



FÉDÉRATION
INTERNATIONALE
DE MOTOCYCLISME



**Road Racing International Meetings
Appendices**

***Annexes des Manifestations
Internationales de Courses sur Route***

&

**Technical Appendices for
International Road Racing Meetings**

***Annexes Techniques des Manifestations
Internationales de Courses sur Route***



2004

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2004

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Articles amended as from 01.01.2004 are in bold type
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021.1 GENERAL

The following regulations apply solely to all Road Races International Meetings in addition to the rules laid down in the Sporting Code.

021.2 MEETINGS

021.2.1 Refer to Art. 10 of the FIM Sporting Code.

021.2.2 A road race meeting can include various competitions held on a single day or over several successive days.

021.2.3 In general, each race will be limited to one class of motorcycle of the same group. However, it is possible to bring together several classes in a single race.

021.2.4 The meeting shall be deemed to commence at the scheduled time for Technical and Sporting Checks and after all the races at the expiry of the deadline for the lodging of a protest and the time at which technical or sporting verifications have been concluded, whichever is the latest.

The race control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain at the circuit available to the International Jury during that period.

021.2.5 The Organiser is responsible for providing the facilities and personnel to ensure the smooth and efficient running of the meeting.

021.2.6 The organiser shall obtain insurance for third party liability according to article 110.1.1 of the FIM Sporting Code.

021.3 OFFICIALS

021.3.1 Refer to article 40 of the FIM Sporting Code.

021.3.2 The following officials can be appointed for individual meetings to perform supervisory and executive roles.

1) The President and two members of the International Jury (for the meetings which comprise this body) are responsible for ensuring that the meeting is conducted according to the regulations.

2) The International Jury President is responsible for the supervision of all aspects of safety

3) Clerk of the Course;
Responsible for:

a - Ensuring that the course is suitably prepared for and maintained during the meeting and that all legal requirements applicable for the running of the meeting have been complied with.

b - Ensuring that all officials and services are in place.

The stationing of all track personnel and equipment (i.e. marshals, doctors, ambulances, flags, etc.) alongside the course prior to the beginning of all practice sessions and races.

The Jury President, the Clerk of the Course and the Chief Medical Officer will make the final inspection of the Circuit to ensure this regulation is complied with, prior to the beginning of the all practice sessions and races.

During the final inspection lap, the yellow flag must be waved at each flag marshal post together with the display of other flags and equipment requested by the Jury President.

c - Taking decisions to ensure the smooth and efficient running of the meeting.

d - Ensuring that the meeting is run within the regulations.

- e - Notification of protests to the International Jury.
- f - The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the International Jury to modify the timetable in accordance with the Sporting Regulations.
- g - The use of the Safety Car.
- h - The stopping of practice or the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
- i - The starting procedure.
- j - The use of medical cars/fast interventions vehicles.
- k - **Immediate** approval and signature with time of provisional results (practices, warm-ups, starting grids and races) and presentation of reports to the International Jury.

4) The Technical Delegate;
Responsible for ensuring that technical Regulations are correctly enforced and supervising scrutineering and protests of a technical nature.

5) Secretaries
Responsible for:

- a - During the meeting effecting communications between the various officials.
- b - Providing secretarial support for the International Jury.

6) Other Officials

021.3.3 All communications between Officials appointed by the FMNR/Organiser must be made via the relevant FIM Officials.

021.3.4 All Officials must be present and available at the time necessary to ensure smooth and efficient running of the meeting.

**021.4 INTERNATIONAL JURY
(for the meetings which comprise this structure)**

021.4.1 Refer to article 50.1 of the FIM Sporting Code.

021.4.2 The International Jury will meet at any time required during the meeting, but at least:

- a - Prior to the first practice session.
- b - At the end of each practice day.
- c - At the end of the meeting.

021.4.3 The duties of the International Jury are:

- a - To amend the Supplementary Regulations if necessary.
- b - To ensure the smooth and efficient running of the event.
- c - To receive reports from the various Officials concerning scrutineering, practice and races.
- d - To confirm the practices and races results.
- e - **To make recommendations to the organiser to improve the smooth and efficient running of the meeting.**
- f - To impose penalties for any infringements of the regulations, occurring during the event. The black flag / black flag with orange disc can only be shown with a unanimous decision.
- g - To impose penalties on organisers for **having been unable to ensure the smooth and efficient running of the meeting or for** serious breaches of the Regulations.
- h - To adjudicate on any protest relating to infringements of the Regulations occurring during the meeting.

021.5 ELIGIBLE COMPETITORS

021.5.1 Entries

Riders must hold a valid licence.

Riders must have a permission to take part in the International Meeting delivered by their FMN.

021.5.2 Age of the competitors

Refer to article 09.2 of the FIM Medical Code.

021.6 TECHNICAL CONTROL – MEDICAL CONTROL – DOPING CONTROL

021.6.1 All motorcycles may be checked by the Technical Stewards prior to first participation in practice on safety aspects, according to the published schedule.

Teams may present more than one motorcycle for Technical Control which will be specially identified by the Technical Controllers.

Unless a waiver is granted by the International Jury, teams who do not comply with the schedule for technical or medical controls may not be allowed to take part in the meeting.

021.6.2 The procedure for Medical Control is described in the FIM Medical Code.

021.6.3 Any rider to be tested for doping control must report to the doping control room in the Medical Centre with sufficient identification within one hour of notification.

One associate may accompany the rider.

The procedure for doping Control is described in the FIM Anti-Doping Code.

021.7 COURSES

Races must be held on a closed circuit or on a point to point course.

021.8 FLAGS AND LIGHTS

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

021.8.1 Dimensions, colours and location of the flags

- All the flags must have the following dimension :
100 cm horizontal X 80 cm vertical.
- The "Pantone" reference for the colours are :

Orange : 151C
Black : C
Blue : 286C or 298C
Red : 186C
Yellow : C
Green : 348C
- The flag dimensions and colours will be checked the day preceding the day of the first practice session.
- The location of the flags will be fixed during the circuit homologation.

021.8.2 Flags and lights used to provide information

- **National flag:**
May be used waved to start the race.
- **Green Flag:**
The track is clear
This flag must be shown motionless 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 laps.
This flag must be shown motionless 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 laps.
When the pit-lane exit is open, this flag must be waved at the pit-lane exit.

- **Green Light:**
This light must be switched on at the pit lane exit to signal the start of each practice session and of the warm up, the start of the sighting lap and the start of the warm up laps.
- **Yellow and Red Striped Flag:**
The adherence on this section of the track **could be affected by any reason other than rain.**
This flag must be shown motionless at the flag marshal post.
- **White flag with diagonal red cross:**
Drops of rain on this section of the track.
This flag must be shown motionless at the flag marshal post.
- **White flag with diagonal red cross + yellow and red striped flag:**
Rain on this section of the track.
These flags must be shown together motionless at the flag marshal post.
- **Blue Flag**
Shown waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken.
During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him.
During the race, the rider concerned is about to be lapped. He must allow the following rider(s) to pass him at the earliest opportunity.
Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification.
At all times, this flag will be shown waved to a rider leaving the pit lane if traffic is approaching on the track.
- **Chequered Black / White Flag:**
This flag will be waved at the finish line on track level to indicate the finish of race or practice session.
- **Chequered Black / White Flag and Blue Flag**
The chequered black/white flag **will** be waved together with the blue flag presented motionless at the finish line on track level when a rider(s) precedes closely the leader during the final lap before the finish line (see art. 021.18.1.1).

Flags Which Convey Information and Instructions:

- **Yellow Flag**

Shown waved at the flag marshal post, this flag indicates that there is a danger ahead. The riders must slow down and be prepared to stop. Overtaking is forbidden up until the point where the green flag is shown.

- **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.**
- **Any infringement of this rule during the race will be penalised with a ride through.**
- **In both cases, further penalties (such as fine – 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 Blue Lights**

Will be switched on at the pit lane exit at all time during practices and races.

- **White Flag**

An intervention vehicle is on the track. Waved at the flag marshal post, this flag indicates that the rider will encounter the vehicle in the current section of the track.

It is forbidden for a rider to overtake another rider during the display of the white flag.

Overtaking the intervention vehicle is permitted.

As soon as such a vehicle stops on the track, the white flags must be maintained and the yellow flags must also be presented.

- **Red Flag and Red Lights**

When the race or practice is being interrupted, the red flag will be waved at each flag marshal post and the red lights around the track will be switched on. Riders must return slowly to the pits.

When the pit-lane exit is closed, this flag will be shown motionless at the pit-lane exit and the light will be switched on.

Riders are not allowed to exit the pit lane.

Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification – suspension.

At the end of each practice session and warm-up, the red lights will be switched on at the start line.

The red flag will be shown motionless on the starting grid at the end of the sighting lap(s) and at the end of the warm up lap(s).

The red flag may also be used to close the track.

- **Black Flag**

This flag is used to convey instructions to one rider only and is displayed motionless at each flag marshal post together with the rider's number. The rider must stop at the pits at the end of the current lap and cannot restart.

This flag will be presented only after the rider's team has been notified.

Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification – suspension.

- **Black Flag with orange disk (Ø 40 cm)**

This flag is used to convey instructions to one rider only and is displayed motionless at each flag marshal post together with the rider's number. This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track.

Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification – suspension.

- **Red flag with diagonal white cross (Endurance)**

Shown Motionless at each flag marshal post, the race is neutralised.

Riders must slow down and be prepared to catch up a SAFETY CAR.

It is forbidden for a rider to overtake another rider during the display of this flag. Overtaking the SAFETY CAR is forbidden.

Riders must line up in single file behind it.

021.8.4 Light signals

Lights must be used for meetings being run at night.

021.8.5 Signalling by board for Endurance meetings

- A yellow reflecting board with the mention "PUSH" clearly written in black must be displayed when a rider pushes his motorcycle on the track. It would have to be displayed from the moment the rider passes a post until the moment he has reached the 2nd next post. This board must be used by day and by night.
- For meetings taking place at night, the flags must be replaced by boards.

021.8.6 Marshals' Uniforms

It is strongly recommended the marshals' uniforms to be in white or orange (Ref. Pantone: 151C) and the rain coat to be transparent

021.8.7 Medical cars

The medical cars, if they are to go on the track, must be white colour, equipped with blue revolving lights. The words "MEDICAL CAR" should be clearly indicated on the back and the sides of the car. For meetings taking place partly at night, these words should be retro-reflective.

Overtaking of these cars is authorised.

If another vehicle (e.g. ambulance), is required to go on the track at the same time as the medical car, the other vehicle must be dispatched first.

021.9 PRACTICE SESSIONS

A minimum period of time must be put aside for the practice sessions and mentioned in the Supplementary Regulations (SR) of the meeting.

Each class must be allotted at least two periods of timed practice. The total duration of these two periods must be minimum one hour.

Practice sessions:

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. A visible board or count-down will be shown in the pit lane to indicate the minutes of practice remaining.

The end of practice will be indicated by the waving of a chequered flag at which time the pit exit will be closed. A rider's times will continue to be recorded until **the allotted time has elapsed at which time the red light on the start line will be displayed**. After the chequered flag, riders may complete one additional lap prior to entering the pits

If practice is interrupted due to an incident or any other reason then a red flag will be displayed at the start line and at all marshals posts. All riders must return slowly to the pit lane. When practice is restarted, the time remaining will be that shown on the count-down device in the pit lane 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.

After practice has started, the racing surface of the circuit should not be washed or brushed except on instruction from the Jury President and the Clerk of the Course in response to a localised change in conditions.

In hill climb races, each class must be allotted at least three practice runs, two of which must be timed.

021.10 ADMISSION TO THE START

021.10.1 Circuit races

In order to be admitted to start, a rider must have accomplished a minimum of 5 laps during the official practices.

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 results of the practice sessions serve to qualify for the actual race. Therefore, the organiser must provide a timekeeping service.

The SR must indicate the number of riders that will be admitted to each class. Whichever method is used to determine qualifiers, it must be based upon practice times. The maximum qualification time must be equal to the best class time plus 10%.

During this practice, all the laps of each rider will be timed.

The organiser resumes the times of the qualifying practice sessions, by indicating the best time of each session for each rider.

The results will be determined by the best time recorded by the riders during one of the qualifying sessions. In case of a tie, the 2nd best time will be taken into consideration and so on if the tie remains.

If a class is split into several practice groups, these groups must be determined by ballot. Each group must be composed of the same number of riders rounded off to the nearest figure.

The maximum qualification time must be equal to the best time of each group increased by 10% (see above exceptions). The selection of qualified riders will be made by taking an equal number of riders of each group (rounded off to the nearest figure) on the basis of the best times.

However, if the starting positions of one of the groups cannot be attributed in conformity with the qualification criteria – the required number of riders not having fulfilled these conditions – these positions will be attributed to those riders having qualified in the other groups.

The positions on the starting grid will be allocated alternatively between the groups, starting with the best time of the first placed, then the 2nd time of the best placed, etc., and then the best time of the second placed, etc.. In case of a tie with regard to the placings and the time, the 2nd best time will be taken in consideration and so on if a tie remains.

The same system is to applicable when the grid has to be completed following forfeits of riders initially entered on the provisional grid.

021.10.2 Hill climbs

In order for a rider to be admitted to the start, he must have a practice time for each class. The maximum qualification time must be equal to the class time plus 20%.

021.11 STARTING METHODS

There are two types of starts in road races:

1. Group starts which include the 45°echelon line-up type known as the "Le Mans" start,
2. Starts given at intervals (either individually or by groups of more than one motorcycle).

The starting order is determined upon the basis of the practice results, where the fastest motorcycles will be at the front.

If a start is given for several classes of motorcycles together, the starting order is determined upon the basis of the practice results, regardless of engine capacity.

Starts must be made with engines running or dead. For starts with engines dead, the SR of the race must indicate the methods authorised to start the engine. Should there be no mention of this in the SR, the push start method will be used, the use of a starting device being prohibited.

021.11.1 Group starts

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

021.11.1.1 Start with engines dead

The procedure is the same as in Art. 021.11.1.2.1, with the following exception: When the riders have returned to the grid, after the sighting lap, the engines must be stopped.

The regulations under Art. 021.11.1.2.2 must also be applied.

021.11.1.2 Start with engines running

021.11.1.2.1 Start Procedure

1) 15 Minutes Before the Start of the Race

Pit lane exit opens for sighting lap.

Count-down boards of 5, 4, 3, 2 and 1 minute are shown at the pit exit.

2) 10 Minutes Before the Start of the Race

Pit lane exit closes.

3) The sighting lap is not compulsory. Riders who do not take part in the sighting lap may, under the supervision of an official, push their machine on to the grid up until, at the latest, 5 minutes before the start of the warm up lap.

4) Riders who do not go on to the grid may start the warm up lap from the pit lane under the instructions of the marshal positioned at the pit lane exit. Such riders must have tyre warmers removed and may not change tyres/wheels after the display of the 3 minutes board.

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".

Officials will display panels, at the side of the track, indicating the row of the grid, to assist riders in locating their grid position.

6) 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".

7) Riders who encounter a technical problem on the sighting lap may return to the pit lane to make adjustments or to change machines. In this instance, the rider must start the warm up lap from the pit lane.

Riders on the grid may, at this stage, make adjustments to the machine or change tyres to suit the track conditions. Tyre warmers may be used on the grid but no generators, batteries or other electrical supplies are permitted on the grid (exception: a self-contained starting device may be used for 4 stroke motorcycles).

All adjustments must be completed by the display of the "3 minute" board. After this board is displayed, riders who still wish to make adjustments must push their machine to the pit lane. Such riders and their machines must be clear of the grid and in the pit lane where they can continue to make adjustments or change machine before the display of the "1 minute" board. Such riders will start the warm up lap from the pit lane exit.

8) Refuelling on the starting grid after the start of the sighting lap is forbidden.

9) 5 Minutes Before the Start of the Warm Up Lap

Display of "5 Minutes" Board on the grid.

10) 3 Minutes Before the Start of the Warm Up Lap

Display of "3 Minutes" Board on the grid.

Removal of tyre warmers from machines on the grid and from spare machines.

The grid and pit lane marshals must ensure that this rule is respected.

All persons other than one mechanic (2 for 4 stroke motorcycles) per rider, the person holding the umbrella for the rider, the television crew of the host broadcaster and essential officials must leave the grid.

No person (except essential officials) is allowed to go on the grid at this point.

11) 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 (2 for 4 stroke motorcycles) per rider will leave the grid under the supervision of the grid marshals. The mechanic(s) will, as quickly as possible, assist the rider to push start the machine and will then vacate the grid.

12) 30 Seconds Before the Start of the Warm Up Lap

Display of "30 Seconds" Board on the grid.

The marshal responsible for the warm up lap takes his place in front of the first row (between the 2nd and 3rd rider) and presents a red flag in each hand.

All riders must be in position on the grid with engines running. No further assistance from mechanics is 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. Such riders may start the warm up lap from the pit lane. They may no longer use tyre warmers nor may they change tyres/wheels.

13) 2 Minutes Before the Start of the Race

Start of the warm up lap.

The flashing yellow lights are lit. The riders must start the warm-up lap **from the 1st row to the last**, once the marshal responsible **placed on the side of each row lowers the yellow flag**.

The riders will make one lap, at unrestricted speed, followed by a medical car. As soon as the riders have passed the pit lane exit, the pit lane exit light will be turned green, and any riders waiting in the pit lane will be permitted to join the warm up lap. Thirty seconds later, the light will be turned red, and a marshal will display a red flag closing the pit lane exit.

On returning to the grid the riders must take up their positions with the front wheel of their motorcycle up to or behind the front line and between the side lines defining the grid position and keep their engines running. An official will stand at the front of the grid holding a red flag. Any rider who arrives back at the grid after the arrival of the medical car will be directed into the pits and may start the race from there or he must stop behind the medical car and start the race from there, as directed by a marshal with a red flag.

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

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 each row of the grid is completed the officials will lower the panels indicating that their 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, an official at the rear of the grid will wave a green flag.

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, the red light will go out to start the race. A medical car will follow behind the motorcycles for the whole of the first lap.

- 14) Any rider who anticipates the start will be required to carry out the **ride through** procedure.

Anticipation of the start is defined by the motorcycle moving forward when the red lights are on. The International Jury will decide if a penalty will be imposed and must arrange for the team to be notified of such penalty no later than 20 minutes after the start.

- 15) If, after the start of the race, 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, where his mechanics may provide assistance to start it or the rider may change machine.
- 16) After the riders have passed the exit to the pit lane, the official situated at this exit will display a green light to start any riders still in the pit lane.
- 17) After the leading rider has passed the finish line at the end of his first lap, no further changes of machine are permitted unless the race is interrupted.

- 18) Should there be a problem on the grid that might prejudice the safety of the start then the official in charge of the start may display a flashing yellow light and the board "Start Delayed". 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 five minutes board stage, the riders will complete an additional warm up lap and the race distance will be reduced by one lap.

021.11.1.2.2 "Wet" and "Dry" Races

This article does not apply for Endurance.

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.

"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.

"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, then the restart will, automatically, be a "wet" race.

In the event of all practices and warm ups being held in dry conditions, the following procedures will apply should it rain before the start of the races :
(A practice or warm up will be defined by the Clerk of the Course as wet when more than 50% of the participants are using other tyres than slicks or when the track is wet during the session. In both cases, a "WET" board will be shown.)

A notification will be given to the teams competing in the first race that a 15 minute period of free practice will begin after a delay of 10 minutes. Ten minutes after the free practice, the normal start procedure will begin.

Should the conditions remain wet at the end of the first race, the same procedure will apply to the second race, and subsequent race(s). However, the 15 minute practice will begin as soon as possible after the end of the previous race.

In the event of all practices being dry and rain falling during the warm ups, the following procedure will apply :

If it should rain during a warm up, the warm up will be stopped. A 10 minute interval will begin after all riders have returned to the pits. This interval will be followed by a 15 minute practice.

If a race is interrupted by rain, a 10 minute interval will begin after all riders have returned to the pits. This interval will be followed by a 15 minute practice. Ten minutes after the practice, the normal start procedure for the second part of the race will begin.

Should all practices be held in wet conditions, the above will apply to extra dry practice.

021.11.1.3 Start procedure for Endurance

The following procedure must be respected. In case of a race run in several heats, this procedure must be respected for each heat.

- 1) Approx. 45 minutes before the start, the riders must get ready with their machine outside the track area;
- 2) 1 compulsory sighting lap

A ride through penalty will be imposed to the teams who do not complete the sighting lap.

Approx. 30 minutes before the start, the riders will come onto the track and make immediately one sighting lap prior to taking up their places on the grid, engines dead.

On the grid, the motorcycles must be lined-up in a diagonal 45° echelon, on the edge of the track behind the start line. There must be a 2 m gap between each solo machine. Each motorcycle shall be held by an assistant.

The riders will have the possibility over a period of 5 minutes to start for the sighting lap. The countdown of these 5 minutes will be signalled at the place where the riders come onto the track with the 5', 4', 3', 2' and 1' boards as well as a horn. Once these 5 minutes have elapsed, the exit will be closed with a red flag.

- 3) Riders arriving after the closing and those who do not wish to make the sighting lap will have the possibility to go onto the grid in the 5 minutes following the riders' arrival who have just completed the sighting lap. To do this, they will have to follow the instructions of the starting grid officials.

- 4) After entering onto the track (approx. 30 minutes before the start), change of machines and an extra refuelling are strictly forbidden.
- 5) Tyre changes and repairs may be made on the starting grid until the 3 minutes board is shown.

After the sighting lap, the riders may choose to change tyres, on the grid, to suit the prevailing track conditions.

- 6) 2 compulsory warm-up laps

Two ride through penalties will be imposed to for the teams who do not complete the warm-up laps.

Approx. 5 minutes before the warm-up laps, the following boards will be displayed accompanied by a warning:

- "5 minutes" board: beginning of the countdown
- "3 minutes" board: everybody, except the riders, 1 assistant and one person with an umbrella per rider, will leave the grid. No person (except essential officials) is allowed to go back on the grid at this point. All interventions on the motorcycles is forbidden. The grid and pit lane marshals must insure that this rule is respected.
- "1 minute" board + "helmet" board: everybody, except the riders and the assistant who holds the machine, will leave the grid.
- Riders must take up positions on the other side of the track, in the circle opposite their own machine.
- "30 seconds" board.
- Green flag: start of the warm-up laps. Each rider will run towards his machine, start the engine and begin the warm-up laps.
- If, even with the assistant's immediate help, the engine does not start, the machine must be pushed into the pit lane and the rider will make a delayed start from the pit lane exit.
- A Medical car, with a doctor, follows the riders.
- The last warm-up lap will be indicated to the riders by a board bearing the number 1.
- When the riders return to the grid at the end of the warm-up laps, the riders will stop their machine, each one at the spot which has been allocated to him, and they will stop the engine. Motorcycles must be placed in the same position as before the start of the warm-up laps.
- Only one assistant per machine and riders who start are allowed on the grid.

- 7) At the end of the warm up laps, if a rider is in difficulty, he must return immediately to the pits. It is strictly forbidden for riders to go to the grid with the intention of delaying the start. If a rider is late arriving at the grid when the "1 minute" board has already been displayed, he must obligatory head for the pits at moderate speed, where he will make a delayed start.
- 8) In the middle of the track, on the start line, a steward with a red flag will wait for the riders to arrive at the grid and remain there until the starter gives him the order to leave the track, after the green flag has been displayed by the steward at the end of the grid.

A second steward with green and red flags will be at the end of the grid:

- by displaying the green flag he indicates that the grid is ready
- by displaying the red flag, he stops a rider who has arrived late, after the Race Management Car, and checks that this rider may start from a stationary position at the end of the grid and after the start or that he returns to the pits.

9) Start of the race

- 1 minute board "helmet" panel + horn: the riders must be in the circle opposite their own machine on the other side of the track.
- 30 seconds board + horn + red lights on (except if the national flag is used to start the race).
- Red lights out or national flag (to be specified in the SR) : start. Each rider will run towards his motorcycle, start the engine and begin the race.
- Engine will be started by the rider alone by using a mechanical device on the machine. Any outside assistance is not authorised.
- A medical car will follow behind the motorcycles for the whole first lap.

- 10) If a rider cannot start his machine, the Clerk of the Course, by means of the green flag, will authorise the assistant, as soon as he judges it possible, to push the motorcycle.

If, in spite of this intervention, a rider does not manage to start, the track marshals shall push immediately the machine to the pits (entry or exit depending which is nearer). The motorcycle can then be brought back to its pit under the control of a marshal. The rider will restart as soon as the machine is repaired.

- 11) After all the riders have passed the pit lane exit, a delayed start with lights will be given to the riders waiting in the pit lane.
- 12) A rider who is outside of the circle opposite his own machine on the other side of the track, at the moment of the start of the race will be imposed a **Ride through** procedure.

021.11.2 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.

021.12 RIDE THROUGH PROCEDURE

During the race, the rider will be requested to **ride through the pit lane without stopping at his box. He may** then rejoin the race.

The rider must respect the speed limit (85 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 this speed limit, the black flag will be shown to the 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, 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 a race and subsequently found to have anticipated the second start, the rider will be shown the black flag.

After notification has been made to the team, a **yellow board (100cm horizontal x 80 cm vertical)** displaying the rider's number (**black colour, height 50cm, stroke width 10cm**) will be shown at the **finish line and the information will also be displayed on the time keeping monitors**. Failure by the relevant rider to **ride through**, having been shown the board 3 times, will result in that rider being shown the black flag.

If more than one rider is penalised, the riders will be signalled to **ride through** on subsequent laps. The order of the **riders** will be based on the qualifying times with the faster rider first.

In the case of a rider failing to respond to the instruction to **ride through**, and there being more than one rider penalised, no subsequent rider will be signalled to **ride through** until the previous rider has **completed the ride through procedure or has** been 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**.

For Endurance races, It is strictly forbidden for the rider to stop in the pit lane at the risk of exclusion.

021.13 MEANS OF PROPULSION

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

021.14 BEHAVIOUR DURING PRACTICE AND RACE

- 1) Riders must obey the flag signals, the light signals, and the boards which convey instructions. **Any infringement to this rule will be penalised according to the provisions of article 021.8.**
- 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 85 km/h. Riders must at all times adhere to the provisions of the Sporting Regulations.
- 3) Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the marshals or at a place which does not provide an advantage to him. Any infringement **of this rule** during the practices or warm up will be penalised by the cancellation of the lap time concerned **and** during the race, **by a ride through. Further penalties (such as fine – disqualification) may also be imposed.**

Any repairs or adjustments must be made by the rider working alone with absolutely no outside assistance. The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made. The marshal may then assist him to re-start the machine.

- 4) If the rider intends to retire then he must park his motorcycle in a safe area as indicated by the marshals.
- 5) If the rider encounters a problem with the machine which will result in his retirement from the practice or the race, then he should 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.
- 6) Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.
- 7) Riders may enter the pit-lane during the race to make adjustments to their machines or change tyres. All such work must be carried out in the pit lane on the working apron in front of the boxes (for Endurance, heavy work can be made in the box, under the control of the officials). Refuelling is strictly prohibited (exception: Endurance). During the intervals, if races are interrupted, work in the pit boxes is permitted (exception: Endurance).
- 8) Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
- 9) Riders must not transport another person on their machine.
- 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 anyone connected with the motorcycle's entrant or rider, save for the signal from the time keeping transponder, from on-board cameras, or legible messages on a pit board or body movements by the rider.
- 12) In the interest of safety, a rider may not stop his machine on the racing surface during the slow down lap, when returning to the pits after the chequered flag.

If the winning rider wishes to parade his national flag, he must ride to the side of the racing surface to collect the flag and then rejoin the circuit when it is safe to do so.

- 13) Stopping on the track during practices and races is forbidden.
- 14) During the practice sessions, practice starts are permitted, when it is safe to do so, at the pit lane exit before joining the track and after the chequered flag is shown at the end of practice sessions, when it is safe to do so, off the racing line.

021.15 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 (exception: Endurance) 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.

021.16 CHANGE OF MOTORCYCLE OR PASSENGER

021.16.1 During practice, a rider may use several motorcycles, providing they have passed the technical controls under the rider's name. Changing of machines between riders is forbidden.

021.16.2 If for any reason a race has to be stopped, a change of machine is permitted before the race re-starts, providing that the new machine has passed the technical controls.

021.16.3 During practice, 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 time made with the 2nd passenger will be valid for the qualification.

The sidecar rider can run the race, if he is qualified, only with the 2nd passenger.

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

021.17 INTERRUPTION AND RESTARTING OF A RACE

021.17.1 Interruption of a Race

021.17.1.1 If the Clerk of the Course decides to interrupt a race due to climatic conditions or some other reason, then red flags will be displayed at the finish line and at all **flag** marshals' posts and he will switch on the red lights around the circuit. Riders must immediately slow down and return to the pit lane. The results will be calculated as in the principle set out in the following example:

Example of a race consisting of 30 laps:

If a Red Flag is shown when the leader is on his 10th lap after completing his 9th lap and all other riders have not completed the 9th lap, then the race result will be 8 laps completed, and the second part will consist of 22 laps.

If a Red Flag is shown when the leader and all other riders on the same lap as the lead rider are on the 10th lap after completing the 9th lap, the race result will be 9 laps completed and the second part will consist of 21 laps.

Exception: if the race is interrupted during the last lap, the procedure will be the following:

- 1) For all 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 riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
- 3) The complete classification will be established by combining both partial classifications as per the principle of the lap/time.

021.17.1.2 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 completely new race will be run. If it is found impossible to re-start the race, then it will be declared cancelled.

021.17.1.3 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 two-thirds of the original race duration or distance, rounded down to the nearest whole number of laps then the race will be re-started. If it is found impossible to re-start the race, then the results will count and only half points will be awarded.

021.17.1.4 If the results calculated show that two-thirds of the original race distance rounded down to the nearest whole number of laps (or two-thirds of the original 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.

021.17.2 Re-Starting a race that has been interrupted

021.17.2.1 If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. 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, conditions permitting, should not be later than 20 minutes after the initial display of the red flag.

021.17.2.2 The intermediary placings must be available to riders before the following part of a race can be started.

021.17.2.3 The start procedure will be identical to a normal start with a sighting lap, warm up lap, etc.

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

- A) In the case of situation described in Art. 021.17.1.2 above:
- a. All riders may re-start.
 - b. Motorcycles may be repaired or changed.
Refuelling is permitted.
 - c. The number of laps or the duration will be the same as the original race.
 - d. The grid positions will be as for the original race.

- B) In the case of the situation described in Art. 021. 17.1.3 above:
- a. Only riders who are on the intermediary placings may re-start.
 - b. Motorcycles may be repaired or changed. Refuelling is permitted. (exception: Endurance).
 - c. The number of laps or the duration of the following race will be the number of laps or duration required to complete the original race distance.
 - d. The grid position will be based on the intermediary placings established in accordance with point e) of the present article.
 - e. The final result of the race will be based on the results of each rider classified in each race added together. Riders who have completed an identical number of laps will be placed according to the combined time for each race. In case of a tie, the result of the last race will be decisive.

021.18 FINISH OF A RACE AND RACE RESULTS

021.18.1 Races with group start

- 021.18.1.1** 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 continue to be displayed to the subsequent riders.

When the chequered flag is shown to the leading rider, no rider will exit from the pit lane to reach 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 with a red flag will stand at the exit of the pit lane.

If a rider(s) closely precedes the leader during the final lap before the finish line, the start and finish flag marshal will show to the rider(s) and to the leader simultaneously the chequered flag and the blue flag.

That means that the race is finished for the leader while the rider(s) closely preceding the leader has (have) to complete the final lap and take the Chequered flag.

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

021.18.1.3 Should for any reason other than under Article 021.17.1.1, the end of the race signal be given before the leading motorcycle completes the scheduled 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.

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

021.18.1.5 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 carried out by the winner.
- b - Crossed the finish line within five minutes of the race winner. The rider must be in contact with his machine.

021.18.2 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.

021.18.3 Hill climbs

The race takes place in 2 heats. The final placings will be determined after the time of the best heat is known. In case of a tie, the best time of the least rapid heat will divide the riders.

021.19 CLOSED PARK AREA

No rider is authorised to enter the closed park area unless he intends to recuperate or move his own motorcycle as laid down in the SR, or unless he has a written and signed authorisation from the Clerk of the Course explaining exactly why he has to enter this area.

With the exception of Jury members, the Clerk of the Course and officials who are in charge of keeping watch over the closed park area, no-one may at any time or for any reason be admitted into this area unless they have a written and signed authorisation from the Clerk of the Course.

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.

021.20 DEPOSITS IN CASE OF MACHINE CONTROL FOLLOWING A PROTEST

The security deposits in case of dismantling and reassembling a machine to measure the cylinder capacity, following a protest are as follows:

CHF 250.– **(or contervalue)** for a 2-stroke engine (material included)

CHF 500.– **(or contervalue)** for a 4-stroke engine (material included)

The security deposit in case of partial or complete dismantling of an engine or gear box is CHF 300.–. **(or contervalue)**.

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

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

021.21 SANCTION FOR NON-COMPLIANCE WITH THE FUEL RULES

A fuel control may be carried out in accordance with the Technical Regulations for International Road Racing Meetings.

Any infringement to the fuel specification will result in the disqualification of the rider from the entire meeting.

Protests and appeals may be lodged pursuant to the FIM Disciplinary and Arbitration Code.

021.22 DEPOSIT FOR FUEL CONTROLS FOLLOWING A PROTEST

All requests for fuel control in relation to a protest must be accompanied by a deposit of CHF 1'200.– (**or contervalue**) paid to the International Jury, the organiser, or the FIM (supplementary controls).

021.23 LAP RECORD

Best performance established during a race. Both for practice and for race, the lap time is the subtraction of the time between two consecutive crossings of the finish line painted on the track.

021.24 TIMEKEEPING

Time keeping instruments

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

- 021.24.1** A first class chronometer reading 1/5 or 1/10 second with double split stop mechanism synchronised with real time.
- 021.24.2** An electrical apparatus with mechanical recorder registering time in 1/5 or 1/10 second or less intervals, synchronised with time of day.
- 021.24.3** An apparatus functioning automatically, synchronised with time of day registering time 1/100 second. For such types of apparatus, a certificate of accuracy not only concerning its time keeping but efficiency of the apparatus as a whole working under the conditions for which it is to be used, generally at Record Attempts, is required.
- 021.24.4** For certain competitions, when tolerances of one minute are allowed on actual time, apparatus registering complete minutes can be used.

- 021.24.5** A timekeeper officiating at an international meeting must have at his disposal a reserve chronometer (see Art. 021.24.2) to check the readings of instruments being used.
- 021.24.6** 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 competition for which it is used.
- 021.24.7** Riders must accept any type of time keeping system approved by the FIM.

021.25 ADDITIONAL REGULATIONS FOR ENDURANCE MEETINGS

The following articles mentioned in the Road Racing World Championship Endurance Regulations also apply for International meetings.

1. 1.7.2 Lighting and signalling
2. 1.10 Requirements for meetings taking place partly at night
3. 1.15.4 Driving time and rest period
- 4. 1.15.7 Pit stops**
5. 1.15.10 Neutralisation of a race
- 6. 1.21 Finish of a race and race results**