

DECISION OF THE FIM APPEAL STEWARDS

FIM APPEAL STEWARDS' DECISION UPON THE APPEAL OF LEOPARD RACING on 05/06/2026

The team, Leopard Racing lodged a written appeal on 05 June 2026 at 13.25 to the Appeal Stewards with the deposit for appeal of 1320 Euros. (by IRTA guarantee).

The appeal is lodged against the decision of the FIM MotoGP Stewards of 05 June 2026, notified to the team, Leopard Racing, rider #31 Adrian FERNANDEZ on 05 June 2026 at 12:30 regarding disqualification from the events: PT Grand Prix of Thailand, Estrella Galicia 0,0 Grand Prix of Brazil, Red Bull Grand Prix of the United States and Estrella Galicia 0,0 Grand Prix of Spain under Article 3.3.2.2 and Article 3.2.2.3 of the FIM Grand Prix World Championship Regulations 2026 following a breach of Moto3 Class Engine Durability Regulations, Article 2.6.3.3.

1. Composition of the FIM APPEAL STEWARDS

The Panel of the FIM Appeal Stewards is made up of:

- Stuart HIGGS FIM Appeal Steward
- Rezso BULCSU FIM Appeal Steward (nominated by FMNR)

The hearings were held from 15:00 – 17:45

2. Validity of the appeal

The Panel has decided that the appeal was regularly lodged, in due form, with the appropriate fee guaranteed and was within deadlines.

3. The hearing

The Appeal Stewards Panel was convened on Friday 5th June 2026 with the following persons and heard their explanations:

Leopard Racing

- Christian LUNDBERG
- Didier LAMBERT

Technical Director and Technical Staff

- Danny ALDRIDGE
- Charlie KIRK

Engine Manufacturer appointed service company

- Noriyuki SMIMIZU

FIM MotoGP Stewards:

- Simon CRAFAR
- Andres SOMOLINOS
- Tamara MATKO

The following documents were submitted to the Appeal Stewards:

Documentary evidence regarding the FIM MotoGP Stewards Decision

The Report of the Technical Director including supplementary documents from the engine manufacturer

The Appeal document

The IRTA security deposit for the protest is attached

4. The facts

A hearing was held with all parties involved

5. The FIM MotoGP Appeal Stewards Panel's considerations:

The Appeal was directed towards the process of securing the engine and subsequent inspections.

The Technical Director had determined, based on physical inspection, manufacturer evidence and examination of the engine seals, that the integrity of the approved sealing system had been compromised and that engine #810 had been opened without authorisation. Pursuant to Art. 2.6.3.3.13(c), an engine with damaged, tampered with or missing security seals is deemed to have been rebuilt and must be treated as a new engine in the rider allocation.

The engine had already completed one service life and had been removed from the rider's allocation under the normal end-of-life procedure. However, the subsequent finding that the security seals had been tampered with and that the engine had been opened without authorisation requires that engine to be treated as a rebuilt engine and therefore as a further engine within the rider allocation. Accordingly, engine A810 counts as one engine used during its original service life and one additional engine by virtue of the deemed rebuilding under Art. 2.6.3.3.13(c).

Consequently, engine A810 has been used as an allocated engine and, following the finding that the approved security sealing system was compromised, is deemed under Art. 2.6.3.3.13(c) to be a rebuilt engine and therefore treated as a new engine in the rider allocation. The rider's engine allocation has been adjusted accordingly.

The Technical Director's decision was based solely upon the established fact that the integrity of the approved sealing system was compromised and that the engines were opened without authorisation.

The FIM MotoGP Stewards Panel agreed with the application of the Technical Regulations as determined by the Technical Director and the resulting allocation consequences prescribed by Art. 2.6.3.3.13(c).

The FIM MotoGP Stewards Panel considered that the unauthorised interference with the approved technical sealing system constitutes an action prejudicial to the interests of the meetings or of the sport within the meaning of Article 3.3.2.2.

The FIM MotoGP Stewards Appeal panel were drawn to Article 2.4.5.3 (3) whereby presentation of a machine (at Technical Control) is deemed as an implicit statement of conformity with the technical regulations. Responsibility for the preparation of the machine to comply with all technical and safety regulations rests with the team.

The FIM MotoGP Stewards Appeal panel were satisfied with the explanation of the Technical Director and Technical staff, the engine manufacturers service company technician and their processes, including further presentation of photographs of the condition of the seals and engine internals.

The Team were unable to supply a robust explanation regarding the condition of the security seals and consequent evidence that an invasive process had occurred within the engine.

The approved sealing system forms an integral part of the Moto3 engine durability regulations and is the mechanism by which compliance with the engine allocation and rebuilding restrictions is verified. By presenting engines whose approved security seals had been tampered with and which had been opened without authorisation, the team presented material that could no longer be verified as complying with the regulations. Once that integrity had been compromised, the Technical Director could no longer establish with certainty that the engine remained in the condition in which it was originally approved and allocated.

It is a long-established principle of the FIM Grand Prix World Championship Regulations that results must be founded upon machinery whose compliance can be verified. Where the actions of a team/competitor render that verification impossible, the resulting sporting outcome cannot be considered sufficiently reliable to remain in the classification.

The judgement

Upon these grounds, the FIM Appeal Stewards decide:

- To confirm the decision pronounced by the FIM MotoGP™ Stewards
- To reject the appeal lodged.

According to articles 3.4.4, 3.7.2.2, 3.7.2.3 and 3.7.2.4 of the FIM Grand Prix World Championship Regulations, you have the right to appeal against this decision of the FIM Appeal Stewards to the **International Court of Appeal (CAI) before the competent Tribunal of the Canton of Vaud.**

A statement of appeal must be made within 5 days from the date and time of this notification.

Balaton Circuit, 05.06.2026

FIM Appeal Steward
Stuart Higgs

FMNR Appeal Steward
Rezso Bulcsu

Date: 05/06/2026
Time of Notification: 18:14

Distribution :
All parties present listed above :
FIM
MotoGP SEG