



RR 01 ROAD RACING REGULATION 2023

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Everything printed in **BOLD RED** is new or changed for 2023.

Where is written "he" or "his", it means also "she" or "her".

Version 21.04.2023

RR 01.1 GENERAL

The following regulations apply solely to all road races that will be organised under the jurisdiction of the FIM EUROPE and according to the FIM EUROPE Sporting Code. In some Championship conditions, it is possible to have changes or additions to this rule. In the case there being no or not sufficient FIM EUROPE regulations the FIM regulations will apply.

RR 01.2 EVENTS

A road race event can include various competitions held on a single day or over several successive days. In general, each race will be limited to one class of motorcycles of the same group. However, it is possible to combine several classes in a single race.

RR 01.3 SUPPLEMENTARY REGULATIONS

For each event, there must be Supplementary Regulations (**unless otherwise specified with Sporting Regulation of particular Championship or Cup**), approved by **FIM Europe**.

These SR's must be available for each rider and/or team who wants to participate in the concerning event **at latest 60 days** before the start of this event.

See annex 2 for a blank format.

RR 01.4 RIDERS

Riders must be holder of a valid road race licence as mentioned in the specific rules.

RR 01.5 CIRCUITS

Races must be held on a closed circuit or on a point to point course. During the event those circuits must be closed for public use.

For the races counting towards a FIM EUROPE Championship or Cup, refer to Appendix RR 02 art. 02.2.

For the other races, the standards will be laid down by each FMNR, but always in accordance with the guidelines of the FIM EUROPE Standards for **Permanent Road Racing Circuits (SRRC) RR 07** or **FIM EUROPE Standards for Non-Permanent Road Racing Circuits (SRRC) RR 07.1**

RR 01.6 FLAGS, LIGHTS AND BOARDS

Marshals and other officials display flags, lights and/or boards to provide information and/or convey instructions to the riders during practices as well as the races.

RR 01.6.1 Dimensions, colours and location of the flags

The dimensions of all the flags must be: 100 cm horizontal X 80 cm vertical.

The colours of the flags must be bright and clear.

The flag dimensions and colours will be checked before the first practice session.

The location of the flags will be fixed during the circuit homologation and/or the pre-inspection.

RR 01.6.2 Flags and lights used to provide information

National Flag
Green Flag

May be waved at the start line to start the race.

The track is clear.

This flag must be waved at each flag marshal post for the first lap of each practice session and of the warm up, for the sighting lap and for the warm up lap.

This flag must be shown waved at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags.

This flag must be waved by the starter to signal the start of the warm up lap.

This flag may be waved at pit exit, in conjunction with the official signal of the green light, as an extra signal that pit lane exit is open.

Green Light	This light must be switched on at the pit lane exit to signal the start of each practice, the Warm-up session, the sighting lap and the warm-up lap.
Yellow and Red Striped Flag	The adhesion on this section of the track could be affected by any reason other than rain (oil, gravel, grass or other debris) . This flag must be shown waved at the flag marshal post.
White Flag with diagonal red cross	Drops of rain on this section of the track including rain affecting the track surface . This flag must be shown waved at the flag marshal post
White Flag	Waved at all the flag marshal post during the race, this flag indicates that it is raining at some parts of the circuit. Only the Race Direction can take the decision
Blue Flag	Waved at the flag marshal post, this flag indicates to a rider that he/she is about to be overtaken. During the practice sessions, the rider concerned must keep his/her line and slow down gradually to allow the faster rider to pass him/her . During the race, the rider concerned is about to be lapped. He/She must allow the rider(s) who are lapping him/her to pass him/her at the earliest opportunity. Passing within a group of lapped riders is forbidden under the blue flag. Waved at a marshal post after the pit lane exit, this flag indicates to a rider exiting pit lane that riders are approaching on track. The rider exiting pit lane must do so safely and without disturbing riders on track. Any Infringement of this rule may be penalised by the Race Direction.
Flashing Blue Light	Will be switched on at the pit lane exit at all time during practices and races.
Chequered Black-White Flag	The chequered black/white flag(s) will be waved together with the blue flag at the finish line on track level when a rider(s) closely precedes the leader during the final lap before the finish line (see Art. 1.25.1).
Chequered Black- White Flag and Blue Flag	The chequered black/white flag will be waved together with the blue flag presented waved at the finish line on the track level when a rider(s) precedes closely the leader during the final lap before the finish line.

RR 01.6.3 Flags, lights and boards which convey information and instructions

Yellow Flag	Shown waved at each row of the starting grid, this flag indicates that the start of the race is delayed. Single yellow flag waved indicates danger ahead, beside the track. Double yellow flag waved, there is a hazard wholly or partly blocking the track. Riders must slow down and be prepared to stop. Overtaking is forbidden up until the point where the green flag is shown, unless it is a much slower rider (Backmarker) Any Infringement of this rule during a practice session will result in the cancellation of the time of the lap during which the infraction occurred and the fastest lap of that session. Any Infringement of this rule during the race will be penalised with a penalty of 20 sec added to the total race time. For EC and FIM Euro Europe Cup, the rider must
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go back the number of positions decided by the Race Direction. The penalty will be first communicated to the team and then a board will be displayed for the rider on the finish line during a maximum of 5 laps. If the rider did not go back after the board has been presented 5 times, he will be penalised by a ride through. In both cases, further penalties (such as a fine or suspension) may also be imposed.

If immediately after having overtaken, the rider realise that he did an infraction, he must raise his hand and let pass the rider(s) that he has overtaken. In this case, no penalty will be imposed.

During the final inspection lap, this flag must be waved at the exact place where the flag marshal will be positioned during the practices and races.

Flashing Yellow lights along the track (if used) gives the same instructions.

Red Flag waved and/or Red Lights (along the track) Shown at each marshal post and indicates that the race or practice is being interrupted. Riders must return slowly to the pits.

Red Flag and/or Red Light motionless (in the pit lane) Riders must stop. They may not pass this flag or light. The red light is switched on before the start of a race and will be switched off after 2 to 5 seconds. This is the start of a race.

Black Flag together with a white number on a black signalling board This flag is shown waved on the start/finish line and some marshal posts only under order of the Jury President or Race Director (only in case of Race Direction) The rider with this number must stop at the pits at the end of the current lap. He cannot restart except on order from the Jury President or Race Director

Black Flag with orange disk (Ø 40 cm) together with a white number on a black signalling board This flag is only shown on the marshal posts under the order of the Clerk of the Course or Race Director (only in case of Race Direction) It informs the rider whose motorcycle number is displayed that his motorcycle has mechanical problems likely to endanger himself or others. He must immediately leave the track, on a safe way and place.

RR 01.6.4 Marshals uniforms

Marshals uniforms and raincoats should be (strongly recommended) of a neutral colour that cannot be confused with the flags.

RR 01.6.5 Safety car(s)

The Safety car(s), if they are to go on the track, must be equipped with yellow revolving lights. The words "SAFETY CAR" should be clearly indicated on the back and the sides of the car. For events taking place partly at night, these words should be retro-reflective.

Overtaking of these car(s) is not authorised.

RR 01.6.6 Medical car(s)

The medical car(s), if they are to go on the track, must be equipped with blue revolving lights. The words "MEDICAL CAR" should be clearly indicated on the back and the sides of the car.

Overtaking of a Medical car is authorised.

RR 01.7 PRACTICE SESSIONS

- There are Free-, Qualifying- and Warm-Up practices.
- A minimum period of time must be put aside for the practice sessions and mentioned in the Supplementary Regulations (SR) of the event. Each class or group must be allotted at least two periods of timed practices.
- Riders will commence practice from the pit lane when the green light is displayed at the exit of the pit lane.
- The duration of practice will commence from the illumination of the green light for about two minutes, then it will be changed to a blue flashing light. A visible board or count-down will be shown in the pit lane and/or start/finish line to indicate the time in minutes of practice remaining.
- The end of practice will be indicated by waving of a chequered flag. At the same time the pit exit will be closed. A rider's times will continue to be recorded until he passes the chequered flag. After the chequered flag, riders may complete one additional lap before entering the pits. It is not permitted to pass the chequered flag more than once.
- If a practice is interrupted due to an incident or any other reason, then a waved red flag will be displayed at all marshals posts. All riders must return slowly to the pit lane. When practice is restarted, in principle the time

remaining will be that shown on the count-down device in the pit lane and/or start/finish line at the moment the red flags were displayed.

- Riders or mechanics may only start their motorcycles in the pit lane by pushing in the direction of the circuit or use a starting device.
- After the official practice has started, the race surface of the circuit should not be washed or brushed except on instruction from the Jury President and the Clerk of the Course or Race Director (only in case of Race Direction) in response to a localised change in conditions.
- If for the timekeeping a transponder system is used, it's the rider's own responsibility to have a good working transponder mounted on his motorcycle. If there is no transponder mounted on his machine he will not be qualified with times in that particular session. If the number of qualified starters is not more than the circuit homologation, the jury will decide if he can start on the end of the starting grid.

RR 01.8 ADMISSION TO THE START

RR 01.8.1 Starting grid for circuit races

The SR must indicate the number of riders that will be admitted to each class for practice and race. Whichever method is used to determine qualifiers, it must be based upon practice times.

In order to be admitted to start in a race, a rider must have accomplished a minimum number of laps mentioned in the SR during one of the official practices (free-, qualifying- and Warm-up practice).

When a rider is taking part in several classes at the same meeting, the minimum number of laps has to be completed for each class. The organiser must provide a timekeeping service for all official practices.

The results of all qualifying practice sessions of one class should be resumed by indicating the best time of a rider. This serves to qualify for the actual race. In case of a tie, the 2nd best time will be taken into consideration and so on if the tie remains.

The Starting grid will be formed by the fastest rider of a class on the first position (Pole position), the second fastest rider on the second place, etc.

If, for any reason, it is not possible to use times of the qualifying sessions from the whole group, the times of the official free practice may take in account.

RR 01.8.2 Practice in several groups

If a class is split into several practice groups, these groups must be composed of the same number of riders plus or minus one. For the first practice, the formation of the groups will be determined by decision of the Jury.

For the second practice the fastest times of the first practice are taking in account. The fastest rider first, slowest rider last. This total group must be split into smaller groups composed with the same number of riders plus or minus one. Changing from group is not allowed.

When all practices have run under the same conditions: the starting grid will be formed by taking the fastest lap-times of all the qualified riders of the total class and fill the maximum number of Starters in conformity with the SR.

RR 01.9 STARTING METHODS

There are two types of starts in road races:

1. Group starts
2. Starts given at intervals (either individually or by groups of more than one motorcycle).

Starts can be made with engines running.

RR 01.9.1 Start procedure for group starts

The pole position, allocated to the fastest rider, will be fixed during the homologation of the circuit.

The start procedure must be done within 15 minutes. Some time periods may be shortened.

- 1) 15 Minutes (or less) before the Start of the Race
Pit lane exit opens for sighting lap(s).
Countdown boards of 5, 4, 3, 2 and (at least) 1 minute are shown at the pit exit.
- 2) 10 Minutes (or less) before the Start of the Race
Pit lane exit closes.
- 3) Only riders who have completed at least one sighting lap will be permitted to start the race from their position published on the final grid. It is strictly forbidden to push the motorcycle onto the grid from the pit lane. Riders who do not go onto the grid, may only start the warm-up lap or the race from the pit lane under the instructions of the marshal positioned at the pit lane exit.
Riders may complete more than one sighting lap by passing through the pit lane where they may make

adjustments, change machines * or refuel.

** If allowed in the specific rules.*

- 4) Riders who encounter a technical problem on the sighting lap may return to the pit lane to make adjustments or to change machines, if permitted.
- 5) When the riders reach the grid after the sighting lap, they must take up their positions and may be attended by up to five persons, one of whom may hold an umbrella. All attendants on the grid must wear a "Grid Pass".
- 6) Officials will display panels, at the side of the track, indicating the row of the grid, to assist riders in locating their grid position.
- 7) The Clerk of the Course will, at this stage, declare the race as "wet" or "dry" and will indicate this to the riders on the grid and those who may still be in the pit lane. If the race is declared "wet", a "wet race" board will be displayed. If no board is displayed the race will automatically be classified as "dry".
- 8) Riders on the grid may, at this stage, may take off their helmet, make adjustments to their machine or change tyres to suit the track conditions. Tyre warmers may be used on the grid. Only one generator of a "hand carried" type and with a maximum capacity of two kilowatt may be used per rider. The noise limit of this generator is 65 dBA.
Starter engines may also be used on the grid.
- 9) Refuelling or change of fuel tank on the starting grid is forbidden.
- 10) 5 Minutes Before the Start of the Warm-up Lap
Display of "5 Minutes" Board on the grid (Not compulsory).
- 11) 3 Minutes Before the Start of the Warm-up Lap
Display of "3 Minutes" Board on the grid.
All tyre warmers must be removed from the machines on the grid and from the machines in the pits.
The grid and pit lane marshals must control the respect of this rule.

All adjustments must be completed. Riders who still wish to make adjustments must push their machine to the pit lane and must be clear of the grid. They can continue there to make adjustments or change machine, if permitted. Such riders may start the warm-up lap or race from the pit lane exit until the leading rider has passed the finish line at the end of the first lap (Art. 01.9.1.14 or 01.9.1.18).

All persons must leave the grid except one mechanic per rider, the person holding the umbrella for the rider, the television crew of the host broadcaster and essential officials.
No persons (except essential officials) are allowed to go on the grid at this point.
- 12) 1 Minute Before the Start of the Warm-up Lap
Display of "1 Minute" Board on the grid.
At this point all persons except one mechanic per rider must leave the grid under the supervision of the grid marshals. The mechanics will, as quickly as possible, assist the rider to push start the machine and must then immediately leave the grid.
- 13) 30-Seconds Before the Start of the Warm-up Lap
Display of "30 Seconds" Board on the grid.
All riders must be in position on the grid with engines running. Further assistance from mechanics is not permitted. Any rider who is unable to start his machine must remove it to the pit lane where he may make further attempts to start it or change machine, if permitted.
- 14) 2 Minutes Before the Start of the Race
Start of the warm-up lap as one group by waving the green flag by the Starter.

The riders will make one lap, at unrestricted speed, followed by a medical car. This car must overtake slower riders. As soon as the riders have passed the pit lane exit, the pit lane exit lights will be turned green and/or a green waved flag is shown. Any riders waiting in the pit lane will be permitted to join the warm-up lap. **Such riders must start the race from the back of the grid**- Fifteen seconds later the lights will be turned red and a marshal will display a red flag closing the pit lane exit.

- 15) After returning to the grid the riders must take up their positions with the front wheel of their motorcycle close to the line defining the grid position and keep their engines running. An official will stand at the front of the grid holding up a red flag.
Any rider who arrives back at the grid after the arrival of the medical car must start the race one position behind the last qualified rider on the grid. In case of two or more delayed riders, their positions behind the last qualified rider on the grid will be determined by their qualifying results.

Any rider who encounters a problem with his machine on the warm-up lap must return to the pit lane and make repairs or change machine, if permitted.

Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm. It is not permitted to attempt to delay the start by any other means.

As a row of the grid is completed, the official will lower the row-panel indicating that his row is complete. The panel will not be lowered when a rider in that row has indicated that he has stalled his motorcycle or has other difficulties. When all panels have been lowered and the medical car has completed its lap, the Starter will then instruct the official at the front of the grid, displaying the red flag, to walk to the side of the track.

A red light will be displayed for between 2 and 5 seconds after which this red light will be switched off. When the red light is switched off, the riders may start their race. A medical car with a doctor will follow behind the motorcycles for in principle, the complete first lap.

- 16) Anticipation of the start (Jumpstart) is defined by the motorcycle moving forward when the red light(s) are on. The Clerk of the Course together with the Jury President or Race Director (only in case of Race Direction) will decide if a penalty will be imposed and must arrange an information to the rider and/or team to be notified of such penalty within the first 4 laps.
Any rider of European Championship or FIM EUROPE Cup races who anticipates the start will be required to carry out the Ride Through procedure as described under Art. 01.9.4.
If the Ride Through procedure can or will not be used, the penalty then will be 20 seconds added to his (total) race time.
For an International Event, it is up to the FMN which system will be used.

- 17) If, after the red light has switched off, a rider stalls his machine then the start line marshals may assist the rider by pushing him along the track until the engine starts. If, after a reasonable period, the engine will not start then the rider must push it into the pit lane, under the supervision of the officials. There his mechanics may provide assistance to start it or the rider may change machine, if permitted.

- 18) After the riders have passed the exit of the pit lane, the official situated at this exit will display a green light and/or a waved green flag to start any riders still in the pit lane.

- 19) After the leading rider has passed the finish line at the end of his first lap, no further changes of machines are permitted unless the race is interrupted and if permitted by special rules.

- 20) Should there be a problem on the grid that might prejudice the safety of the start, than the official in charge of the start may display a flashing yellow light and the board "Start Delayed". The marshal with the red flag stay or comes back in front of the grid.

In this instance:

- Riders must stop their engines and one mechanic per rider will be permitted to enter the grid to assist the riders. The start procedure will be re-commenced at the three-minute board stage. The riders will complete an additional warm-up lap and the race distance will be reduced by one lap;

or:

- The starter can give the order to start an extra warm-up lap immediately. The race distance will be reduced by one lap.

RR 01.9.2 Starts given at intervals

If starts are given at intervals, either individually or by groups, the starting signal is given at successive intervals to each rider or group of riders from the starting line or from a stationary position in the immediate vicinity of this line.

RR 01.9.3 "Wet" and "Dry" races (can be used for FIM EUROPE Cup and European Championship)

All races will be categorised as either "wet" or "dry". If the race is categorised as "wet", a "WET RACE" board will be displayed on the grid. If no board is displayed the race will be automatically classified as "dry". The purpose of this classification is to indicate to riders the consequence of varying climatic conditions during a race.

- 1) "Dry" Races - A race classified as "dry" will be interrupted by the Clerk of the Course if he considers that climatic conditions affecting the surface of the track makes it likely that riders will wish to change tyres.
- 2) "Wet" Races - A race classified as "wet", usually commenced in varying or wet conditions, will not be stopped for climatic reasons and riders who wish to change tyres must enter the pits and do so during the actual race.

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

RR 01.9.3.1 Extra practice in case of weather change (can be used for European Championship)

Note: A practice or Warm-up will be defined by the Clerk of the Course as wet when more than 50% of the riders are using tyres other than slicks or when the track is wet during 50% of one of the practice sessions. In both cases, a "WET PRACTICE" board will be shown.

In the event of all practices and Warm-up being held in dry conditions, one of the following procedures can be applied, should it rain just before-, during the start, or during the race (as far as there is not completed 2/3 or more of the actual race distance):

a). Rain before beginning of the starting procedure

- The pit lane will be open 10 minutes for a sighting lap(s). Riders can make more than one sighting lap passing through the pit lane. Refuelling is permitted in the pit lane during the sighting lap period. The countdown boards 10, 5, 4, 3, 2, 1-min will display on pit lane exit. Therefore, the Warm Up lap and the Race Start will be delayed for 5 minutes.

b). Rain during the Race

- After all competing riders have returned to the pit lane, a delay (of 5 minutes) will be signalled. Countdown boards from 5 to 1 minute before the start of the regular start procedure will be shown.
- The pit lane will be open 10 minutes for a sighting lap. Riders can make more than one sighting lap passing through the pit lane. Refuelling is permitted in the pit lane during the sighting laps period. The countdown boards 10, 5, 4, 3, 2, 1-min will be display at the pit lane exit. Therefore, the Warm Up lap and Race Start will be delayed for 5 minutes.

Note: Should all practices been held in wet conditions, the above will also apply in case of dry (race) conditions.

RR 01.9.4 Ride Through procedure

During the race, the rider will be requested with a yellow board + his number at the start/finish line to Ride Through the pit lane without stopping at his box. He may then re-join the race.

The rider must respect the speed limit (60 km/h), in the pit lane. In case of infraction of this speed limit, the Ride Through procedure will be repeated. In case of a second infraction of the speed limit, the black flag will be shown to this rider.

In the event of a restarted race, the above regulation will also apply. In the case of a race interrupted prior to the penalty being enforced, and if there is a second part of the race, the rider will be required to Ride Through after the start of the second part of the race.

In the case of a rider carrying forward a penalty for anticipation of the start into the second part of the race and subsequently found to have anticipated the second start, the rider will be shown the black flag.

A notification must be made to the rider(s) and/or team(s) (within the first 4 laps) with a yellow board (100cm horizontal x 80 cm vertical) displaying the rider's number(s) (black colour, height 50cm, stroke width 10cm). This will be shown at the finish line and the information can also be displayed on the time keeping monitors. Failure by the relevant rider to Ride Through, having been shown the board 4 times, will result in that rider being shown the black flag.

In the case where the organisation has been unable to carry out the ride through penalty before the end of the race, the relevant rider will be inflicted with a time penalty of 20 seconds.

RR 01.10 MEANS OF PROPULSION

During a race, a motorcycle can only be propelled by its own driving power, the muscular effort of its rider and/or its passenger and by the natural forces of gravity.

RR 01.11 BEHAVIOUR DURING PRACTICE AND RACE

- 1) Riders must obey the flag signals, light signals and boards, which convey instructions.

- 2) Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. The speed limit in the pit lane is 60 km/h. Riders must at all times adhere to the provisions of the Sporting Regulations. All infringements to these rules will be penalized by the Clerk of the Course or the Jury.
- 3) Riders should only use the track and the pit-lane. However, if a rider accidentally leaves the track then he may re-join the circuit at the place indicated by the marshals or at a place, which does not provide an advantage to him. The marshals may assist the rider in helping him to lift the machine and holding it whilst any repairs or adjustments are made. Any repairs or adjustments must be made by the rider working alone with absolutely no outside assistance. The marshals may then assist him to re-start the machine.
If a rider wants to re-join to race following a crash, the marshals must check the bike's safety, and ensure the track remains free of any gravel or other dirt.
- 4) If a rider encounters a problem with his machine which will result in his retirement from the race, he may not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.
- 5) Riders who are returning slowly to the pits during the practice, should ensure that they travel as far as possible off the race line. They must give a signal by raising an arm.
- 6) Riders may enter the pit-lane during the practice and the race to make adjustments to their machines or change tyres. During the race all such work must be carried out in the pit lane on the working apron in front of the boxes.
Refuelling is strictly prohibited after the leading rider has passed the finish line after the first lap of the race except Endurance.
During the intervals, if races are interrupted, work and refuelling in the pit boxes is permitted.
- 7) A rider will only be allowed to start the race until the leader has crossed the start/finish line for the first time.
- 8) Riders who stop their motorcycle in the pits may be assisted to re-start it by the mechanics or a starting device.
- 9) Riders must not transport another person on their machine during the practices and race.
- 10) Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
- 11) No signal of any kind may pass between a moving motorcycle and the rider's Team and someone in the pit lane, pit box or the paddock except for the signals of the transponder, lap trigger, GPS, legible messages on a pit board or body movements by the rider or team. Helm-Cameras are not allowed except of order of the organizer.
- 12) Voluntary stopping on the track during practices and races is forbidden.
- 13) Practice starts are only permitted, when it is safe to do so, at the pit lane exit, before joining the racetrack, or in the cool down lap after the chequered flag and not in the race line **and only in the designated Practice Start Zone(s).**
- 14) As a general rule, silence in the paddock must be respected during the night between 11.00 pm and 07.00 am except local restrictions.

RR 01.12 ASSISTANCE IN THE PITS

A rider may only receive assistance or have his machine refuelled at his own pit area. He is entitled to the services of three assistants but under no circumstances are these assistants allowed to go beyond the line, which marks out the pit area. Assistants may carry out repairs, adjustments or refuelling. During refuelling, the engine of the machine must be stopped.

Any violation of this rule may be penalised.

RR 01.13 CHANGE OF MOTORCYCLE OR PASSENGER

RR 01.13.1 Use of several motorcycle

A rider may use a maximum of two motorcycles, unless Championship conditions or Special Rules permit less, providing they have passed the technical controls under the rider's name and with the correct number.

RR 01.13.2 Change of passenger

During practice for sidecars, it is possible to change the passenger once only. This change must be immediately notified to the Clerk of the Course, who in turn will inform the timekeeping service.

A change of passenger with another team is only possible if the rider of the team agrees. The sidecar rider can run the race only, if he is qualified with the 2nd passenger.

The minimum number of timed laps foreseen in the SR must be accomplished with the 2nd passenger.

RR 01.14 INTERRUPTION AND RESTARTING OF A RACE

RR 01.14.1 Interruption of a race

RR 01.14.1.1

If the Clerk of the Course or Race Director (only in case of Race Direction) decides to interrupt a race or if the race is interrupted after the chequered flag, then red flags will be displayed at all marshals' posts and he will switch on, if present, the red lights around the circuit. Riders must immediately slow down and return to the pit lane, confident that the results and the number of passed laps of the race will be counted as from the end of the previous lap.

At the time the red flag is displayed, riders who are not actively competing in the race will not be classified. Within 5 minutes after the red flag has been displayed, riders who have not entered the pit lane, pushing or riding on their motorcycle, will not be classified.

The results will be established as follows:

- 1) For all the riders having crossed the finish line at the moment of the red flag being displayed or for the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
- 2) For all the other riders, a partial classification will be established at the end of the penultimate lap of the race without the red flag being displayed.
- 3) The complete classification will be established by combining both partial classifications as per lap/time procedure.

RR 01.14.1.2

If the results calculated show that less than three laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be null and void and a new race will be run over maximum 2/3 number of laps of the actual race**.

Example of a race consisting of 30 laps: New race will consist of 20 laps. ($2/3 \times 30 \text{ laps} = 20 \text{ laps}$).

If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count.

RR 01.14.1.3

If three laps or more have been completed by the leader of the race and all other riders on the same lap as the leader, but less than 2/3 of the actual race distance, rounded down to the nearest whole number of laps (or 2/3 of the actual race duration), then a new race will be re-started according to art. RR01.14.2.2.B. If it is found impossible to re-start the race, then the results will count and only half points will be awarded.

Example of a race consisting of 24 laps:

If a Red Flag is shown after 9 laps, the second part will run about $2/3 \times 24 = 16 - 9 = 7$ laps.

If a Red Flag is shown after 13 laps, the second part will run about $2/3 \times 24 = 16 - 13 = 3$, but becomes minimum 5 laps.

RR 01.14.1.4 If the results calculated show that 2/3 of the current race distance rounded down to the nearest whole number of laps (or 2/3 of the actual race duration) have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be deemed to have been completed and full points will be awarded.

RR 01.14.2 Re-Starting a race that has been interrupted

RR 01.14.2.1 Time before the re-start

If a race has to be re-started, then it will be done as quickly as possible, depending on the track conditions. As soon as the riders have returned to the pits, the Clerk of the Course will announce a new start time of the start

procedure, which in principle, conditions permitting, should not be later than 20 minutes after the initial display of the red flag.

The start procedure will be identical to a normal start with a sighting lap, warm-up lap, etc. but sometimes can be **announced Quick restart procedure.**

RR 01.14.2.2 Re-Start

Quick Restart procedure

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

1. Upon arrival in the pit lane, riders may make adjustments to their motorcycles, refuelling is permitted in the pit lane for teams with no garages. (Prior to the start of the race, teams should ensure that all necessary equipment is located in the pit lane service area in a safe position).
2. When all riders have entered the pit lane the Clerk of the Course or Race Director (only in case of Race Direction) will announce the time remaining to the re-opening of the pit lane.
 - a) The duration between the red flag and the actual opening of the pit exit will be 10 minutes or more.
 - b) The time remaining to the opening of the pit exit will be displayed on timing screens and in the starting grid countdown clock. The results of the first race must be available to teams before the second part of a race can be started.
3. When the time period has elapsed, the pit lane exit will be opened for SIXTY SECONDS only. Riders will make one lap at unrestricted speed to the starting grid, followed by a Safety Car. Any rider delaying the progress of the sighting lap will be overtaken by the Safety Car. Any rider arriving behind the Safety Car must go into the pit lane. Such riders will have to start the warm up lap from the pit lane and will start the race from the back of the grid.
4. Any riders remaining in the pit lane after it has been closed will have to start the warm up lap from the pit exit and start the race from the back of the grid.
5. After the closure of the pit lane exit, tyre warmers must be removed from all motorcycles remaining in the pit lane.
6. ONE mechanic only, per rider, may go onto the grid (without tools) to primarily indicate to his rider his position on the grid. In the case of a race impacting new grid positions, the mechanic should avail himself of his riders' new grid position from the classification displayed on the timing screen or from officials who will be positioned at the entry point to the grid with the revised starting grid information.
7. All riders will arrive back on the starting grid, and stop, with engines running, no adjustments may be made. Any rider encountering difficulties on the "out lap" from the pit exit must enter the pit lane.
8. As soon as the Safety Car arrives on the back of the grid, a 30 seconds board will be shown. At this point the mechanics must immediately leave the grid by the quickest route. The 30 seconds may be reduced at the discretion of the Clerk of the Course or Race Direction when the grid is cleared and it is considered safe.
9. After 30 seconds have elapsed a green flag will be shown to start the warm up lap.
10. The warm up lap will be completed at unrestricted speed, followed by a Safety Car. When the last rider has passed the pit exit it will be opened for a period of 15 seconds to release any rider waiting. The pit lane exit will remain closed until after the start of the race. Any rider delaying the progress of the warm up lap will be overtaken by the Safety Car.
11. Any rider not able to leave the pit exit has a final option of starting the race from the pit exit.
12. Upon arrival back at the starting grid the normal start procedure will be followed, with the start signal given in the normal manner.
13. Riders who started the warm up lap from the pit lane must start the race from the back of the grid as directed by officials. If two or more riders must start from the back of the grid, they will take up position in the order in which they qualified for the race or, in case of a restarted race, according to the position they qualified in the previous red flagged race.

Any rider arriving after the Safety Car will also start from the back of the grid.
14. After the start signal has been given and the last rider has passed the pit exit, the pit exit will be opened. Any riders still in the pit lane may then start the race up until the point when the leading rider has crossed the finish line to complete the first racing lap.

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

- A) In the case of situation described in Art. RR 01.14.1.2:
 - a. All riders may re-start.
 - b. Motorcycles may be repaired or changed (if permitted) and wheels/tyres may be changed. Only refuelling in the pit lane is permitted.
 - c. The number of laps will be 2/3 of the original race distance.
 - d. The grid positions will be as for the original race.
- B) In the case of the situation described in Art. RR 01. 14.1.3:
 - a. Only riders who are classified as finishers in the first race may re-start.

- b. Motorcycles may be repaired or changed (If permitted) and wheels/tyres may be changed. Only refuelling in the pit lane is permitted.
- c. The number of laps or the duration of the following race will be the number of laps or duration required to accomplish 2/3 of the original race distance with a minimum of 5 laps.
- d. The grid positions will be based on the intermediary placing established in accordance with Art. RR 01.14.1.1. The intermediary grid placing must be available to the riders before the following part of a race can be started.
- e. The final race classification will be established according to the position and the number of laps of each rider at the time he crossed the finish line at the end of this new race. Provisions of Art. RR 01.15.1.5 will apply.

RR 01.15 FINISH OF A RACE AND RACE RESULTS

RR 01.15.1 Races with group start

RR 01.15.1.1 Finish

When the leading rider has completed the designated number of laps for the race, he will be shown a chequered flag by an official standing at the finish line, at track level. The chequered flag will be continuously displayed to the subsequent riders.

When the chequered flag is shown to the leading rider, no rider may exit from the pit lane to enter the track. To this purpose, once the chequered flag is shown, the red light will be switched on at the exit of the pit lane and a marshal, showing a red flag, will stand at the exit of the pit lane.

RR 01.15.1.2 Photo-Finish

In case of a photo-finish between two or more riders, the decision must be taken in favour of the rider whose front wheel leading edge crosses the plane of the finish line first. In case of a tie, the riders concerned will be ranked in the order of the best lap time made during the race.

RR 01.15.1.3 Wrong finish

Should for any reason other than under Art. RR 01.15.1.1, the end of the race signal be given before the leading motorcycle completes the actual number of laps or duration, the race will be deemed to have finished when the leading motorcycle last crossed the line before the signal was given. Should the end of race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

RR 01.15.1.4 Finish order

The results will be based on the order in which the riders cross the line having completed the required number of laps.

RR 01.15.1.5 Finish conditions

To be counted as a finisher in the race and be included in the results, a rider must have:

- a. Completed 75% of the number of laps rounded down, carried out by the winner of the race;
- b. Crossed the finish line within five minutes after the race winner;

~~c. And must be in contact with his machine and wearing his complete outfit and helmet.~~

- c. In case the rider is not in contact with the machine, the finish time is determined by the first part of the rider or machine to cross the finish line, whichever arrives last.**

RR 01.15.2 Races with starts given at intervals

In a race with starts given at intervals, the winner is the rider who obtains the best time over the total distance laid down in the SR.

RR 01.15.3 Championship points

The points will be awarded individually to each rider.

For each race the final placing will determine the allocation of points.

25 points to the 1st
20 points to the 2nd
16 points to the 3rd
13 points to the 4th
11 points to the 5th
10 points to the 6th
9 points to the 7th

7 points to the 9th
6 points to the 10th
5 points to the 11th
4 points to the 12th
3 points to the 13th
2 points to the 14th
1 point to the 15th

There will only be awarded points in a round following:

- 1) Circuit / Road Racing Championship events, with a minimum of ten riders on the starting grid.**
- 2) Circuit / Road Racing CUPS events, with minimum of six riders on the starting grid.**
- 3) Circuit / Road Racing Endurance Championship events, without a minimum number of riders/teams on the starting grid.**
- 4) Circuit / Road Racing Endurance CUP events, without a minimum number of riders/teams on the starting grid.**
- 5) Hill Climb Championship event, with minimum of five riders (as an average) on the starting grid. Any class with less than an average of five riders will be awarded Best Rider points.**
- 6) Mini Bike Championship event, with a minimum of nine Riders on the starting grid.**
- 7) Mini Bike CUP event, with a minimum of six riders on the starting grid**
- 8) Street Freestyle Championship event, with a minimum of ten riders on the starting grid**
- 9) Street Freestyle CUP event, with a minimum of six riders on the starting grid**

Note: all rider/Team machines must have passed Technical Inspection at the Event.

RR 01.16 PODIUM CEREMONY

The riders placed in the first three positions in each race will be escorted by officials, as quickly as possible, to the podium for the awards ceremony. Participation at the podium ceremony is compulsory.

RR 01.17 PRIZES

RR 01.17.1 Placing for obtaining Prizes

The placing for obtaining prizes are drawn up upon the basis of riders placed according Art. RR 01.15.1.4.

RR 01.17.2 Payment

If there is price money available (see SR), it will be paid to the riders at the end of each race, after the protest time has expired and with the approval of the Jury President. The prizes must be available till 20.00 hours, unless special rules describe other arrangements. Prize money not collected will return to the organiser.

RR 01.18 CLOSED PARC or PARC FERME

After the end of the race, all the machines, which have finished the race, must remain at the disposal of the officials for 30 minutes in the closed park. They cannot be taken away without the approval of the Jury. With the exception of Jury members, the Clerk of the Course, the Race Direction, Technical officials and officials who are in charge of keeping watch over the closed park area, no-one not even the rider, may at any time or for any reason be admitted into the Closed Park (Parc Ferme) area unless they have a written and signed authorisation from the Clerk of the Course.

RR 01.19 DEPOSITS IN CASE OF MACHINE CONTROL FOLLOWING A PROTEST

The deposits in case of dismantling and reassembling a machine following a protest, are as follows:

€ 250,-- for a 2-stroke engine (material included)

€ 500,-- for a 4-stroke engine (material included)

If the party who makes the protest is the losing party, the deposit must be paid to the winning party.

If the party who makes the protest is the winning party, the deposit must be reimbursed.

The losing party can be penalised by the Jury.

RR 01.20 DEPOSIT FOR FUEL CONTROLS FOLLOWING A PROTEST

All requests for fuel control following a protest must be accompanied by a deposit of € 1.000, -- paid to the Jury or the FIM EUROPE (in case of supplementary controls).

Any new requests for fuel control must be presented to FIM EUROPE Secretariat within five days of the date of receipt of the results of the previous control and notified in line with article 5.5 of the FIM EUROPE Disciplinary and Arbitration Code together with a deposit of € 1.000, --.

Following the last fuel control:

- the winning party will have its deposit reimbursed.
- the losing party will have to pay the costs of all the fuel controls carried out after the deduction of any deposits, which it may have already paid.

Procedure:

In the situation regarding a protest about fuel, the Jury must ensure that the Technical Control officials deal with the relationship in the Park Fermé, and together with the Clerk of the Course, they must ensure the safe and secure transport of the container to the FMN event organizer. The host FMN must, in cooperation with the FIM Europe Secretariat, ensure that the test is completed within three weeks or as soon as possible. The Jury President is responsible for sending the protest fee and the deposit to FIM-E Secretariat.

FIM Europa Road Racing Specification (FIM):

FIM Code 01.63 FUEL, OIL AND COOLANTS

All motorcycles must be fuelled with unleaded petrol, as this term is generally understood.

All riders/teams must declare to the FIME/FIM Technical Steward the make and type of fuel to be used during practices and race(s), upon presentation of the riders' motorcycle(s) at the initial Technical Verifications. See also: Art. 63.04.2 Race fuels

Any infringement of the fuel specifications will automatically result in the exclusion of the competitor from the entire meeting (see also Sporting Code Art. 140.1). The result of the competitors' fuel sample analysis (A or B Sample) more favourable to the competitor will be taken into account (See also Art. 63.05.3).

If the fuel available locally for the event is not of a sufficient quality for use by competitors, the FMN of the organising country must ask the FIM for a waiver in order to enable the use of fuel not corresponding to the characteristics defined above.

All possible measures must be taken to prevent the possible loss of waste oil so that it does not inconvenience a following rider.

63.01 Physical properties for unleaded fuel

63.01.1 Unleaded petrol must comply with the FIM specification.

63.01.2 Unleaded petrol (incl. E10) will comply with the FIM specification if:

a) It has the following characteristics:

Property Units Min. Max. Test Method

RON 95.0 102.0

EN ISO 5164 or

ASTM D2699

MON 85.0 90.0

EN ISO 5163 or

ASTM D2700

Oxygen % (m/m) 2.7

ISO 22854 or EN

13132

Oxygen (includes 10%

ethanol allowance)

% (m/m) **3.7**

EN ISO 228541 or

EN 13132 or

elemental analysis

Nitrogen % (m/m) 0.2

ASTM D 46292 or

ASTM 5762

Benzene % (V/V) 1.0

EN ISO 22854 or

ASTM D6839 or

ASTM D5580

Vapour pressure (DVPE) kPa **100.0**

EN 13016-1 or

ASTM D5191

Lead mg/L 5.0 ICP-OES or AAS

Manganese mg/L 2.0 ICP-OES or AAS

Density at 15°C kg/m³ 720.0 **785.0**

EN ISO 12185 or

ASTM D4052

Oxidation stability minutes 360

EN ISO 7536 or

ASTM D525

Sulphur mg/kg 10.0

EN ISO 20846 or

ASTM D5453

Distillation:

EN ISO 3405 or

ASTM D86

E at 70°C % (V/V) 20.0 **52.0**

E at 100°C % (V/V) 46.0 **72.0**

E at 150°C % (V/V) 75.0

Final Boiling Point °C 210

Residue % (V/V) 2.0

Appearance

clear, bright **and visually free**

from solid matter and

undissolved water

Visual inspection

Olefins % (V/V) 18.0

EN ISO 22854 or

ASTM D6839

Aromatics % (V/V) 35.0

EN ISO 22854 or

ASTM D6839

Total diolefins % (m/m) 1.0 GC-MS or HPLC

Oxygenates:

EN ISO 228541 or

EN 13132

Methanol % (V/V) 3.0 **The only oxygenates**

permitted are

paraffinic monoalcohols

and

paraffinic monoethers

(of 5 or more

carbon atoms per

molecule) with a final

boiling point below

210°C.

Ethanol **(1)** % (V/V) 5.0

Ethanol (E10) **(1)** % (V/V) 5.0 10.0

Isopropanol % (V/V) 12.0

Isobutanol % (V/V) 15.0

tert-Butanol % (V/V) 15.0

Ethers (C5 or higher) % (V/V) 22.0

Others **(2)** % (V/V) 15.0

1 In cases of dispute EN ISO 22854 will be the reference method.

2 In cases of dispute ASTM D 4629 will be the reference method.

Notes:

*** Preferred method.**

(1) Ethanol must be blended according to EN 15376.

(2) GC-MS methods may also be applied to fully deconvolute GC trace.

b) The total of individual hydrocarbon components present at concentrations of less than 5% (m/m) must constitute at least 30% (m/m) of the fuel. The test method will be gas chromatography and/or GC/MS.

c) The total concentration of naphthenes, olefins and aromatics classified by

carbon number must not exceed the values given in the following table:

% (m/m) C4 C5 C6 C7 C8 C9+

Naphthenes 0 5 10 10 10 10

Olefins 5 20 20 15 10 10

Aromatics - - 1.2 35 35 30

The total concentration of bicyclic naphthenes and bicyclic olefins may not be higher than 1% (m/m). The test method used will be gas chromatography.

Bicyclic and polycyclic olefins are not permitted. The fuel must contain no substances which are capable of exothermic reaction in absence of external oxygen.

f) Only the following oxygenates are permitted:

Methanol, Ethanol, n-Propyl alcohol, Isopropyl alcohol, n-Butyl alcohol, sec-Butyl alcohol, Isobutyl alcohol, tert-Butyl alcohol; Methyl tertiary butyl ether, Ethyl tertiary butyl ether, Tertiary amyl methyl ether, Diisopropyl ether.

g) Manganese is not permitted in concentrations above 2.0 m/L. For the present this is solely to cover possible minor contamination by other fuels.

d) Lead replacement petrols, although basically free of lead, are not an alternative to the use of unleaded petrol. Such petrols may contain unacceptable additives not consistent with the FIM Fuel Regulations.

63.01.3 Ethanol E85 will comply with the FIM specification if:

a) It has the following characteristics:

Property Units Min. Max. Test Method

RON 95.0 110 EN ISO 5164

MON 85.0 100 EN ISO 5163

Vapour pressure (DVPE) kPa 35.0 **100.0** EN 13016-1

Lead **mg/L 1.0** ICP-OES

Manganese **mg/L 1.0** ICP-OES

Oxidation stability Minutes 360 EN ISO 7536

Existent gum

mg/100

mL

5.0 EN ISO 6246

Sulphur mg/kg 10.0

EN ISO 20846 or

20884

Copper corrosion Rating Class 1 EN ISO 2160

Distillation:

Final Boiling Point °C 210 EN ISO 3405

Residue % (V/V) 2 EN ISO 3405

Appearance Clear and bright Visual inspection

Ethanol + higher alcohols % (V/V) 75 EN 13132 or 14517 or

Higher alcohols (C3-C8) % (V/V) 2.0 EN 13132 or 14517

Methanol % (V/V) 1.0 EN 13132 or 14517

Ethers (5 or more C

atoms)

% (V/V) 5.2 EN 13132 or 14517

Unleaded petrol as

specified in 2.10.1.2

% (V/V) 14 25

Water % (V/V) 0.3 EN 12937

Inorganic chloride mg/L 1 EN 15484

Acidity

(as acetic acid)

% (m/m)

(mg/L)

0.005

(40)

EN 15491

63.02 Oil Mixtures

Modification of the basic fuel composition by the addition of any compound is strictly forbidden. This restriction also applies to the lubricant, which must not change the composition of the fuel fraction when added to the fuel.

Furthermore, as for the fuel, the lubricant must not contain any nitrocompounds, peroxides or any other engine power boosting additives.

The lubricant must in no way contribute to an improvement in fuel performance; therefore, some limitations have been set for the following criteria:

- 1. Distillation: distilled at 250°C: max 10% (m/m) according to simulated Distillation (through GC).**
- 2. Absence of anti-knock agents (lead, manganese, iron): 10 mg/Kg max. Method ICP-OES.**
- 3. For mixtures containing unleaded petrol (included E10), the maximum thresholds for RON and MON of the mixture are the following:**

Property Max. Test Method

RON 102.0 EN ISO 5164 or ASTM D2699

MON 90.0 EN ISO 5163 or ASTM D2700

- 4. For mixtures containing ethanol (E85), the maximum thresholds for RON and MON of the mixture are the following:**

Property Max. Test Method

RON 110 EN ISO 5164

MON 100 EN ISO 5163

- 5. Density at 15°C: between 690 and 815 kg/m³.**

For oil used in two stroke mixtures, the following tolerances on the fuel specifications will be allowed:

Density at 15°C Plus/minus 30 kg/m³

Distillation residue Not controlled

63.03 Air

Only ambient air may be mixed with the fuel as an oxidant.

RR 01.21 SANCTION FOR NON-COMPLIANCE WITH THE FUEL RULES

A fuel control may be carried out in accordance with Art. 2.10 of the FIM Road Racing Technical rules. A rider whose fuel does not correspond to the technical requirements will be sanctioned as follows:

1. Exclusion from the whole event in question independent of the moment of the fuel sampling (i.e. practice, 1st and/or 2nd race);
2. Fine of € 700,-;
3. Payment of all costs connected to the fuel test(s) for his case.

In case of a subsequent offence in the same season:

1. Exclusion from the current Championship;
2. Suspension from all FIM EUROPE Championship and/or Cup events for the rest of the season.

RR 01.22 TIMEKEEPING

RR 01.22.1 Time keeping instruments

In order to carry out his duties a timekeeper at international meetings must use, according to the competition, the following material:

- An electrical apparatus with mechanical recorder registering time in 1/5 or 1/10 second or less intervals, or
- An apparatus functioning automatically, synchronised with time of day registering time 1/100 second.
- A reserve chronometer to check the readings of instruments being used.

RR 01.22.2 For the European Championship and the FIM EUROPE Cup Races the use of a transponder system is compulsory. A deposit for the use of transponders must be notified in the SR.

A transponder may only be used by one rider. He may use it in several classes.

RR 01.22.3 Instruments detailed above must have a first class certificate of accuracy issued by an official National Observatory or Institute of Horology. The certificate must be dated not more than 2 years prior to the date of the event for which it is used.

RR 01.22.4 Riders must accept any type of time keeping system approved by the FIM / FIM EUROPE.



ANNEX 1: LEXICAL

FIM	International Motorcycle Federation / Fédération Internationale Motocyclisme
FIM EUROPE	European Motorcycle Union / Union Européenne de Motocyclisme
CCR	Road Circuit Racing Commission / Commission de Courses sur Route Circuit (FIM)
RRC	Road Racing Commission / Commission de Courses (FIM EUROPE)
SC	Sporting Code / Code Sportif
DAC	Disciplinary and Arbitration Code / Code Disciplinaire et d'Arbitrage
RR	Road Racing Rules / Règlement de Courses sur Route
DR	Drag Race Rules / Règlement de Drag Race
SR	Supplementary Regulations / Règlement Particulier
FMN	National Motorcycle Federation / Fédération Motocycliste Nationale
FMNR	National Motorcycle Federation Organiser / Fédération Motocycliste Nationale Organisatrice
CoC	Clerk of the Course / Directeur de Course
PST	Prostock motorcycle / Motorcycle Prostock
SBK	Superbike motorcycle / Motorcycle Superbike
SC	Side-car / Side-car
SSP	Supersport motorcycle / Motorcycle Supersport
STK	Superstock motorcycle / Motorcycle Superstock
Sprt Pr	Sport Production motorcycle / Motorcycle Sport Production
SM	Supermono motorcycle / Motorcycle Supermono
MB's	Mini Bike Road Racing
2T	Two stroke engine / moteur à 2 temps
4T	Four stroke engine / moteur à 4 temps

ANNEX 2: SUPPLEMENTARY REGULATIONS
FOR ROAD RACING

1. ANNOUNCEMENT

The (club) _____ on behalf of (Federation)
will organise the _____ at the circuit _____

This event will be held on (date): _____
and will count towards the European Championship / Cup / Int. Event * _____
EMN:

2. THE SECRETARIAT OF THE ORGANISING COMMITTEE

Address of the organising committee: _____

Before the event (tel., fax no., E-Mail): _____

During the event (tel., fax no., E-Mail): _____

After the event (tel., fax no., E-Mail): _____

3. CIRCUIT

Address of the circuit: _____ ZIP Code: _____

GPS coordinates:

The length of the circuit is _____ mtr.

All races will be run clockwise / anti-clockwise *.

A drawing of the circuit is enclosed.

4. JURISDICTION

This event will be held in accordance with the FIM EUROPE Sporting Code, the FIM EUROPE Road Racing rules and these Supplementary Regulations.

5. OFFICIALS

- Jury President: _____
- FMNR Delegate: _____
- Head of organisation: _____
- Clerk of the Course: _____
- **Race Director** _____
- Secretary of the meeting: _____
- Chief of technical inspection: _____
- Chief timekeeper: _____
- Chief Medical Officer: _____

Place / Room of the Jury during the event:

6. CATEGORIES AND CLASSES

The following classes are part of the event:

- Moto3, Supersport, Superstock 600 and Superstock 1000

7. NUMBER OF RIDERS ALLOWED

The maximum number of riders allowed will be as follows:

	practice	race
Solo		
Sidecars		

8. ENTRIES AND ENTRY FEE

Applications for entry must be made on the official forms.
 Applications must be approved by the rider's FMN and must reach the organiser before:
 (date = 10 days before the event starts).
 Applications after this date must pay € 50,00 extra entry fee.

The organiser will select the applications and advice riders within 72 hours after the closing date of entries whether their applications have been accepted or rejected.

The Bank Account Number is: _____ by: _____ (name of bank)
 IBAN No.:

Riders must be in possession of a valid FIM EUROPE or another CONU license.

9. TECHNICAL INSPECTION

No rider or machine is permitted onto the track unless he/it has passed the technical inspections, which will be held according to the following schedule:

Class	Friday	Saturday
	from to	from to
	from to	from to
	from to	from to
	from to	from to
	from to	from to

10. PRACTISING

The practice sessions will be as follows:

Class	Free practice	Qualifying practice	Qualifying practice	Warm-Up
	from to	from to	from to	from to
	from to	from to	from to	from to
	from to	from to	from to	from to
	from to	from to	from to	from to
	from to	from to	from to	from to

NB: If supplementary practices are foreseen, they must be mentioned in this SR.

The deposit for one transponder is: €.....

11. RACES: SCHEDULES AND DISTANCES

Date:

Class	Start Sighting lap	Start Warm-Up lap	Start Race	No. of laps	Race distance Km	2/3 No. of laps	75% of laps

12. PRIZES

If prize money is available:

- The prizes for European Championship races must be paid according to the RR Rules Art. 03.6
- The prizes for Cups or International races must be paid according to the RR Rules Art. 01.17.2 (state the currency)

13. PROTESTS

All protests must be made in accordance with the requirements of the FIM EUROPE Disciplinary and Arbitration Code and be accompanied by a fee of: € 130,--.

14. FUEL

There will be YES / NO*) fuel supplied in the paddock.

*) *strike out if not true.*

15. INSURANCE

By endorsing the application form for entry, the FMN of the rider certifies that the rider (or passenger) is insured in accordance with the FIM EUROPE requirements.

In conformity with Art. 110.1 of the Sporting Code, third party insurance in respect of riders and passengers covering accidents occurring during the event including practices will be the responsibility of the organiser. This insurance includes a guarantee of _____ (local currency).

The organiser disclaims all responsibility for damage to a motorcycle, its accessories and components arising out of an accident, fire or other cases.

16. RENUNCIATION OF ANY RECOURSE AGAINST SPORTING AUTHORITIES

Apart from the requirements of the FIM EUROPE Sporting Code, riders and passengers by participating, renounce all rights of appeal against the organiser, his representatives or agents by arbitration or before a tribunal or any other manner not foreseen by the FIM EUROPE Sporting Code for any damages for which they could be liable in consequence of all acts or omissions on the part of the organiser, his officials, representatives or agents in the application of these regulations or contributed to or arising out of their actions.

ENCLOSURES:

- drawing of the circuit
- entry form

Place and date:

The Organiser:

The Clerk of the Course:

FMNR:

Approved on:

Approved on:

FIM EUROPE/Road Racing Committee:

ANNEX 3: MINUTES OF THE JURY MEETING



EVENT: **IMN No.:**

Jury meeting No. 1

In principle, the first Jury meeting will take place 1 ½ hour before the beginning of the official free practice.

Date: **Time start:**
Time end:

1. Presence:

Members of the Jury with voting rights	Licence number
Presidents :	
FMNR Delegate :	
FMN Del. (appointed during event):	
Members without voting rights	
Race Director :	
Clerk of the Course :	
Race Director :	
Chief Technical Inspection :	
Environment Official :	
FMN Delegates :	
Promoter :	
Secretary of the Meeting :	
Others :	

2. Checklist of the Jury President

- Constitution of the Jury :
- Permission from the local authorities :
- Third party insurance policy :
- Track homologation (FIM or FIM EUROPE):
- Supplementary Regulations :
- Time schedule :
- Possible alterations/changes :
- Additional class(es) :
- Nearest hospital/medical centre :

3. Report of the Race Director and Clerk of the Course

- Track inspection :
- Is speed in pit lane controlled :
- Any protests received :
- Is timekeeping with transponders :
- How is the communication to paddock :

4. Report of the Secretary of the meeting

- Nar. of riders accepted (total per class) :
- Official exchange rate, if no Euro :
- Are the names checked in entry list :
- 1-Event licences must be collected :

5. What for 1st technical inspections

- Noise :
- Weights :
- Clothes and helmet(s) :

6. Report of the Environmental Steward :

7. Riders briefing

- Where :
- When :

8. Other business/remarks :

9. Next track inspection :

10. Next Jury meeting :

The Jury President

The Secretary

Minutes of the Jury meeting

EVENT: IMN No.:



Jury meeting No. 2 or 3 or 4

Date: Time start:
 Time end:

1. Presence:

Members of the Jury with voting rights

President	:	
FMNR Delegate	:	
FMN Delegate	:	

Licence number

Members without voting rights

Race Director	:	
Clerk of the Course	:	
Race Director	:	
Chief Technical Inspection	:	
Environment Official	:	
FMN Delegates	:	
Promoter	:	
Secretary of the Meeting	:	
Others	:	

2. Checklist of the Jury President

Minutes of the last meeting	:
Report of the riders briefing	:

3. Report of the Race Director and Clerk of the Course

Timetable	:
Any protests received	:
Any rule infractions	:
Are there penalties given	:
Nr. of falls/accidents	:
Injured riders	:

See report of the medical Officer.

4. Report of secretary of the meeting

The final entry list	:
Nr. of riders accepted (total per class)	:
Nr. of 1 event licences (must collected):	:

5. Report of technical inspection

Nr. of controlled machines	:
Nr. of riders controlled	:
Nr. of machines inspected	:
Is a Closed Park arranged	:
What for final inspection	:

6. Approval of results

Practice results	:
(Provisional/Official) Starting Grid	:

7. Report of the Environmental Official :

8. Other business :

9. Next track inspection :

10. Next Jury meeting :

The Jury President

The Secretary

Minutes of the Jury meeting

EVENT: **IMN No.:**



Final meeting

Date: Time start:

Time end:

1. Presence:

Members of the Jury with voting rights

Licence number

President	:	
FMNR Delegate	:	
FMN Delegate	:	

Members without voting rights

Clerk of the Course	:	
Race Director	:	
Chief Technical Inspection	:	
Environment Official	:	
FMN Delegates	:	
Promoter	:	
Secretary of the Meeting	:	
Others	:	

2. Checklist of the Jury President

Minutes of the last meeting :

3. Report of the Clerk of the Course

Timetable	:
Any protests received	:
Any rule infractions	:
Are there penalties given	:
Nr. of falls/accidents	:
Injured riders	:

See report of medical Officer.

4. Report from secretariat

Nr. of riders accepted (total per class)	:
Nr. of 1 event licences (must collected)	:
Final list of excused riders	:
Final list of non-excused riders	:

5. Report from final technical inspection check after race

Which riders were checked	:
What was checked	:

See attached Technical report

6. Approval of results

Final results	:
Championship standings	:

7. Other businesses

Number of spectators	:
Was it broadcasted on TV	:

8. Overall impression of the event :

The Jury President

The Secretary