruder
7. Yamaha Star Cruiser
8. Moto Guzzi MGX 21

9. Moto Guzzi California
10. Triumph Rocket
11. Ducati Diavel V2 / V4
12. WYCHE Motorcycle

Minimum weight:

Up to 1800cc - 250 kg minimum

Over 1800cc - 290 kg minimum

1. At any time of the event, the weight of the whole motorcycle (including the tank and its contents) must not be lower than the minimum weight.
2. There is no tolerance for the disregard of minimum weight
3. During the final technical inspection at the end of the race, the selected motorcycles will be weighed in the condition they finished the race, and the established weight limit must be met in this condition. Nothing may be added to the motorcycle. This include all fluids.
4. During the practice and qualifying sessions, riders may be asked to submit their motorcycle to weight. In all cases, the rider must comply with this request.
5. The use of ballast is allowed to stay over the minimum weight limit and may be required due to the handicap. The use of ballast and weight handicap must be declared to the Technical Director at the preliminary checks.

Numbers and number plates

- The background colors and figures (numbers) for Baggers may be any color but must be strongly contrasting.

Fuel

- Currently BRL does not have a specific fuel. All competitors fuel must be “automotive gasoline” or “race fuel” and to avoid confusion eliminates options such as ethanol, methanol, ether, propyleneoxide, acetone, nitro propene, nitrobenzene, tetraethyl, alcohols, and a whole myriad of other “oxygenates” ending with “oxide.”

Tires

- BRL has a specific brand of tires. Models and dimensions are listed in the appendix A
- **Engine**

Fuel system bike under 1800 cc:

1. Air funnels, throttle bodies and airbox can't be altered
2. Air and air/fuelmixture must go to the combustion chambre exclusive through the throttle bodies/ Intake manifolds

Fuel system bike over 1800 cc:

3. Air funnels, throttle bodies and airbox may be altered
4. Air and air/fuelmixture must go to the combustion chambre exclusive through the throttle bodies/ Intake manifolds

Cylinder Head

Bikes over 1800cc and 290kg minimum

1. Air Cooled Pushrod Engines: Cylinder heads may be altered or
2. Water cooled engines: Cylinder heads must be the originally fitted part with the following modifications allowed:
 1. The cylinder head must have to be a production part using originally equipment materials and castings.
 2. Porting and polishing of the cylinder head normally associated with individual tuning such as gas flowing of the cylinder head, including the combustion chamber is allowed.
 3. The throttle body intake insulators may be modified
 4. The compression ratio is not defined
 5. The combustion chamber may be modified
 6. Valves may be modified
 7. Valve seats can be modified or replaced
 8. Valve guides may be modified
 9. Valves must remain in the homologated location and at the same
 10. Rocker arms (if any) may be modified
 11. The exhaust air bleed system may be modified
 12. Valve springs may be modified

Bikes below 1800cc and 250kg minimum

Engine can not have any technical update from the OEM.

The cylinder head must have to be a production part using originally equipment materials and castings.

Porting and polishing of the cylinder head normally associated with individual tuning such as gas flowing of the cylinder head, including the combustion chamber is allowed.

Cam shaft

Bikes over 1800cc and 290kg minimum

1. Cam shafts may be altered
2. Cam sprockets or cam gears:
 1. Cam shaft sprockets, pulleys or gears may be altered or replaced to allow degreasing of the cam shafts.
 2. The cam chain or cam belt tensioning device(s) can be modified

3. Bikes below 1800cc and 250kg minimum

Neither parts of the cam shaft can be replaced or modified

Cylinders

Bikes over 1800cc and 290kg minimum

1. Normally aspirated air-cooled pushrod engines may increase the bore to a maximum total displacement of 131ci.
2. Normally aspirated water-cooled engines are limited to
3. Forced induction engines: Harley-Davidson air-cooled 107 / Indian air-cooled 111 ci.

4. Bikes below 1800cc and 250kg minimum

Engine displacement must remain as the manufacturer's original approval sheet

Pistons, rings, pins, and clips.

Bikes over 1800cc and 290kg minimum

1. Air cooled pushrod V-Twin engines: May be modified
2. Water cooled engine: must be factory or factory option homologated

Bikes below 1800cc and 250kg minimum

1. Water cooled engine: must be factory or factory option homologated

Connecting rods

Bikes over 1800cc and 290kg minimum

1. Connecting rod may be altered
2. Connecting rod bolts are free but must be of the same weight or heavier, and of the same material as the original bolt or of higher specific weight material.

Bikes below 1800cc and 250kg minimum

1. Connecting rod can't be altered
2. Connecting rod bolts must be of the same weight or heavier, and of the same material as the original bolt or of higher specific weight material.

Crankshaft

Bikes over 1800cc and 290kg minimum

Only the following modifications can be made to the crank shaft:

1. Stroke may be modified on air cooled pushrod V-Twin Water cooled to remain the same as the originally fitted and homologated part.
2. Bearing surfaces may be modified
3. Surface treatments may be applied to the parts
4. Balancing is admitted

Bikes below 1800cc and 250kg minimum

1. Balancing is admitted

Crankcase / Gearbox housing

Bikes over 1800cc and 290kg minimum

1. Crankcases must be the originally fitted part with only the following modifications allowed. If the crank cases have an integral cylinder, then the top face of the cylinder may be ground to adjust deck Oil Spray nozzle may be modified. Air Cooled Pushrod Engines: may modify case for camshaft clearance, crank balance shaft removal and tape red crank shaft bearing upgrades.
2. No other modifications are allowed (including painting & polishing).
3. Only the original or an approved sump Oil-pan (sump) and oil pick up can be
4. Oil breather cover must remain as original, but the internal breather/damper plate can be modified or replaced.
5. Oil tank breathers are acceptable and may run through an external catch can, but all exits are advised to be routed to the intake system.

Bikes below 1800cc and 250kg minimum

Crankcases must be the originally fitted part

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. All lateral covers/engine cases containing oil, and which could be in contact with the ground during a crash, must be protected by a second cover made from metal such as aluminum alloy, stainless steel, steel, or titanium.
3. All drain and fill plugs must be lock wired (safety wired). The use of clips is not permitted. External oil filter(s), screws and bolts that enter an oil cavity must be safety wired (i.e., on crankcases) or the oil filter may optionally have a secondary retention mechanism.

Transmission / Gearbox

1. The layout of the transmission shafts must be the same as on the homologated
2. The gear design and material and the measures are free
3. Final drive belt systems may be converted to chain type

Clutch

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

Oil pumps, camplates and oil lines

1. The oil pump and camplate may be modified
2. Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be braided reinforced construction with swaged or threaded

Cooling System

1. The only liquid engine coolants permitted is water
2. Additional or bigger radiators or oil coolers may be admitted
3. The original oil/water heatex changer may be modified or replaced

Airbox

Bikes over 1800cc and 290kg minimum

1. The airbox may be modified
2. Airboxes should be designed to retain oil from the crankcases in the event of engine failure or tip-over.
3. Where breather or overflow pipes are fitted, they must discharge via existing outlets. Catch cans may be used but the original closed system must be used

Bikes below 1800cc and 250kg minimum

1. The airbox can't be modified
2. Where breather or overflow pipes are fitted, they must discharge via existing outlets. Catch cans may be used but the original closed system must be used

Fuel supply

1. Fuel lines from the fuel tank up to the injectors (fuelhoses, delivery pipe assembly, joints, clamps, fuel canister) may be replaced and must be in such a way that they are protected from crash damage.
2. Quick connectors or dry break connectors may be used
3. Fuel vent lines may be used
4. Fuel filters may be used

Exhaust system

1. Exhaust pipes, catalytic converters and silencers may be altered or replaced.
2. For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.
3. Wrapping of exhaust systems is free
4. The noise limit for Baggers will be 105dB/A measured at (with a 3dB/ A tolerance after the race only).

Engine control system

1. The engine control system (ECU)
 1. Original system as homologated, with or without software
 2. Aftermarket systems: Thundermax, S&S, DynoJet / PV, Techno Research, TTS or similar.
2. Central unit (ECU) may be used
3. The original sensors may not be replaced or No additional sensors may be added to the machine for data collection.
4. No extra sensors may be added for control strategies except the throttle bodies, fuel pressure, oil pressure, lambda sensor and shift rod sensor.

5. No external module may addtraction control strategies. The modules may only connect to the fuel injectors, ignition coils, lambda sensor, power supply and “piggyback the Throttle Position, Gear and RPM ” Lambda closed loop/ auto tuning is permitted.
6. Other additional electronic hardware equipment not on the original homologated motorcycle can not be added with the exceptions noted below
 1. Resistors/load/electronic hardware may be added to replace the parts of the electrical system that have been removed (includinglights, lambda sensors, etc.) to prevent ECU errors, and includes needed wiring for throttle bodies and or turbo units.
7. Telemetry is not admitted
8. No remote or wireless connection to the bike for any data exchange or setting is allowed whilst the engine is running, or the bike is moving.
9. Harness:
 1. The key/ignition lock may be relocated, replaced, or
 2. Cutting and removal of excess and unusedwiring in the originalwiringharnessisallowed.
10. A lap timer may be fitted. GPS lap timers may be used. The lap timer mayonly be connected to the machine with a power and ground Data collection from the machines sensors or ECU isallowed. Data collection by the lap timer by way of GPS and internal IMU ispermitted.
11. Spark plugs may be replaced
12. Battery model is free

Bikes below 1800cc and 250kg minimum

1. The engine control system (ECU)
 1. Original system as homologated, with or without software
2. The original sensors may not be replaced or No additional sensorsmay be added to the machine for data collection.
3. No extra sensors may be added for control strategies except the throttle bodies, fuel pressure, oil pressure, lambda sensor and shift rod sensor.
4. No external module may addtraction control strategies. The modules may only connect to the fuel injectors, ignition coils, lambda sensor, power supply and “piggyback the Throttle Position, Gear and RPM ” Lambda closed loop/ auto tuning is permitted.
5. Other additional electronic hardware equipment not on the original homologated motorcycle can not be added with the exceptions noted below
 1. Resistors/load/electronic hardware may be added to replace the parts of the electrical system that have been removed (includinglights, lambda sensors, etc.) to prevent ECU errors, and includes needed wiring for throttle bodies and or turbo units.
6. Telemetry is not admitted
7. No remote or wireless connection to the bike for any data exchange or setting is allowed whilst the engine is running, or the bike is moving.
8. Harness:
 1. The key/ignition lock may be relocated, replaced, or
 2. Cutting and removal of excess and unusedwiring in the originalwiringharnessisallowed.

9. A lap timer may be fitted. GPS lap timers may be used. The lap timer may only be connected to the machine with a power and ground. Data collection from the machine's sensors or ECU is allowed. Data collection by the lap timer by way of GPS and internal IMU is permitted.
10. Spark plugs may be replaced
11. Battery model is free

Generator, alternator, electric starter

1. The stator/coil must be the originally fitted parts with no modification
2. 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).

Main frame and spare motorcycle

1. During the entire duration of the event, each rider may only use one (1) complete

Frame body and rear subframe

1. The main frame must be the originally manufactured and fitted
2. Holes may be drilled on the frame to affix approved components (i.e., fairing brackets, saddlebag relocation, steering damper mounts, engine & chassis stabilizers etc.).
3. All motorcycles must display a vehicle identification number punched on the frame body (a proper 'legal VIN')
4. Crash protectors may be fitted to the frame using existing points or pressed into the ends of the wheel axles. The material is free.
5. For all bodywork, paint and decal design is free.
6. Overall size and dimensions must be the same as the original parts, with a tolerance of +/- 10mm, respecting the design and features of the homologated fairing as far as possible.
7. The overall width of the frontal area may be +10mm maximum. In case of a dispute, the decision of the Chief Technical Officer is final.
8. Windscreen may be replaced with an aftermarket product. The height of the windscreen is free, with a tolerance of +/- 15mm measured on the vertical distance from/to the upper fork bridge. The screen must not have sharp edges. The material of the windscreen must be transparent or slightly tinted.
9. Fairing brackets and fasteners may be altered or replaced. The material is free.
10. The lower fairing must be constructed to hold a minimum of 5 litres in case of an engine breakdown. The lower edges of all the openings in the fairing must be positioned at least 50mm above the bottom of the fairing.
11. The lower fairing must incorporate at least a single opening of 20 mm diameter in the front lower area. This hole must remain sealed in dry conditions and must be open only in wet race conditions as declared by the Race Director.
12. Front fairing has to be included in the measure of the handlebar, the minimum high is 15cm from the handlebar.

Suspension – General

1. Suspension may be modified but a similar system to the homologated must be used

Front Suspension

1. The front fork in whole or part may be changed
2. The upper and lower fork clamps (triple clamp, forkbridges) and stem may be changed or modified.
3. A steering damper may be added or changed
4. The steering damper cannot function as a steering lock limiting

Swing-arm (Rear Fork)

1. Swing-arms may be replaced only for motorbikes over 1800cc and 290 kg
2. A Solid Protective Cover (sharkfin) shall be fixed to the swing-arm and must always cover the opening between the lower chain run, swing-arm, and the rear wheel sprocket, irrespective of the position of the rear wheel.
3. Rear wheel stand brackets may be added to the rear fork by welding or by
4. Brackets must have round edges (with a large radius). Fasteners must be
5. Swingarm spindle (pivot) may be modified or replaced.

Rear suspension unit

1. The rear suspension unit may be changed but a similar system must be used (i.e., dual or mono).
2. Removable top shock mounts may be replaced, they must retain their general homologated geometry.

Wheels

1. Wheels may be replaced, and associated parts may be altered or replaced from those fitted to the homologated motorcycle.
2. Aftermarket Wheels Must Be Made From Aluminum
3. The use of the following alloy materials for the wheels is not allowed: Beryllium ($\geq 5\%$), Scandium ($\geq 2\%$), Lithium ($\geq 1\%$).
4. Aftermarket wheels can be made from aluminum, or magnesium. The only approved carbon fiber wheels are BST 7.
5. 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).
6. Wheel balance weights may be discarded, changed, or added.
7. Wheel sizes Front and Rear 17".

Tires size:

Front 120/70/17 Rear 200/60/17 (model see the appendix A)

Brakes

1. Front brake master cylinder may be altered
2. Front brake calipers may be altered
3. Rear brake master cylinder may be altered

4. Rear brake calipers may be altered
5. Brake pads or shoes may be altered
6. Brake hoses and brake couplings may be altered
7. Hydraulic anti-knockback systems may be fitted to the brake lines/caliper.
8. Brake discs may be altered or Only Steel (max. carbon content 2.1wt. %) is allowed for brake discs. Alloys containing beryllium are not allowed to be used for brake calipers.
9. ABS systems must be removed or disabled if still on.
10. Front brake lever must have a protection

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 drive by wire grip/demand
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 can stop a running engine. The button or switch must be RED.
4. Front brake lever must have a protection

Footrest and foot controls

1. Footrests, hangers/brackets, and hardware may be replaced and relocated but the hangers/brackets must either be mounted to their original frame mounting points or another location that does not require the modification of the frame.

Fuel tank

1. The fuel tank must be the general shape and dimension of the originally fitted and homologated part.
2. Fuel tanks with tank breather pipes must be fitted return valves that discharge into a catch tank with a minimum volume of 250 cc made of a suitable material.
3. Material is free
4. Modified fuel tank cannot be reduced more than 50% of its original capacity

Seat

1. Seat may be altered

Fairing / Bodywork

1. The fairing, rear fender and body work must conform in principle to the homologated shape as originally produced by the manufacturer. Styling modifications are free. Front fender is free. Material is free. Headlights may be included even when considered external. All glass and plastic lenses should be covered by a clear vinyl or a vinyl replicating the look of the lens.
 1. Harley-Davidson: must run a batwing fairing or Road Glide Either model fairing is acceptable regardless of the model HD motorcycle.
 2. Indian Motorcycles: must replicate the originally fitted and homologated part
2. The Windscreen Must Be Installed And Maybe

3. A lower catch/belly pan must be constructed to hold, in case of an engine breakdown, atleasthalf of the total oil and engine coolant capacityused in the engine. Harley M8's ('17-'21) totalenginehas 5 Harley Twin Cam ('99-'16) totalenginehas 4 qts.
4. The saddlebags must conform in principle to the originalshapeasoriginallyproduced by the manufacturer. Styling Modifications are free.
5. The inner side (next to the wheel) of the bag can be modified in shapebut must remain stock size.
6. Heightmay be altered a maximum of 2" in respect to the originalmounting point on the subframe. Materialis free.
7. Saddlebaglids must conform in principle to the OEM dimensionalspec and shape of originallyfitted Touring model hard bags. Materialis free.

The following items MAY BE altered or replaced from thosefitted to the homologatedmotorcycle.

1. Anytype of lubrication, brake or suspension fluid may be used
2. Gaskets, seals, and gasket
3. Bearings (ball, roller, taper, plain,) of anytype or brand may be used.
4. Fasteners (nuts, bolts, screws,), butinternalenginebolts must remain of standard homologatedmaterials or materials of higherspecific weight.
5. Thread repair using inserts of different material such as helicoils is admitted