

**2<sup>nd</sup> February, 2009**

## **SUPERMOTO ALPE-ADRIA CHAMPIONSHIP GENERAL RULES 2009**

### **1.1. TITLE AND GENERAL**

**The UEM Alpe-Adria Committee holds the Supermoto Alpe-Adria Championship. This competition will be held during the period between 1<sup>st</sup> March and 31<sup>st</sup> October. Each federation prepares one race for scoring AA.**

**This Championship will be subjected to the rules of the UEM Sporting Code.**

**A title of Alpe-Adria Championship winner will be awarded at the end of the season for the riders and national teams.**

### **1.2. RIDERS**

#### **1.2.1. LICENCES**

To be accepted, a rider must be in possession of:

- FMN International or National licence
- the authorisation of his FMN (National Federation of Motorsports).

#### **1.2.2. STARTING NUMBERS**

The first organiser in the year decides upon starting numbers to be allocated to the riders, and this numbers will be assigned for one year. If possible the organizer has to take into consideration what starting number is used on the motorcycles.

### **1.3. MOTORCYCLES**

The Championship category is open to all types of 250cc to 750 cc solo motorcycles, single or double-cylinder, two- or four-stroke, and meeting the safety standards see 1.8.3 Specifications of the motorcycle.

#### **1.3.1. RACE FOR THE NON-QUALIFIED RIDERS**

The organiser have to organise Alpe-Adria Championship Finals and a final for the riders who are not qualified for the Championship. If 12 or more riders participate in this final, it will be run in 10 minutes plus 2 laps.

There will not be a non-qualifiers race if there are less than 8 riders.

#### **1.3.2. ADDITIONAL RACES**

The program, may contain additional national or international races. Priority must at all times be given to the Alpe-Adria Championship program.

### **1.4. COURSE**

#### **1.4.1. COURSE SPECIFICATIONS**

See UEM Standards for Supermoto Circuits and Organising Manual.

#### **1.4.2. SAFETY**

See UEM Standards for Supermoto Circuits and Organising Manual.

#### **1.4.3. INSPECTION**

See UEM Standards for Supermoto Circuits and Organising Manual.

#### **1.4.4. CONTROL**

See UEM Standards for Supermoto Circuits and Organising Manual.

### **1.5. OFFICIALS**

#### **1.5.1. Jury President, Jury Members**

The FMNR and its organiser has the right to invite an expert delegated from another Alpe-Adria FMN to be Jury President. The Jury Members are the delegates from the Alpe-Adria FMN's taking part on the event.

The Jury President and Jury Members make its decides according they votings.

The Jury has to organise at least 3 Jury Meetings: before the practices, after the practices and after the last final, but in case of necessity it could be more Jury Meeting(s).

If the event organizer invite an delegate from another Alpe-Adria FMN to be Jury President, must ensure an accomodation with meal for the Jury President at least for one night and day. (double-bed room, and breakfast-lunch-dinner as ordered)

### 1.5.2. Clerk of the Course

He shall be appointed by the FMNR and to be eligible for a “Clerk of the Course “ FIM, UEM or FMN licence. Participation in a seminar is compulsorily at least once every three years. For Seminars held in November and December, the validity will start as of 1<sup>st</sup> January the following year.

All FIM or UEM licence and holders of an FIM or UEM laissez-passer and all others involved in an event are subject to the authority of the Clerk of the Course and the International Jury. Actions judged by the responsible officials not to be in accordance with specific UEM or FIM Rules; in general judged to be unsportsmanlike or against the best interests of the sport or the event in question, are subject to disciplinary actions as provided by the Arbitration and Disciplinary Code.

Further, a rider may be held responsible for the actions of his team member.

### 1.6. LAISSEZ-PASSEZ

At least three passes shall be provided for each rider.

Access to the track: one rider, one mechanics, one signaliser

### 1.7. SUPPLEMENTARY REGULATIONS (SR)

The Supplementary Regulation must conform to the official UEM/SMC Supplementary Regulation Form. It shall be sent in duplicate, not later than 2 months before the commencement of the race, to the president of Supermoto Commission. ([sauer.slavko@siol.com](mailto:sauer.slavko@siol.com)) President of Supermoto Commission will send the confirmed SRs to the Alpe-Adria Secretariat and all the Alpe-Adria FMN members.

#### 1.7.1. ENTRIES

- The riders must send their entry forms directly to the organiser of each event.
- The completed entry forms must reach the organiser at the latest 15 days before the date of the event. (the postmark or the date of the fax will be taken into account).

**Entry fee an amount of 65€ must be paid at the place of the event in cash.**

**The organizer of each driver which competes for the Alpe-Adria, pays 5 EUR to AA committee for Administrative costs.**

- **For entry forms received after the closing date, an entry fee of 130€ will be imposed.**
- By signing the entry form, the rider accepts every prescription of the UEM Sporting Code, of this regulation and of the Supplementary Regulations of each event.

### 1.8. VERIFICATIONS

#### 1.8.1 ADMINISTRATIVE VERIFICATIONS

All the riders participating in the Alpe-Adria Championship must present themselves at the administrative control which will be open Sunday from 07:00 to 08:30.

At the administrative verifications, the Secretariat will be in charge with the following controls:

- The licences (the licence will be kept by the Secretariat until the end of the event).
- The conformity of the entry form (name of the rider, nationality, machine, signature...).
- The authorisation of the rider's FMNR.

At the end of the control, the riders will be given 3 passes:

- with access to the track for: 1 rider, 1 mechanic, 1 signaller,

#### 1.8.2 TECHNICAL VERIFICATIONS

The following controls will be carried out:

- Control of the helmet.
- Control of the rider's clothes: one piece suit (leather or kevlar homologated by the FIM, in conformity with the Road Racing Rules), boots, leather gloves and a compulsory dorsal protection.

During technical control, each rider can present two motorcycle under his name and number.

#### 1.8.3. SPECIFICATION OF THE MOTORCYCLE:

- Starting number, 2 plates. Yellow background, black figures for SM 650, and white background, black figures for SM 450. The figures will be written in one of the fonts listed in the FIM Motocross Technical Rules.
- Presence of the safety device on the brake pads fixations (pin or lock nut).
- Safety wire used on the fixation bolts of the brake calipers must be visible.
- Presence of a safety device on the cross bar of the handlebar. Presence of a safety device on the fixation clamps for the handlebars with no cross bar. The handlebar ends must be plugged.
- Presence of an oil catch tank with a minimum capacity of 0.1 liter properly fastened or closed breather system.
- Safety wire used on oil and water filler caps as well as on drain plugs must be visible.

- One or several leak proof catch tank(s), emptied before each start, must be provided for the radiator water and the breather system of the fuel tank.
- Protection on the gearbox sprocket.
- The only authorized cooling liquids will be water or water mixed with ethyl alcohol.
- The maximum tread depth on the used tyres must be 10 mm in the middle of the front or back tyre.
- Tyres of cross, enduro or trial type are prohibited.
- Additional cuts are allowed on tyres.
- Noise control: 96 dB at the technical control with a 2 dB tolerance for a control after the race.  
(see Art. 032.17.1 of the FIM Motocross Rules and Art. 79.11 and 79.15 of the FIM Technical Rule)
- Except for the transponders, no information will be transmitted to or from a moving vehicle.
- The fuel used will be unleaded fuel (see FIM Motocross Rules).

## **1.9. RIDERS' BRIEFING**

A mandatory briefing will be held between the Jury and the riders at the starting place before the first free practices. This briefing must involve the following persons: the President of the Jury, the Members of the Jury, the Clerk of the Course, the Flag Marshal responsible, the Chief Medical Officer and all the riders participating in the event. May also attend this briefing: the Secretary of the Meeting and the FMN Delegates. During this briefing, all matters relating to the circuit and safety will be discussed.

## **1.10. PRACTICES**

The organiser may organise a free – paid – practice before the race day, which fee must be in the SR. The organiser has the right to name 15 days before the race two riders who are automatically qualified. For the first event of the year:

- the Jury will first define the automatically qualified riders one by one to group A and B.
- At the end the Jury decide by ballot the rest of riders.

From the second event of the year:

- the Jury will first define the automatically qualified riders one by one to group A and B.
- Then dividing the riders according to the provisional classification of the Alpe-Adria Championship, for instance: 1 rider A, second rider B, third rider A, fourth rider B and so on.
- then deciding by ballot the rest of the riders.

Changing group is forbidden.

Two practice sessions of 20 minutes for each group will be organised on Sunday morning.

### **Qualifying series:**

The aim of the qualifying series is to complete the number of the automatically qualified riders for the finals, up to 32 riders, as well as to determine the reserve riders (if the track's length is more than 1200 m).

If the track's length is less than 1200 m the maximum number of the riders taking part in the finals is 24.

If the number of the riders exceed 32+2 reserve or 24+2 reserve the riders are allocated into two groups: A and B. The results of the qualifying practice group A and B determine the riders starting positions. (The first rider of group A and B has the first starting position, the first rider of the other group has the second starting position, the second fastest rider from the other group has the third starting position, and so on.)

A qualifying series of 20 minutes will be organised on the Sunday morning for each group.

### **1.10.1. SUPER POLE**

For the best 4 riders of the qualifying practice (2 riders from the group A and 2 riders from the group B), a timed session called Super Pole can be organised as follows:

The riders qualified for the Super Pole (first 2 riders) won't be allowed to go back to the paddock after each qualifying practice. They will have to stay imperatively in the mechanical zone and remain at the disposal of the Clerk of the Course.

The riders will start one by one from the starting grid to run two laps, only the second lap being timed. The result of this session will determine the place of these riders on the first line of the starting grid. The absolute fastest rider of the Super Pole sessions will have the first starting position, the absolute second fastest rider of the Super Pole sessions will have the second starting position, and so on.)

If there is difference between the two Super Pole weather conditions the results of the Super Pole are cancelled and the result of the qualifying practices determine the starting positions.

## **1.11. SELECTION OF RIDERS**

With respect to the number of riders automatically qualified for the finals the qualifying series will complete the number of riders for the finals to 34, including plus 2 reserves (if the tracks's length is more than 1200 m).

If the track's length is less than 1200 m the maximum number of the riders is 26 including the 2 reserve riders.

The first reserve rider will be the fastest of the riders not qualified for the race.

The second reserve rider will be the second fastest of riders not qualified for the race.

The final decision concerning the replacement of one or more riders will be taken 10 minutes before the start of each race. (A reserve rider who was not allowed to start in the first race can do so in the second race if required. On the other hand a reserve rider who took part in the first race will not be allowed in the second race if all qualified riders are in the waiting zone.)

## **1.12. PADDOCK SILENCE**

Silence must be respected the night before the race between 23:00 and 06:00

## **1.13. START PROCEDURE**

The starting procedure will be controlled by the UEM Race Director.

### **1.13.1. START PROCEDURE WITH LIGHTS**

The final choice of motorcycle to be used in a race should be made before the motorcycle is brought into the waiting area. However, the final decision must be made 15 minutes before the start of the warm-up laps.

The start procedure for the Races is the following:

#### ***20 minutes before the start of the Warm-Up laps:***

The entrance to the waiting area is open.

The motorcycle of each rider must be placed in the waiting area.

#### ***10 minutes before the start of the Warm-Up laps:***

Sound or whistle signal.

A maximum of 28 riders may leave the waiting area to take their positions on the starting grid (4 riders per row). The rider's motorcycle to be used for the race must be pushed to its allocated position at the starting grid, with engine dead.

Tyre warmers may be used on the starting grid. They must be powered by a portable type generator and have a maximum output of one kilowatt. Only one generator per motorcycle may be used.

Adjustments to the motorcycles can be made. Refuelling is forbidden.

Only the riders, their team manager, two mechanics per rider, one holder of the team umbrella, one umbrella holder of the Championship Promoter, the commentator, the television crew, photographers and the essential officials are allowed on the starting grid.

#### ***6 minutes before the start of the Warm-Up laps:***

The entrance from the waiting area to the starting grid is closed for motorcycles.

The entrance from the paddock to the waiting area remains open.

The motorcycles of all the riders must be on the starting grid.

It is still possible to use tyre warmers and make adjustments to the motorcycles. Refuelling remains forbidden.

No helmets are to be worn at this time. The entrance to the waiting area remains open.

The penalty for arriving late at the starting grid is loss of starting position. Late-arriving motorcycles will be held in the waiting area. The riders concerned must obey the instructions from the officials.

#### ***4 minutes before the start of the Warm-Up laps:***

Display of the 4-minute board + sound or whistle signal.

The generators must be disconnected. The tyre warmers must be removed from the tyres.

Generators, tyre warmers and other equipment must be removed from the starting grid.

Everyone except the riders, one mechanic and umbrella holder per rider, the photographers, the television crew and the essential officials must leave the starting grid.

The entrance from the paddock to the waiting area is closed.

If a rider has a mechanical problem and the motorcycle cannot be repaired on the starting grid, he is allowed to push his motorcycle to the Mechanic Zone, where he and/or his mechanics may attempt to repair it.

If the mechanics succeed in repairing the motorcycle before the leading rider has completed the first of the 2 compulsory warm-up laps, the rider in question must stay in the Mechanic Zone and must start the two compulsory warm-up laps from that position, after having received the release signal from the Clerk of the Course. The rider in question will keep his position on the starting grid.

If the mechanics only succeed in repairing the motorcycle after the leading rider has completed the first of the 2 compulsory warm-up laps, the rider in question must stay in the Mechanic Zone and must start the race from that position.

#### ***2 minutes before the start of the Warm-Up laps:***

Display of the 2-minute board + sound or whistle signal.

All adjustments to the motorcycles must be completed.

The riders put on their helmets, start their engines and prepare for the 2 compulsory warm-up laps.

The mechanics, the umbrella holders and photographers must leave the starting grid. Only the riders, the television crew and the essential officials are allowed on the starting grid.

If a rider has a mechanical problem and the motorcycle cannot be started on the starting grid, he is allowed to push his motorcycle to the Mechanic Zone, where he and/or his mechanics may attempt to repair it.

If the mechanics succeed in repairing the motorcycle before the leading rider has completed the first of the 2 compulsory warm-up laps, the rider in question must stay in the Mechanic Zone and must start the two compulsory warm-up laps from that position upon the orders from the Clerk of the Course.

The rider in question will keep his position on the starting grid.

If the mechanics only succeed in repairing the motorcycle after the leading rider has completed the first of the 2 compulsory warm-up laps, the rider in question must stay in the Mechanic Zone and must start the race from that position.

***1 minute before the start of the Warm-Up laps:***

Sound or whistle signal.

The television crew must leave the starting grid.

Only the riders and the necessary Officials are authorised on the starting grid.

Any rider who is unable to start his motorcycle, must leave his starting position and push his motorcycle to the edge of the starting grid or into the Mechanic Zone. If he succeeds in starting the motorcycle before the last row of riders on the starting grid have begun the 2 compulsory warm-up laps, the rider in question must stay at the edge of the starting grid or in the Mechanic Zone and must start the two compulsory warm-up laps from that position, after having received the release signal from the Clerk of the Course. The rider in question will keep his position on the starting grid. If he fails in starting the motorcycle before the last row of riders on the starting grid have begun the 2 compulsory warm-up laps, the rider in question must leave the starting grid and push his motorcycle into the Mechanic Zone. If he succeeds in starting the motorcycle before the leading rider has completed the first of the 2 compulsory warm-up laps, the rider in question will keep his position on the starting grid.

However, he must wait for the orders of the Clerk of the Course to start the 2 compulsory warmup laps.

If he only succeeds in starting the motorcycle after the leading rider has completed the first of the 2 compulsory warm-up laps, the rider in question must stay in the Mechanic Zone and must start the Race from that position, after having received the release signal from the Clerk of the Course.

***Procedure for the Warm-Up laps:***

The Clerk of the Course walks down the starting grid from row 1 to the end, stopping at each row and holding two red flags crossed. Upon his signal, the riders of that row start the 2 compulsory warm-up laps. If a rider stalls his engine, he must remain on the starting grid and raise his arm. Immediately after all the riders have left for the 2 compulsory warm-up laps, he must push his motorcycle into the Mechanic Zone or another area, as ordered by the officials and under their supervision. If he succeeds in starting the motorcycle before the leading rider has completed the first of the 2 compulsory warm-up laps, the rider in question will keep his position on the starting grid. However, he must wait for the orders of the Clerk of the Course to start the 2 compulsory warmup laps.

If he only succeeds in starting the motorcycle after the leading rider has completed the first of the 2 compulsory warm-up laps, the rider in question must go to and stay in the Mechanic Zone and must start the Race from that position. When all the riders have left the starting grid, the Clerk of the Course will give a signal and any riders whose motorcycle failed to start or whose motorcycles were late arriving at the starting grid are released to do the 2 compulsory warm-up laps. Start practices and unnecessary stops are not allowed during the Warm-Up laps.

***At the end of the compulsory 2 Warm-Up laps:***

The Clerk of the Course will stand at the front of the starting grid displaying a red flag.

The Clerk of the Course will stand at the back of the starting grid with a green flag and display it when the grid is complete.

Any rider who encounters mechanical problems during the warm-up laps may go to the repair zone and make repairs. He cannot return to the starting grid.

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

On returning to the grid the riders must take their position in an orderly way with the front wheel of their motorcycle up to the line defining their starting grid position and keep their engines running.

Once a rider has taken his allocated position on the starting grid, he cannot change it, return to the Mechanic Zone or receive assistance prior to the start.

As each row of the starting grid is completed, the marshals will lower their panel, indicating that their row is completed.

When all the panels have been lowered, the Clerk of the Course at the rear of the starting grid will raise the green flag.

If by 30 seconds before the start, all the panels have not been lowered, the Clerk of the Course may order the start to go ahead.

Any rider who arrives back from the warm-up laps after the Clerk of the Course at the rear of the starting grid has raised the green flag, will be considered a "late arrival". Late arriving riders at the grid will lose their initial position at the starting grid and must take a position at the rear of the grid.

They must stop behind the Clerk of the Course and start the race from there (the row following the last row of riders).

If a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means. Panels will not be lowered, or must be raised again, when a rider in that row has indicated that he has stalled his motorcycle or has other difficulties.

Any rider who is unable to start his motorcycle within a reasonable time, must obey the instructions of the officials and remove his motorcycle to the Mechanic Zone where he and/or his mechanics may make further attempts to start it. If he succeeds/they succeed in starting the engine, he must take the start from this position.

***15 seconds before the start:***

The Clerk of the Course moves to the side of the track, holding up the red flag.

If a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means. As of then, he must immediately obey the instructions of the officials and remove his motorcycle to the edge of the starting grid. He must remain there until the start has been given. If by then he has succeeded in starting the motorcycle, he can start from that position.

However, he must wait for the orders of the Clerk of the Course to take the start of the race.

If he did not succeed in starting the motorcycle, he must proceed to the Mechanic Zone upon instruction of an official, where he and/or his mechanics may make further attempts to start it. Failure to obey the instructions of the officials may result in a penalty or disqualification.

***As of then:***

The Clerk of the Course puts down the red flag and the start light switched on.

When all the lights are on, the start procedure enters its final phase. Between then and the next 5 seconds, the lights will be switched off upon which the race starts.

Riders still in the Mechanic Zone must wait until the marshal situated at its exit, upon a signal from the Clerk of the Course, lowers the red flag in order to authorise any riders still in the Mechanic Zone to leave.

**SMC-1.13.2. Start Procedure with flags**

Whenever it is not possible to start the race by means of the start light procedure, flags will be used to give the start.

The same start procedure (as mentioned above) will be maintained until 15 seconds before the start of the Race.

***As of then:***

The Clerk of the Course moves to the side of the track, holding up the red flag.

If a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means. As of then, he must immediately obey the instructions of the officials and remove his motorcycle to the Mechanic Zone where he and/or his mechanics may make further attempts to start it. Failure to obey the instructions of the officials may result in a penalty or disqualification.

As of then the Clerk of the Course puts down the red flag and displays the starting flag. The Clerk of the Course will lower the starting flag between the next 5 and 10 seconds upon which the Race starts.

**1.14 ANTICIPATED START**

A rider will be considered as responsible for an anticipated start if the front wheel spindle of his motorcycle goes beyond the positioning point on the starting grid.

Any anticipated start will be sanctioned by a "stop and go" penalty.

**1.14.1. "STOP AND GO" PENALTY**

Upon recommendation of the UEM Race Director, a board displaying "Stop and Go" as well as his riding number, will be shown at the finish area to the rider who made the false start or any other contravention.

During the race the rider in question must go to the designated "Stop and Go" penalty zone. He must bring his motorcycle to a stop (with running engine) and remain stationary for a full 5 seconds. He may then rejoin the race. This procedure is under the strict control of designated marshals.

Failure by the rider in question to stop, after having been shown the "Stop and Go" board three times, will result in that rider being shown the black flag.

If more than one rider is penalized, the riders will be signalled to stop on subsequent laps. The order of “Stop and Go” penalties will be based on the results that determine the riders’ starting position for the race in question with the faster rider stopping first. In the case of a rider failing to respond to the instruction to stop in the “Stop and Go” penalty zone, and there are more than one rider being penalized, no subsequent rider will be signalled to stop until the previous rider has stopped or been shown the black flag. In the case of a re-started race, the above regulations will also apply.

In the case where the marshals have been unable to carry out the “Stop and Go” procedure before the end of the race, the rider in question will be inflicted with a time penalty of 15 seconds.

### **1.15. STOPPING OF A RACE**

The Clerk of the Course has the right, on his own initiative, for urgent safety reasons, or other cases of force majeure, to stop a race prematurely or cancel a part or the whole of a meeting.

If a race is stopped any time during the first 50% minutes, or less than half of the number of laps, there will be a complete restart. Riders will return to the paddock and the restart will take place soonest but not later than 30 minutes after the stoppage of the race. Changing of motorcycles will be allowed. The final choice must be made 10 minutes before the restart.

Reserve riders may take part in the restart if one or more of the original starters are unable to take part or are excluded by the Clerk of the Course.

The Clerk of the Course may exclude one or more riders, deemed to be at fault for the race being stopped, from taking part in the restart.

If a race is stopped after 8 minutes or more than half of the number of laps have elapsed, the race will be considered complete. The finishing order will be based on the place of the riders on the lap before the red flag was displayed. Any rider(s) determined by the Clerk of the Course to have been responsible for the red flag will be placed behind riders having completed an equal or greater number of laps.

Except in the case of a false start, a race may be restarted only once. If it is necessary to stop a race for a second time, and if 8 minutes have not elapsed, it will be considered null and void.

In all cases, a race can be restarted only once. If it is necessary to stop a race more than once, it will be considered null and void.

### **1.16. OUTSIDE ASSISTANCE/COURSE CUTTING**

Any outside assistance on the course is forbidden during the qualifying practice(s) and the race(s) unless it is carried out by a marshal appointed by the organiser carrying out his duty in the interests of safety. The penalty for violation of this regulation is exclusion.

During practices and races, consultation between team members and riders is restricted to the signal zone / mechanics area. Riders who stop along the course to consult with others, may hinder the progress of other riders, and such action will be considered as outside assistance.

At the side of the track an area must be reserved for repairs during the practices and the races. In this specific area, the only persons allowed are the mechanics who may make repairs or adjustments to the machines, the signallers and the representatives of the industry.

Mechanics, signallers and any team member may assist at the site only during the practices and races.

Any part of the motorcycle, except the frame which must be sealed, can be modified, adjusted or replaced. For silencers, refer to Art. 01.79 of the Supermoto Technical Rules. Any refuelling must be done with engines dead. Riders entering the repair zone must stop before returning to the track. Violation will entail exclusion from the race in question.

A rider who enters the paddock with his machine during the race will not be allowed to resume that race.

Radio communication with the riders will not be allowed.

At the starting line, the use of any starting aid device by the riders is forbidden.

Course cutting is forbidden. The penalty for attempting to gain an advantage by course cutting will be exclusion from the respective qualifying practice session or race. If necessary, further penalties will be decided by the Jury.

A rider leaving the course may only continue the race by safely re-entering the course, without gaining an advantage, from the closest point to where that rider left the course.

A rider may be held responsible for the actions of his team members.

### **1.17. OFFICIAL SIGNALS**

Official flag signals shall be given by means of a flag measuring 750 mm high by x 600 mm wide as follows:

#### Signal Meaning:

Red flag, waved Stop, compulsory for everyone

Black flag and a board with rider’s number on it Rider in question to stop

Yellow flag, held stationary danger, drive carefully

Yellow flag, waved Immediate danger, no jumping, no overtaking, prepare to stop

Yellow and red striped flag Oil, water or another substance is affecting adhesion on this section of the track.

White flag with red cross Safety vehicle or personnel on the course, drive slowly.

Blue flag, waved Warning, you are about to be lapped

(The blue flag must be used by supplementary flag marshals, specialized for this flag only)

Green flag Course clear for the start of the race

Black and white chequered flag End of the practices/the race

The minimum age for Flag Marshals is 16 years. They must be appointed by the FMNR/organizer and must have participated in a briefing with the Clerk of the Course. After an event, the Flag Marshals must remain available until protest time has expired.

### **1.18. PRESENTATION OF THE RIDERS**

10 minutes before the start of each final, a presentation of the riders shall be organised on the starting grid. The riders shall be present 10 minutes before the starting time of finals, for presentation.

### **1.19. FINAL EVENTS**

For the qualified riders, two finals of 15 minutes plus two laps or lap number equivalent of this time, will be organised on Sunday afternoon, according to the following timetable.

The distance of the race can be determined by laps as well.

Each race should be the equivalent of approximately 20 minutes of racing. The distance (number of laps) to be covered in each race, will depend on the race conditions at each circuit. The Jury, together with the organizer, will decide upon the race distance to be run in each class, after the Sunday Time Practices.

### **1.20. CROSSING OF THE FINISHING (CONTROL) LINE**

The time at which a motorcycle crosses a control (finishing) line shall be registered at the moment the foremost part of the motorcycle crosses the line.

### **1.21. LAP OF HONOUR**

If requested to do so by the Championship Promoter/organisers, the first three riders from each Championship race must make a lap of honour which is to take place immediately after each race, conditions and weather permitting.

### **1.22. PRIZE-GIVING CEREMONY**

The first three riders must take part in the prize-giving ceremony which must take place immediately after the last race. The riders concerned must attend the prize-giving ceremony until the end. Should the rider infract this rule, lose the rider all the prizes of the given race and the Jury penalise the rider.

### **1.23. TECHNICAL CONTROL AND VERIFICATION**

The technical control must be carried out in accordance with the procedure fixed in the technical rules and the times fixed in the UEM SMC Rules and the Supplementary Regulations of the event.

#### **1.23.1. NOISE CONTROL AFTER EACH RACE**

Immediately after each one of the two races, three motorcycles, chosen at random by the Jury, will be checked for noise.

Any rider whose motorcycle is above the limit dB 96+2 – whether it be one of the riders chosen at random or any other rider whose motorcycle is controlled/verified – will be penalized by having one minute added to his riding time in the race in question. Once one minute has been added, he will then be classified with the riders who have an equal number of laps, according to his time.

However, the rider will have the possibility to repair and must have his motorcycle checked before the next start. Therefore the Technical Steward and his equipment must be available during the whole event.

#### **1.23.2. FINAL VERIFICATION**

Immediately after the last race, the first 5 motorcycles of each race, plus one at random, will be placed in a closed park for technical control. The machines must remain in the closed park for 30 minutes after the arrival of the winner, in case of a protest or should further examination be required.

### **1.24. COST FOR MACHINE CONTROL FOLLOWING A PROTEST**

The cost of dismantling a machine will be 100 € + 300 € deposit for mechanical works.

This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.

### 1.25. ANTI-DOPING AND ALCOHOL TESTS

Anti-doping and alcohol tests may be carried out according to the Medical Code. A rider who tests positive will be excluded from the whole event. Further penalties may be imposed.

### 1.26. RESULTS

The winner of a race is the rider who crosses the finishing line first. The riders still racing will then be stopped when crossing the finishing line.

A rider will not be classified if he has not crossed the finishing line within 5 minutes of the arrival of the winner. The winner of an event is the rider who has obtained the most points irrespectively of the number of races he finished.

If a tie exists, the points scored in the second race will determine the order of placing in the final standings. All results must be homologated by the Jury.

This compulsorily for the organisers of events to send by telefax immediately after the end of the event the results of the two races to the UEM Executive Secretariat and to the next organiser.

### 1.27. POINTS FOR THE CHAMPIONSHIP

Points will be awarded to riders in each race according to the following scale:

1st	25 pts	6th	15 pts	11th	10 pts	16th	5 pts
2nd	22 pts	7th	14 pts	12th	9 pts	17th	4 pts
3rd	20 pts	8th	13 pts	13th	8 pts	18th	3 pts
4th	18 pts	9th	12 pts	14th	7 pts	19th	2 pts
5th	16 pts	10th	11 pts	15th	6 pts	20th	1 pts

**Added is that the driver must appear a minimum of two races that he is able to score in the total ranking of Supermoto AA drivers.**

The final classification of the Alpe-Adria Championship will be obtained by addition of the awarded points on the totality of the final events.

In case of tie at the end of the Championship, the winner will be decided according to the majority of best placings. If the tie still subsists, it will be decided in the order, according to the best placing in the last results counting towards the Championship.

### 1.28. PRIZES

The first, second and third rider receive trophies according to the general places after 2 races.

### 1.29. PROTESTS

They must be lodged in writing to the Clerk of the Course and be accompanied by a fee of 100€ or the equivalent amount in local currency, returnable if the protest is justified.

For the protests entailing the dismantling of a machine, the fee must be accompanied by 300€ deposit for mechanical work.

A protest must only concern a precise fact or matter and must be lodged:

- Before the beginning of the verifications for a protest against the distance announced for a course or against one of the clauses listed in the Supplementary Regulations.
- Immediately after the verifications for a protest against a decision taken by a technical steward or any problem concerning the weighing or the verifications and the qualification of the competitors.
- Within 30 minutes following the display of the results for a protest against:
  - a decision taken by a race official.
  - an error or an irregularity committed during the competition by a competitor or an assistant.
  - the classification of a race.

### 1.30. CALENDAR

The Alpe-Adria Committee reserves the right to change the calendar.

Each federation organizes one Cup race for the Alpe-Adria in Supermoto for 2009.

#### **The proposed terms for the AA Supermoto in 2009:**

- Italy: 29.03. 2009 - Jesolo
- Hungary: 12.04. 2009 - Tököl
- Croatia: 17.05. 2009 - Pula (Green garden)
- Slovenia: 20.09. 2009 - Logatec

### **1.31. TIME SCHEDULE**

**Saturday:**

**16:00 - 18:00 Administrative and technical control**

**17:00 - 18:00 Free pay practice - (max.20EUR)**

**Sunday:**

**7:00-8:30 Administrative and technical control**

**Other activities are coordinated with Supplementary regulations for each event.**