VCRR 04 FIM EUROPE STANDARDS FOR VINTAGE ROAD RACING CIRCUITS

Appendix A

CO-ORDINATES OF MANUFACTURERS &
DISTRIBUTORS OF ADDITIONAL PROTECTIVE DEVICES:

VCRR 04.1 GENERAL

VCRR 04.1.1 Object and aims

The "FIM Europe Standards for Vintage Road Racing Circuits" lay down the conditions that must be met by a circuit in order to obtain the homologation of the FIM Europe.

After having examined each case individually and by considering past experience gained, alternative solutions or exceptions could be admitted only in the case of an existing circuit.

VCRR 04.1.2 Field of application

These standards apply to all newly constructed circuits and to any modification to be made to existing circuits.
A circuit can be permanent, semi-permanent or temporary.

VCRR 04.2 CIRCUIT LAYOUT

VCRR 04.2.1 General Principles

The shape of the circuit both in plan and in longitudinal profile must in principle be chosen in such a way that the average speed cannot exceed 200 Km/h.

The ideal line (which is represented by the path of competition motorcycles) - and not the geometrical shape of the layout- is the factor which will be used when the standards refer to straights and bends and especially to calculate the average speed on the circuit and to design its layout.

VCRR 04.2.2 Diagram of speeds

The diagram of speeds is a graphic representation of the variations in maximum speed on the layout of a particular circuit.

It is drawn up upon the basis of the following hypotheses:

The maximum speed reached in a CURVE which has no longitudinal gradient is dependent upon the radius of the corresponding ideal line.

The maximum speed reached in a STRAIGHT is dependent upon the accelerating distance.

VCRR 04.2.3 Length of the circuit

The length of the circuit must be in principle between 1 and 20 Km.

VCRR 04.2.4 Starting zone

The starting zone must be located in a straight of a minimum length of 150 m.
The starting line must be located at a minimum distance of 100 m from the first bend.

VCRR 04.2.5 Bends

The connection between a straight and a circular bend or two circular bends each of a different radius, does not have be made by means of a transition bend unless one wishes to increase the speed at the entry or exit of a particular bend.

VCRR 04.2.6 Longitudinal profile

The maximum longitudinal gradients are as follows:

Uphill	20%
Downhill	10%

Any change in a concave or convex slope (hump-backed) must have a transition made by an arc of a circle of which the radius must tend towards infinity.

The longitudinal uphill gradient at the starting line must not exceed 2%.

VCRR 04.2.7 Width of the track

The width of a track cannot be less than 8 m.

If the track gets wider, the change in width must be gradual and must not exceed a proportion of 1 m per 20 m.

If the track gets narrower, the change in width must be gradual by a proportion of 1 m per 40 m.

VCRR 04.2.8 Banking

Banking is the transversal gradient or slope of the track which is measured perpendicularly to the centre-line of the track.

VCRR 04.2.9 Banking on a straight

On a straight, the track must be banked in such a way that it allows drainage of surface water. It can either be constant (unilateral) or cambered.

VCRR 04.2.10 Banking in bends

The banking in a bend (the outside of the track is banked compared to the inside) is determined upon the basis of the radius of that bend and must not exceed 10%.

An exception to this is made for permanent high speed-tracks.

An opposite gradient is not acceptable, except if the entry speed does not exceed 125 Km/h.

VCRR 04.2.11 Transition of banking

The transition of the banked track must be carefully studied so as to:

-guarantee satisfactory lateral drainage of water
-prevent any sudden variation in transversal acceleration which is no longer compensated by banking (dynamic)
-obtain a suitable line of sight

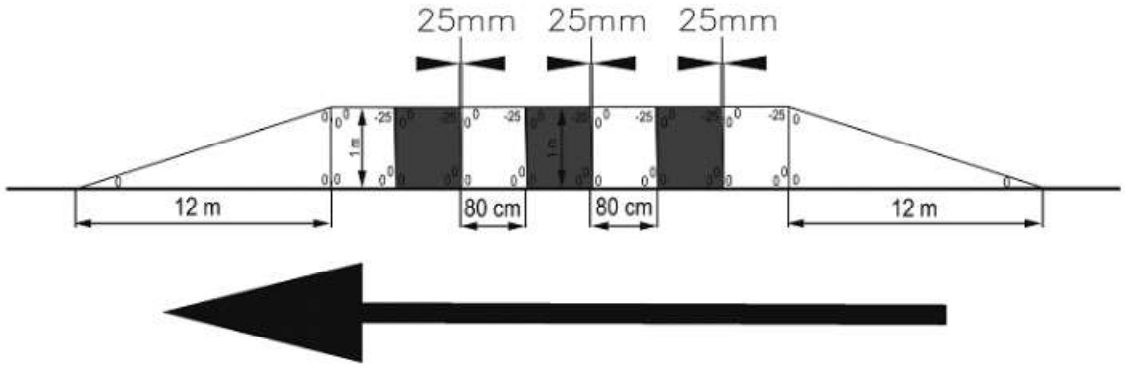
VCRR 04.3 VERGES, RUN-OFF AREAS AND KERBS

Verges (and on the outside and/or inside of bends, kerbs and run-off areas) represent the outer parts of the transversal profile of the track.

They are absolutely necessary, from the construction point of view, serving as a limit and shoulder for the superstructure of the track.

They contribute to higher safety by improving visibility and use of the track over its whole width. If they are of a sufficient range, they offer more room for a vehicle to stop.

Kerbs must be placed in the inside corners and on the outside of the corners where riders can hit the verge. For kerbs, the “Vallelunga” types are recommended.



VCRR 04.3.2 Characteristics

Verges and run-off areas have a flat surface which is less even than that of the track itself. They must be kept free of any debris and stones of a diameter bigger than that of the grains of the gravel beds and should preferably be grass-covered. The surface of a verge must be on a level with the profile of the track or the upper side of the kerb.

VCRR 04.3.3 Gravel beds

The surface of the gravel beds must be completely flat, without waves and should be on the same level as the run-off area.

In order to maintain the efficiency of the gravel beds, a mixing (counter-sinking) should be carried out before each FIME event and all debris and stones of a diameter superior to the grains must be removed.

VCRR 04.4 DRAINAGE OF SURFACE WATER

Proper drainage must ensure that the track, verges, run-off areas and gravel beds are cleared of any surface water.
When calculating the possible flow of water (dependent on the intensity of rainfalls, their duration and the coefficient of flow) local climatic conditions must be taken into account.

Should the installation of a gutter between the track and the first line of protection be required, it must be built in such a way that there is no bump at the surface of the verge or the run-off area: i.e. it must be recovered with a smooth metal wire mesh, or an absorbent well must be used, which can maintain the normal surface of the verge and/or of the run-off area at any time.

VCRR 04.5 ADDITIONAL PROTECTIVE DEVICES

VCRR 04.5.1 General

Additional protective devices may be permanently or provisionally used to protect non-flexible obstacles. The devices must be homologated by the CCR/FIM or Classic/FIME.

The following systems are homologated (see manufacturers' and/or distributors' specs in Appendix A):

Type A
Airfence Type I S
Airfence IIS and Airfence Bike
Alpina Air-Module, Alpina Air-Module AA, Alpina Super Defender and
Alpina Super Defender 2
Bridgestone Module 1000 and Bridgestone Module 1300
PKS Modele 1
Recticel Safeguard barrier 1 and Recticel Safeguard RR
SPM AirPADS and SPM Energy Absorber Type A

Trackcare Hi-Lite and Trackcare Inflatable Barrier

Type B
Airfence Type I and Airfence Bike B
Alpina Defender Barrier
Recticel Safeguard barrier 2

Type C
Straw bales wrapped in a fire-resistant bag (grey colour recommended)
Filling Italiano Protection System (ONDA 27/33 - 20/26),
Alpina Synthetic bales,
Authorised foam bales
PKS Modele 5
Recticel Safeguard barrier 3 and Safeguard barrier 4
Trackcare barrier
Note: Coordinates of manufacturers and/or distributors of fire-resistant bags can be obtained at the FIM/CCR Executive Secretariat.

Type D
Cars tyre barrier covered with conveyor belt

Type E
Cars tyre barriers

All additional protective devices must be placed against the rigid obstacle (no free space).

Reserve stock
Contingency type C protective devices may be requested in the homologation report to be available at each FIME event.

VCRR 04.5.2 Homologation procedure of new additional protective devices

The description of duties can be obtained from the CCR/FIM or FIME/Classic Executive secretariat.

VCRR 04.6 SIGNALS AND MARKING

VCRR 04.6.1 Distance signs

The approach run before a bend must be indicated by distance signs which must be positioned 50 metres before the beginning of the geometrical bend.

Maximum dimensions of the signs L X H (cm):
-vertical 50 X 150
-horizontal 130 X 60

Minimum dimensions of the figures L X H (cm): 30 X 40
Colours: black or dark blue figures on a white background.

OR:

White marker spots on the direct edge of the track of 1 mtr. width and at least 3 mtr. long are also allowed. The place of this type of markers is the same as the signs.

The signs must be entirely visible from the track.
For night races, signs in reflective material must be installed.

VCRR 04.6.2 Start lights

An installation of 2 lights, Red and Yellow. The following combinations must be possible:
- Red light single
- Yellow flashing light single

- Both lights together

On the opposite side of the Pit Lane at the Starting Grid must be at each row a red light connected and switched together with the Starting lights.

VCRR 04.6.3 Red lights around the circuit

A red flashing light system around the circuit will be switched on by the Clerk of the Course to signal that a practice or race is stopped, is recommended. They will be complemented by the marshals' red flags.

VCRR 04.6.4 Pit-Lane Exit lights

The pit lane exit lights are red, flashing blue and green. The exit must be controlled by these signs and control must be permanently ensured by an official.
There must be a white line (10 cm width), over the full width of the pit lane, in line of the lights and one line 10 m before the lights.

VCRR 04.6.5 Yellow Flashing lights around the circuit

Each circuit on which night races are organised must be equipped with light signals fixed to each of the marshals' posts.

The signals must be controlled by the post on which they depend as well as by the following one.

The installation may be made of flashing lights, i.e. two lamps which switch on alternatively.

VCRR 04.6.6 Marking

On each side of the track is recommended, a continuous white line between 8 and 10 cm wide, must be painted on the very edge of the verge or of the kerbs, except at the entrance and at the exit of the pit-lane where an interrupted white line must be painted.

Direction lines on the axle of the track must be avoided.

The paint to be used for the white lines and the kerbs along the track, for the starting grid and for any other marking on the track, in the pit-lane and on the asphalt run off areas must be approved by the CCR/FIM.

The openings in the first protection line allowing access to the run-off area must be shown with a green vertical line, of a minimum two metres width with white diagonal stripes, painted on the protection system.

VCRR 04.7 CIRCUIT INSTALLATIONS AND FACILITIES

VCRR 04.7.1 Paddock

The surface of the paddock must allow heavy vehicles traffic.

Any marking of roadways, unauthorised zones, and parking spaces must ensure that vehicles allowed in the paddock are rationally parked.

If the paddock is located on the inside of a race track, it should be possible to gain access via a bridge or tunnel (clearance: 4.5 metres) by private cars, ambulances, etc. at all times.

The following minimum installation is recommended:
- toilets: 20 of which 5 for ladies
- Showers with hot water: 10 of which 3 for ladies
- Telephone Office: a telephone room with 2 telephones with the possibility to place "collect calls" directly or pay for calls on a time used basis.
- A Riders'-info
- A first aid post
- A medical service post
- Drinking booths, catering or Bar-Restaurant

- The paddock must be supplied with 220 V electricity
- A fire fighting service must be placed in the Paddock

This list is meant as a guideline only, as it is an almost impossible task to calculate and use every square metre in a paddock.
The bigger the paddock space available for use, the more professional its image will be.

Electricity outlets

The minimum totals of electricity outlets should be in the following areas are recommended:

	220v (16 amp)	380v (32 amp)
Paddock working area	50	10

These figures again are only guidelines and the greater the number of outlets the easier access can be. It is desirable that no vehicle is ever further away than 50m from an electricity supply. The further leads have to stretch through a paddock the greater the power loss through the cables, as well as a greater chance of cable damage and accident.
The total amount of KVA needed is difficult to ascertain, but on average a minimum of 5KVA should be assigned to every vehicle in the paddock. (This does not take into account electricity used within the pit boxes.)

Waste oil/fuel containers

Containers must be located evenly throughout the working area and should be easily accessible to teams.

Waste disposal units

Must be located evenly throughout the paddock area.

Maintenance

Waste oil/fuel containers and waste disposal units must be emptied or replaced at least once a day. Toilets and showers must be kept clean and serviced throughout the event.
A technician for all the main services should remain on site throughout the event and be easily contacted.

VCRR 04.7.2 Technical control areas

Inside or near the riders' paddock, a zone must be reserved for personnel carrying out administrative checks and Technical control. This zone must meet the following specifications:
- it must be fenced and covered
- the surface must be flat
- weighing material must be provided
- access must be strictly controlled.

A board for official notices must be set up on the edge of this zone. The board must have a surface of at least 2m² (2x1m). Any official notice must be suitably protected from inclement weather.

VCRR 04.7.3 Pit-Lane Entry

The longitudinal and transversal profiles must be the same as those of the track itself.

A 60 km/h speed limit board must be placed in principle 50 m before the first pit.

VCRR 04.7.4 Signalling platform

A platform for signalling is recommended but must be built between the pit-lane and the verge at the track edge.
Dimensions to be respected:
- width of the verge track side : 2 m
- width of the platform : 1.2 m
- length : the pit-lane must extend a further 25 m in front of the first pit and beyond the last pit

- protective concrete wall track side.

There must be an opening of at least 2 m in width in the wall and in the whole infrastructure of the signalling platform. This opening must be located at the level of the start/finish line. The passage must be in principle fitted with a sliding door which must be joined to the wall.

VCRR 04.7.5 Pit-Lane Exit

The pit-lane exit must be controlled with a set of lights

A crossed out 60 Km/h speed limit board must be placed opposite the lights of the pit-lane exit.

VCRR 04.7.6 Starting Grid

Positions on the starting grid must to be shown with a white line painted on the track (dimensions 80 X 8 cm).

The starting grid shall be drawn up in the following way:

- the width available on the starting line will be divided into lanes taking the number of riders per row into account and the interval with the riders on the second row.

– the minimum width available is
  – for solo machines: lane of 3,00 m
  – for sidecars: lane of 4,00 m

Pole position: 1 m. behind the start line will be decided by the inspector during the homologation of the circuit.

- in the length of the track between each row : 9 m.

- machines must be positioned "in echelon" on the grid in staggered lines thus leaving the space in front of each machine free in the preceding row (“corridor”). The interval may be 1 or 2 m between each rider on the same row.

VCRR 04.7.7 Closed Park Area

Of a 200 m² minimum surface area. This closed parc should be positioned, if possible, as close as much near the Technical Control area. This closed park must be fenced-off and must only have one controlled entrance/exit point.

VCRR 04.7.8 Race Management

The race control post is the supervision and control centre.

This post must be located near the starting line and must have a separate exit onto the track or onto the pit-lane.

The room used, must be accessible to authorised personnel only.

A radio transmitter/receiver for the internal network must be installed in the control post.

VCRR 04.7.9 Race Control and Safety Centre

The centre works under the responsibility of the Clerk of the Course, but maintains freedom of action. An appointed official is in command of the centre. This person must be a specialist in telecommunications. It is imperative for the Centre to know every detail of the circuit, the exact location of all observation posts, emergency service vehicles and ambulances.

Furthermore, the Centre must control:
- the telecommunications with the observation posts
- ordering of the emergency service vehicles
- ordering of the ambulances

- liaison with the main medical centre
- liaison with the Clerk of the Course

VCRR 04.7.10 Communications Service

The following communication networks is recommended to be installed:
- Telephone: There must be a telephone connection with the outside network from the race control post and from the press room.
- Radio: There must be an internal network linking-up the medical service vehicles with the medical centre
- Loudspeakers: There must be an address system for the public and the riders' paddock. Any information given by loudspeaker must be in several languages and at least in the two official FIME languages.

VCRR 04.7.11 Timekeeping post and results office

The timekeeping post must be as sound proofed as possible and must allow perfect viewing conditions.

Timing equipment must be able to record lap by lap times and be accurate to 100th of a second.

The results office must be arranged in such a way that the time of each rider for each lap may be calculated immediately.

The results office which if possible will be situated in a nearby but separated room from the time keeping post, must contain typewriters and a copying machine (with back-up machines).

VCRR 04.7.12 Jury Room

A room must be reserved for the meetings of the International Jury. This room must be close to the race control.

The room must be accessible to riders who wish to ask questions or put in protests to the race directors during the event or possibly to the Jury.

The following equipment must be installed as well:
- one monitor connected to the timekeeping
- one telephone (direct line with outside national and international calls)
- one table and chairs for at least 12 persons
- at least 12 office trays labelled with the names of attending staff
- one refrigerator with soft drinks
- adequate heating or air-conditioning facilities is strongly recommended.

VCRR 04.7.13 Spectators Facilities

The installations for the public must comply with the laws of the country and the local building standards with particular attention to:
- the spectators' stands (overcrowding, exits)
- car parks
- first aid services
- public conveniences
- fire-fighting services
- restaurants

Zones near the track, from where spectators may see the race properly should be foreseen. These zones must be situated in areas which do not represent any danger, i.e. inside bends.

VCRR 04.7.14 Circuit maintenance

Proper circuit maintenance is essential for safety and upholding of the homologation licence.
Regular checks are necessary for:
- the cleanliness of the track and the condition of its surfacing;

- all edges and verges must be at level with the track edge and all areas behind the kerbs must be filled up and levelled. The grass must be cut short and all dry grass must be removed. All vegetation must be removed, in particular in the run-off areas, in front of the guard-rails and walls as well as in the gravel beds;
- the tightening of bolts on guard-rails;
- repairs to damaged protective devices;
- repairs to kerbs or their replacement/removal;
- inspection and cleaning of water drainage;
- keeping the service roads in good condition;
- painting the delimitation lines of the tracks and the pit-lane;
- keeping the visibility by cutting trees or other vegetation;
- control of telephone and TV lines;
- maintenance of buildings belonging to the circuit infrastructure.

A rapid-intervention vehicle must be in attendance with all the necessary material to immediately repair any protective device during the event or after an accident.

VCRR 04.7.15 Podium

The podium must be visible and protected at the prize giving ceremony by installing a temporary protection line at quite a distance away from the podium, in order to allow a large number of photographers to work efficiently.

VCRR 04.8 OBSERVATION POSTS

VCRR 04.8.1 Number and location

The number and location of observation posts will be determined according to the characteristics of the circuit and the following points:

- no section of the circuit must be left unobserved;
- each post must be able to make visual communication with the previous and the next ones. If this is not possible, additional posts must be set up with extra personnel to meet this requirement;
- the distance between two consecutive observation posts must not exceed 300 m (not including additional posts);
- each post must be able to communicate with the race control;
- each post must be shown with a sign board numbered in ascending order starting from the first post after the starting line. This number must be clearly visible from the track;
- all posts must be located near an opening in the protection system.

VCRR 04.8.2 Protection

The posts adjacent to the track must, in their simplest design, have a sufficient stabilised area, protected from the vehicles which are on the track and must protect officials and equipment from bad weather.
Flag marshals must remain behind the first line of protection and other personnel must remain behind an additional line.

VCRR 04.8.3 Equipment

For each observation post, the following equipment must be installed:

1. <u>General equipment</u>

- A radio connection with race management and/or race control centre.

- A set of official flags :
  All the flags must have the following dimensions: 100 cm horizontal X 80 cm vertical.
  The "Pantone" reference for the colours in brackets must be respected:
  1 green (348 C)
  1 yellow with vertical red stripes (Yellow C, Red 186 C)
  1 blue (286 C)

1 white
1 yellow (C)
1 red (186 C)
1 black flag
1 black flag with orange circle 40 cm Ø

- 1 Set of changeable numbers 1 to 99.

- 2 Rigid brooms and shovels.

- One 15 litres and two 4 litres containers filled with calcium carbonate or a similar substance which can absorb oil.

- Fire-fighting service: Preferably 2 fire extinguishers of 5 to 6 Kg who are inspected for readiness use.

- If the distance between 2 posts is 300 m, a fire extinguisher must be placed halfway between these posts.

- Straps for lifting the motorcycles. The use of a strong pipe, approximately 1½ m long with a crank axle form in the middle together with a nylon belt (to wrap this belt through the wheel), is recommended.

- Stock of type C additional protective devices (min. 6 units).

2. Additional equipment for Endurance races

- 1 red flag with a diagonal white cross

- 1 yellow board with the word "Push" in black (Black C, Yellow C). For races taking place partly at night, this board must be retro reflective.

3. Additional equipment for races partly run at night

- yellow flashing lights
- a set of official retro reflective boards.

All the boards must have the following dimensions: 100 cm horizontal X 80 cm vertical.

The "Pantone" reference for the colours in brackets must be respected:
- 1 green (348 C)
- 1 yellow with vertical red stripes (Yellow C, Red 186 C)
- 1 white
- 1 red (186 C)
- 1 white with a diagonal red cross (Red 186 C)

VCRR 04.9 EMERGENCY EQUIPMENT

VCRR 04.9.1 Medical Service

This service is recommended to be in accordance with the FIM and FIME Medical Code.

VCRR 04.9.2 Fire-Fighting services

A fire-fighting service must be provided on the track, in the pits and in the riders' paddock.

Each observation post along the track must be provided with portable fire extinguishers.

In the pits, each separate block must be equipped with a portable fire extinguisher of a 5 Kilogram capacity. There must be a sufficient number of portable fire extinguishers in the riders' paddock. This area must allow easy access to fire fighting vehicles.

When choosing an extinguishing agent, the following factors must be taken into account: efficiency, rapidity, absence of slippery waste residue, minimal effect on visibility, toxicity level, cost price.

The use of DTE is recommended.

VCRR 04.10 NUMBER OF VEHICLES ADMITTED

The maximum number of solo machines allowed in a group start for a race will be calculated according to the following formula:

$N = \sqrt{100 \times B \times T}$

N = maximum number of solo machines allowed (For practices: N + 20 %)
B = minimal width of the track in meters
T = best time in minutes (example: 1.30 minutes = 1,5; 45 seconds = 0,75 {$T = \frac{X \text{ seconds}}{60}$})

For sidecars, the maximum number allowed is 60% of the calculated maximum number of the solo machines.

For endurance races, the maximum number is the maximum number calculated for solo machines + 40%.

VCRR 04.11 INSPECTION AND HOMOLOGATION PROCEDURE

VCRR 04.11.1 Inspection

An inspection is a visit by a delegate of the FIME who has to:
- Establish the level of permanent safety of a circuit and its conformity with the FIME and make eventual recommendations required for homologation.
- Either verify all conditions of permanent and provisional safety as well as the services required for the safe conduct of an event.
- Or grant an homologation licence.

VCRR 04.11.2 Compulsory conditions for inspection and homologation

FIME Championships/Prizes must be held on circuits homologated by the FIM/CCR or FIME/Classic, as stipulated in the regulations of each Championship.

An inspection is compulsory for:
a) Any new circuit to be used for a Championship/Prizes Events;
b) Existing circuits which have not been used the 3 previous years;
c) Existing circuits that have already been used for Championship/ Prizes Events, but have undergone changes substantially affecting the course or the safety installations;
d) Existing circuits, for which the homologation licence has been suspended;
e) The circuits for which the previous homologation is coming to expiry;
f) A circuit on which a truck race took place.

VCRR 04.11.3 Inspection requests

- All inspections must be requested by the FMN
- The FIME Road Racing Classic Commission will appoint the inspector.
- The inspection must take place as early as possible
- On the basis of the importance of the work to be carried out, the Inspector may decide to carry out one or several intermediate inspection(s).
- Homologation becomes effective after the final inspection.

VCRR 04.11.4 Documents to be submitted with an inspection request

An inspection request must include the complete file of the circuit and its outbuildings. This must allow the appointed inspectors the possibility to make a detailed study before the visit.

The circuit file must include the following documents and information:

1. Drawing of the track, including the position, race control post, buildings, facilities, access roads, pits, paddock and location of the starting line, ambulances, medical centre, heliport, fire-fighting vehicles and track marshals' posts.
2. Drawing of the pits, medical centre and paddock area.
3. Detailed drawing of all buildings .
4. Profile of the track axle
5. Transversal sections of the track and lateral zones (as far as at least the second line of protection), at the level of the starting line and at the centre of the most important corners
6. Additional information :

- Systems for internal and external communication;
- Location, distance and specialisation of hospitals;
- Description of the medical services, Equipment, Personnel;
- Description of the fire-fighting, Service, Equipment.

7. The form "Circuit Homologation Report" must be filled in and given to the inspectors upon their arrival at the circuit.

Note: All drawings must be clearly visible and on the A-3 format (297x420 mm).

VCRR 04.11.5 Expenses for inspections

The FMNR will cover the expenses using the method of payment established by the FIME.

VCRR 04.11.6 Inspection procedure

At all inspections inspector has to examine all the installations and safety equipment of the circuit and make recommendations, where required, to ensure that these and the necessary services are conform to the FIME Classis Road Racing commission.

During the inspection, the persons in charge of the circuit must ensure that the inspector does not encounter any obstacle when carrying out their duties by persons whose presence is not essential.

No vehicle must go on the track during the inspection, except in inevitable cases, when it is a public road, or if works are in progress on the track or its surroundings.

VCRR 04.11.7 Homologation report

A report will be made after the final inspection. It will refer to the works to be carried out and to the safety measures to be taken before each FIME Classic event.

VCRR 04.11.8 Objections to inspectors' recommendations

Whenever an inspection report, as agreed by the inspector, is officially sent by the Executive Secretariat to the FMN of a particular circuit, this FMN will have a maximum of three weeks to comment on the report. In the absence of any comment, the report will be considered as final.

Should, after this three-week period, a persistent disagreement remain between the inspector and the particular FMN about any point of the report, the Classic commission will examine and finally settle the matter.

VCRR 04.11.9 Modifications to the inspection report

During a FIME event, any request for modifications to the inspection report must be approved by the Jury President in consultation with the Clerk of the Course.

Before a FIME event, any request for modifications to the inspection report must be approved by the FIME official in charge of circuit inspections.

VCRR 04.11.10 Homologation licence of a circuit

A homologated circuit will receive a FIME Classic circuit licence. The period of validity of homologation is determined by the inspector and will be written in the final inspection report and on the licence. It can never exceed 3 civil years.

It is obvious that the FIME homologation licence of a circuit refers to 2 and 3 wheeled motorcycles. It is not valid for cars or karts.

There are 2 categories of homologation:`

1) A - for Championship series or a event
2) B - for Cup series or a event

The FIME inspector calcified these categories, during the inspection.

VCRR 04.11.11 Suspension of the homologation licence

The FIME official in charge of circuit inspections can suspend a homologation licence in the following cases:

- Deterioration of the permanent safety measures
- Deterioration of the surface quality
- Deficiency or insufficiency of additional protective devices
- Deterioration of the circuit facilities
- Lack of maintenance of the circuit

Appendix A

CO-ORDINATES OF MANUFACTURERS & DISTRIBUTORS OF ADDITIONAL PROTECTIVE DEVICES:

Airfence I, I S, IIS, Bike & Bike B
AIRFENCE SAFETY SYSTEMS Pty Ltd. (Australia)
P.o. box 7161 West Geelong. Victoria 32183 Australia
TEL: +61 3.5229 1311 FAX: +61 3.5229 2544 airfence@airfence.com

Alpina Air-Module, Air-Module AA, Defender, Super Defender, Super Defender 2 & Synthetic Bales

ALPINA SAFETY SYSTEMS GMBH
Lindenstrasse 4
A - 9552 STEINDORF
TEL: +43 4243 2480 0 FAX: +43 4243 2480 5 office@alpina.at

Bridgestone Module 1000 & Module 1300
BRIDGESTONE CORPORATION
1, Kashio-cho, Totsuka-Ku,
J - YOKOHAMA
TEL: +81 45 825 7641 FAX: +81 45 825 7643 hayas5-m@bridgestone.co.jp

Filling Italiano Protection System (ONDA 27/33-20/26)
FILLING ITALIANA
VIA MAMELI 51
I - 20058 VILLASANTA (MI)
TEL: +39 039 20 50 999 FAX: +39 039 20 50 977

PKS Modele 1 & Modele 5
PKS PROMOTER SERVICE
Via Michele Angileri 162
I - 91020 PETROSINO (TP)
TEL/FAX: +39-0923-986166 pks@ctomline.it

Recticel Safeguard Barrier 1, 2 , 3, 4 & RR
RECTICEL PENDLE
UNIT 6 DALE MILL, HALLAM ROAD, NELSON
UK – LANCASHIRE BB9 8DQ
TEL: +44 1282 697 528 FAX: +44 1282 694.766
www.safeguardbarriers.co.uk. safeguardbarriers@recticel.com

SPM AirPADS & Energy Absorber Type A
SPM SPA
VIA PROVINCIALE, 26
I – 1030 BRISSAGO
TEL: +39 0332 575 191 FAX: ++39 0332 576 579
www.spmspa.it. info@spmspa.it

Trackcare Barrier, Inflatable Barrier & Hi-Lite
TRACKCARE MARKETING AND MAINTENANCE :
2 Casaeldona Rise
N.Ireland – BELFAST BT6 9RA
TEL: +44 1232 791 665 FAX: +44 1232 791 665 info@trackcare.com