



**ALPE ADRIA MOTORCYCLE UNION  
ALPE ADRIA CIRCUIT RACING SPORTING REGULATIONS (AACRSR) 2019**

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**Everything printed in BOLD and L script, is new or changed for 2019. AACR 2019 Sporting regulations could be changed during the season also, but mainly from safety reasons only! (The same as the FIM do as well)**

## **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 2019, and countersigned by representatives of the participating FMNs and the Promoter LUTEC Racing. Member FMNs of the AAMU are requested to avoid a clash of dates between AACR 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 AACR 2019 calendar are recommended to be added for national championships. At the annual meeting the FMNs representatives in AACCR commission must appoint the exact calendar for national championship races inside the AAIM 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 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 Guest FMNs for each single race, ~~their qualifying results and the best lap during a 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 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 AACCR (Alpe Adria Commission CIRCUIT RACING) members.

### **AACR 01.1.1 AACR 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.

### **AACR 01.2 MEMBER FEDERATION**

Eligible member federations of the Alpe Adria Motorcycle Union (AAMU) for the FIM Europe AA INTERNATIONAL MOTORCYCLE Championship 2019:

ACCR	Autoklub of the Czech Republic
AMF	Austrian Motorsport Federation
AMZS	Auto Moto Zveza Slovenije
FMI	Federazione Motociclistica Italiana
HMS	Hrvatski Motociklisticki Savez
MAMS	Magyar Motorsport Szövetség
SMF	Slovenska Motocyklova Federacia

#### **AACR 01.2.1 Guest members Federations**

Possible guest federations of Alpe Adria Motorcycle Union (AAMU) for the FIM Europe Alpe Adria International Motorcycle Championship 2019 are:

BMF	Bulgarian Motorcycle Federation
FRM	Romania Motorcycle Federation
MSS	Moto Association of Serbia
PZM	Polski Związek Motorowy
LMSF	Lithuanian Motorcycle Sport Federation
TMF	Turkish moto federation

To be confirmed during 2019.

### **AACR 01.3 AAIMCC CALENDAR 2019**

AACR-01	26.04.-28.04.	SLOVAKIARING	SK	AAIMCC + FIME SSP300 + FIME STK 1000
AACR-02	31.05.-02.06.	ASSEN	NED	AAIMCC + FIME SSP300 + FIME STK 1000
AACR-03	28.06.-30.06.	PANNONIARING	H	AAIMCC + FIME SSP300 + FIME STK 1000
AACR-04	19.07.-21.07.	OCHERSLEBEN	GER	AAIMCC + FIME SSP300 + FIME STK 1000
AACR-05	23.08.-25.08.	GROBNIK	CRO	AAIMCC + FIME SSP300 + FIME STK 1000
AACR-06	27.09.-29.09.	MOST	CZE	AAIMCC + FIME SSP300 + FIME STK 1000

The Calendar for the AA Cup year **2019** is:

AA-CUP-01	26.04.-28.04.	SLOVAKIARING	SK	AA-CUP 600 + AA-CUP 1000
AA-CUP-02	28.06.-30.06.	PANNONIARING	H	AA-CUP 600 + AA-CUP 1000
AA-CUP-03	19.07.-21.07.	OSCHERSLEBEN	GER	AA-CUP 600 + AA-CUP 1000
AA-CUP-04	23.08.-25.08.	GROBNIK	CRO	AA-CUP 600 + AA-CUP 1000
AA-CUP-05	27.09.-29.09.	MOST	CZE	AA-CUP 600 + AA-CUP 1000

#### **AACR 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 60 days before the event, and the approved Supplementary Regulations to all interested federations at least 45 days before the event, 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 SR (Supp. Regulations) with the time schedule is composed in cooperation between organizer - promoter and the AACCR. The organizer of the championship must provide at least 5 classes (from classes 1-5, laid down in this Rules, Art. 01.12) in the Supplementary Regulations for all events. The time of technical and administrative checks must be published in the SR of all events.

#### **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 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 **Steward Panel members** during that period.

#### **AACR 01.6 CIRCUITS**

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

#### **AACR 01.7 ADDITIONAL COMPETITION**

During an Alpe Adria International Motorcycle Championship event, the **Promoter** can organize 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.

#### **AACR 01.8 The Officials of the meeting**

##### **AACR 01.8.1 The Race Direction and the Race Director :**

The Race Direction is composed of the AA permanent Race Director, (chosen by the AACRC and accepted by the promoter), the Clerk of the Course and the AA International Motorcycle Championship **Promoter** 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 each 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:**

- 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.
- To organise all necessary hearings and find and publish all decisions conc. all possibly lodged protests during the whole event.
- To sanction all infringements of the AACRR (including the technical rules) within the limits set by these sporting regulations, team staff, officials and all other persons involved in any function in the event in question.
- 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 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.

e) Chief Medical Officer CMO has to work on an FIM official medical report document. There are columns „fit“ or „unfit“ which must be marked correctly to classify, if a rider after a crash can participate at the next race or not. This document must be presented at each Jury meeting and at the next event it must be controlled by Race Direction and approved at the first Jury meeting of the following Event. If a rider was declared as unfit, the CMO of the following event has to check the rider and decide about his participation before the first free practice.

### **AACR 01.8.2 The AA International Event Jury:**

*The AA International Jury always consists of a Jury President, one Member (delegated by the FMNR. All these persons must hold a FIM Sporting Steward licence for the respective discipline (Circuit racing in this case). The jury president is the chief of the stewards panel of the event 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 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).

### **AACR 01.8.3 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 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 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 Steward Panel must be communicated in written form 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 Court and fulfill the formal requirements of the FIM Europe Disciplinary and Arbitration Code in its current version.

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

The 2<sup>nd</sup> and 3<sup>rd</sup> meeting should be held minimum 30 minutes 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 the Race Direction and the Steward Panel 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 AACRC 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 Race Director 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 of 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 Race Direction, 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 together 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 participating at an event is entitled to be represented by a National Delegate, holder of a FIM Sporting Steward's license. All such nominations must be submitted in writing to HMS and AACCR. 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 officiating as a 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.

### **AACR 01.9 PROTEST & APPEALS**

The fee for a protest is € 350,00. The rider (or Team) has to insert the Protest in written form within half an hour after the publication of the results on official board to the Clerk of the Course or Race Director.

The fee for an appeal against the decision of the Race Direction is € 350,00. **If the decision of the Steward Panel is the same as Race Directions decision, it is final. The fee for an appeal against the decision of the Steward Panel, if the decision is another as the RD decision, follows the FIM Europe fees, is € 650,00 (see FIM Europe Disciplinary and Arbitration Code in its current version – to be found in FIME yearbook 2019).**

The Organizer 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 € 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 a statement of overtaking of all these costs to the AAMU or whoever is responsible for the further controls.

### **AACR 01.10 ACCEPTED RIDERS**

Riders may participate on an ~~AACR~~ 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).

**Riders may participate in an AACR Event under the following conditions:**

**For all Alpe Adria Classes: Entrants and riders must be in possession of a valid national licence, annual or one event, for European Open events and a starting permission.**

**For the European Cup classes SSP 300 & SST 1000: Entrants and riders must be in possession of a valid FIM Europe CCR Licence (annual or one Event) or a licence from another CONU, together with a valid starting permission for the series in question.**

**For the Supermono European Cup: Entrants and riders must be in possession of a valid FIM Europe CCR promotional licence (annual or one Event), together with a valid starting permission for the series in question.**

The 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.

### **AACR 01.11 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 **2019** all participating FMNs are requested to accept the age-limits of the FIM Europe for international events (FIM Europe Sporting Code 60.5).

<b>Nr</b>	<b>Classes</b>	<b>Minimum Age</b>	<b>Name</b>	<b>Category</b>	<b>Min/Km</b>	<b>Max/km</b>
1	SUPERSPORT 300	13 years and max. 28 years	SSP 300 European Cup	Superport 300 European Cup	<b>40</b>	60
1a	SUPERSPORT300 AA	12 years	SSP 300 AA Championship	Supersport300	<b>40</b>	60
2	SUPERSTOCK600	14 years	SST600	SUPERSTOCK600	<b>45</b>	80
3	SUPERSPORT	15 years	SSP	SUPERSPORT	40	80
<b>4</b>	<b>SUPERSTOCK 1000</b>	<b>16 years and max. 38 years</b>	<b>STK 1000 European Cup</b>	<b>SUPERSTOCK 1000 EC</b>	<b>45</b>	<b>80</b>
4 a	SUPERSTOCK 1000 AA	16 years	SST1000	SUPERSTOCK1000	<b>45</b>	80
5	SUPERBIKE	17 years	SBK	SUPERBIKE	50	80
6	Alpe Adria 600 CUP	14 years	Alpe Adria 600 CUP	600	30	45
7	Alpe Adria 1000 CUP	16 years	Alpe Adria 1000 CUP	1000	30	45
<b>8</b>	<b>AA Honda Talent Challenge</b>	<b>12 years</b>	<b>Honda Talent Challenge</b>	<b>Honda NSF 250 R</b>	<b>40</b>	<b>60</b>

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.

### **AACR 01.12 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 event.

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
Alpe Adria Cup 600 and 1000	€ 300,00	€ 340,00
SUPERSPORT 300 EC and AA	€ 300,00	€ 340,00
SUPERSTOCK600, SUPERSPORT	€ 440,00	€ 480,00
<b>SUPERSTOCK 1000 EC and AA</b>	<b>€ 440,00</b>	<b>€ 480,00</b>
SUPERBIKE	€ 480,00	€ 520,00

All these fees include free practices, qualifying practices and races (regarding time schedule, part of the Supplementary Regulations), all national insurances and the AA charges. Unexcused absence of a rider results automatically into a fine of € 200, payable to the Promoter. The Promoter 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!

### **AACR 01.13 STARTING NUMBERS**

For the dimension of the numbers and the numbers colours see AA Technical Rules 2019 (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 ten classified riders from previous year have the right to keep or choose their starting numbers for

the season 2019.

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 of the Alpe Adria Championship 2019.

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.

#### **AACR 01.14                    TIMETABLES**

All events offer three free practices–on Friday at least. During the weekend, one Qualification practice, Warm up on Sunday and two races will be held. Exceptions will be described in the supplementary regulations of the event.

Timetable for events:

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 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, Free Practices see SR.

Registration, Administrative checks 07:00 am up to 07:00 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 – 20 minutes timed transponders are obligatory

Saturday, 1st day

Registration, Technical control 07:00 to the end of the Qualifying practice

Qualifying Practice of 25 minutes

Race 1+

Sunday, 2nd day

Warm up sessions in the morning

Race 2+

**The time schedule will be announced together with the Supplementary Regulations**

#### **AACR 01.15                    TECHNICAL CONTROL – MEDICAL CONTROL**

##### **AACR 01.15.1                    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.

##### **AACR 01.15.2                    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 get only on an official document approved by FMNR.

#### **AACR 01.16                    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 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 Jury President and 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. 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.

Any rider may practice 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.

### **AACR 01.16.1 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. They can be organised before the Alpe Adria

Free practice 1. 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 Circuit Racing Commission.

### **AACR 01.16.2 QUALIFYING PRACTICES**

To qualify for the race, a rider must achieve a time at least equal to **110%** of the time recorded by the fastest rider of his class in at least one qualifying session (no application for **AA CUP**).

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 he/she has achieved a time at least equal to 110 % 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.

### **AACR 01.16.3 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!**

### **AACR 01.16.4 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). 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. According to the track homologation. The number of starters is limited see SR.

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

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

### **AACR 01.17 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.

### **AACR 01.18 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, 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.

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 **Race Direction** 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 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 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, when they may continue to make adjustments. 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 **medical car** can start its lap from the front of the starting grid and it must return **on the back of the grid** after finishing the lap.

3 Minutes before the Start of the Warm Up Lap:

Display of 3-Minute-Board on the grid

Immediate removal of tyre warmers from motorcycles on the grid and in the Pit Lane. All adjustments on the bike must be completed with maximum 15 seconds tolerance. 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 personal 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.

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. 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 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 been switched off, a rider stalls his motorcycle, 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, the rider will be pushed into the pit lane where his mechanics may provide assistance or where the rider.

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.

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.** 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 1minute 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.**

#### **AACR 01.19.1 STARTING PROCEDURE 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 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.

#### **AACR 01.19 RIDE THROUGH PROCEDURES**

During the race, the riders will be requested to ride through the pit lane without stopping at their boxes. They may then re-join the race. The riders 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 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 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 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.

## **AACR 01.20 "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.

### **AACR 01.20.1 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.

### **AACR 01.20.2 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.

## **AACR 01.21 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: public warning - cancellation of lap time(s) - fine - drop of position - Ride through - time penalty - drop of any number of grid position at the riders next race - 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 SET Time penalty.

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 is 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 **off the racing line and only in the designated Practice Start Zone(s)**.
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 Organizer, after the control of all relevant devices and their mountings/fixations at the technical inspection.

Maximum 4 cameras per class and race! (Exception: promotion reasons announced by RD).

### **AACR 01.22 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 – time penalty – drop of any number of grid position at the riders next race - disqualification – withdrawal of Championship points – suspension.

### **AACR 01.23 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.

### **AACR 01.24 INTERRUPTION AND RESTARTING OF A RACE**

#### **AACR 01.24.1 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. 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:

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, and by all other riders on the same lap as the leader, then the race will be null and void and a new race will be run over maximum 2/3 number of laps of the actual race. 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 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.
3. 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.

#### **AACR 01.24.2 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 Race Direction when the grid is cleared and it is considered safe.
9. After 30 seconds have elapsed a green flag will be shown to start the warm up lap.
10. The warm up lap will be completed at unrestricted speed, followed by a Safety Car. When the last rider has passed the pit exit it will be opened for a period of 15 seconds to release any rider waiting. The pit lane exit will remain closed until after the start of the race. Any rider delaying the progress of the warm up lap will be overtaken by the Safety Car.
11. Any rider not able to leave the pit exit has a final option of starting the race from the pit exit.
12. Upon arrival back at the starting grid the normal start procedure will be followed, with the start signal given in the normal manner.
13. Riders who started the warm up lap from the pit lane must start the race from the back of the grid as directed by officials. If two or more riders must start from the back of the grid, they will take up position in the order in which they qualified for the race or, in case of a restarted race, according to the position they qualified in the previous red flagged race.  
Any rider arriving after the Safety Car will also start from the back of the grid.
14. After the start signal has been given and the last rider has passed the pit exit, the pit exit will be opened. Any riders still in the pit lane may then start the race up until the point when the leading rider has crossed the finish line to complete the first racing lap.

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 AACR 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. 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 Race Direction 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.

## **AACR 01.25 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.

## **AACR 01.26                    FLAGS AND LIGHTS**

### **AACR 01.26.1                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**

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 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 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).

## **AACR 01.26.2      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.

## **AACR 01.27      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.*

*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/Promoter will fix.*

## **AACR 01.28 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 AA 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.

A 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 considering, that the infraction happened in one class only, this will result into a non-consideration of all results of this rider in the classifications of all AAMU-RR Championships for the current year.

From the general classification in the races the points will be taken for:

~~ALPE ADRIA International Motorcycle Championship in all AACR classes (riders with any of AAMU and guest member's FMN's licenses)~~

~~"Best Rookie-Award" for each class after the last round of the AA Championships.~~

## **AACR 01.29 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 AACR 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 price giving and their excuses are found to be justified, the prizes may be taken by proxies.

## **AACR 01.30 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS**

Instructions may be given by the Clerk of the Course, Race Direction and 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.

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.

## **AACR 01.31 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.

## **AACR 01.32 TYRES**

If competitors use tires of Dunlop, Pirelli or **Bridgestone** 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, **Bridgestone** tires

only by IVRacing, s.r.o. I.D. 26921961 and **Pirelli tyres by HAAS Recykling Polska**. All tires to be used must be easily identifiable with colour marked - stickers, to be applied by the official tyre suppliers in case of Bridgestone, Dunlop or Pirelli. This rule is not valid for AA Cup.

Additional Tyre suppliers can enter the championship during 2019.

For more details see **Technical Regulations AACR 0.3**.

### **AACR 01.33 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.

### **AACR 01.34 TIMEKEEPING**

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

### **AACR 01.35 PERMANENT ALPE ADRIA TECHNICAL DIRECTOR**

The AAMU sends to all AACR events a permanent Technical Director (AATD). This Director is the coordinator between the national technician members and the RD. He is responsible for the preparation of all technical documentation and necessary tools with the exception of weighing and sound measuring devices. The name of the national Chief technical 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.

### **AACR 01.36 PERMANENT ALPE ADRIA CCR MEMBERS**

<b>Martin Hejduk</b>	<b>OeAMTC AMF</b>	<b>Chairman, Alpe Adria CCR Commission (AACCR)</b>
<b>Jacek Molik</b>	<b>PZM</b>	<b>Vice Chairman AACCR</b>
<b>Tba</b>	<b>FMI</b>	<b>AACCR member</b>
<b>Dušana Harvanova</b>	<b>ACCR</b>	<b>AACCR member</b>
<b>Robert Ziković</b>	<b>HMS</b>	<b>AACCR member, Permanent Race Director</b>
<b>Bence Horvath</b>	<b>MAMS</b>	<b>AACCR member</b>
<b>Milos Balaz</b>	<b>SMF</b>	<b>AACCR member</b>
<b>Janez Prosenik</b>	<b>AMZS</b>	<b>AACCR member</b>
<b>Martin Suchy</b>	<b>OeAMTC AMF</b>	<b>AACCR member, AAMU vice president</b>
<b>Igor Eskinia</b>	<b>ACU</b>	<b>AACCR honorary member</b>
<b>Guenther Zaritsch</b>	<b>OeAMTC AMF</b>	<b>AACCR honorary member</b>
<b>Walter Glueck</b>	<b>OeAMTC AMF</b>	<b>AACCR Technical Director</b>
<b>Goran Lovric</b>	<b>MSS</b>	<b>AACCR Guest member</b>
<b>Marko Erceg</b>	<b>Promotor Delegate</b>	<b>AA Permanent Race Direction member</b>

### **AACR 01.37 ALPE ADRIA CIRCUITS 2019**

<b>PANNONIARING</b>	<a href="http://www.pannonia-ring.com/index.php">www.pannonia-ring.com/index.php</a>
<b>GROBNIK</b>	<a href="http://www.grobnik.hr/index.php?lid=en">www.grobnik.hr/index.php?lid=en</a>
<b>SLOVAKIARING</b>	<a href="http://www.slovakiaring.sk/home-en/">www.slovakiaring.sk/home-en/</a>
<b>OSCHERSLEBEN</b>	<a href="http://www.motorsportarena.com">www.motorsportarena.com</a>
<b>ASSEN</b>	<a href="https://www.ttcircuit.com">https://www.ttcircuit.com</a>
<b>MOST</b>	<a href="https://www.autodrom-most.cz/de/">https://www.autodrom-most.cz/de/</a>