

# ALPE ADRIA MOTORCYCLE UNION

## ROAD RACING SPORTING REGULATIONS (AARRSR)

### 2016

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Everything printed in **BOLD and L script** , is new or changed for **2016**.  
**Our 2016 Sport rules could be changed during the season also, but mainly from safety reasons only ! (as the FIM do as well)**

#### **AARR 01.1 GENERAL**

The AA Road Racing Championship will be run under the authority of the AA FMNs.

All FIM Europe Alpe Adria Road Racing Championship events will be held under the jurisdiction of the FIM (for technical rules, where to apply), FIM Europe (for road racing rules and for technical rules, where to apply), the respective national sporting codes, these regulations and the supplementary regulations of the event in question.

The present regulation is accepted as the only for Road Racing in the framework of the FIM Europe Alpe Adria Championships **2016**, and countersigned by representatives of the participating and/or organising FMNs. Member FMNs of the AAMU are requested to avoid a clash of date between AACH events and other Road 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 4 events from the AARR 2016 calendar must be valid for national championships. On the annual meeting the FMNs representatives in AARR commission must appoint the exact calendar for national championship races inside the AARR championship.**

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

**The points will be given to the riders of the AAMU members and Guest FMNs 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 in question at the last event of the AA Championship.** (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 AARRC (Alpe Adria Road Racing Commission) members.

### **AARR 01.1.1 AARR 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.

### **AARR 01.2 MEMBER FEDERATION**

Eligible member federations of the Alpe Adria Motorcycle Union (AAMU) for the FIM Europe AA Road Racing Championship **2016**:

ACCR	Autoklub of the Czech Republic
AMZS	Auto Moto Zveza Slovenije
FMI	Federazione Motociclistica Italiana
HMS	Hrvatski Motociklisticki Savez
MAMS	Magyar Motorsport Szovetseg
OeAMTC-OSK	Oesterreichischer Automobil Motorrad und Touring Club
SMF	Slovenska Motocyklova Federacia

### **AARR 01.2.1 Guest members Federations**

Guest federations of Alpe Adria Motorcycle Union (AAMU) for the FIM Europe Alpe Adria Road Racing Championship **2016** are:

BMF	Bulgarian Motorcycle Federation
FRM	Romania Motorcycle Federation
MCC	Moto Association of Serbia
PZM	Polski Zwiasek Motorowy
LMSF	Lithuanian Motorcycle Sport Federation
<b>TMF</b>	<b>Turkish moto federation ?</b>
<b>AMOTOE</b>	<b>Hellenic Sporting Motorcyclists Association – Greece ?</b>

### **AARR 01.3 CALENDAR**

The calendar of races counting to the Championship will be, in principle, published by not later than 31<sup>st</sup> December of the preceding year. All events of the AAMU Championship will be entered into the calendar of the **FIM Europe**. The Calendar of the AA RR Championship for year **2016** is:

Number	Date	Circuit	Organized by
AA-RR-01	13.-15.05.2016	Slovakiaring	Slovakia Racing
AA-RR-02	03.-05.06.2016	Pannoniaring	Slovakia Racing
AA-RR-03	17.-19.06.2016	Grobnik	Slovakia Racing
AA-RR-04	15.-17.07.2016	Most	Slovakia Racing
AA-RR-05	23.-25.09.2016	Slovakiaring	Slovakia Racing

The Calendar of the AARR Vintage Championship for year **2016** is:

Number	Date	Circuit	Organisation
AA-RR-06	TBA	TBA	
AA-RR-07	28.- 29.05.2016	Slovakiaring, short circuit	MK Hlohovec, Peter Balaž
AA-RR-08	17.-19.06.2016	Grobnik, Croatia	Slovakia Racing
AA-RR-09	16.-17.07.2016	Hričov, Slovakia	MK Hlohovec, Peter Balaž
AA-RR-10	20.-21.08.2016	Grobnik, Croatia	MK Kvarner, Automotodrom Grobnik d.o.o.

For contact addresses see the last page. The Organizer is responsible to provide the facilities and personnel to ensure the smooth and efficient running of the event.

#### **AARR 01.4 SUPPLEMENTARY REGULATIONS**

The details of all events, especially the timetables, will be laid down in the Supplementary Regulations.

Each organizer must send the S.R. to the AA Secretariat 2 (two) months, and the approved Supplementary Regulations to all interested federations at least 45 days before the race, it must be written in English, at least. All official documents have to 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 organizer of the championship must provide at least 6 classes (from classes 1-6, laid down in this Rules, Art. 01.12) in the Supplementary Regulations for the event.

Required minimum opening hours of the administrative and technical checks: (may be extended): Friday – from 9.00 to 19.00 and on Saturday – from 8.00 a.m. to the end of the qualifying practice.

#### **AARR 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 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 **Race Direction** and the Event Jury members during that period.

#### **AARR 01.6 CIRCUITS**

All circuits must be homologated at least for road racing events by the FIM Europe. For Old Timer and Classic classes the FMN homologation will be accepted.

#### **AARR 01.7 ADDITIONAL COMPETITION**

During an Alpe Adria Road Racing Championship event, organizers can organize other races, but they may not alter the events schedule. All practices and races for the Alpe Adria Road Racing Championship must be organized according to these regulations.

#### **AARR 01.8 THE Stewards of the meeting**

- **The AA International event jury:**

***The AA International Jury always consists of a Jury President, one Member (delegated by the FMNR). To solve particular problems, a third Member may be chosen from the FMNs delegates. If present and where possible, priority should be given to a member of the relevant Sporting Commission (AARRC). All these persons must hold a FIM Sporting Steward licence for the respective discipline (Road racing in this case). The jury president is the chief of the event stewards panel as well.***

The following persons may also attend meetings of the AA International Jury/Race Direction but without voting rights:

The Clerk of the Course (voting rights in the case of Race Direction)

The Race Director, if applicable (voting rights in the case of Race Direction)

Promoter's representative (voting rights in the case of Race Direction)

Chief Technical Steward

Chief Medical Officer or the Doctor

Chief Timekeeper

The Environment Steward

Secretary of the Meeting

All participating FMNs may be represented by an **FMN Delegate** with all rights as laid down in the FIM Europe Sporting Code in its current version, officially nominated by their FMNs at least 15 days before the event.

Members of the concerning Sporting Commission (AARRC in this case).

Permanent Press delegate

If the Jury President appointed by the AARRC 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 (AARRC).

#### **The Race Direction and the Race director :**

The Race Direction is composed of the AA permanent **Race director**, (chosen by the AARRC and accepted by the promoter), the Clerk of the Course and the AA Road Racing Championship Promoter's representative.

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 and 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). In case of a tie, the AA Race Director has a casting vote.

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 organise all necessary hearings and find and publish all decisions conc. all possibly lodged protests during the whole event.
- b) To sanction all infringements of the AARRR (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.
- c) 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.

An appeal against the decision of the Race Direction must be addressed to the AA Event Jury or 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.

### **The AA Event Steward panel:**

The AA Event **Steward panel** is composed of the chief steward, (same person as the AA Jury President, nominated by the AARRC), 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 Jury 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 Event 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 !

All decisions of the AA Event Jury Stewards must be communicated in writing to the Race Direction and all affected parties.

An Appeal against decisions of the AA Event Jury is possible. It must be addressed to the **FIM Europe Disciplinary Commission** and fulfill the formal requirements of the FIM Europe Disciplinary and Arbitration Code in its current version.

**The appeal fee should be € 650,00 (FIM Yearbook 2015)**

**The first Jury meeting should be held on Friday afternoon before the 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.**

**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.**

### **Duties of the AA Jury President (Chief steward in the same person)**

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 AARRC 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.
- Control of the official permission from the local authorities to run the event and of the third party insurance policy of the organizer.
- 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.

### **- 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 licence. 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; for 2016 will **be these in electronic files**, so all delegates are supposed to have their devices in function.
  - 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.

### **AARR 01.09 PROTEST & APPEALS**

**The fee for the protest is 150,00Eur. The rider (or Team) has to insert the Protest in written form within half an hour after publishing the results on official board into the Race Direction**

The protest fee for an appeal against the decision of the Race Direction is **300,00 Euro**. The fee for an appeal against the decision of the AA Event Jury follows the FIM Europe fees, **is 650,00 Eur.**(see FIM Europe Disciplinary and Arbitration Code in its current version – to be found in FIME yearbook 2016).

The Organizer has to send all protest and appeal fees with held to the AAMU at its disposal. Fees for pit lane speeding must be paid to the AAMU at his disposal.

The deposits in case of dismantling and reassembling an engine following a protest are as follows:

€ 350,00 for a 2-stroke engine (material included), € 600,00 for a 4-stroke engine (material included). These amounts are paid to the team that presented a bike in conformity with the Alpe Adria Technical Rules or repaid to the party that given the protest.

All requests for fuel control following a protest must be accompanied by a deposit of € ~~4.000,00~~ **600,00** (see also the FIM SBK rules art. 1.32) paid to the **AAMU**-(in case of supplementary controls) or to the promoter (**organizer 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 the statement to meet all these costs to the AAMU or to the organizer (promoter)**

### **AARR 01.11 ACCEPTED RIDERS**

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

The promoter will issue the lists of accepted riders with their starting numbers class by class after the entry deadline, mentioned in the Supplementary regulation for each race.

### **AARR 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): For **2016** all participating FMNs are requested to accept the age-limits of the FIM Europe for international events (FIME Sporting Code 60.5).

Num	Classes	Minimum Age	Name	Category	Min/Km	Max/km
1	125 cc	12 years	125SP	SPORT PRODUCTION	30	60
2	125 cc./ Moto3/..	13 years	125GP / Moto3	GRAND PRIX	30-35	60
3	SStk 600	14 years	SStk 600	SUPERSTOCK 600	40	80
4	SSp + Moto2	15 years	SSP / Moto2	SUPER SPORT / Moto2	40	80
5	SStk 1000	16 years	S Stk 1000	SUPERSTOCK 1000	40	80
6	SBK	17 years	SBK	SUPERBIKE	50	80
7	up to 250cc up to 500cc	25 years	OLD TIMER	OLD TIMER	25	35
8	Over 500 cc	25 years	OLD TIMER	OLD TIMER over 500	25	35
09 10 11 12	Up to 500cc Up to 750cc Legend Open Special	25 years	CLASSIC	CLASSIC – Legend - Open	25	35

The practices and races of classes 125 GP/Moto3/ **Eurocup STK250** and 125 SP, class SST600 and SSP, class SST1000 and SBK may be held together (classes with equal engine capacities).

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

### **AARR 01.13 ENTRIES**

Entries must be received by the organizer in written form or by electronically devices at least 15 days before the event (first closing date). The promoter has its own system of entries, laid down also in the Supplementary Regulations for each race.

The entry fees paid before the first closing day or during the administrative checks at the latest (see Entry Form) are:

Class	Pre-sale (before the event closing day)	On-site payment, or after the event closing day
125Sp/GP+Moto3	€ 200,00	€ 230,00 + 20,00 all classes
SStk,SSp,SBK	€ 320,00	€ 360,00
Oldtimer,Classic	€ 150,00	€ 170,00
For a second class	€ 110,00	€ 110,00

All these fees include free (time schedule, part of the SR) practices on Friday, all national insurances and the AA charges.

Unexcused absence of a rider results automatically into a fine of € 200, payable to the AAMU. The organizer concerned sends a list of unexcused absent riders to the FMN(s) whose rider(s) were absent. The FMNs inform their riders, who are obliged to pay the amount directly to the bank account of the AAMU. **The amount must be paid until the administrative verification on the next race!**

### **AARR 01.14 STARTING NUMBERS**

For the dimension of the numbers and the numbers colours see AA Technical Rules **2016** (Point AARR 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. First ten classified riders from previous year have the right to keep or choose their starting numbers for the season 2016.

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

All riders will keep these starting numbers at each event of the Alpe Adria Championship **2016**.

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 Jury on proposal of the Race Director) and it has to be communicated immediately to the riders).

### **AARR 01.15 SUPPLEMENTARY REGULATIONS & TIMETABLES**

The supplementary regulations of all events have to be sent to the AARRC at least 60 days before the event and must contain a timetable. Any change to this timetable must be approved by the AARRC or the Alpe Adria Event Jury of the event in question; all changes must be communicated to all riders/teams in written form immediately.

All events contain of two free (unofficial) practices, one official timed practice on Friday at least. During the weekend, one qualification practice, warm up on Sunday **and two races will be held**; the SR (Supp. Regulations) with the time schedule is composed in cooperation between organizer - promoter and the AARRC.

Timetable for events:

**A compulsory briefing will be held for all riders on Friday evening; the exact times will be given in the timetables of the events. Special attention will be given to those riders who participate for the first time in the Alpe Adria RR Championship in particular season.** 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 Alpe Adria Motorcycle Union. **A waiver may be granted by the event Jury President. The event takes place in principle according to the following standard schedule; the fixed schedule will be announced in the SR at latest.**

The qualifying and races for support classes except World Championship classes must be held / organised after all scheduled AA classes.

**The event takes place in principle according to the following standard schedule;**

**Friday, 1st day**

**Registration, Administrative checks 07:00 am up to 07:00 pm**

**Technical checks 08:00 am up to 07:00 pm**

**Two untimed unofficial free Practices of 20 -25 minutes at least. (Fees included into the entry form)**

**One timed official practice of 25 minutes in the afternoon .**

**Saturday, 2nd day**

**Registration, Technical control 07:00 to 10:00 am**

**One Qualifying Practice of minimum 25 - 30 minutes**

**First Race: The Grid will be based on the fastest lap times recorded by the riders of Qualifying practice 1**

**Sunday, 3rd day**

**Warm up sessions in the morning.**

**Second Race: The Grid will be based on the fastest lap times recorded by the riders of the Race 1.**

**For Old Timer and Classic Classes:**

**Minimum one Free Practice of 20 minutes, two Qualifying Practice of 20 minutes, one Warm up and**

two Races per event. The Grid will be based on the fastest times recorded by the riders of qualifying 1&2, both for race1 and for race 2.

The fixed time schedule will be announced no later than 3 weeks before the first event.

## **AARR 01.16 TECHNICAL CONTROL – MEDICAL CONTROL – DOPING CONTROL**

### **AARR 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 Supplementary

Regulations. Teams or Riders may present more than one motorcycle per rider for Technical Control which will be specially identified by the Technical Controllers. 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 AARR Technical Regulations.

### **AARR 01.16.2 Medical control**

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

### **AARR 01.16.3 Doping control**

Any rider to be tested for doping control must report to the doping control room in the Medical Centre with sufficient identification within 30 minutes of notification. One associate may accompany the rider.

## **AARR 01.17 PRACTICES**

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 be changed to a blue flashing light. A visible board or count-down will be shown in the pit lane and/or start/finish line to indicate the minutes of practice remaining.

The end of practice will be indicated by the waving of a chequered flag at which time the pit exit will be closed. A rider's 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 official practice has started, the race surface of the circuit should not be washed or brushed except on the instruction from **the Jury President and the Race director** in response to localised 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.

If the number of qualified riders does not exceed the circuit homologation, the **RD** will decide if the rider can start on the end of the starting grid.

**A rider may practise on one motorcycle providing that this motorcycle has been passed the technical verification 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.

### **AARR 01.17.1 Private and Supplementary practices**

Supplementary practices, organised on a track, which hosts an Alpe Adria Meeting on the consecutive weekend, must be open to all riders entered to this meeting. They must be organised before the **first unofficial Alpe Adria free** practices. A charge must not exceed € 45,00 per rider for a practice of 30 minutes minimum. All information concerning these supplementary practices must be mentioned in the SR of the event in question. A change of this rule is only permitted with the approval of the Alpe Adria Road Racing Commission.

### **AARR 01.17.2 Qualifying practices**

To qualify for the race, a rider must achieve a time at least equal to **112%** of the time recorded by the fastest rider of his class in at least one qualifying session (**no application for class 125SP, Oldtimer classes and Classic classes**).

**One timed free practice will be scheduled for Friday; if a qualifying practice on Saturday can not take place in case of force majeure, the times of the timed free practice can be taken into account. Also riders who have not reached the qualification criteria due to technical problems in a qualifying practice may be allowed to start in a race, if they reached the qualification time in the last free (official) practice held on Friday and they will be placed onto the grid, starting from the last position ! They must lodge the request to the Race Direction in this case. No application in the Old Timer and Classic Classes.**

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 time 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.

**For the Race 1: The Grid will be based on the fastest lap time recorded by the riders in Qualifying 1**

**For the Race 2: The Grid will be based on the fastest lap time recorded by the riders in the Race 1**

**Information:**

**The promoter has proposed the introducing of the Superpole Qualifying system for the Superbike class for the fastest 10 riders from two combined timed practices (nearly the same system as in WSBK) for this season. It will be discussed about it for its application in the season 2017 further on.**

**AARR 01.17.3 Extra practice in case of weather change**

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

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 or during the start, or during the race (as far as there is not completed 2/3 or more of the actual race distance):

- 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.
- Maximum 3 (three) sighting laps may be completed. When the first rider has fulfilled two laps, he and all the other riders will be shown the chequered flag.
- At this point, the normal start procedure will continue, i.e. take up the positions on the starting grid, etc.

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

**AARR 01.17.4 Warm Up (Free practice)**

**When a qualifying practice on the race day is held, no warm up or free practice will be held.**

**AARR 01.17.5 Starting Grid Positions**

The pole position, allocated to the faster 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). Lines 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.

**AARR 01.18 RACES**

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

**AARR 01.19 STARTING PROCEDURE**

Approximately 15 Minutes before the Start of the Race - Pit lane exit opens for sighting lap(s). 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, change motorcycles or refuel.

Approximately 10 minutes before the Start of the Race – Pit lane exit closes.

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!** Riders who encounter a technical problem on the sighting lap may return to the pit lane to make adjustments or to change motorcycles.

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. The Clerk of the Course 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". 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 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 and with a maximum capacity of two kilowatt may be used per rider. The noise limit of the generator is 65 dB/A. Starter engines may be used. All adjustments must be completed by the display of the **3 minutes** board. After this board is displayed, 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, where they may continue to make adjustments or change the motorcycle. Such riders will start the warm up lap or race from the pit lane exit.

Refuelling or changing fuel tank on the grid is forbidden.

5 Minutes before the Start of the Warm Up Lap  
Display of 5 Minute Board on the grid.

**The organizer's (promoter's) safety car (for safety and advertising purposes) can start its lap from the front of the starting grid and it must return into the pit lane after finishing the lap.**

3 Minutes before the Start of the Warm Up Lap

Display of 3 Minute Board on the grid

Immediately removal of tyre warmers from motorcycles on the grid **and all adjustments on the bike must be completed** with maximum 15 seconds tolerance (**the same procedure in the pit lane**). Infringement of this rule will immediately lead to a ride through penalty.

Generators must be disconnected and removed from the grid as quickly as possible.

Trolleys and air blowers must be removed from the grid as quickly as possible.

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.

1 Minute before the Start of the Warm Up Lap

Display of 1 Minute Board on the grid.

At this point, all team personnel except the mechanics will leave the grid. The mechanics will, as quickly as possible, assist the rider to start the **engine** and then must immediately leave the grid.

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 or to change the motorcycle.

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. Fifteen 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 close to the line defining the grid position and keep their engines running.

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

Any rider who arrives back to the grid after the arrival of the medical care 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 encounters a problem with his motorcycle on the warm up lap must return to the pit lane and make repairs or change the bike. Any rider who stalls his engine on the grid or who has other difficulties must remain seated on the motorcycle and raise an arm. It is not permitted to attempt to delay the start by any other means.

As a row of the grid is completed, the 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.

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. Any rider who anticipates the start will be 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 Race Direction will decide if a penalty will be imposed and must arrange information to the team to be notified of such penalty before the end of the fourth lap **of the race**.

If, after the red light has switched off, a rider stalls his motorcycle, then the start line marshals may assist the rider by pushing him along the track until the engine starts. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance or where the rider may change **the motorcycle**.

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 still in the pit lane.

After the leading rider has passed the finish line at the end of his first lap, no further changes of motorcycles are permitted unless the race is interrupted.

Should there be a problem that might prejudice the safety on the start, then the Starter will display a flashing yellow light and the board "Start Delayed". 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 signalling 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. Any rider who, due to his behaviour on the grid is responsible for a "start delayed" will be penalised with one of the following penalties: fine – ride through – disqualification – withdrawal of Championship points.

## **AARR 01.20 RIDE THROUGH PROCEDURES**

During the race, the rider will be requested to ride through the pit lane without stopping at his box. He may then rejoin the race. The rider must respect the speed limit (**Art. 1.22.13**) in the pit lane. In case of infraction of this speed limit, the ride through procedure will be repeated; in case of a second infraction of this speed limit, the black flag will be shown to the rider. In the event of a restarted race, the above regulation will also apply. In the case of a race interrupted prior to the penalty being enforced, and if there is a second part, the rider will be required to ride through after the start of the second part of the

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

After notification has been made to the team (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 riders 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 3 times, will result in that rider being shown the black flag. In the case where the organisation has been unable to carry out the ride through penalty before the end of the race, the relevant rider will be inflicted with a time penalty of 20 seconds.

### **AARR 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.

#### **AARR 01.21.1 DRY RACES**

A race classified as dry will be interrupted by the Clerk of the Course, if he considers that climatic conditions affecting the surface of the track makes it likely that riders will wish to change tyres.

#### **AARR 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.

### **AARR 01.22 BEHAVIOUR DURING PRACTICE AND RACE**

1. Riders must obey the flag signals, the light signals, and the boards which convey instructions.
2. Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Riders must at all times adhere to the provisions of the Sporting Regulation. Any infringement of this rule will be penalised with one of the following penalties: cancellation of lap time(s) - fine – Ride through – disqualification – withdrawal of Championship points – suspension.
3. Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the marshals or at a place which does not provide an advantage to him. The marshals may assist the rider in helping him to lift the motorcycle and holding it whilst any repairs or adjustments are made. Any repairs or adjustments along the race track must be made by the rider working alone with absolutely no outside assistance. The marshal may then assist him to re-start the engine. **When riders are accused of having exceeded the track limits during the race, the Race Direction will decide what penalty has to be imposed upon these riders.**

**If a drop of position penalty is imposed a board will be displayed for the rider on the finish line during a maximum of 3 laps. If the rider did not go back after the board has been shown 3 times, he will be penalised by a ride through. If the race has been interrupted or it has been finished before the rider has time to come into the pit lane, he will be penalised with 20 seconds.**



4. 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.
5. Riders who are returning slowly to the pits during the practice should ensure that they travel as far as possible of the racing line. They must give a signal by raising an arm.
6. Riders may enter the pit-line during the practice and the race to make adjustments to their motorcycles or change tyres. During the race all such work must be carried out in the pit lane on working apron in front of the boxes. Refuelling and changing motorcycle are strictly prohibited after the leading rider has passed the finish line after the first lap of the race. During the intervals, if races are interrupted, work and refuelling in the pit boxes is permitted.
7. Riders who stop their motorcycle in the pits may be assisted to re-start their motorcycle by the mechanics or a starting device.
8. 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).
9. 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.

10. 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 organizer after control of all relevant devices and their mountings/fixations at the technical inspection.

11. Voluntary stopping on the track during practices and races is forbidden.

12. Practice starts are only permitted, when it is safe to do so, at the pit lane exit, before joining the racetrack, or in the cool down lap after the chequered flag and not in the race line.

13. 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 50,00€ 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 Clerk of the Course must communicate the offence to the pit of the rider after having received the information from the official in charge.

14. As a general rule, silence in the paddock must be respected during the night between 11:00 p.m. and 07:00 a.m. except local restrictions. (see also the AA Paddock Regulations)

**Onboard cameras mounted on helmets are not allowed. Onboard cameras mounted on bikes will be allowed if the camera is inside the fairing, but the rider must receive the permission of the Promoter, after the control of all relevant devices and their mountings/fixations at the technical inspection.**

### **Proposal: with the intention to avoid the interruptions of the race with red flag**

ACU handbook, Road racing – BSB (british superbike)

#### **- NEUTRALISATION OF RACES – SAFETY CAR**

**This procedure could be used if the track and technical equipment and the stewards personel skills meet all requirements for the implementation ! ( possible application in the season 2017)**

*A compulsory riders briefing on these Regulations must be conducted by the Clerk of the Course or his Deputy prior to any race in which the use of Safety Cars is intended. The Safety Cars if they are to go on the track must be equipped with Yellow Flashing lights. The words "Safety Car" should be clearly indicated on the back and the sides of the car. The Driver of the Safety Car should be the holder of an FMN or FIM Clerk of the Course or Competition Licence for Road Racing, a MSA Competition Licence or an ARDS Licence. All "Safety Car" drivers must be assisted in the car by a Race Official who is in constant contact with the Clerk of the Course – Race Director.*

*If during a race of 30 km or more an incident other than rain puts at risk the safety of the competitors and renders impossible the normal progress of the competition the Race Director may decide to neutralize the race.*

*The following procedure will be adopted:*

*1. A Red Flag with a White Diagonal Cross must be displayed at the selected Marshals Posts during the whole of the neutralisation period.*

*2. A White Board showing the words "Safety Car" will be displayed at the Start Line during the whole of the neutralisation period.*

*3. Riders must immediately slow down. Overtaking is forbidden. The Track Marshals will record all infringements and report them to the Clerk of the Course.*

*4. The pit lane exit will be closed to competitors.*

*5. When the leading competitor approaches the start line at the end of the lap that the neutralisation was decided a "Safety Car" equipped with two flashing Yellow Lights on the roof will enter the track with two flashing lights switched on.*

*6. The competitors will end up in single file behind the "Safety Car" without overtaking it.*

*7. Competitors may now enter the pits but all other rules must be complied with.*

*8. After stopping at the pits competitors must line up at the pit lane exit and must only rejoin the circuit when instructed to do so by the official with a Green Flag or when the Green Light at that location is switched on. These instructions will be given 10 seconds after the last competitor in line behind the "Safety Car" has passed that point. Competitors must join the back of the line and MUST NOT overtake. The pit lane exit will then be closed and competitors must wait for the next lap.*

*9. During the last lap of the neutralisation period the "Safety Car" will switch off the Lights on the roof to indicate to the competitors that the "Safety Car" will enter the pit lane at the end of that lap and the race will resume.*

*10. When the "Safety Car" has left the track overtaking is forbidden up until the start line, where a Green Flag will be waved and the Red Flag with the White Diagonal Cross immediately withdrawn.*

*11. The pit lane exit will then be permanently re-opened.*

*12. The race will continue normally.*

*13. Unless otherwise decided by the Clerk of the Course, each lap completed by the "Safety Car" will be counted as a race lap. A Board displaying the new actual number of laps remaining will be displayed on the start line when the green flag is waved. If the race is eventually stopped under SR 10.1 whilst the "Safety Car" is deployed the result will be taken according to the position at the last completed lap before the "Safety Car" was introduced.*

*14. No Protest may be lodged against the decision of the Clerk of the Course regarding the number of laps remaining in order to complete the race.*

*15. All other rules of the race must be observed.*

*16. Exceptions*

### **AARR 01.23 ASSISTANCE IN THE PITS**

A rider may only receive assistance or have his motorcycle refuelled at his own pit area. He is entitled to the services of three assistants but under no circumstances are these assistants allowed to go beyond the line, which marks out the pit area. Assistants may carry out repairs, adjustments or refuelling. During refuelling, the engine of the motorcycle must be stopped. Any violation of these rules may be penalised with one of the following penalties: fine – Ride through – disqualification – withdrawal of Championship points – suspension.

### **AARR 01.24 CHANGE OF MOTORCYCLES**

**New !**

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

***Rider can not use other's rider bike if this bike has already past technical verification on this event under the other starting number, with the exception that a rider has crashed and his bike can not be repaired. His team mate or colleague has spare bike that have already past the technical control and he would like to help another rider to lend him this bike. In this case new technical control could be done with the knowledge of Race Direction!***

### **AARR 01.25 INTERRUPTION AND RESTARTING OF A RACE**

#### **AARR 01.25.1 Interruption of a race**

If the Clerk of the Course 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. Within 5 minutes after the red flag has been displayed, riders who have not entered the pit lane, pushing or riding on their motorcycle, will not be classified.

The results will be established as follows:

1) 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.

2) If the race is interrupted after the chequered flag had been shown, 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.

For all the other riders, a partial classification will be established at the end of the penultimate lap of the race without the red flag being displayed.

3) The complete classification will be established by combining both partial classifications as per lap/time procedure.

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 over maximum 2/3 number of laps of the actual race. If it is found impossible to re-start the race, than it will be declared cancelled and the race will not count. The Pole-position points will be awarded.

If three laps or more have been completed by the leader of the race and all other riders on the same laps as the leader, but less than 2/3 of the actual race distance, rounded down to the nearest whole number of laps (or 2/3 of the actual race duration), than a new race will be re-started according to art. AA RR 01.25.2 B. If it is found impossible to re-start the race, then the results will count and only half points will be awarded.

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

If the second heat of a race is stopped by waving the red flag, no third start will be carried out and full points will be allocated to the riders.

#### **AARR 01.25.2 Re-starting a race that has been interrupted (NEW in 2016)**

##### **Road Racing FIM SBK and SS World Championships and FIM SST Cup Regulations**

#### **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 to 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 Race Direction when the grid is cleared and it is considered safe.**
9. After 30 seconds have elapsed a green flag will be shown to start the warm up lap.
10. The warm up lap will be completed at unrestricted speed, followed by a Safety Car. **When the last rider has passed the pit exit it will be opened for a period of 30 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:

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

- A:
- a. All riders may re-start.
  - b. Motorcycles may be repaired. Refuelling is permitted.
  - c. The grid positions will be as for the original race.

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

- B:
- a. Only the riders who are classified as finishers in the first race may re-start. (see AARR 01.26 a and b)
  - b. Motorcycles may be repaired, wheels/tyres may be changed. Only refuelling in the pit lane is permitted.
  - c. The number of laps or duration of the following race will be the number of laps or duration required to accomplish 2/3 of the original race distance with a **minimum of 5 laps**
  - d. The grid 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. AARR 01.26 will apply.

#### **AARR 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.

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:

a – Complete 75% of the race distance.

b – Cross the finish line on the race track (not in the pit lane) within five minutes of the race winner.

The rider must be in contact with his motorcycle.

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.

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

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

## **AARR 01.27 FLAGS AND LIGHTS**

### **AARR 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

All flags will be waved!

#### **• National Flag**

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

#### **• Green Flag**

The track is clear. This flag must be displayed at each flag marshal post on the first lap of each practice, 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 yellow flag. When waved by the starter it is the signal to start the Warm Up lap.

#### **• 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 and the warm up lap.

#### **• Yellow and Red Striped Flag**

OIL, water, gravel or another substance is affecting the adhesion of the track. This flag must be displayed on at least two flag marshal post before this situation.

#### **• White Flag with diagonal Red Cross**

Drops of rain on this section of the track. This flag must be displayed at the flag marshal post.

**• White Flag with diagonal Red Cross + Yellow and Red Striped Flag:** Rain on this section of the track. These flags must be shown at the flag marshal post.

#### **• Blue Flag**

**Displayed** at the flag marshal post, this flag indicates to a rider that he is about to be overtaken by a faster rider. The slower rider may not hinder the faster rider. During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him. During the race, the rider concerned is about to be lapped. He must allow the following rider(s) to pass him at the earliest opportunity. When a group of riders are going to be lapped and the blue flag is displayed then no changes of positions within this group of riders may occur until the rider(s) lapping them has (have) passed.

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

#### **• White Flag**

There is a slow moving car, ambulance or similar vehicle on the track. Displayed at two posts before the vehicle and indicates that the rider will encounter the vehicle in the current or next section of the track. It is forbidden for a rider to overtake another rider during the display of the white flag, unless it is a much slower rider and until he passed the vehicle. Overtaking the slow moving vehicle is permitted.

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

In principle: If a car must go on the track and this cause danger, the practice or race will be stopped!

#### **• Chequered Black / White Flag**

This flag will be waved at the finish line on track level to indicate the finish of race or practice session.

#### **• Chequered Black / White Flag and Blue Flag**

The chequered black/white flag will be waved together with the blue flag presented waved at the finish line on track level 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 riders 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)

### **AARR 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. Indicates the danger ahead, on or nearby the track. It must be shown waved on least two marshals post before the danger. The riders must slow down and be prepared to stop. Overtaking is forbidden up until the point where the green flag is shown. Double yellow flag waved, there is a hazard wholly or partly blocking the track.

Any Infringement of this rule during a practice session will result in the cancellation of the time of the lap during which the infraction occurred and fastest lap(s) was made. 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 direction**. If the rider does not fulfil his duties resulting out of this decision within 3 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) give 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 3 laps. If the rider did not go back after the board has been presented 3 times, he will be penalised by a ride through.**

#### **• Flashing Blue Lights**

Will be switched on at the pit lane exit at all time during practices and races. The rider(s) who enter the track may not hinder the rider(s) on the track.

#### **• Red Flag waved 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.

#### **• Red Flag and/or Red Lights motionless** (in the pit or on the track)

Rider must stop. They may not pass this flag or light.

When the pit-lane exit is closed, this flag will be shown motionless at the pit-lane exit and the red light will be switched on. Riders are not allowed to exit the pit lane. Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points – suspension. The red flag will be shown motionless on the starting grid at the end of the sighting lap and 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 displayed on the start/finish line and some marshal posts only under order of the **Race Director**. . Rider with this number must stop at the pits at the end of the current lap and cannot restart except on order from the CoC. Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.

#### **• Black Flag with orange disk (ø 40 cm) together with a white number on a black signalling board**

This flag is shown waved on the start/finish line and some marshal posts only under order of the Clerk of the Course. It informs the rider whose motorcycle number is displayed that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track. Any infringement of this rule will be penalised with one of the Following penalties: fine – disqualification – withdrawal of Championship points – suspension.

#### **• Medical cars**

The medical cars, if they are to go on to the track, must be equipped with blue or/and yellow flashing lights. The words "MEDICAL CAR" should be clearly indicated on the back and the sides of the car. Overtaking of a Medical car is authorised.

### **AARR 01.28 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. Motorcycles will normally be released from the **Parc ferme** area 30 minutes after the time of the publication of the race results, signed by the Clerk of the Course. **No one is allowed to take his bike out of Parc ferme before Race direction declares to open the Parc ferme. Any infraction of this rule will be sanctioned with disqualification from the race.**

### **AARR 01.29 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 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

Pole position – **3-2-1** point(s) per event and class for the fastest qualification practice times on basis of the qualifying practice results. Best lap time in the race – 1 point per each race. **(will be given to the riders for each, AA and Open classification)**

All organizers must communicate the results to all AAMU - FMNs at the end of their events. They are requested to prepare a column for the tyre brands on their results sheets.

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.

Minimum of 4 events is necessary to complete the championship. For the AAMU **Federations and guest federations** classification in the single competitions, the points of the 5 best classified riders of the AAMU will be summed, provided that at least three AAMU-Federations are present. Riders of the Old Timer and Classic Classes will not be taken into account for the AAMU nation's classification.

**If a rider will be excluded due to an infraction of the AAMU technical rules for a 2nd time from the results , without taking into account, that the infraction happened in one class only, this will results a non-consideration of all results of this rider in the classifications of all AAMU-RR Championships for the current year.**

### NEW

From general classification in races points will be taken for:

**ALPE ADRIA ROAD RACING CHAMPIONSHIP in all AARR classes** (riders with any of AAMU and guest member's FMN's licenses)

**ALPE ADRIA ROAD RACING JUNIOR CHAMPIONSHIP** in Superstock600, Supersport/Moto2, Superstock1000 and SBK **AARR classes** (riders with any of AAMU and guest member's FMNs licenses)

**ALPE ADRIA ROAD RACING SENIOR CHAMPIONSHIP** in Superstock600, Supersport/Moto2, Superstock1000 and SBK **AARR classes** (riders with any of AAMU and guest member FMN's licenses)

**ALPE ADRIA ROAD RACING WOMEN CHAMPIONSHIP** in classes 125Sp, Moto3, Superstock600, Supersport/Moto2, Superstock1000 and SBK **AARR classes** (riders with any of AAMU and guest member FMN's licenses)

**AARR OPEN classification (general classification) in all AA classes for all participated riders with appropriated licenses (Art. 01.1 General)**

Points for Alpe Adria Women, Junior ,Senior and Open Championships will be allocated as follows:

Scores:

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

Pole position – **3-2-1** point(s) per event and class for the fastest qualification practice times on basis of the qualifying practice results. Best lap time in the race – 1 point per each race will be given also to the riders of **Open classification**.

### ALPE ADRIA JUNIOR CHAMPIONSHIP age limits:

The limit for the maximum age finishes at the end of the year in which the maximum age is reached.

The classes and the maximum age limits will be as follows :

Maximum Superstock600	21 years
Supersport/Moto2	21 years
Superstock1000	23 years
SBK	23 years

### ALPE ADRIA SENIOR CHAMPIONSHIP age limits:

The classes and age limits will be as follows. The limit for the minimum age starts at the beginning of the year in which the minimum age is reached.

Minimum age	
Superstock600	40 years
Supersport/Moto2	40 years

Superstock1000	40 years
SBK	40 years

Price giving ceremony for Alpe Adria Women, Junior, Senior and Open Championship will not be held on events, but at the end of the season prizes will be given to three best classified in each class. Winner of each class will be declared as Alpe Adria Woman, Junior, Senior and AA Open Champion.

### AARR 01.30 PRIZES

At each event, the organizer (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 organizer (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 AARR 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 final price giving and their excuses are found to be justified, the prizes may be taken by proxies.

### AARR 01.31 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

Instructions may be given by the Clerk of the Course 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 practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board.

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 **RD** must also be made in writing.

### AARR 01.32 FUEL

All engines must function on normal unleaded fuel with a maximum lead content of 0.005 g/l (unleaded) and a maximum MON of 90 based on the FIM SBK 2016 Rules, Art. 2.7 and its sub articles 2.7.1 – 2.7.6. For the 125 cc classes see also the AA Technical Regulations.

At least 1 litre fuel must remain in the fuel tank of all the motorcycles that finished the race to take samples if needed.

**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.

Fire fighting 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.

### AARR 01.33 TIRES

If competitors use tires of Dunlop or Pirelli brand, these are distributed or approved exclusively by the official tyre suppliers during the event only: Dunlop tires only by Maco Racing, s.r.o. I.D. 35804241 and Pirelli tires only by IVRacing, s.r.o. I.D. 26921961. All tires to be used must be easily identifiable with a colour marking - stickers, to be applied by the official tyre suppliers in case of Dunlop or Pirelli. This rule is not valid for Vintage / Classic bikes.

**In the 2016 the third supplier will enter to AA championship – Supposed to be Michelin** (the supplier will be determined by the promoter)

*Promoter's proposal for 2017: To be discussed during this season !*

***We would like to introduce the Monobrand tyres into the SBK and Supersport class, in the season 2017***

*For instance, SBK goes to Pirelli and Supersport to Dunlop. Stock classes remain open for all tires companies.*

*The argumentation of the promoter:*

*This system might help to the promoter to achieve the costs balance.....*

*Also many other championships have the same system (Motogp, WSBK, CIV, CEV, etc.)*

*The experiences are good and there is a benefit for all participants*

### AARR 01.34 SANCTION FOR NON-COMPLIANCE WITH THE FUEL RULES

See article AARR01.09 above (Protest and appeals), based on the FIM 2016 SBK Rules, art. 1.32

### AARR 01.35 TIMEKEEPING

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

### AARR 01.36 PERMANENT ALPE ADRIA TECHNICAL DELEGATE

The AAMU sends to all AA RR events one permanent technical delegate (AATD). This delegate is the coordinator between the national technician members and the Jury. He is responsible for the preparation of all technical documentation and necessary tools with the exception of weighing and sound measuring devices. The names of these both technicians must be

laid down in the SRs of the events. The national Chief technician and his staff must work together with the AATD. In case of a dispute, the decision of the AATD will be final.

#### AARR 01.37 PERMANENT ALPE ADRIA PRESS DELEGATE

All AARR events will be attended by a permanent press delegate. For this person, a **Wi-Fi** internet access must be prepared at every circuit, he gets free access to all points of interest as foreseen in the AARR Passes & Paddock Regulations and he will work in permanent cooperation with the **Race direction** and with the International Jury.

**Wien, 7th. Dec. 2015**

Janez Pintar,	AMZS	President , Alpe Adria Road Racing Commission (AARRC)
Martin Hejduk,	OeAMTC	Vice president AARRC
Jacek Molik,	PZM	Vice president AARRC
Luigi Favarato,	FMI	AARRC member, AAMU president
Marcela Švejdova,	ACCR	(instead of Mr. Ittner)
Robert Ziković,	HMS	AARRC member
Attila Nagy,	MAMS	AARRC member
Ladislav Snegon,	SMF	AARRC member
Martin Suchy	OeAMTC	AARRC member, AAMU vice president
Guenther Zaritsch	OeAMTC	AACCR honorary member –proposal
Peter Balaž	SMF	President AA Vintage subcommission
Peter Surina		Slovakia Racing Agency s.r.o. – promoter , AARRC member

Promoter details:

**SLOVAKIARACING** - Vyšehradská 4, Bratislava, Slovakia, +421 918 736 556+421 918 736 557, [info@slovakiaracing.sk](mailto:info@slovakiaracing.sk),  
<http://www.slovakiaracing.sk>

**ALPE ADRIA CIRCUITS 2016:**

**PANNONIARING** - <http://www.pannonia-ring.com/index.php>

**GROBNIK** - <http://www.grobnik.hr/index.php?lid=en>

**MOST** - <http://www.autodrom-most.cz/en/http://www.hungaroring.hu/>

**SLOVAKIARING** - <http://www.slovakiaring.sk/home-en/>