

# Österreichische Motorrad-Rennsport- Staatsmeisterschaft 2024



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MEMBER OF



# Österreichische Motorrad-Rennsport Staatsmeisterschaft 2024

## PRÄAMBEL

Nach mehrjähriger Pause ist es 2024 gelungen, wieder in Kooperation mit der Alpe Adria Motorcycle Union, eine österreichische Motorrad-Rennsport Staatsmeisterschaft durchzuführen.

Die Meisterschaft wird in 4 Ländern auf 4 verschiedenen Rennstrecken in insgesamt 6 Läufen ausgetragen. An jedem Wochenende werden ausreichend freie und gezeitete Trainings angeboten sowie pro Klasse zwei Wertungsläufe.

In diesen Wertungsläufen werden Punkte für die österreichischen Meisterschafts-Klassen Superbike und Superstock 600 vergeben, sowie auch für die Pokal-Klasse Supersport 300.

Die entsprechend klassierten Teilnehmer an der österreichischen Meisterschaft werden nach jedem Rennen mit Pokalen geehrt, die von den Herstellern und Importeursbetrieben bereitgestellt werden.

Alle Ergebnisse werden während der Rennwochenenden fortlaufend publiziert, die entsprechenden Meisterschafts-Wertungen jeweils am Montag nach den Rennwochenenden auf der AMF-Homepage aktualisiert und österreichweit an Pressevertreter versandt.



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# ÖSTERREICHISCHE MOTORRADRENNSPORT STATSMEISTERSCHAFT 2024

Die Austrian Motorsport Federation (AMF) schreibt die „Österreichische Motorradrennsport Staatsmeisterschaft 2024“ zu folgenden Bedingungen und unter Zugrundelegung der FIM-Europe-Road Racing Regulations (RR 01 und alle weiteren, wo zutreffend) und der Grundausschreibung der AMF, je nach Veranstaltung, aus.

## 1 TEILNAHMEBEDINGUNGEN

Teilnahmeberechtigt und wertbar sind Lizenzinhaber bzw. Lizenzinhaberinnen der AMF.

## 2 ZUGELASSENE FAHRZEUGE

Kategorie I, Gruppe A 1, Solomotorräder (lt. techn. Bestimmungen der AMF / Road Racing)	
Klasse Supersport 300 (Alpe Adria/FIM E. Reglement 2024)	lt. jeweils aktuellen techn. Bestimmungen der FIM Europe
Klasse Superstock 600 (Alpe Adria/FIM E. Reglement 2024)	401 bis 600 ccm, 4-Takt / maximal 4 Zylinder 501 bis 675 ccm, 4-Takt / maximal 3 Zylinder 601 bis 750 ccm, 4-Takt / maximal 2 Zylinder
Klasse Superbike (Alpe Adria/FIM E. Reglement 2024)	über 750 bis 1000 ccm, 4-Takt / 3 oder 4 Zylinder über 850 bis 1200 ccm, 4-Takt / maximal 2 Zylinder

## 3 WERTUNG

Die Punktezuerkennung erfolgt pro Rennen in allen Klassen nach folgendem Schema:

▶ 1. Platz	25 Punkte	▶ 11. Platz	5 Punkte
▶ 2. Platz	20 Punkte	▶ 12. Platz	4 Punkte
▶ 3. Platz	16 Punkte	▶ 13. Platz	3 Punkte
▶ 4. Platz	13 Punkte	▶ 14. Platz	2 Punkte
▶ 5. Platz	11 Punkte	▶ 15. Platz	1 Punkt
▶ 6. Platz	10 Punkte		
▶ 7. Platz	9 Punkte		
▶ 8. Platz	8 Punkte		
▶ 9. Platz	7 Punkte		
▶ 10. Platz	6 Punkte		

Alle Ergebnisse werden gewertet (keine Streichresultate).

## 4 VERANSTALTUNGEN

<b>Beginn</b>	<b>Ende</b>	<b>Ort</b>	<b>Veranstalter</b>
17.05.24	19.05.24	Grobnik/CRO	Dart Race/Alpe Adria MC Union
14.06.24	16.06.24	Pannoniaring/HUN	Dart Race/Alpe Adria MC Union
05.07.24	07.07.24	Brünn/CZE	Dart Race/Alpe Adria MC Union
09.08.24	11.08.24	Grobnik/CRO	Dart Race/Alpe Adria MC Union
20.09.24	22.09.24	Slovakiaring/SVK	Dart Race/Alpe Adria MC Union
18.10.24	20.10.24	Grobnik/CRO	Dart Race/Alpe Adria MC Union

**Pro Veranstaltung werden max. zwei Rennen je Klasse ausgetragen.**

## 5 PREISZUERKENNUNG

Dem jeweiligen Sieger bzw. der Siegerin der Klassen Superstock 600 und Superbike wird der Titel „Österreichischer Staatsmeister für den Motorradrennsport 2024“ verliehen.

Dem Sieger bzw. der Siegerin der Klasse Supersport 300 wird der „Motorradrennsport Pokal der AMF 2024“ verliehen.

**Everything printed in BOLD and L script, is new or changed for 2024.**

## 6 AACR 01.1 GENERAL

*The AA International Motorcycle Championship will be run under the authority of the AAMU FMNs.*

All Alpe Adria International Motorcycle Championship events will be held under the jurisdiction of the FIM (for technical rules, where applicable), FIME (for road racing rules and for technical rules, where applicable), the respective national sporting codes, these regulations and the supplementary regulations of the event in question.

The present regulation is accepted as the only Regulation for Circuit racing in the framework of the FIME Alpe Adria International Motorcycle Championships and countersigned by representatives of the participating FMNs.

Member FMNs of the AAMU are requested to avoid a clash of dates between AAIMC events and other Road/Circuit Racing events. The member FMNs of the AAMU *must* synchronize their national championships with the calendar of the AAMU in the following way: At least 6 events from the AAIMC calendar are recommended to be added for national championships.

At the annual meeting, the FMNs representatives in AACR commission must appoint the exact calendar for national championship races inside the AAIMC championship.

The Alpe Adria International Motorcycle Championship is open for riders from all FIM/FIM CONUs members, holders of these FMN's national or any other type of international Road/Circuit Racing licenses, accompanied with the appropriate insurance and starting permission, which could be permanent or on a race-by-race base.

Points will be given to the riders of the AAMU members and non AAMU members for each single race. A list of the overall series classifications will be published at the end of the season, prizes will be allocated to the riders after the last event of the AAIMC. (see also art. 01.29 – Classification)

The interpretation or modification of these rules is the sole right of the FMNs of the AAMU, represented by their AACCR (Alpe Adria Commission CIRCUIT RACING) members.

## 7 AACR 01.1.1 AAIMC COMMERCIALS

General Sponsor: The Promoter may make reservation for one commercial per bike for a general sponsor, exceptions can be made only, in case a rider has a written contract with a company engaged in the same business field and a written contract can be presented.

## 8 AACR 01.2 MEMBER FEDERATION

Eligible member federations of the Alpe Adria Motorcycle Union (AAMU) for the FIM Europe AA INTERNATIONAL MOTORCYCLE Championship:

ACCR	Autoklub of the Czech Republic
MSBiH	Motorcycle Federation of Bosnia and Herzegovina
AMOTOE	Sports Motorcycle Federation of Greece
AMSS	Auto Moto Association of Serbia
AMZS	Auto Moto Zveza Slovenije
FMI	Federazione Motociclistica Italiana
FMS	Federation Motocycliste Suisse
FRM	Romania Motorcycle Federation
HMS	Hrvatski Motociklisticki Savez
MAMS	Magyar Motorsport Szövetség



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SMF  
AMF

Polski Związek Motorowy  
Slovenska Motocyklova Federacia  
Austria Motorsport Federation

## 9 AACR 01.3 AAIMC CALENDAR 2024

Round	Race	Date		Venue	Circuit
1	1-2	17/05/2024	19/05/2024	Croatia	Automotodrom Grobnik
2	3-4	14/06/2024	16/06/2024	Hungary	Pannoniaring
3	5-6	05/07/2024	07/07/2024	Czech Republic	Brno
4	7-8	09/08/2024	11/08/2024	Croatia	Automotodrom Grobnik
5	9-10	20/09/2024	22/09/2024	Slovakia	Slovakiaring
6	11-12	18/10/2024	20/10/2024	Croatia	Automotodrom Grobnik

## 10 AACR 01.4 SUPPLEMENTARY REGULATIONS

The details of all events, especially the timetables, will be laid down in the Supplementary Regulations. Each **organising federation** must send the S.R. to the AAMU Secretariat 60 days prior to the event. Supplementary Regulations should be approved by AACCR and published on AAMU web-site at least 45 days before the start of the event. All official documents must be written in English. Any changes of the approved Supplementary Regulations can only be done by the AA Event Jury; all changes to the approved Supplementary Regulations must be communicated to the riders in written form in English (Bulletins). The SR with the time schedule is composed in cooperation between Promoter - **Federation** and the AACCR. The time of technical and administrative checks must be published in the SR of all events.

## 11 AACR 01.5 EVENTS

The Event shall be deemed to commence at the scheduled time for Technical and Sporting Checks and finish after all the races at the expiry of the deadline for the lodging of a protest or appeal 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 Clerk of the Course and the International Jury members during that period.

## 12 AACR 01.6 CIRCUITS

All circuits must be homologated at least Grade B for circuit racing events by the FIM Europe.

## 13 AACR 01.7 ADDITIONAL COMPETITION

During an Alpe Adria International Motorcycle Championship event, the Organiser/Promoter can organise other races, but they may not alter the events schedule. All practices and races for the Alpe Adria International Motorcycle Championship must be organized according to these regulations or the supplementary regulations.

## 14 AACR 01.8 THE OFFICIALS OF THE MEETING

### 14.1 [AACR 01.8.1 Permanent Officials](#)

All permanent officials shall be appointed for the Championship by AACCR.

- Race Director



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Race Director must be in possession of FIM Clerk of the Course valid licence.

Responsible for ensuring proper observance of the Regulations and efficient running of the practice and races. The Race Director is also responsible for all communications between the International Jury and the AA Stewards Panel.

The Clerk of the Course shall work in permanent cooperation with the Race Director. The Race Director shall have overriding authority in the following matters and the Clerk of the Course may give orders in respect of them only with his/her express agreement:

- a) The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the Race Direction to modify the timetable in accordance with the Sporting Regulations.
- b) 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.
- c) The starting procedure.
- d) The use of medical cars/fast interventions vehicles.

- Technical Director

Responsible for ensuring that technical Regulations are correctly enforced and supervising scrutineering and protests of a technical nature.

The Technical Director has the power to disallow the use of any parts based on safety concerns at his/her sole judgement and discretion. The Technical Director is responsible for technical decisions during the course of the event.

Technical Director must be in possession of FIM technical steward valid licence.

#### [14.2 AACR 01.8.2 Individual Event Officials](#)

All individual Event Officials shall be appointed for each event by the FMNR/Promoter and shall be approved by the AAMU. They are:

- Clerk of the Course

Clerk of the Course must be in possession of FIM/FIM-Europe Clerk of the Course valid licence.

Responsible for:

- a) Ensuring that the circuit is suitably prepared for and maintained during the Event and that all legal requirements applicable for the running of the event 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, fire-fighting services, recovery and intervention vehicles, flags, etc.) alongside the Circuit no later than 30 minutes prior to the beginning of all practice sessions and warm-ups.

Once the morning medical inspection is finished, Medical personnel should stand 5 metres behind the Track Marshals or leave. Only sportive personnel should stay on the edge of the track for the “sporting” track inspection.

The Race Director, the AA Jury President and the Clerk of the Course will make the final inspection of the Circuit to ensure this regulation is complied with, 15 minutes prior to the beginning of the day’s first practice sessions and/or warm up.

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 Race Director.

- c) Taking decisions to ensure the smooth and efficient running of the event.
- d) Ensuring that the event is run within the Regulations.
- e) Notification of protests to the AA Race Direction.
- f) Immediate approval and signature with time of provisional results (practices, warm-ups, starting grids and races) and presentation of reports to the International Jury.

- **Starter**

**The track has to announce a Starter who is responsible for the start procedure and to instruct the marshals in case of a start delay. As a rule, the Race Director starts the race.**

- **Secretaries**

Responsible for:

- a) During the event effecting communications between the various officials.
- b) Providing secretarial support for the International Jury and the Race Direction.

- **Other Officials**

Marshals, Technical Scrutineers, Security Personnel, Medical personnel etc., as required for the efficient running of the event.

All communications between the individual Event Officials must be made via the relevant Permanent Officials.

- **Chief Medical Officer**

**Chief Medical Officer has to work on a FIM official medical reports documents. There are a column „fit” or „unfit” rider after crash can participate in a next race or not. This document is presented at the Jury meeting and at the next event is controlled by a RD and by a next Jury approved.**

**Rider before start in event must by controled by medical Staff and have to get approved in written form.**

### 14.3 [AACR 01.8.3 The Race Direction:](#)

The Race Direction is composed of the permanent AA Race Director, (chosen by the AACCR and accepted by the Promoter), the Clerk of the Course and the Promoter representative. Promoter representative position is not mandatory

The meetings of the Race Direction are chaired by the AA Race Director. They take place at any time required during an event, at least before the first official practice and at the end of every competition day.

The AA Race Director, the Clerk of the Course and the Promoter's representative are voting members (for all an FIM/FIM-Europe licence valid for their function is mandatory).

The quorum for a meeting of the Race Direction is two persons.

Each member has one vote. Decisions are based on a simple majority. In case of a tie, the AA Race Director has a casting vote.

The Race Direction will meet at any time required during the event.

If it deems necessary, the Race Direction is entitled to invite all relevant officials of the organizer into these meetings (Technical Steward, Chief Medical Officer, Timekeeper, Environmental Steward, etc.).

FMN Delegates, whose riders, teams or officials are directly affected by decisions as described as follows, must mandatorily be notified of such meetings in time. They are in charge *to assist their riders*, teams or officials.

#### **Duties of the Race Direction:**

- a) To control the circuit License the official permission from the local authorities to run the event and the third party insurance policy of the organizer.
- b) To organise all necessary hearings and find and publish all decisions conc. all possibly lodged protests during the whole event.
- c) To take decision as provided in the Regulations.
- d) To sanction all infringements of the AAIMC (including the technical rules) within the limits set by this sporting regulations, team staff, officials and all other persons involved in any function in the event in question.
- e) To provide those persons sanctioned by any action resulting of duties mentioned under art. a) and b) above with the correct legal information conc. the further procedure in written form.
- f) An appeal against the decision of the Race Direction must be addressed to the AA Steward Panel. It must be submitted within 30 minutes after the notification of this decision and must be accompanied by a fee as laid down in art. 01.09.
- g) To oversee operational matters to ensure the safe, efficient, and timely running of the event according to the AAIMC Sporting Regulations
- h) To make changes in the conduct and/or format of a race and/or a practice session based on safety considerations, provided that such decision is absolutely necessary to resolve a situation not foreseen in the AAIMC Sporting Regulations. In such exceptional cases, such decision may prevail over specific provisions of the AAIMC Regulations.

- i) Provided that it is absolutely necessary to resolve a situation not foreseen in the Regulations, the Race Direction may issue pre-race instructions or clarifications and in specific cases even create pre-race regulations (e.g. to take into account the local conditions at a particular circuit). However, such actions may only be taken within the limits set out by AAIMC Sporting Regulations

#### Authority and Competence:

The Race Direction has the authority to penalise riders, teams' personnel, officials, promoters/organisers and all the persons involved in any capacity whatsoever in an event or in the Championship, without the necessity of a hearing in the case of minor offences, for:

- Infringements of the Regulations.
- any voluntary or involuntary action or deed accomplished by a person or a group of persons during a meeting, contrary to the current Regulations or instructions given by an official of the meeting.
- any corrupt or fraudulent act, or any action prejudicial to the interests of the meetings or of the sport, carried out by a person or a group of persons occurring during an event.
- The AA Stewards Panel is competent to adjudicate upon a protest relating to infringements of the Regulations.

#### Penalties that may be pronounced by the Race Direction:

- a warning
- a fine
- a drop of position
- a ride through
- a time penalty
- a grid penalty
- a disqualification
- a withdrawal of Championship points
- a suspension

#### [14.4 AACR 01.8.4 The AA International Jury:](#)

The AA International Jury always consists of a Jury President and FMNR Delegate. All these persons must be holder of the FIM Sporting Steward licence for the respective discipline (Circuit racing in this case). The Jury president is the Chief of the event Stewards panel as well.

The FMNR Delegate is the member of the AA Steward Panel

The following persons are AA International Jury members but without voting rights:

- The AA Race Director
- The Clerk of the Course
- The Promoter's representative
- The AA Technical Director
- The Chief Technical Steward
- The Chief Medical Officer
- The Chief Timekeeper
- The Environment Steward

- The Secretary of the Meeting
- All participating FMNs may be represented by an *FMN Delegate* with all rights as laid down in the FIME Sporting Code in its current version, officially nominated by their FMNs at least 15 days before the event. Members of the concerning Sporting Commission (AACCR in this case).

If the Jury President appointed by the AACCR is prevented from arriving at the event in time, the present Jury Member(s) may name a replacement, with first priority given to an official who is member of the relevant commission (AACCR).

The first Jury meeting should be held before the first official practice. During this meeting the Race Direction presents all official documents like Track homologation, Insurance policy and official permission of the local authority.

The 2<sup>nd</sup> and 3<sup>rd</sup> meeting should be placed after the last races on Saturday and Sunday.

Duties of the AA Jury President:

- The Jury President shall call a meeting of the Jury before the first Official practice session and during this meeting the Jury shall approve the following matters:
  - Amendments, if any, to the SR after they are approved by the AACCR verifying that all the riders and participants engaged have been informed thereof.
  - Report of the Secretary of the Meeting stipulating that all riders and participants engaged are in possession of their respective licenses as well as all officials with any responsibility for the running of the event.
  - Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the event.
  - Report and control of the safety standards of the event.
  - Control and approve any amendments or requests for extra safety measures as mentioned in the track inspection report.
- At the end of each day of official practices the President will call a meeting of the International Jury to hear the reports of the Clerk of the Course, the Secretary of the Meeting or any other appropriate officials.
- At the end of the event, during the last meeting of the International Jury, the President, together with the Clerk of the Course, must sign the official classification of the event. He must also sign with the Secretary of the Jury, all Minutes of the meetings.
- The AA Jury President must send all the results and the reports of the event to the Alpe-Adria secretariat within 3 days.
- He may order the Secretary of the Jury to organize these after the event as well.

#### 14.5 [AACR 01.8.5 The AA Steward Panel:](#)

The AA Steward Panel is composed of the Chief steward, (same person as the AA Jury President, nominated by the AACCR), the steward of the FMNR and of the third steward - Jury member, chosen out of the delegates, not being in any national linkage to the case in question.

For these Steward Panel members, the FIM steward license valid for their function is mandatory.

The AA Steward Panel will hear any appeal lodged against decisions of the Race Direction. The AA Steward Panel will meet at any time required during the event, the meetings are chaired by the Chief steward who is the AA Jury President at the same time.

Each member has one vote, in case of a tie, the Chief steward (AA Jury President) has a casting vote.

The AA Steward Panel must finally decide about all appeals lodged against decisions of the Race Direction, at the time of the last Jury meeting at the latest. If the Steward's Panel decision meets (confirm) the Race Direction decision, it is deemed as final!

If the AA Steward Panel decision is different than the Race Direction decision an appeal against this decision is possible. It must be addressed to the FIM Europe Disciplinary Commission with formal requirements of the FIM Europe Disciplinary and Arbitration Code in its current version.

All decisions of the AA Stewards must be communicated in written form to the Race Direction and all affected parties.

The Race Direction and the steward panel have to work permanently during the event.

All decisions during the event must be taken by RD and SP as fast as possible and they have to publish all decisions in written form on the official board.

- AA FMN Delegate

Each FMN which has at least one rider is entitled to be represented by a National Delegate, holder of a Sporting Steward's license.

All such nominations must be submitted in writing to the promoter.

The FMNs must inform the organizer (promoter) of the name of their Delegate not less than 15 days prior to the event.

This National Delegate represents its FMN and the riders entered by that FMN.

He is entitled to:

- attend the meetings of the Jury, as observer, if he is not chosen for the jury member.
- receive documents, including the Jury Minutes, during the entire event in electronic form.
- explain his questions to the Jury President so that the International Jury is aware of all circumstances;
- receive passes to be present at important places during the event.

If necessary, the Jury President will arrange a meeting during the event with FMN Delegates in order to receive the remarks of the FMN delegates and explain the work of the International Jury.

## 15 AACR 01.9 PENALTIES

The penalties are:

- warnings
- fines
- drop of position
- ride through
- time penalties
- grid penalty
- disqualification
- withdrawal of Championship points
- suspension
- exclusion

### 15.1 [AACR 01.9.1 Definition and application of penalties](#)

Warnings:	can be made privately or publicly, and can be made without a hearing.
Fines:	cash penalty up to 1'000 € A fine of up to 100 € can be imposed without a prior hearing being necessary. However, the right of protest remains as set out in Article <b>01.10.1</b>
Drop of position:	the rider must go back the number of positions decided by the AA Race Direction.
Ride through:	see Art. 01.10.1
Time penalties:	the imposition of time affecting the rider's actual result up to 2 minutes and the cancellation of time.
Grid penalty:	the imposition of a drop of any number of grid positions or the imposition of starting the race from the pit lane exit at the rider's next race or next event. A grid position penalty may be imposed without a prior hearing being necessary. However, the right of protest remains as set out in Article 01.10.1
Disqualification	entails automatically and independently of any other penalty, the invalidation of the results obtained in an event, practice, race or ranking. An immediate disqualification from a practice session or a race may also be pronounced by means of a black flag or a black flag with orange disc.
Withdrawal of championship points:	the loss of points from the Championship races already run.

Suspension:	entails the loss of rights to participate for a specified period of time in any activity under FIM control. A suspension penalty from one or more official practice sessions (or part thereof) of the event may be imposed without a prior hearing being necessary. However, the right of protest remains as set out in Article 01.10.1
Exclusion:	the final and complete loss of all rights of participation in any activity under FIM / FIM Europe control.

## [15.2 AACR 01.9.2 Plurality of penalties](#)

Any offender may have several penalties pronounced against him/her according to the circumstances.

## **16 AACR 01.10 PROTEST & APPEALS**

### [16.1 AACR 01.10.1 Protest:](#)

A protest is an action taken by any legal entity or any individual, rider, team, manufacturer, official etc. to the AA Race Direction against another legal entity or any individual, rider, team, manufacturer, official etc.

A protest may be lodged against:

- an entry of a Rider, a Team or a Manufacturer,
- an alleged non-compliance of a motorcycle with the regulations,
- a classification established at the end of a practice or a race.
- any alleged error, irregularity or breach of the regulations occurring during an event,
- a presumed wrongdoing behaviour of a competitor, not seen or not sanctioned by the Race Direction, having occurred during an event.
- However, no protest may be lodged against an immediate decision made by any judges of fact in the exercise of their duties, entailing or not:
  - a fine, resulting from a pit lane speeding, pit lane exit, or practice start violation.
  - a drop of position.
  - a time penalty given instead of any penalty not subject to protest.
  - a ride through.
  - a cancellation of the lap time concerned for a rider exceeding the track limits during practices.
  - a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc

No protest may be lodged against a decision of whether a rider is actively competing in the case of an interrupted race.

No protest may be lodged against a decision of the Race Direction based on a jump start, a track limit violation or a photo finish

All protests must be submitted in writing and signed only by the person or team directly involved to the AA Race Direction.

Each protest must specify:

- the relevant regulations (or infringed provisions)
- the concerns of the protesting party,
- against whom the protest is filed (when relevant).

Each protest must refer to a single subject only and the intention to protest should be directly filed to the Race Direction within 30 minutes of the publication of the results

A protest against the eligibility of a rider, team or a motorcycle to enter a class or event must be made before the start of the official practice.

A protest against a motorcycle on technical control compliance grounds (eg. weight, noise, materials, etc.) may be made after the start of official practice and must be informed to Race Direction before the chequered flag of the practice session or race concerned.

Each protest must be handed to a responsible official (Clerk of the Course, Race Director, AA Steward, Secretary of the Meeting) together with the security deposit of 350 €. This security deposit may only be returned if the protest is upheld.

After an immediate hearing, the AA Race Direction must decide on any protest presented. The protest has to be judged according to the provisions of the Regulations.

The decision of the AA Race Direction of determination of penalty is immediate.

### 16.2 AACR 01.10.2 Appeals:

An appeal is an action taken by any legal entity or any individual, rider, team, manufacturer, official etc. affected by a decision issued by the AAMU or FIM Europe authorities (whether arising from a protest or otherwise).

The rules concerning appeals against FIM Europe / AAMU disciplinary decisions are:

#### 1. To the AA Stewards Panel against a decision of the AA Race Direction

No appeal may be lodged against a decision made by any judges of fact in the exercise of their duties, entailing or not:

- a fine for speeding in the pit lane, pit exit line violation, or practice start violation.
- a drop of position
- a time penalty given instead of any penalty not subject to appeal.
- a ride through
- a cancellation of the lap time concerned for a rider exceeding the track limits during practices
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a disqualification from the practice sessions or the race following a positive results to the breath alcohol test carried out at such event.
- a suspension from one or more official practice sessions (or part thereof) of the event.
- a grid penalty for the race of the event

No appeal may be lodged against a decision of whether a rider is actively competing in the case of an interrupted race.

No appeal may be lodged against a decision based on a jump start, a track limit violation or a photo finish.

If the decision of the Steward Panel is the same as the Race Direction decision, it is final.

When no appeal may be lodged to the FIM Europe Disciplinary Commission, the decision of the AA Stewards Panel is final.

The time limit for lodging a statement of appeal is 30 minutes

Each Appeal must be handed to a responsible official (AA Steward or Secretary of the Meeting) together with the security deposit of 350 €. This security deposit may only be returned if the protest is upheld.

AA Stewards must be convened to examine an appeal immediately after the brief of appeal is received.

The AA Stewards must in all cases announce a decision immediately following the hearing of the appeal.

2. To the FIM Europe Disciplinary Commission against a decision of the AA Stewards (see FIM Europe Disciplinary and Arbitration Code)

#### Fees procedure:

The Organiser has to send all protest and appeal fees withheld to the AAMU at its disposal. Fees for pit lane speeding must be paid to the AAMU at its disposal.

The deposits in case of dismantling and reassembling an engine following a protest is: € 600,00 for a 4-stroke engine (material included). This amount is paid to the team that presented a bike in conformity with the Alpe Adria Technical Rules or will be paid to the party that lodged the protest.

All requests for fuel control following a protest must be accompanied by a deposit of € 2.000,00 (two-thousand) (see also the FIM SBK rules art. 1.32) paid to the AAMU-(in case of supplementary controls) or to the Organiser of the event.

After the last control:

- the winning party will have its deposit reimbursed.
- the losing party will have to pay the costs of all the controls carried out after deduction of deposits, which it has already paid.
- both parties must sign a statement of overtaking of all these costs to the AAMU or whoever is responsible for the further controls.

## **17 AACR 01.11 ELIGIBLE COMPETITORS**

Riders may participate on an AAIMC Event with a valid FMN's national or any other type of international Road Racing license, accompanied the appropriate insurance and a starting permission, which could be permanent or on a race-by-race base (see also the Art. 01.1 –General).

The Organiser/Promoter will issue the lists of accepted riders with their starting numbers class by class after the entry deadline, mentioned in the Supplementary Regulations, for each Race.

Starting list must contain riders name, rider nationality, riders federation, tyre brand, bike manufacturer and team.

## 18 AACR 01.12 CLASSES, AGE LIMITS AND DISTANCES OF RACES

The classes and age limits will be as follows (The limit for the minimum age starts on the date of the rider' birthday):

Nr	Classes	Minimum Age	Name	Category	Min/Km	Max/km
1	MOTO 4	<del>12</del> years	<del>MOTO 4</del> AA Championship	<del>MOTO 4</del>	30	50
2	SUPERSPORT 300 AA	13 years	SSP 300 AA Championship	Supersport300	40	60
3	SPORTBIKE	15 years	AA Twin Cup	Twin	40	60
4	SUPERSTOCK 600		SST600		45	80
5	SUPERSPORT 600 NG Including SSP. MOTO 2 with separate ranking.	15 years STK 15 years SSP	SSP600 NG	SUPERSPORT600	45	80
6	SUPERSTOCK 1000 AA	16 years	SST1000	SUPERSTOCK1000	45	80
7	SUPERBIKE	17 years	SBK	SUPERBIKE	50	80
8	CUP 600	15 years	AA CUP 600	CUP 600	30	50
9	CUP 1000	17 years	AA CUP 1000	CUP 1000	35	55

If a rider participates in 2023 in the same class and he will not reach the age limit in 2024 he can participate in the championship.

A rider can participate during an event in one AA class only with the same motorcycle.

The use of a motorcycle in more than one class is forbidden.

The supplementary regulations can define different race distances for race 1 and race 2.

## 19 AACR 01.13 ENTRIES

From 2023, the Promoter Dart Race will organise the events ([www.dartraceexperience.eu](http://www.dartraceexperience.eu)).

## 20 AACR 01.14 STARTING NUMBERS

For the dimension of the numbers and the numbers colours see AA Technical Rules (Point AACR 0.4 and his appendix).

To all entered riders the starting numbers will be allocated at the beginning of the first event by the Promoter. The first three classified riders from previous year have the right to keep or choose their starting numbers for the *upcoming* season.

A rider who is changing the class, can choose the same number if this is still free to be chosen.



All riders will keep these starting numbers at each event *during the season* of the Alpe Adria Championship.

A class is considered as eligible, when at least 10 riders pass the scrutineering, if this number will not be reached, the riders of this class will be incorporated in a class equal to the value of their performance (this decision has to be done by the Race Direction) and this has to be communicated immediately to the riders.

## 21 AACR 01.15 EVENT SCHEDULE

All events offer minimum two free practices-on Friday at least. During the weekend, Qualification practice, Warm Up and two races will be held. Exceptions will be described in the Supplementary Regulations of the event.

A compulsory briefing will be held for all riders before the first practice session; the exact times will be given in the Supplementary Regulations and timetables of the events.

Failure to attend this briefing in full will be subject to a fine of 70,00 € per infringement and must be paid one hour before the start of the first official practice at the latest to the Alpe Adria Motorcycle Union. A waiver may be granted by the Race Director.

The event takes place in principle according to the following standard schedule; the fixed schedule will be announced in the SR at latest.

The event takes place in principle according to the following standard schedule or according to the Supplementary Regulations of the event;

Friday, 1<sup>st</sup> day

- Free Practices see SR.
- Registration, Administrative checks 07:00 am up to 05:00 pm
- Technical checks 07:00 am up to 07:00 pm *time must be synchronized with article 01.4*
- Free Practice 1 – 20 minutes timed transponders are obligatory
- Free Practice 2 – 20 minutes timed transponders are obligatory
- Free Practice 3 (when provided) – 20 minutes timed transponders are obligatory

Saturday, 2<sup>nd</sup> day

- Registration, Technical control 07:00 to the end of the Qualifying practice
- Qualifying Practice of 25 minutes
- Race 1

Sunday, 3<sup>rd</sup> day

- Warm up sessions in the morning
- Race 2

The time schedule will be announced together with the Supplementary Regulations

## 22 AACR 01.16 TECHNICAL CONTROL – MEDICAL CONTROL

### 22.1 [AACR 01.16.1 Technical control](#)

All motorcycles and riders' helmets, including their designs, should be checked by the Technical Stewards prior to first participation in practice on safety aspects, according to the published schedule in the Supplementary Regulations.

Teams or Riders who do not comply with the schedule for technical controls will not be allowed to take part in the event. The procedure for Technical Control is described in the AACR Technical Regulations.

## [22.2 AACR 01.16.2 Medical control](#)

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

A rider approved to get medical information about his health from CMO to RD/CoC/JP, information is strictly about accident on track by trainings or races. This information will be getting only on an official document approved by FMNR.

## **23 AACR 01.17 PRACTICE SESSIONS**

Practice Sessions (warm-up inclusive)

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 change 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 minutes of practice remaining.

The end of the practice will be indicated by the waving of a chequered flag, at this time also the pit exit will be closed. A rider's time will continue to be recorded until he passes the finish line after the allotted time has elapsed. After the chequered flag riders may complete one additional lap prior to 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 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 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 start of the event, the race surface of the circuit should not be washed or brushed except on the instruction from the Race director in response to changes of conditions. If a transponder system for a timekeeping is used, it is the rider's own responsibility to have a good working transponder mounted on his motorcycle. If there is no transponder mounted on his motorcycle he will not be qualified with times in that particular session.

Any rider may practice on one motorcycle providing that this motorcycle has been passed the technical **check** in the name of this rider (See the art. 01.24, about using only one motorcycle).

All laps of the riders on official practices will be timed.

### [23.1 AACR 01.17.1 Private and Supplementary Practices](#)

Supplementary practices, organised on a track, which hosts an Alpe Adria Meeting on the consecutive weekend, can be open to all riders entered to this meeting.

### [23.2 AACR 01.17.2 Qualifying practices](#)

To qualify for the race, a rider must achieve a time at least equal to **120%** of the time recorded by the fastest rider of his class in at least one qualifying session.

If a qualifying practice on Saturday cannot take place in case of force majeure, the results will be based on the fastest time recorded by the riders in all free practice sessions.

Any rider who fails to achieve a qualifying time will be permitted to take part in the race provided that in any of the free practice sessions or warm up he/she has achieved a time at least equal to **120%** of the fastest rider in the same session.

These riders will start the race from the back of the grid, in order of their free practice times.

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/ballot of the Jury. For the second practice the fastest times of the first practices are taken into account. The fastest rider first, the slowest rider or the riders without times last, if there are any. This total group must be split into smaller groups composed with the same number of riders plus or minus one. Changing between these groups is not allowed.

When all practices have been run under the same conditions, the starting grid will be formed by taking into account the fastest lap-times of all the qualified riders of the total class and the grid will be filled up to the maximum number of starters in conformity with the SR - Supplementary regulations. Under weather conditions which are regarded as not equal by the jury, the following method will be used: When the practices have run under different conditions, an equal number of qualified riders of each group, (rounded off to the nearest figure) on the basis of the best times, will be taken in account.

The position on the starting grid will be allocated alternatively between the groups, starting with the best time of the first placed of the fastest group, then the best placed from the second group. Then the best time of the second placed of each group, etc. In case of a tie with regard to the placing and the time, the 2nd best time will be taken into consideration and so on if a tie remains.

### [23.3 AACR 01.17.3 Warm up \(free practice\)](#)

When a qualifying practice on the race day is held, no warm up will be held. Warm up sessions at Sunday are not obligatory!

### [23.4 AACR 01.17.4 Starting grid positions](#)

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

The Starting Grid will be arranged in the 3-3-3 configuration "in echelon" (must be written in the SR).

Each line will be offset.

There will be a distance of 9 metres between each row.

The final grid will be published at the latest one hour before the start of each race. The maximum number of starters will be announced in the Supplementary Regulations

The Starting Grid for the Race 1 and the Race 2 will be based on the fastest lap time recorded by the riders in Qualifying Practice

## **24 AACR 01.18 RACES**

The length of races must be according to the parameters of Art 01.12. The length of a race may only be varied by the Race Direction. A visible countdown board will be shown to indicate the number of remaining laps in the race.

## 25 AACR 01.19 STARTING PROCEDURE

1. 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. Under no circumstances may they push their motorcycle onto the grid from the pit lane.
2. Approximately 15 minutes (10 minutes in the case of a restarted or rescheduled race) before the Start of the Race - Pit lane exit opens for sighting lap(s).

Green lights on (and possibly green flags waved) at the pit lane exit. Count-down boards of 5, 4, 3, 2 and 1 minute are shown at the pit exit.

Riders may complete more than one sighting lap by passing through the pit lane where they may make adjustments or refuel.

Any rider who crashes or encounters problems during the sighting lap(s) is permitted to reach the pit lane safely under the instructions of the officials and make reparations in the pit lane (not in the box). Race Direction is not responsible for ensuring the machine and rider reach the pit lane in time to start. However, all reasonable efforts will be made to assist the team and rider.

His bike will be checked in the pit lane, for safety reasons, by the Technical Director (or his appointed deputy).

3. Approximately 10 minutes (5 minutes in the case of a restarted or rescheduled race) before the Start of the Race – Pit lane exit closes.  
Red lights on (and possibly red flags waved) at the pit lane exit.
4. Riders who do not go on to the grid may 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, starting the warm up lap from the pit lane, must start the race from the back of the grid! If such riders do not respect the "back of the grid position", they will be penalised ~~by a ride through~~ **with a time penalty from 10 seconds.**
5. When the riders reach the grid after the sighting lap, they must take up their positions. All attendants on the grid must wear a "Pass". Having taken up their grid position, the riders may take off their helmets, except in the case of a restarted race.  
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 Race Director may, 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 by the display of a board. If no board is displayed the race will automatically be "dry".
7. Riders on the grid may, at this stage, make adjustments on their motorcycles or change tyres to suit to the track conditions.

Trolleys are allowed on the grid.

Two air blowers per rider are allowed on the grid.

Tyre warmers may be used on the grid.

No batteries or other electrical supplies are permitted on the grid.

Only one generator of a “hand carried” type may be used per rider.

Starter engines may be used.

8. Refuelling or changing fuel tank on the grid is forbidden.
9. 5 Minutes before the Start of the Warm Up Lap - Display of 5-Minute Board on the grid.
10. 3 Minutes before the Start of the Warm Up Lap - Display of 3 Minute Board on the grid.

Generators must have been disconnected.

Generators, trolleys and air blowers must be removed from the grid as quickly as possible.

Riders who still wish to make adjustments must push their motorcycles to the pit lane and must clear the grid before the display of the 1-minute board, when they may continue to make adjustments. Such riders will start the warm up lap **from the pit** lane and will start the race from the back of the grid.

At this point, all persons must leave the grid except one mechanic per motorcycle, the person holding an umbrella for the rider, the television crew of the host broadcaster and essential officials.

Riders must put their helmets on.

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

Immediate removal of tyre warmers from motorcycles (10 second tolerance) on the grid or in the pit lane. All team personnel must have left the rider/machine and be leaving the grid except when there is a problem with the machine.

Any team, responsible for causing a delay in the start procedure, may be further penalised.

12. 30 Seconds before the Start of the Warm Up Lap - Display of 30-Second-Board on the grid.

All riders must be in position on the grid with engines running. No further assistance of mechanics is permitted. Any rider who is unable to start his motorcycle must remove it to the pit lane, under the control of the grid marshals, where he may make further attempts to start the engine. Such riders may start the warm up lap from the pit lane and will start the race from the back of the grid.

13. 2 Minutes before the Start of the Race - Green flag waved to start the warm up lap.

In the interest of safety, should a rider stall his motorcycle, he may be assisted to restart. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance.

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 light will be turned green, and any rider waiting in the pit lane will be permitted to join the warm up lap. Thirty seconds later, the light will turn red, 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 and behind the front line and between the side lines defining the grid position and keep their engines running. The front tyre must not be touching the track surface outside of the painted lines.

An official will stand at the front of the grid holding up a red flag.

Any rider who arrives back to 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. The steward who is in charge for grid positioning must act as quick as possible.

Any rider who crashes or encounters a problem with his motorcycle on the warm up lap must return to the pit lane and make repairs in the pit lane not in the box.

Any rider who stalls his engine on the grid or who has other difficulties must remain seating 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. Panels 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.

14. A red light will be displayed for between 2 and 5 seconds. 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 the whole of the first lap. The medical car must overtake slow riders.

**Any rider who anticipates the start or who is deliberately not placed in his starting box will be penalized with a time penalty. 10 seconds will be added to the race time of the penalized rider. The jump start board will be shown 3 times to inform the rider about the penalization.** ~~required to carry out the ride through procedure described under article 1.20.~~ Anticipation of the start (jumpstart) is defined by the motorcycle moving forward when the red lights are on.

The motorcycle must be stationary at the time the red lights are turned off. Anticipation of the start is defined by the motorcycle moving forward at the time the red lights are turned off.

In the case of a minor movement and subsequent stop whilst the red lights are on the AA Race Direction will be the sole judge of whether an advantage has been gained.

The AA Race Direction will decide if a penalty will be imposed for taking advantage by anticipating the start and must communicate the penalty to the rider as soon as possible.

15. If, after the start of the race, a rider stalls his motorcycle, the official may assist the rider by pushing him along the track until the engine starts.

If, after a reasonable period, the engine does not start, the rider will be pushed into the pit lane where his mechanics may provide assistance.

16. After the riders have passed the exit of the pit lane, the official situated at this exit will display a green light to start any riders who are still waiting in the pit lane.

Such riders may then start the race up until the point where the lead rider has crossed the finish line to complete the first racing lap.

The Race direction may apply a delay before the display of the green light according to the layout and distance of the pit exit. In that case an official information will be circulated.

17. Should there be a problem that might prejudice the safety on the start, then the Starter will invoke the Start Delayed procedure.

A Red Flag is waved from the Starter's rostrum and the Red Light stays on. The "Start Delayed" board is displayed from the Starter's rostrum.

Riders must stay in their grid position with helmets on and engines running.

The marshal with the red flag stays or comes back in front of the grid and a marshal will wave a yellow flag at each row of the starting grid from the signaling platform.

The start procedure will be re-commenced at the 1 minute board stage, the riders will complete an additional warm up lap and the race distance will be reduced by one lap.

The machine(s) which caused the Start Delayed procedure will be removed to the pit lane, regardless of what work is needed to restart the machine. If they can be restarted the rider may start the warm up lap from the pit lane, and will start the race from the back of the grid.

Display of 30 Second Board on the grid: All riders must be in position on the grid with engines running. Any rider who is unable to start his machine must remove it to the pit lane, under the control of the grid marshals, where he may make further attempts to start it. Such riders may start the warm up lap from the pit lane and will start the race from the back of the grid.

Green flag waved to start warm up lap. In the interest of safety, should a rider stall his machine, he may be assisted by an official to restart. If, after a reasonable period, the engine does not start, then the rider will be pushed by an official into the pit lane where his mechanics may provide assistance.

The race distance will be reduced by one lap only if the Start Delayed signal is after the warm up lap.

For a restarted race the race distance may not be reduced.

Any person who, due to his behaviour on the grid is responsible for a "start delayed" may be further penalised.

### [25.1 AACR 01.19.1 Starting procedure in case of weather change](#)

Note: A practice or Warm-up will be defined by the Race Direction 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.

If all practices and the Warm-up have been held in dry conditions, one of the following procedures can be applied, should it rain just before the beginning of the starting procedure, 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. 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 have been held in wet conditions, the above will also apply in case of dry (race) conditions.

#### **25.2 AACR 01.19.2 Quick Start or 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 Race Director 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 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.
14. Any rider arriving after the Safety Car will also start from the back of the grid.
15. 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.
16. The Quick Start procedure may be invoked by Race Direction as necessary in cases other than an interrupted race (for example a delayed start procedure).

## 26 AACR 01.20 RIDE THROUGH PROCEDURES

During the race, the riders will be requested to ride through the pit lane stopping is not permitted. They may then re-join the race.

The riders must respect the speed limit (Art. 1.22.15) 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 who concerned.

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 a notification has been made to the team (with a yellow board displaying the riders number in the pit lane), a yellow board (100cm horizontal X 80 cm vertical, for four riders) displaying the rider's numbers (black colour) 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 **5** 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 which will be announced at Friday before the race by RD named SET TIME.

The Race Direction will announce a SET TIME. This is the time to cross the pit lane from entrance to exit and will be monitored by the Official timekeeping company.

## **27 AACR 01.21 "WET" AND "DRY" RACES**

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

### **27.1 [AACR 01.21.1 Dry races](#)**

A race classified as dry will be interrupted by the Race Direction, if they consider that climatic conditions affecting the surface of the track makes it likely that riders will wish to change tyres.

### **27.2 [AACR 01.21.2 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 or make adjustment 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.

## **28 AACR 01.22 BEHAVIOUR DURING PRACTICE AND RACE**

1. Riders must obey the flag signals, the light signals, the officials instructions and the boards which convey instructions. Any infringement to this rule will be penalised according to the provisions of article 1.27.
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. Any infringement of this rule may be penalised.
3. Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track, then he may re-join 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 penalty decided by the AA Race Direction.

Penalties imposed during a race will be communicated via board displayed for the rider at the start/finish line during a maximum of 5 laps.

If the rider did not comply after the board has been presented 5 times, they will be penalised by the AA Race Direction (penalties may include Ride Through, Black Flag).

A time penalty may be imposed in lieu of a penalty where necessary. Further penalties may also be imposed.

4. Any repairs or adjustments along the race track must be made by the rider working alone with absolutely no outside assistance, except that rendered by the marshals. The marshal may assist the rider to the extent of helping him to lift the motorcycle and holding it whilst any repairs or adjustments are made. The rider may be assisted by marshals or others to re-start or to move the machine on track, trackside or in the service road.

If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals. Should a rider crash during any practice or qualifying session and wish to re-join the session, then at the discretion of the track marshals, he may re-join the track and must proceed directly to the pit lane. The rider is responsible of the safety with his machine until he reaches the pit lane. His bike will be checked in the pit lane, for safety reasons, by the Technical Director (or his appointed deputy).

5. If a rider encounters a problem with the motorcycle which will result in his retirement from the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his motorcycle in a safe place as indicated by the marshals.
6. Riders who are returning slowly to the pits during the practice should ensure that they travel as far as possible of the racing line.
7. Riders may enter the pit-line during the race to make adjustments to their motorcycles or change tyres. Taking the motorcycle inside the pit box is not permitted. During the race all such work must be carried out in the pit lane on working apron in front of the boxes. During the intervals, if races are interrupted, work and refuelling in the pit boxes is permitted.
8. Adding and removing fuel in pit lane is strictly prohibited after the race start. Any infringement of this rule will be penalised with a disqualification.
9. Riders who stop their motorcycle in the pits may be assisted to re-start their motorcycle by the mechanics or a starting device.
10. Riders are not allowed to transport another person on their motorcycle or to be transported by another rider on his motorcycle (exception: Another rider or by another rider after the chequered flag or red flag).
11. 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.
12. 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 signal from the time keeping transponder. Onboard or helm-cameras are not allowed except if requested so by the **Promoter** after control of all relevant devices and their mountings/fixations at the technical inspection.
13. Voluntary stopping on the track during practices and races is forbidden.
14. 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 off the racing line and only in the designated Practice Start Zone(s). Any rider found to have infringed this rule will be subject to an instant fine of 50,00€. Further penalties may be applied.

15. A speed limit of 60 km/h will be enforced in the pit lane at all times during the event. Riders must respect the speed limit from where the sign 60 km/h is placed up to where the sign 60 km/h crossed out is placed.

Any rider found to have exceeded the limit during the practice will be subject to a fine of 70,00€ per infringement and must be paid one hour before the start of race at the latest.

Any rider who exceeds the pit lane speed limit during a race (beginning with sighting lap) will be penalised with a Ride through.

The Race Direction must communicate the offence to the pit of the rider after having received the information from the Official in charge.

16. If any rider wishes to parade a flag or engage in any celebration after the chequered flag, they must ride to the side of the racing surface in a safe location to collect the flag and/or perform any celebrations and then re-join the circuit when it is safe to do so.

Riders must not slow on the start-finish straight after the chequered flag unless they are in a safe position to do so and a sufficient distance from the finish line so as not to endanger or impede other riders.

It is forbidden to stop on the start-finish straight after the chequered flag for any celebrations of any kind.

17. After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane / parc fermé.
18. It is not permitted to ride racing motorcycles within the circuit other than in the pit lane or on the track.
19. Any rider whose machine spill oil on the track causing interruption of practice, warm-up or race twice in the same event may be penalised with one of the following penalties. fine –
20. Any rider who enters the pit lane twice during the race, to make adjustments (for other reasons than changing tyre), may be forbidden by the Race Direction to re-join the race
21. As a general rule, silence in the paddock must be respected during the night between 10:00p.m. and 07:00 a.m. except local restrictions.

## 29 AACR 01.23 PIT STOPS

Riders may enter the pit lane (but must not cross the line into the pit box) during the race.

Refuelling is strictly prohibited. Any infringement of this rule will be penalised with a disqualification.

## 30 AACR 01.24 THE CHANGE OF MOTORCYCLES

A rider can pass technical control with one motorcycle only. The technical stewards should re-inspect any motorcycle that has been involved in any accident, and if it is necessary, to issue a new technical control sticker for a rebuilt bike. If a bike is complete damaged, the technical director can allow the rider (team) to pass the technical control with a second bike. But at any time only one bike per rider in (each) competition is allowed.



## 31 AACR 01.25 INTERRUPTION AND RESTARTING OF A RACE

### 31.1 AACR 01.25.1 Interruption of a race

If the **Race Director** decides to interrupt a race or if the race is interrupted after the chequered flag has been displayed, then red flags will be displayed at all marshals' posts and he will switch on, if available, the red lights around the circuit.

Riders must immediately slow down and return to the pit lane. At the time the red flag is displayed, riders who are not actively competing in the race will not be classified.

To be classified a rider must:

- Complete 75% of the laps of the leader of the race rounded down to the nearest whole number of laps;
- Enter the pit lane using the designated track within 5 minutes after the red flag has been displayed, pushing or riding on their motorcycle

In exceptional circumstances an exemption may be analysed and considered by the AA Race Direction.

The results will be established as follows:

The results will follow the standings taken at the last time, when the leader of the race and all other riders on the same lap as the leader had completed a full lap without the red flag having been presented.

Exception:

If the race is interrupted after the chequered flag had been shown, the following procedure will apply:

- a.) 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.
- b.) 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.
- c.) The complete classification will be established by combining both partial classifications as per lap/time procedure.
  1. If the results calculated show that less than three laps have been completed by the leader of the race, then the race will be null and void and a new race will be run according to the article AACR 01.25.2. If it is found impossible to re-start the race, then it will be declared cancelled, and the race will not count.
  2. If three laps or more have been completed by the leader of the race, but less than 2/3 of the original race distance, rounded down to the nearest whole number of laps, than a new race will be re-started according to art. 01.25.2 If it is found impossible to re-start the race, then the results will count and only half of Championship points will be awarded.

3. If the results calculated show that 2/3 of the current race distance rounded down to the nearest whole number of laps have been completed by the leader of the race, than the race will be deemed to have been completed and full Championship points will be awarded.

### 31.2 AACR 01.25.2 Re-starting a race that has been interrupted

#### 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 Race Director 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 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.

The conditions for the re-started race will be as follows:

A: In the case of situation described as less than 3 laps completed above:

- a. All riders may re-start.
- b. Motorcycles may be repaired. Refuelling is permitted.
- c. The number of laps will be  $2/3$  of the original race distance rounded down to the nearest whole number of laps.
- d. The grid positions will be as for the original race.

B: In the case of situation described as 3 laps or more and less than two-thirds completed above:

- a. Only the riders who are classified as finishers in the first race may re-start. (art. AACR 01.25.1)
- b. Motorcycles may be repaired, wheels/tyres may be changed. Only refuelling in the pit lane is permitted.
- c. The number of laps of the following race will be the number of laps required to complete  $2/3$  of the original race distance rounded down to the nearest whole number of laps with a minimum of 5 laps.
- d. The grid position will be based on the finishing order of the first race.
- e. The final result of the race 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. The provision of Art. AACR 01.26 will apply.

If the restarted race is interrupted when 5 or more laps have been completed, full Championship points will be awarded.

If the restarted race is interrupted when less than 5 laps have been completed, no Championship points will be awarded.

If the ~~Clerk of the Course~~ **Race Director** find possible further races will be restarted with minimum of 5 laps. If there is no possibility for subsequent restarts the race will be cancelled and no Championship points awarded.

If it's not possible to reschedule the race the first part of the race will be taken into account and half Championship points awarded provided that in the first part 5 or laps more have been completed.

## **32 AACR 01.26 FINISH OF A RACE AND RACE RESULTS**

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. The chequered flag will continue to be displayed to the subsequent riders.

When the chequered flag is shown to the leading rider, no other rider will be permitted to enter the track from the pit lane. As soon as the chequered flag is shown to the leading rider, the red light will be switched on at the pit lane exit and a marshal showing a red flag will stand in the pit lane exit.

If a rider(s) closely precedes the leader during the final lap before the finish line, the official 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.

In case of a photo-finish between two, or more, riders, the decision shall be taken in favour of the competitor 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.

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.

In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.

Should for any reason 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.

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

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

- Complete 75% of the race distance.
- Cross the finish line on the race track (not in the pit lane) within five minutes of the race winner. 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.

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

All laps of the riders will be timed

A new lap record of the circuit can only be established by a rider only during the race.

For both 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.

Official circuit records will be recognised as the following:

- All Time Lap Record – the fastest lap time in history, including all sessions at a race event.
- Best Race Lap – the fastest lap time in history recorded during a race.

## 33 AACR 01.27 FLAGS AND LIGHTS

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders.

All flags are presented waved.

**Light panels may be used in addition to, or instead of, flags and may have slight variations in appearance compared to the flag due to technical constraints. Flags and lights on track are both official signals.**

### 33.1 [AACR 01.27.1 Flags and lights used to provide information](#)

The following dimensions of flags have to be respected: 80cm in vertical and 100 cm in horizontal

- **Green Flag**

The track is clear.

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

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

When waved by the starter it is the signal to start 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 and Warm Up session, the sighting lap(s) and the start of 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** - (stroke width of the cross: between 10 and 13 cm)

Drops of rain on this section of the track including rain affecting the track surface.

This flag must be waved at the flag marshal post.

- **Blue Flag**

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 rider(s) who are lapping him to pass him 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 Lights**

Will be switched on at the pit lane exit at all times during practices and races, except when the red light is displayed.

- **White Flag**

Waved at all the flag marshal posts, this flag indicates that it is raining at some parts of the circuit.

Only the Race Direction can take the decision.

- **Chequered Black / White Flag**

This (these) flag(s) will be waved at the finish line to indicate the finish of the race or practice session.

- **Chequered Black / White Flag and Blue Flag**

The chequered black/white flag(s) will be waved together with the blue flag at the finish line when a rider(s) precedes closely the leader during the final lap before the finish line.

- **RIDE THROUGH Yellow board**

(100cm horizontal X 80 cm vertical, for four riders) displaying the rider's numbers (black colour): will be shown at the finish line and the information will also be displayed on the time keeping monitors (see Art.01.20).

### [33.2 AACR 01.27.2 Flags and lights 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. Waved at one row (or more) of the starting grid, this flag indicates that a rider on that row is having difficulties.

A single yellow flag waved at the flag marshal post indicates that there is a danger ahead beside the track.

Two yellow flags waved together at the flag marshal post indicate that there is a hazard wholly or partly blocking the track.

The waving of a single or a double yellow flag does not signify a degree of danger, but only the location of the incident.

The riders must slow down and proceed with caution. Overtaking is forbidden up until the point where the green flag is waved.

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.

In case of infringement of this rule during the race, the rider will be penalised by a drop of positions to be decided by the **Race Director**. If the rider does not fulfil his duties resulting out of this decision within **5** laps after the first indication of this procedure at the finish line, he will be penalised by a ride through procedure.

In both cases, further penalties (such as fine – suspension) may also be imposed. If immediately after he made overtaking, the rider realises 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, the warm ups and races.

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

Board: drop a position (80x100 cm yellow board – Drop a position (or two, or three), above is the starting no. of the rider that has to do it.)

If a drop of position penalty is imposed 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.

- **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, the light will be switched on, and the red flag may be used in conjunction with the official red light signal.

Riders are not allowed to exit the pit lane.

The red flag will be presented motionless on the starting grid at the end of the warm up lap. The red flag may also be used to close the track.

The red lights will be switched on at the start line for between 2 and 5 seconds to start each race.

- **Black Flag together with a white number on a black signalling board**

This flag is used to convey instructions to one rider only and is waved 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 when this flag results from a penalty.

This flag can also be presented to a rider for a reason other than a penalty e.g. to clarify a non-dangerous technical problem such as a transponder problem, or to indicate to a rider on the Warm Up lap arriving at pit lane entry after the safety car that he must enter pit lane.

Any infringement of this rule may be penalised by the Race Direction

- Black Flag with orange disk (Ø 40 cm) together with a white number on a black signalling board

This flag is used to convey instructions to one rider only and is waved 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 themselves or others, and that they must immediately leave the track. The rider cannot rejoin the track unless authorised to do so by an official.

If rejoining the track, the rider must proceed to the pitlane (in the same lap) for a technical check by an official.

## 34 AACR 01.28 MEDICAL CARS

The medical cars must be equipped with yellow flashing lights. The words "MEDICAL" should be clearly indicated on the back and the sides of the car.

## 35 AACR 01.29 PARC FERME

At the end of the race, or the final part of a race that has been interrupted, all the classified motorcycles must enter to the Parc ferme pending inspection by the Technical Stewards or potential protests. It is the responsibility of the teams and riders to ensure that the machine is in the parc fermé. Motorcycles will normally be released from the Parc ferme area 30 minutes after the finish of the race.

No one is allowed to take his bike out of Parc ferme before Clerk of the Course declares to open the Parc ferme. Any infraction of this rule will be sanctioned with disqualification from the race.

The Parc ferme for the first three riders is situated near to the podium, or in front of the podium on a place, which the Organiser will fix.

## 36 AACR 01.30 CHAMPIONSHIP RESULTS, POINTS AND CLASSIFICATIONS

All results must be regarded as unofficial, until these are countersigned by the President of the Jury during the last jury meeting of the day in question. All published results, therefore always have to bear the following printing: "Unofficial result, subject of ratification by the Alpe Adria International Jury"

Points will be allocated as follows:

Placing	1°	2°	3°	4°	5°	6°	7°	8°	9°	10°	11°	12°	13°	14°	15°
Points	25	20	16	13	11	10	9	8	7	6	5	4	3	2	1

In the last event the two races will be allocated with additional 50% of the points scoring.

All Organisers must communicate the results to all AAMU - FMNs at the end of their events. In case of a tie in the final classification, the rider with the best placing becomes first. In case of further ties the best placing of the last race, of the second last race and so on are taken into consideration.

For the AA final classification, all results (including additional scores) will be taken into consideration. For the AAMU Federations classification in the single competitions (effective points), the points of the 5 best classified riders of the AAMU will be summed, provided that at least three AAMU-Federations are present. **The effective points of the results will be counted.** Riders of the Old Timer and Classic Classes will not be taken into account for the AAMU nation's classification.

From the general classification in the races the points will be taken for:  
ALPE ADRIA International Motorcycle Championship in all AACR classes

## 37 AACR 01.31 PRIZES

At each event, the Promoter gives 3 trophies for the winner of each class and one trophy for the pole position of each AA class. Eventual prize-money will be at the discretion of the **Promoter**. The participation on all prize giving's of the single events is mandatory for the riders on the first three position of all races.

The final prize-giving of the FIM Europe Alpe-Adria Championship will take place at the end of the season on occasion of the last AAIMC event. All riders that will receive trophies on the final prize giving ceremony of the FIM Europe Alpe Adria Championship must be present on that ceremony. If riders will not be present on the final prize giving and their excuses are found to be justified, the prizes may be taken by proxies.

## 38 AACR 01.32 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

Instructions may be given by the **Race Director and/or** Clerk of the Course and International Jury to Teams and/or Riders by means of special circulars in accordance with the Regulations. Circulars will be posted on the official notice board and its location must be defined in the SR for the race.

All classifications and results of the practices and the races, as well as all decisions issued by the officials, will be posted on the official notice board.

The Official notice board can be arranged in digital form

Any communication from the Race Direction to a team or rider must be communicated in writing. Similarly, any communication from a team or rider to the Race Direction must also be made in writing.

## 39 AACR 01.33 FUEL

Fuel storage:

Fuel must be stored in metal sealable containers in the competitor's pit generally, small amounts up to 20 l also in homologated plastic containers.

Firefighting equipment, protective devices and staff must conform to the requirements imposed by the local authorities and by-laws.

The Organiser must have fire extinguishers of a size and type approved by the local by-laws, available to each competitor in the pit area.

## 40 AACR 01.34 TYRES

See Alpe Adria Technical Regulations!

## 41 AACR 01.35 SANCTION FOR NON-COMPLIANCE WITH THE FUEL RULES

See article AACR01.09 above (Protest and appeals), based on the FIM 2016 SBK Rules, art. 1.32.

## 42 AACR 01.36 TIMEKEEPING

Riders must accept any type of time keeping system approved by the FIM/FIM Europe.

## 43 AACR 01.37

## ALPE ADRIA CIRCUITS 2024

SLOVAKIARING  
PANNONIARING  
BRNO  
GROBNIK

[www.slovakiaring.sk/en/home-en](http://www.slovakiaring.sk/en/home-en)  
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