



SLOVAKIA RACING GROUP S.R.O.

MOTOch

MOTORCYCLE CHAMPIONSHIP

**SPORTING REGULATIONS
MOTOch – Motorcycle Championship
2017**

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MOTOCh – SPORTING REGULATIONS FOR 2017

MOTOCh 01.1 General information

All the MOTOCh (Motorcycle Championship) series events will be held under the authority of the Slovak motorcycle federation (SMF) just as the National championship of the Slovak Republic (MM SR).

Sporting and technical regulations as well as supplementary regulations for each event, must be in accordance with SMF National sporting regulations, and FIM and FIM Europa regulations. All modifications done, must be made in accordance with MOTOCh and MM SR and comply with the level of the series, the riders and the participating countries. The above mentioned regulations are the only regulations for the MOTOCh series, confirmed by the promoter Slovakia Racing Group, s. r. o. (SRG). At the annual meeting of the promoter and the Sporting Commission CPM SMF (ŠK CPM SMF) the promoter must confirm the calendar including a calendar for the championships of the countries which have confirm the participation of their national championship in the MOTOCh series.

For the start at MOTOCh series events international racing licences of all the countries, whose federations are registered at FIM and FIM Europe will be accepted. In the case of IMRC Cup at least a national licence with permission to start abroad from the national federation is required. The possibility to adjust start conditions at the IMRC Cup is in the competence of each participating federation.

Points will be given to riders of hosting federations for each race.

In 2017, the national championships of the Slovak Republic and the Czech Republic will be officially part of MOTOCh events.

In addition to this, riders from countries which will not include their official national championship in our series and will have at least three participating riders in a class, will be decorated after each race as well as overall as National winners of MOTOCh. These riders will be promoted and given media covered at the same level as the other successful riders in the MOTOCh series.

Overall classification of the series will be released at the end of the season, the prizes will be given to the riders after the last event of the MOTOCh series season at a separate ceremonial event, about which the organizer will provide further information.

MOTOCh 01.2 Events

- a) All MOTOCh events will be held in accordance with these MOTOCh Sporting Regulations.
- b) MOTOCh introduces the International Championship of the Slovak Republic for the year 2017 as a five-part series, while the series can be evaluated already after completion of the first three events of the series. Dates for the MOTOCh series events are listed in the calendar – article 1.2.1 of MOTOCh Sporting Regulations. Each event includes two races, which is a total of 10 races.
- c) MOTOCh has the right to include other events in the series additionally (substitute ones or additional ones to article b), with the stipulation that such a decision must be published at least 30 days before the event.
- d) SC CPM SMF lists the Slovak Road Race Motorcycle Cup (SP CPM) for the 2017 sports season as part of the IMRC Cup series with international participation and with a separate evaluation for national participation in the following classes:
 - Class 600 ccm + Junior up to 21 years of age (it will be held in the event that at least 5 SMF licences are issued by March 31)
 - over 600 ccm class

For the IMRC Cup sporting regulations will be drawn up that will also be part of MOTOCh sport rules.

e) In this case, the organizer is required to draw up and publish Supplementary Regulations in conformity with these MOTOCh Sporting Regulations.

f) Part of MOTOCh events can be introduction, joint or recruitment races.

g) The event is deemed to be commenced at the scheduled time for technical and administrative checks, and closed after the deadline for lodging a protest after the last race.

h) The management of the race must remain in operation, and officials and race commissioners available to the director of the race and jury until the end of the deadline for lodging a protest.

i) The organizer is responsible for all technical and staff provisions required at an event in order to ensure the smooth running of the race.

MOTOCh 01.2.1 Calendar

The calendar of the events will be published no later than December 31st of the previous year. All the MOTOCh events will be included in the calendar of the FIM Europe as is the International Championship of the Slovak Republic (MM SR). MOTOCh for calendar year **2017**:

Number	Date	Circuit	Organizer
MOTOCh - 01	April 28-30, 2017	Slovakia Ring (SK)	Slovakia racing group s.r.o.
MOTOCh - 02	May 19-21, 2017	Pannonia Ring (HU)	Slovakia racing group s.r.o.
MOTOCh - 03	July 14-16, 2017	Most (CZ)	Slovakia racing group s.r.o.
MOTOCh - 04	August 11-13,2017	Hungaroring (HU)	Slovakia racing group s.r.o.
MOTOCh - 05	October 06-08,2017	Slovakia Ring (SK)	Slovakia racing group s.r.o.

MOTOCh 01.3. Circuits

Events can take place only on circuits with a valid ASN license respectively FIM Europe or FIM licence.

MOTOCh 01.4 Advertising partners

The organizer may reserve the right to place one ad on both sides of the motorcycle of the participating riders for the main sponsor. If a rider or team at the administrative check requests and shows that he has a valid sponsorship deal with a company directly competing with the advertising of the organizer, he has the right to reject the organizer's advertising without penalty.

MOTOCh 01.5 Supplementary Regulations

Details of all events will be listed in the Supplementary Regulations (SR). SR will be published no later than 30 days before each event on the official website of the MOTOCh series. SR must be communicated to the riders in writing. Posting it on the official website fulfils this obligation. The organizer will inform the riders in time about any changes in SR.

Supplementary regulations must include:

- Information about the organizer/promoter, venue and date of the event
- Information about the circuit, starting grid
- Secretariat of the race
- The time of opening and closing of the paddock
- Jurisdiction – according to what regulations the race will be organized (these regulations)
- Delegated officials - function and name or license number
- Listed classes (Section 01.9)



- The maximum number of riders in practice and in the race (according to the track license)
- Race distance of each class in kilometres, laps and minutes
- Applications, starting fee
- The time for technical and administrative checks
- Protests, insurance
- Official board, refuelling - fuel
- time schedule
- Further information on the organization and specialities of the track, or determining the place for the start test and other matters arising from these MOTOCh Sporting Regulations
- Signature and approval clause

MOTOCh 01.6 JURY

The Jury Commission (sport commissioners) shall consist of a President and two other members who will be delegated by SMF and the organizer or, in the case of an international race, from the participating federations. All these persons must be holders of a valid license of Sport Commissioner for CPM discipline (Road Racing), and at least the President, must be a holder of the FIM licence.

The Jury receives officials' messages and reports concerning technical inspections, practices and the race. They submit proposals to the organizer for the purpose of the smooth and effective running of the event. They approve the results of practices and races. They are obliged to follow the regulations.

The Jury must meet at least three times and at least an hour before the first training, after qualifying and after the end of the event. During their first meeting all official documents, including track licence shall be submitted. The minutes of each meeting shall be drawn up in writing. These minutes as well as the official race results (minutes signed by all the members of the Jury and the results by the President of the Jury and by the Race Director) must be sent to the CPM SMF Commission and the promoter of the event within three days after the event.

MOTOCh 01.6.1 Officials

The following persons are entitled to attend meetings of the International Jury without voting rights:

Race director of MOTOCh - responsible for ensuring proper regulations compliance and the smooth and efficient running of practices and races. He is also responsible for all communication between management of the race and the jury.

Deputy Chief of the race for circuit (Clerk of the Course) – he must constantly collaborate with the Race Director, while the Race Director has greater rights to decide on the following matters: managing the trainings and races according to the time schedule and, if necessary, proposing suggestions for the jury in order to modify the time schedule, suspending the races or trainings (red flag), the organization of the start procedure, and the use of first aid vehicles on the race track.

Chief Technical Commissioner - responsible for checking compliance with technical regulations, supervising technical checks and verification of protests related to technical regulations.

Chief Doctor/Medical Officer - responsible for the proper staffing of health services, their location, equipment and their deployment during the event.

Safety Officer - responsible for overseeing all aspects relating to safety.

Timekeeper - responsible for drawing up timely and proper results of practices and races as well as the starting grid.

Environmental Commissioner - responsible for supervising compliance with all regulations relating to environmental protection.

Race secretary - responsible for administrative control, the proper flow of documents and signatures of

competent persons and for informing riders in a timely and proper manner.

Press delegate - responsible for the accreditation of journalists and their compliance with the rules valid within the vicinity of the track.

- if these were delegated for the event in the Supplement Regulations

All the participating federations may be represented **by a FMN delegate without voting rights**.

In the case of an appeal against the Clerk of the course's decision, which was properly submitted in writing within 30 minutes after the announcement of this decision, the Jury Commission will meet at any time required during the event and must resolve decisions on all appeals within the last session of the Jury. An appeal against the decision of the Jury is possible, but must be addressed to the SMF Disciplinary Commission. Submission to the Disciplinary Commission has no immediate effect on the decision of the Jury.

The Race director, Deputy Chief of the race (Clerk of the Course) and the Jury must work during the entire event and must render all decisions as quickly as possible and publish them in writing on the official notice board.

Duties of the Head of the Jury:

The Head of the jury will convene a meeting of the Jury before the first official training and during this meeting the Jury shall approve the following matters:

- The report by the secretary of the event providing that all interested riders and participants as well as all officials responsible for running the event are the holders of the relevant licenses.
- The report by the Race Director stating all the steps that must be taken for the proper running of the event.
- A report by the inspection personnel and technical safety of the race track.
- Review and approval of any modifications or additional requirements for further security measures other than those referred to in the inspection report of the race track.

At the end of each day, the Head of the jury will convene a meeting of the Jury to hear news from the Race Director, the Race Secretary and reports by any other relevant officials.

FMN Delegate:

Each participating Federation has the right to be represented by their delegate, who may participate as an observer at the meetings, may request documents, including minutes of the Jury meetings throughout the whole event and has the right to be at all important places during the event. The delegate has the right to present their comments and proposals for the riders of the federation he is representing.

MOTOCh 01.07 Protests and appeals

The fee for submitting a protest is 150, - €. A rider (or a team) must submit the protest to the Race Director in writing within 30 minutes after the publication of results on the official notice board respectively within 30 minutes of notification of the Race Director's decision.

The fee for appeal against the decision of the Race Director is 300, - €. The fee for an appeal against the decision of the Jury is 650, - €.

Deposit in the case of a motorcycle inspection following a protest:

350, - € for 2-stroke engines (including material)

600, - € for 4-stroke engines (including material)

These amounts are paid to the team who has submitted the motorcycle in accordance with the technical rules or returned to the party who has submitted the protest.

All the requests for fuel control as a result of the protest must be accompanied by a deposit of 600, - € to the organizer of the event.

- to the party that won, the deposit will be returned
- to the losing party, they will pay the price of all the inspections carried out, after the deduction of the deposit which has already been paid
- both parties must sign a declaration of payment of all such costs to the organizer



MOTOCh 01.8 Accepted riders

Riders may take part in the race with a valid FMN license or any other international CPM license justified by adequate insurance and starting permission, which can be permanent or one-time. The organizer will issue a list of accepted riders with their starting numbers and classes after the application deadline specified in the Supplementary Regulations of each event.

MOTOCh 01.9 Classes, age limits and race distances

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

No.	Classes	Min. 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	60
3	STOCKSPORT 300	12 years	STK 300	STOCKSPORT 300	30	60
4	SUPERSTOCK 600	14 years	SST 600	SUPERSTOCK 600	40	80
5	SUPERSPORT / Moto2	15 years	SSP / Moto2	SUPERSPORT / Moto2	40	80
6	SUPERSTOCK 1000	16 years	SST 1000	SUPERSTOCK 1000	40	80
7	SUPERBIKE	17 years	SBK	SUPERBIKE	50	80

- Trainings and class 125GP/Moto3/, Superstock 300 and 125SP, class SST600 and SSP, SST1000 and SBK races may be held together (classes with the same engine capacity). The merging of classes can only be possible after approval by the Jury upon a proposal by the Race Director.
- Each rider can start with the same motorcycle during an event only in one class.
- For including a class in MOTOCh for ranking, the participation of at least five riders in the class is required during the season.

MOTOCh 01.10 Applications

Applications must be received by the organizer in writing or by e-mail at least 15 days before the event (first deadline for applications). The organizer has its own system of applications shown also in the Supplementary Regulations for each event.

The Entry fee paid before the first deadline or at the latest during the administrative control (see registration form) is as follows:

Class	Pre-sale (before deadline)	On the spot or after deadline
125 SP / 125GP+Moto 3 / Stocksport 300	200,00€	230,00€
Superstock 600 / 1000, Supersport + Moto2, Superbike	320,00€	360,00€
Riders up to 14 years	50 € discount on starting fee	50 € discount on starting fee
For the second class		100 € discount on starting fee - to be paid on the spot

All of these fees include two free practices (one already on Friday), qualifying trainings and two races, everything is stated in the time schedule, which is part of the SR.

In case the of an unexcused absence (vis majeure) of a registered rider before the event, he will automatically be fined in the amount of 200, - €. He shall pay this amount to the organizer. **The fine must be paid by the time of the administrative check for the next event! If it's the last event he will be asked to pay.**

MOTOCh 01.11 Starting numbers

The size and colour scheme of the numbers are listed in the MOTOCh technical regulations. Starting numbers will be assigned to all registered riders at the beginning of the first event by the organizer. The first 10 riders of the 2017 season have the right to have their own or choose their own starting number for the 2018 season.

A rider has the right to choose any, maximum, three-digit number (preferably two-digit one), if still available. At the same time the rider is obliged to remove the old, respectively invalid number from the motorcycle.

MOTOCh 01.12 Time schedule

The time schedule of events:

All events contain at least two free practices. During the event there will be at least one qualifying practice, warm-up training (warm-up) and two races. If there is a qualification during the day of the race, warm-up is not required.

A mandatory interview will take place for all riders, at the latest, before the qualifying practice; the exact time will be specified in the Supplementary Regulations or the time schedules for the events. Extra attention will be given to the riders who are taking part in the championship for the first time in the season. Unexcused absence at this interview will be fined in the amount of 70, - €, which must be paid no later than one hour before the start of the first training or there will be disqualification. An exception may be given by the Head of the Jury.

The final time schedule will be published no later than ... ? in the Supplementary Regulations of the event. Any change in this time schedule during the event must be approved by the Jury at the initiative of the Race Director and all the changes must be announced to all riders/teams in writing (by posting on the official notice board) immediately.

The event will take place in principle according to the following standard schedule:

Day 1

Registration, Administrative issues 7:00 a.m. to 07:00 p.m.

Technical inspection 8:00 a.m. to 7:00 p.m.

At least two free trainings for at least 20 minutes (fees for the trainings are included in the entry fee).

Day 2

One qualifying practice for at least 25 minutes.

First race: The starting grid will be based on best times of the riders recorded in the qualifying practice.

Day 3

Warm up practice in the morning.

Second race: The starting grid will be based on the best times of the qualifying practice and the first race.

In the event that a qualification time has not been achieved, a rider may request, in writing, that the time from some of the trainings be counted.

MOTOCh 01.13 Administrative and technical check, health and anti-doping control

Each rider must go through the technical and administrative check.

At any time during the event the Chief Technical Commissioner may ask any rider for an additional



technical check, especially if he was involved in an incident.

At any time during the event the Chief Medical Officer may ask any rider for a medical and anti-doping exam.

The organizer is obliged to mark the place and time of the administrative and technical checks in the Supplementary Regulations for the event.

MOTOCh 01.13.1 Administrative check

At the administrative check each rider is obliged to provide a valid rider's license for inspection. Furthermore, he must also provide a printed application form and starting permission if he is a foreign rider. If the rider has already paid the entry fee he shall submit proof of this.

At the administrative check the rider will receive a confirmed so-called administrative card which he will take with him to technical check, where it will be also confirmed. With confirmation from both the administrative and technical checks the rider will then receive a transponder from the timekeepers, where he will submit this confirmation.

MOTOCh 01.13.2 Technical check

A rider goes to the technical check in person and submits the properly completed administrative card validated at the administrative check, a protective helmet, his overalls and a clean motorcycle satisfactorily complying with technical regulations, which is then furnished with a background for the starting number and assigned a start number in colours corresponding to the class in which he starts.

Teams or riders may submit a maximum of two motorcycles per rider at the technical inspection, in this case the technical commissioners will mark each motorbike individually. Within one race, the rider can use only one of these motorcycles (once he passes the exit of the pit lane changing the motorcycle is no longer possible). Teams and riders who have not undergone the technical check will not be allowed to participate in the event. The technical inspection procedures are specified in the Technical regulations.

MOTOCh 01.13.3 Health check

The procedure for the Health check is specified in the FIM Medical Code.

MOTOCh 01.13.4 Anti-doping Control

Each rider must come to the Medical Centre of the circuit with valid identification within 30 minutes after receiving the invitation to the anti-doping check. The rider may be accompanied by one person.

MOTOCh 01.14 Trainings

Riders start trainings (including warm-up laps) at the moment the green light at the exit of the pit lane lights up.

The beginning of the training is shown by a lit green light that will shine for about 2 minutes and then it will change to a blue flashing light.

After the expiration of the defined time, a checkered flag will signal the end of training and the exit from the pit lane (red light) will be closed. The time of riders who have not been waved off by the flag yet will continue to be recorded until they pass the finish line. After being passing the checkered flag a rider will complete one additional (cooling down) round, at the end of which he will go into the pits. It is forbidden to pass the waving checkered flag more than once.

If a training is suspended due to an accident or for any other reason, it will be indicated by a red flag at all track marshal posts. All riders must slow down immediately and at the first possibility return slowly to the pits. After practice has restarted, the counting of the training time (remaining time after the suspension of the practice) will continue, unless the Race Director decides otherwise.

In case the motorcycle does not start, riders and mechanics may only start their motorcycles in the pit lane and by pushing it in the direction of the riding or by using a starting device.

If the timekeeping uses transponders it is the responsibility of the rider to fix the functioning transponder properly on his motorcycle. If it is not properly installed or is not a functioning transponder, his time will not be recorded in the results of the race/training. If the number of qualified riders does not exceed the number authorized by homologation of the racetrack, the Race Director may decide if this rider can start from the end of the starting field.

A rider may only practice on a motorcycle that has passed technical inspection under his own name. All laps of the riders will be measured.

MOTOCh 01.14.1 Private and supplementary trainings

Supplementary trainings, organized on the track on which the event will be held during the following weekend, must be open to all the riders signed up for that specific event. They must be organized before the first free practice. All information concerning these supplementary practices must be noted in the supplementary regulations for the event.

MOTOCh 01.14.2 Qualifying Practice

In order to qualify for the race a rider must achieve a time at least up to **112%** of the time, achieved by the fastest rider in his class (**this does not apply to the 125SP and IMRC classes, where the limit is 117%**).

At least two free trainings will be scheduled for Friday, if the qualifying training on Saturday does not take place for reasons beyond the control (vis majeure) of the organizers, the times of the measured free trainings will be taken into account. Riders who have not attained the qualifying criteria during the qualifying practice can be allowed to start, if they have achieved a qualifying time in some of the free trainings. Also riders who have not achieved the qualifying limit mentioned above, may apply in writing to the Race Director for starting permission. If he grants this request, these riders will be placed at the end of the starting grid.

If there are more riders in one class than allowed by the track license, this class will be divided into several practice groups, these groups must consist of an equal number of riders (+/- 1). For the first training the Jury will decide on the formation of groups.

If the trainings of these groups have been run under the same conditions, the starting grid for the race will be made on the basis of the best lap times in the qualifying trainings of all qualified riders in the given class in accordance with the Supplementary Regulations. If the Jury decides that trainings of these groups were conducted under different weather conditions, the following method will be used: if the trainings took place under different conditions, an equal number of qualified riders from each category (rounded to the nearest number) based on best times, will be considered.

Positions on the starting grid will be divided among these groups, starting with the best time of the fastest group winner, followed by the best time of the second fastest group winner etc. In the event there are identical best times, the second best times will be considered etc.

After the start of the qualifying practice the track surface must not be washed or brushed except upon instruction by the Head of the Jury or the Race Director based on change in conditions (rain, dirt ...) on the race track to avoid changes in grip of the surface.

MOTOCh 01.14.3 Positions on the starting grid

Race 1: The starting grid will be determined by the riders' fastest time **in qualifying practice**

Race 2: The starting grid will be determined **by the fastest times in the qualifying practice or the first race.**

This means that the starting grid for the second race the faster time of the above mentioned times will



be counted.

MOTOCh 01.14.4 Extra training in case the weather changes

Training or Warm-up will be stated by the Race Director as "wet" if more than 50% of riders use tires other than with the gliding surface (slicks) or if the track is wet for 50% of the duration of the training. In both cases, there will be a board showing "wet" (wet training) at the exit from the pit lane and at the finish line. In this case, the following procedure will not be used and the possibility to change tires will be at the rider's expense.

However, if all the trainings and warm-up trainings (Warm Ups) have taken place in dry conditions (where the WET board was not shown in any of them shown) and if there is a situation where just before, during the start or while riding (if 2/3 or more of the length of the race has not yet been ridden) it starts to rain, the following procedure may be used:

- After all the competing riders have returned to the pit lane, a 5-minute delay will be indicated with a countdown on the board from 5 to 1 minute before the normal start procedure;
- A maximum of 3 sighting laps can be ridden. This will be indicated by the sign board "3 sighting laps" at the exit of the pit lane. Once the first rider has ridden 2 laps, he and all the other riders will be waved at by the checkered flag; If the exit of the pit lane has not been closed yet, it will be closed at the same time with the checkered flag.
- In this case, the riders will not go after the checkered flag to the pit lane, but stop at the starting grid (as directed by the race marshals) and the race will continue according to the normal starting procedure, that is by taking a position at the starting field and begin the start procedure.

NOTE: In the event that all the trainings are ridden in wet conditions, the above mentioned procedure may also be used in case of dry conditions during the races.

MOTOCh 01.14.5 Warm Up training (Warm Up)

If a qualifying training is held on the day of the race, warm-up training (Warm Up) will not be held. If there is no other ride for the given class on the day of the race, a warm-up training will be held. Of course, participation by a rider at a warm-up training is not mandatory.

MOTOCh 01.14.6 Starting grid

The place for POLE POSITION (rider qualified with the fastest time) will be determined according to the track license. Other riders will take their place according to the starting grid drawn up by the times achieved per lap in the qualifying training from the fastest to the slowest and according to the criteria above (Art. 01.14.3).

For all classes the starting grid will be arranged in configuration 3-3-3 or 4-4-4, while each place in the row will be moved incrementally. The distance between rows must be 9 m.

The final version of the riders position on the starting grid (starting list) for each race must be published no later than one hour before the start of the given race on the official notice board.

MOTOCh 15.1 Races

The length of races must be set according to the parameters in Article 1.9 The length of the race may only be modified by the Jury based on a proposal from the Race Director. Laps remaining to the end of the race must be displayed on a visible countdown board.

MOTOCh 1.16 Starting procedure

- **15 minutes** before the start of the race - at the exit of the pit lane the green light will light up which is a sign of the approach/ sighting lap. Countdown boards at the exit of the pit lane show 5, 4, 3, 2 and 1 minute. Riders may complete more than one guidance lap by passing through the pit lane where they may have additional adjustments on their motorbike or refuel.

- **10 minutes** before the start of the race a red light will light up at the exit of the pit lane, which will be emphasized by a track marshal with a red flag and the exit will close.

- riders who do not participate in the approach lap and do not go on the starting grid, can come out to a warm up lap based on the instructions of the track marshal at the exit of the pit lane. Riders who, during the approach lap encounter a technical problem may return to the pit lane and adjust their motorcycle.

- Officials will set up panels showing the rows of the grid at the edge of the starting grid and will set up boards with the starting number of the riders at the start positions to help the riders to find their start position.

- After riders take a position on the starting grid (from the end of the starting field at minimum speed, accompanied by a member of their team) they must turn off the motorcycle, take the protective helmet off, this point does not apply to re-start

- Accompanying persons on the starting grid must have a "Pass" (a pass for the starting grid).

One rider may be accompanied on the grid by a max. of 5 persons including the person holding the umbrella.

- The Race Director at this point (before showing the 5-min. board) will declare the race as "wet" or "dry" and this is indicated to the riders on the starting grid and also to those who may still be in the pit lane by displaying on the information board the words "wet" or "WET RACE". And if there is no board displayed, the race is automatically declared to be "dry".

- Riders on the starting grid can at this point make an adjustment to their motorcycles or exchange tires. On the starting grid mobile carts, two fans or blowers for cooling and tire warmers are allowed. Batteries or other power sources are not allowed. Only one portable generator with the capacity of max. 2 kilowatts per rider is allowed. The noise limit of such a generator is 65 db/A. A portable start device is allowed. Refuelling or changing the fuel tank is forbidden on the grid.

5 minutes before the start of the warm-up lap, on the starting grid the countdown board will display 5 minutes. The organizer may place an advertising vehicle in front of the starting grid for advertising purposes. This vehicle is only for advertising purposes and if it is used, it must leave the starting grid after the 5-min board has been displayed, at which time it may complete one round at the end of which it will go into the pit lane.

3 minutes before the start of the warm-up lap, on the starting grid the countdown board will display 3 minutes. Within a maximum of 15 seconds tire warmers must be removed from the motorcycles and any adjustments to the motorcycles must be completed (the same procedure in the pits). Riders who need to have additional adjustments made to their motorcycle, shall move it to the pit lane immediately and leave the starting grid no later than 1 min. is shown on the board. They may continue with the modifications in the pit lane. These riders will start the warm up lap or race from the pit lane exit. Violation of this provision will be immediately penalized with a pass-through penalty (Ride Through). Generators, trucks and air blowers must be disconnected and removed from the starting grid as quickly as possible. At this point, all persons except one mechanic per rider, the person holding the umbrella for the rider, the television crew of the hosting broadcaster and essential officials, must leave the starting grid. Riders must put their helmets on. At this time no person (except essential officials) has access to the grid.

1 minute before the start of the warm-up lap, on the starting grid the countdown board will display 1 minute. At this point one mechanic may remain per rider, who will, as soon as possible help to start the motorcycle and promptly leave the starting grid.

30 seconds before the start of the warm-up lap, on the starting grid the countdown board will display 30 seconds. All riders must be on the starting grid in their position with the engine running. No further assistance from mechanics is allowed. Any rider who is unable to start his motorcycle, must push it into



the pit lane, under the supervision of the track marshals, where he can make further attempts to start his motorcycle.

After the expiration of the aforementioned 30 seconds, which means about 2 minutes before the start of the race, a starter will wave a green flag or national flag and start the warm up lap. For safety, if the rider's engine turns off, he may be assisted by the track marshals with a re-start. If, after a reasonable time, the rider is unable to start, he will be pushed by the track marshals to the pit lane, where his mechanics can help him.

Riders will ride one lap at an unrestricted speed, followed by the safety vehicle. This vehicle will overtake slower riders. Once all the riders pass the pit lane exit on the track, the green light will light up at the exit and the riders from the pit lane may join the warm up lap. After fifteen seconds, the light will turn red and the exit of the pit lane will be closed.

While riders return to the starting grid, they must stop at their positions with the front wheel at the line defining the starting position with their engines running. An official shall be standing in front of the starting grid holding up a red flag. The rider who finishes the warm up lap after the safety vehicle has pulled behind the starting grid, may not take his position on the starting grid and must start from the last position as directed by the track marshals. If there are two or more of such riders, their positioning on the starting grid will be behind the last qualified rider in the order they arrived. Any rider who does not enter the pit lane before the safety car stops behind the starting grid will be guided by track marshals to the pit lane, from where they may then join the race.

The Commissioner, who is responsible for placement on the starting grid, must act as quickly as possible.

Any rider who encounters a problem with his motorcycle during a warm-up lap must return to the pit lane and have necessary repairs done. Any rider who turns his engine off on the starting grid or who has other difficulties, must remain on the spot and by raised hand signal this clearly. It is not permitted to attempt to delay the start of any other reason. When a row on the starting grid is complete, an official will remove the board with the number of the row as a sign that his row is complete. He cannot remove the board if a rider in that row is indicating that his motorcycle is turning off or that he has some other problem. When all the boards are removed and the safety vehicle has finished the lap, an official at the end of the starting field will wave a green flag. The starter will give a sign to the official with the red flag in front the starting grid to leave the track.

Red lights will light up for 2-5 seconds. When the lights go off, this is a signal for the start of the race. The safety vehicle will follow the riders during the whole first lap. This vehicle will overtake riders who have remained standing on the starting grid or have slowed down while riding. These riders are then allowed to overtake the safety vehicle. Any rider who prepares for the start, must continue riding according to the Article 19.1.

Jump start (early start) - it is defined as any movement of the motorcycle moving forward when the red light is on. The Race Director will decide if a penalty will be imposed and if so, the penalty must be imposed before the end of the fourth lap of the race (shown on the ride through board).

If a rider's engine goes off after switching the red starting lights off, the track marshal may assist the rider by pushing his motorcycle along the track until his engine starts. If, after some time the engine doesn't start, the rider will be pushed into the pit lane where his mechanics may provide him assistance. At the point when the riders pass the exit of the pit lane, the green light will light up at the exit and the riders from the pit lane may join the race.

MOTOch 01.16.1 Delayed start

If there is any reason that the safety of the start is being threatened, the starter turns yellow flashing lights on the starting lights and the "Start Delayed" (delayed start) board will be shown. The official with the red flag will stay or return to the beginning of the starting grid and track marshals in

each row near the pit wall (signalling wall) will wave a yellow flag. A 1-min. board will be shown and start-up procedure will start from 1 minute, no one except essential officials have access to the starting grid. The rider who caused the start delay will be pushed into the pit lane where he can start the race from. If the problem is larger, the Race Director may decide to repeat the entire start-up procedure. In this case, the countdown will start from 5 minutes on the board and a complete new start up procedure (as described above) will start. The riders will complete an additional warm up lap, which means that the race will be shortened by one lap. Any rider who is responsible for a delayed start due to his behaviour will be penalized by one of the following penalties: a warning - passage through the pit lane - disqualification - withdrawal of Championship points.

MOTOCh 01:17 Crossing the pit lane penalty

During the race a rider may be penalized with a "ride through" penalty - crossing the pit lane without the possibility of stopping at his mechanics. He may then join the race again. The rider must respect the speed limit (**Art. 1.19.14**) in the pit lane. In the event of a violation of the speed limit the rider will be penalized with this penalty repeatedly. In the event that the rider breaks this rule again, he will be shown the black flag. This rule can be applied in the case of causing a repeated start, too. In the event that the race is suspended, the rider was not able take his penalty, or the penalty has yet to be imposed and there is a second part, the rider will be penalized with a ride through penalty after the start of the second part of the race. If the rider violates the rule of an early start (jump start) in the first part of the race and subsequently does so in the second part, too, the rider will be shown the black flag.

The penalty will be announced to the rider by showing a yellow board (100 cm horizontally x 80 cm vertically), which may contain up to four numbers showing punishment for four different riders with each rider's number (black colour) at the starting line and also on the timekeeping monitors. Before the first showing of the board to the rider on the track, it will be shown in the pit lane as information for the team. If the rider fails to take the punishment during the lap after the third time the board has been shown, the rider will be shown the black flag. If it is not possible to take this penalty before the end of the race due to organizational reasons, the relevant rider will get a 20 second penalty. The Race Director may declare a so-called "SET TIME" (this is the time set for a ride through the pit lane from the entrance to the exit and monitored by an official timekeeper). If the penalty of a ride through is not possible, the rider will be penalized by adding "SET TIME" to his overall time in this race.

MOTOCh 1:18. "WET" and "DRY" race

Each race will be categorized as wet or dry. At the start, a board will be shown, which will indicate what type of race it is. When there is no board shown, it is automatically a dry race. The aim of this determination is to warn drivers of changing weather conditions during the race.

MOTOCh 01.18.1 dry race

A race, which is classified as dry will be suspended by the Race Director, if he considers that climatic conditions are affecting the surface of the track to such an extent that it is not safe to continue the race on dry tires. By doing so, he will allow the riders to change their tires. In all cases when the race has been suspended for reasons due to weather the restart will automatically mean a "wet" race.

MOTOCh 01.18.2 wet race

A race, which is classified as wet usually begins with changing or wet weather conditions or even while its raining, will not be suspended because of changes in conditions, and the riders who wish to change tires or have adjustments made must do so during the duration of the race itself in the pit lane.

MOTOCh 01.19 Behaviour during practice and races

1. Riders must follow the instructions as indicated by the flags, lights, and boards near the track.
2. Riders must ride responsibly so as not to endanger other competitors or participants either on the track or in the pit lane. Riders must comply with sporting regulations at all times and under all circumstances. Any breach of these regulations will be punished as follows: cancellation of lap time - fine - passage through the pit lane - disqualification - withdrawal of Championship points - expulsion.
3. Riders should only use the track (bordered by white lines) and the pit lane. However, if the rider accidentally leaves the track, he may safely re-enter the track at a spot that does not give him an advantage or at a spot designated by a track marshal. The track marshal may assist the rider only to lift the motorcycle and hold it during repairs or modifications, which are being made to the motorcycle alongside the track. Any repairs or modifications made alongside the track may be carried out by the riders and no one else. The track marshal may then assist the rider in starting the motorcycle. In the event that the rider uses a space away from the track, which eventually gives him an advantage, then the race director may decide on an appropriate penalty to be applied. If the penalty constitutes a loss of position then a yellow sign with his starting number together with the plus score for the number of positions that he shall lose will be shown at the start/finish line within a maximum of 3 laps. If the rider does not move back by the end of the lap, after it was shown on the board 3 times, he will be punished with a pass through the pit lane. If the race was suspended or terminated before the rider could carry out the drop of position punishment the rider will be penalized five seconds for every position not dropped.
4. If a rider encounters a problem with his motorcycle, which forces him to prematurely terminate the race, he should stop his motorcycle alongside the track at the nearest safe place off the track or at a place designated by a track marshal and should not attempt to enter the pit lane at a reduced speed. If his actions result in an unsafe situation the race director may penalize him as follows: a warning, a fine, disqualification.
5. Riders who return, at a reduced speed, to the pit lane must ride as far away as possible from the ideal track. They must also signal by raising their hands.
6. Riders may enter the pit lane during practice and the race to be able to make modifications to their motorcycle or change tires. During the race, these particular modifications must be strictly done in the pit lane on the working pad in front of the boxes. Refuelling is strictly prohibited after the leading rider has crossed the finish line after the first lap of the race. At intervals, when the race has been discontinued, work on the motorcycle and refuelling shall be allowed.
7. A mechanic may assist riders who stop their motorcycles in the pit lane to either start the motorcycle or to use a starting device.
8. Riders are not allowed to transport another person on their motorcycle and can not be transported by another rider on his motorcycle. (Exception: after the checkered flag or during suspension with a red flag).
9. A rider leaving the pit lane and entering the track may not go beyond the white guiding line painted on the track separating the riders entering the track from the riders on the track.
10. Riders are strictly forbidden to drive or push their motorcycle in the opposite direction on the track or in the pit lane, as long as they are not doing so due to an express order and with the assistance of officials, marshals.



11. Any communication whatsoever is forbidden among moving motorcycles, riders, and teams as well as any other signals of assistance, other than signals of time measurement, lap timer, GPS, displaying and reading messages on the signal board and physical movements of the team members and riders. An on-board TV may be permitted in exceptional circumstances and must be approved by the director of the race.
12. Voluntary stopping during practice or a race on the track is prohibited.
13. A test start is allowed only when it is safe and only when exiting the pit lane just before entering the track or in a two-lap ride after the waving of the checkered flag in a safe place away from the ideal track. The race director may determine a specific spot or spots for test starts.
14. The speed limit in the pit lane has been set at 60km/h during the entire event and at all times. Riders must comply with the speed limit from the sign marked 60km/h until the next sign where it has been crossed out. Every rider who breaks this rule during training shall receive a fine of 50,- € which must be paid no later than an hour before the race.
Every rider who exceeds the speed limit in the pit lane during the race (beginning with the initial sighting lap) shall be penalized with a ride through the pit lane.
15. In general, with regards to the boxes, pit lane, and paddock, the time between 22:00 and 6:00 shall be observed as quiet time, where local conditions allow.
16. Cameras on helmets or on motorcycles are not permitted except if requested by the organizer and only after all equipment has been checked and mounted by a technician.

MOTOCh 01.20 Assistance in the pit lane

A rider may receive assistance from his mechanic or refuel only on the working strip in the pit lane. A maximum of three mechanics, who may help with repairs, modifications and refuelling, are allowed to enter this working strip. During fuelling, the motorcycle's engine must be turned off. Violation of these rules will be penalized as follows: fine – passage through the pit lane - disqualification - withdrawal of Championship points – expulsion.

MOTOCh 01.21 Changing motorcycles

A rider may submit a maximum of two motorcycles with the same starting number for technical inspection. He may use these two motorcycles at any time, except in races, where, after he has left the pit lane for the first time, he will then no longer be allowed to change motorcycles. The technical commissioner shall re-inspect any motorcycle that has been involved in an accident, and, if necessary, issue a new technical inspection sticker on the newly repaired motorcycle. If the motorcycle has been completely destroyed, then the head technical commissioner may allow the rider (or his team) to submit another motorcycle for technical inspection.

MOTOCh 01.22 Suspension of races and restart

MOTOCh 01.22.1 Suspension of races

If the race director decides to suspend the race, he will do so by signalling with a red flag at all track marshal posts, turning the starting lights red and closing the exit of the pit lane. Riders must immediately slow down and return to the pit lane. Within 5 minutes, after the red flag has been raised, riders who have not yet entered the pit lane or are not, at least, pushing or riding their motorcycle there, will not be classified.

The results will be compiled as follows:

Less than 3 laps: If the results show that the leading rider and all other riders riding on the same lap as the leading rider, have completed less than three laps of the race, then the race will be void and a new race will be run over a maximum of 2/3 the number of laps of the actual race. The starting line-up will be the same as for the original race. If it is not possible to repeat the race start then it will be declared cancelled and no points are awarded.



More than 3 laps but less than 2/3: If the leader of the race has ridden three laps or more as well as of all other riders on the same lap as the leading rider, but they have completed less than 2/3 of the actual race distance, rounded to the nearest whole number of laps in the race, the race will be restarted in accordance with Article 01.22.2. The starting line-up will be created based on the results of the last lap (of those who've crossed the finish line) before the suspension. If some riders have completed fewer laps than the leading rider at the point of suspension, the starting line-up shall be made up of these riders according to their rank at the end of the previous lap. If the race can not be restarted, then the results will be counted, but only half of the points shall be allocated.

More than 2/3: If the calculated results show that the leading riders and other riders on the same lap as the leading rider, have completed 2/3 of the actual race or more, rounded up to the nearest whole number of laps, then the race will be considered complete and full points will be awarded. A ranking list will be prepared based on the results of the last lap (those who've crossed the finish line) before suspension of the race. If some riders have completed fewer laps than the leading rider at the point of the race suspension, then the ranking list shall be made up of these riders according to their rank at the end of the previous lap.

If the second part of the race is suspended by a red flag, then the third part shall not take place and the riders will be awarded full points. A ranking list will be prepared in accordance with the preceding paragraph and, if this is not possible (not even one lap was completed by all riders), the results will be the same as the results from the first part. Riders who do not start the second part can not be classified.

If the race is suspended while the checkered flag is being waved, all the riders who passed the waving flag before the suspension, will be ranked on the score sheet in the order they passed the finish line (under the checkered flag). The results will be supplemented with riders who at the time of the suspension had not yet passed the finish line (or passed the waving checkered flag) in the order they passed the finish line before the suspension. (That is, in the penultimate lap).

Deciding how many laps or how much of the race the riders have completed shall be determined by how many laps the leading rider and everyone else riding in the same lap have completed (riders who are a lap behind back shall not be included).

Note: a rider on the same lap, in the meaning of this paragraph, constitutes a rider who is not a lap behind.

01.22.2 Restarting a suspended race

A so-called Quick Restart is used:

When the race is suspended, riders must return to the pit lane, unless otherwise instructed by the officials. If they are competing in the second part of the race, then the following procedure applies:

1. After arriving in the pit lane, riders may make modifications to their motorcycles, refuelling is allowed in the pit lane on the working pad in front of the pits, even for teams without boxes. (Before restarting the race teams must clear away all the tools from the work lane / from the work lane to the pit or to the designated area between the work lane and the pit designated by a line [pit line, a red line at the entrance to the pit resp. the wall of the pit]).

2. When all the riders have entered the pit lane, they shall be notified by the race director, as soon as possible, regarding the remaining time before re-opening of the pit lane.

- a) The time between the suspension and the opening of the exit of the pit lane (pit exit) should not be less than 10 minutes.

- b) The time remaining until the opening of the exit of the pit lane will be counted down on a visible board / boards or on monitors' time clock.

The results of the first race must be available to teams before the start of the second part of the race.

1. When the set time has elapsed, the exit of the pit lane will be open only for 60 seconds. After the starting line-up, the riders will make one lap, at an unrestricted speed followed by the safety car,

which will pass any rider who is slowing the progression of the warm-up lap. Any rider who does not pass the entrance to the pit lane before the safety car stops at the starting grid, will be led by track marshals to the pit lane.

2. After the exit of the pit lane has been closed, tire warmers must be removed from the motorcycles, which have remained in the pit lane.

3. Only one mechanic per rider can go on the starting grid (without tools) mainly to help navigate the rider to his starting position. In the event that a rider has a new location in the starting line-up, the mechanic must find out the rider's new position from the classification displayed on the screen or from the officials who will be standing at the entrance of the starting grid with new information on the riders' location on the grid.

4. All riders must come back to the starting grid and stop with the engine running, and no further modifications are allowed. Any rider who has a problem during the warm-up lap shall stop his motorcycle in a safe place away from the track or return to the pit lane.

5. As soon as the safety car stops at the end of the starting grid, a 30-second board will be displayed. At this point, the mechanics must immediately leave the starting grid. The director of the race may choose to shorten these 30 seconds once the starting grid is clear and safe.

6. After 30 seconds, the green flag will be shown to start the warm up lap.

7. The riders make a warm up lap at an unrestricted speed, followed by a security vehicle. When the last rider on the track passes the exit of the pit lane, it will open for 15 seconds in order for the waiting riders to join the warm up lap. Any rider who slows the progression of warm-up lap shall be passed by the safety car.

8. Upon arrival on the starting grid, the usual starting procedures shall be employed using the conventional starter signal.

A rider who passes the entrance to the pit lane before the safety car stops at the starting grid, will be guided to the pit lane by the track marshals. This rider will have to start the race from the pit lane. A rider who arrives just after the safety car has stopped on the starting grid, will start from the end of the starting grid, and if there are more of such riders at the end of the starting field, then they shall line up in the order that they arrived as directed by the track marshals.

9. After starting and after the last rider on the track has passed the exit of the pit lane, it will once again be reopened. Riders from the pit lane may join the race.

The conditions for restarting a race will be as follows:

In the event of a situation where there are less than 3 completed laps:

- a. All riders may restart
- b. Motorcycles may be repaired, wheels / tires can be replaced. Refuelling is only allowed in the pit lane.
- c. The grid positions will be as for the original race.

In the event of a situation where 3 laps or more have been completed but less than 2/3:

- a. Only riders who have been classified in the first part of the race can be restarted. (See also Article 23.1 a and b)
- b. Motorcycles may be repaired, wheels / tires can be replaced. Refuelling is only allowed in the pit lane.
- c. The number of laps of the second race will be determined by the difference of two thirds of the original race and the number of laps completed in the first part of the race by all the riders. No less than four laps.

Example: If the race is supposed to have 15 laps and is suspended during the 8th lap, when all riders in the same lap as the leading rider have completed seven laps, the second part of the race will have 4 laps. Calculation: 2/3 of 15 laps is 10 laps minus 7 laps counted from the first part equals three laps, however, the minimum number of laps for the second part of the race is 4 laps.

- d. Position on the starting grid will be determined by the finishing order of the first part of the race.
- e. The final result of the race will be based on the results of the second part of the race. The provisions of Article 26.1 are valid.



MOTOCh 01.23 End of the race and results of the race

If the leading rider has completed the designated number of laps for the race, he will be shown a checkered flag by an official standing at the finish line. The checkered flag will continue to be displayed to the other competitors. At the moment the race leader is shown the checkered flag, the exit of the pit lane shall be closed and, at the same time, a red light will shine highlighted by a marshal with a red flag, after which no rider may leave the pit lane and enter the track. If a rider(s) on the last lap before the finish line is just about to catch up with the leading rider, an official at the finish line shall raise a blue flag alongside the checkered flag. For the leading rider, this means that the race is finished and he is on the cool down / finishing lap while for the rider, who is quickly catching up, the checkered flag does not apply to him, he has been caught by the leading rider and is now on the last lap of the race. .

In the case of a photo-finish between two or more riders, the decision shall favour the competitor whose leading edge of the front wheel crosses the plane of the finish line first. In case of a tie, the concerned riders will be judged on the fastest lap achieved during the race. If for any reason, the end of the race has been signalled before the completion of the actual number of laps or complete duration of the race by the leading rider, the race will be considered completed at the time the leading rider last passed the finish line before the signalling of the end of the race. If the signalling of the end of the race is delayed for any reason, the race will be considered to be completed at the originally presumed specified time.

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

For the rider to be classified and included in the results, he must:

- a - Complete at least 75% of the race
- b - Cross the finish line on the track (not in the pit lane) within 5 minutes of the race winner, and the rider must be in contact with his motorcycle.

Participation in the awards ceremony on the podium for the first three riders is compulsory. Time, venue and other details will be provided in the regulations.

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

For training and for the race, lap time is the time between crossing the finish line two times, which is painted on the track.

MOTOCh 01.24 Flag and light signals

MOTOCh 01.24.1 information conveyed by flags and lights

The flags must have the following dimensions: 80cm vertical and 100cm horizontal.

All flags must be waving.

- **National flag**

It may be waved at the starting line as a signal to start the warm up lap or to start the race.

- **Green flag**

The track is clear. This flag should be waving at each track marshal position during the first lap of each practice, during the sighting and warm-up lap as well as at the track marshal's position immediately after an incident that necessitates the use of yellow flags. If the starter waves a green flag it signals the start of the warm up lap.

- **Green light**

This light must shine at the exit of the pit lane to signal the beginning of each practice and warm-up and the beginning of the sighting and warm-up lap.

- **Yellow-red striped flag**

On a part of the track which is impacted by sticky oil, water, gravel or other substances. This flag should be waving at, at least, two track marshal stations before such a section of the track.

- **White flag with diagonal red cross**

Drops of rain on this section of the track. This flag should be waving at the track marshal stations in the area where it has started to rain.

- **Whit flag with diagonal red cross + Yellow-red striped flag**

Rain on that section of the track. These flags must be waved together at the track marshal stations in the area where it has started to rain heavily.

- **Blue flag**

A blue flag waving at a track marshal's position indicates to a rider that he is about to be overtaken by a faster rider. The slower rider may not hinder the faster one. During training, the concerned rider, must stay in his lane and gradually slow down to allow the faster rider to pass. During the race, such a rider has been overtaken by a lap, and must allow the following rider(s) to pass at the earliest possible opportunity. If a group of riders is being overtaken and the blue flag is waving, they may be not change their position within this group until the passing rider(s) has passed them (u). Any violation of this rule will be penalized with one of the following penalties:

Warning - fine - disqualification - withdrawal of Championship points

- **White flag**

It indicates that there is an emergency vehicle on the track. This flag should be waving two posts before the section where such a vehicle is moving. A rider is forbidden to overtake another rider in the section where the white flag is waving, unless it is a much slower rider or he will not overtake the emergency vehicle. Passing the emergency vehicle is allowed.

On the section of the track where such a vehicle has stopped, a yellow flag shall be added to the white flag.

- **Black and white checkered flag**

This flag must be waving at the finish line to indicate the finish of the race or practice. It is prohibited for the track marshal to wave this flag directly on the track. Waving takes place directly from the track marshal post, and may be done in tandem with a second checkered flag being waved under the first flag or with the second flag being waved a few dozen meters further up the track. In any case it is the the flag waving at the track marshal's post at the finish line that is valid.

- **Black and white checkered flag and blue flag**

A black and white checkered flag with a blue flag at the finish line will be used if a rider(s) on the last lap of the race, just before the finish line, is just about to catch the leading rider. For the leading rider, this means that the race is finished and he is on the cool down / finishing lap while for the rider, who is quickly catching up, the checkered flag does not apply to him, he has been caught by the leading rider and is now on the last lap of the race. The track marshal is prohibited from waving those flags directly on the track, however, two flags may be waved together as described in the preceding paragraph.

Yellow board – punishment ride through the pit stop (100 cm horizontal x 80cm vertical for 4 riders) with the rider's number (black colour) will be shown at the finish / start line and the information will also be on the timekeeping monitors. (See Article 17.1)

MOTOCh 01.24.2 Information and instructions conveyed by flags and lights

- **Yellow flag**

A yellow flag waving at two track marshal posts signals danger in that section of track or near the track.

Waving two yellow flags indicates that a hazard is either wholly or partly blocking the track. In both cases: drivers must slow down and be prepared to stop. Overtaking is forbidden up to the point where the green flag is being waved.

Waving this flag in each row of the starting field signals a delay in the start of the race.

Any violation of this rule during a practice session will result in the cancellation of lap time during which the infringement occurred. In the event of a violation of this rule during the race, the rider



will be penalized with a drop in position, which will be decided by the race director. On the starting line, the rider will be shown a board as described in paragraph 1.19.3 and if the rider makes no further violations for 3 laps after the first violation, it will result in being penalized with a RIDE THROUGH (trip to the pit stop paragraph 1.17).

In both cases, other penalties may also be imposed such as fines or expulsion.

If a competitor immediately realizes that he has violated a rule, he must raise his hand and allow the rider he has passed to overtake him. In this case, no penalty will be imposed.

During the inspection lap, this flag must be waved in the exact places where the track marshals will be during the practices, the warm ups and races.

Yellow flashing lights along the track (if applicable) have the same meaning.

A flashing yellow light just before the start of the race means a delayed start.

- **Flashing blue light**

A blinking blue light must be turned on at the exit of the pit lane throughout the entire practice and the race, respectively, 2 minutes after the illumination of the green light, it will change to flashing blue. Racers (riders) entering the track may not hinder the rider(s) already on the track.

- **Moving red flag and red lights**

If the race or practice is discontinued, this flag will be waving at all track marshal posts and the red lights on the track will also be switched on. Riders must return slowly to the pits.

- **Motionless red flag and/or red light (in the pits or on the track)**

A red flag and motionless red lights at the exit of the pit lane signal closure of the pit lane. Riders must stop. They must not pass this flag or light. Any violation of this rule will result in one of the following penalties: fine - disqualification - withdrawal of Championship points - expulsion.

A motionless red flag on the starting grid indicates the end of the sighting lap and the end of the warm up lap. Riders must not miss this flag, and must stop at their positions.

A red light before the starting grid will be lit for 2-5 seconds before the start of every race.

The red flag from a closing vehicle may also be used to close the track. In this case, a green flag will be flown at the track marshal posts. When it's the opening lap there will be a green flag on the opening vehicle while at the track marshal posts there will be a red flag.

- **Black flag together with a white number on a black signal board**

This flag is waving at the start / finish line and at some track marshal posts only if ordered by the race director. The flag is accompanied by a black board with the white starting number of a rider. A rider with this number must stop in the pit lane at the end of the current lap and may not return to the track if this flag is being used as the result of a punishment. A rider is disqualified in this case. However, it can also be used for another reason (such as a broken transponder). A rider can rejoin the track only if authorized by the race director, or his representative. Any violation of this rule will be penalized with one of the following penalties: fine - disqualification - withdrawal of Championship points - expulsion.

- **Black flag with an orange disk (Ø 40cm), together with a white number on a black signal board**

This flag is waving at the start / finish line and at some track marshal posts only if ordered by the race director. The flag is accompanied by blackboards with the white starting number of a racer. It informs the rider whose number is displayed on the board that his motorcycle has technical problems which might endanger himself or others, and that he must immediately leave the track. Any violation of this rule will be penalized with one of the following penalties: fine - disqualification - withdrawal of Championship points - expulsion.

MOTOch 01.25 Parc Fermé (closed parking)

After finishing the race or the final part of a race that has been suspended, all the classified motorcycles must enter the parc ferme to be available for inspection by the a technical commissioner

or, in the event of a protest, which can be submitted within 30 minutes after the director of the race has signed the results. This time and the results will be published on the official notice board. During the conclusion of the parc ferme nobody except essential officials is allowed here. From the Parc fermé motorcycles shall be released after the time specified for filing protests has expired. No one shall take a motorcycle from the parc ferme before the race director allows the Parc fermé to be opened. Any violation of this rule will be penalized with disqualification.

MOTOCh 01.26 Results, points and championship classification

All results are considered unofficial until they are signed (confirmed - ratified) by the President of the Jury at the last Jury meeting of a specific day. Therefore, all published results must contain the following text: "Unofficial results - for approval by MOTOCh Jury".

Points for placing in the race will be allocated as follows:

Placement	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

Additional points for the international MOTOCh ranking:

Pole position – 3-2-1 points for the first three places in qualifying for the event and class, only the winner of the qualification will be decorated.

The best time of the race – 1 point for one race (riders will be awarded for the classification of each race in the MOTOCh series)

It is necessary to prepare together with the results a column to indicate tire brands. In case of a tie in the final classification, the first rider with the best placing will be considered the winner. In the event a continuing inconclusive result the best placement in the last race, the penultimate race and so on, shall be taken into account. If the rider is disqualified, the result will be taken into account as one of the 11 best results.

The final MOTOCh classification will take into account **all results (including additional points for qualifications and the fastest lap in the race)**. Riders will receive points no matter how many riders competed in the race.

An overall winner of the MOTOCh series may be declared only if 5 riders or more competed in the class during the season.

MOTOCh 01.27 Prizes

At each event, the organizers must present 3 trophies for the winner of each class and one trophy for the pole position in each class of MOTOCh. Any possible monetary award shall be decided at the discretion of the organizer (promoter). Participation in the awarding of the prizes at all individual events is mandatory for riders in the top three positions of all races.

The Closing Award Ceremony of the MOTOCh series will take place at the end of the season at a special ceremony. All the riders who receive a trophy at the MOTOCh Championships final awards ceremony must be present at this ceremony. If riders are not present at the final ceremony and their absence has been authorized, the prize may be received by one of their representatives.

MOTOCh 01.28 Instructions and communication with racers

The race director may issue instructions to the teams and / or Riders by means of special memos in accordance with the rules. Memos will be posted on the official notice board and its location must be defined in the regulations of the event.

All classifications and results of practice and the race, as well as decisions by officials will be posted on the official notice board.

Any information from the race director or his representative (Clerk of the Course) for teams or riders



must be made in writing. Similarly, any communication from a team or the race director must be conducted in writing.

All documents on this issue must be signed, indicating the exact time of signing.

MOTOCh 01.29 Fuel

All details regarding fuel will be provided in the MOTOCh technical regulations. Riders and teams are obliged to respect these rules.

Fire-fighting equipment and safety devices must be in accordance with the requirements of local authorities and laws as well as in accordance with FIM regulations (Standards for Circuits).

The organizer must have a fire extinguisher, the size and type approved by local law for each competitor in the pit area. Other extinguishers shall be placed in the pit lane, along the course and a minimum of 2 extinguishers at each track marshal post.

MOTOCh 01.30 Tires

Tires Dunlop, Michelin and Pirelli will be distributed exclusively at the events as the official tire supplier designated by the organizer. If the contestant uses these brands of tires, he is obliged to buy them precisely from the official suppliers approved by the organizer. Suppliers will be announced in the supplementary regulations. All tires must be easily identifiable by colour coding used by the official tire supplier, which means Dunlop, Michelin and Pirelli. This rule does not apply to other tire brands.

MOTOCh 01.31 Timer

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

MOTOCh 01.32 Technical commissioners

All the events held under the auspices of MOTOCh must include a delegated technical commissioner, who will guarantee compliance with technical regulations. MOTOCh races will include several technical commissioners delegated in accordance with MOTOCh international sports regulations as well as a head technical commissioner responsible for the preparation of all technical documents and necessary tools. The minimum number of commissioners who will be delegated must be specified in the Sporting Regulations for each championship.

For the year 2017, the MotoCh organization includes at least four technical commissioners.

MOTOCh 01.33 Penalties

All riders and their entourage are obliged to respect the rules as set out in Section 01. In the event of any breach or failure to comply with these rules, they may be given the following penalties:

1. **Warning** - may be non-public or public. It can not be granted repeatedly for the same offense.
2. **Fine** – financial fine imposed by the race director.
3. **Time penalty** - in some cases as previously referred to in these regulations a time penalty may be given. This time penalty imposed by the the race director, shall be added to the total time achieved by a rider in the race.

4. Cancellation of lap time– this penalty may be imposed by the director of the race in free practice or qualifying practice, constituting the cancellation of the lap time of a rider who has violated regulations or cancelling the fastest lap in the relevant practice.
5. Loss of position - a penalty imposed by the race director (section 1.19.3). The penalized rider must drop behind as many riders as shown on the penalty board.
6. Disqualification - a rider can be, based upon the decision of the race director or the jury, disqualified from training, competition or the event. This punishment is automatic and results in, irrespective of other penalties, the loss of results from the event, practice or a race.
7. Loss of points in the championship: a rider will have a fixed number of points deducted from points earned in the championship.
8. Suspension: Loss of opportunities to participate in competitions under the auspices of MOTOCh for a specified time.
9. Expulsion: the loss of opportunities to participate in competitions under the auspices of MOTOCh.

MOTOCh 01.34 Final clauses

All cases that are not treated by these MOTOCh sporting regulations are subject to the FIM, FIM Europe or SMF.

MOTOCh 01.35 Validity

These sporting regulations come into force on January 01, 2017.

Contact information for the promoter of the **MOTOCh series**:
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Slovakia Ring - www.slovakiaracing.sk
Pannoniaracing - www.pannonia-ring.com
Hungaroring – www.hungaroring.hu
Most - www.autodrom-most.cz