



ALPE ADRIA MOTORCYCLE UNION - ROAD RACING REGULATIONS 2010

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Everything printed in **BOLD** is new or changed for **2010**

AARR 01.1 GENERAL**The AA Road Racing Championship will run by authority of the AA FMN**

All UEM Alpe Adria Road Racing Championship events will be held under the jurisdiction of the FIM (for technical rules, where to apply), UEM (for road racing rules and for technical rules, where to apply), the respective national sporting codes, these regulations and the supplementary regulations of the event in question. The present regulation is accepted as the only for Road Racing in the framework of the UEM Alpe Adria Championships **2010**, and countersigned by representatives of the participating and/or organising FMN(R)s.

The member FMN's of the AAMU should try to synchronize their national championships with the calendar of the AAMU in the following way:

A participation of national championships should be reached in 4 AAMU events in a number of 3 classes.

The AA RR Championships are „European Open“ Championships (see also art. classification)

The organiser of an AA RR Championship event in the classes 125 GP, SSP and SStk 1000 has the right to include the additional subtitle: **“EUROPEAN CHAMPIONSHIP QUALIFICATION EVENT”** into the title of his event.

The interpretation or modification of these rules is the sole right of the FMNs of the AAMU, represented by their Jury Members during the events (see Art. AARR 01.8).

AARR 01.2 MEMBER FEDERATION

Member federations of the Alpe Adria Motorcycle Union (AAMU) for the UEM Alpe Adria Road Racing Championship 2010 are:

ACCR	Autoklub of the Czech Republic
AMZS	Auto Moto Zveza Slovenije
FMI	Federazione Motociclistica Italiana
FMS	Federation Motocycliste Suisse
FSM	Federazione Sammarinese Motociclistica
HMS	Hrvatski Motociklisticki Savez
MAMS	Magyar Motorsport Szovetseg
OeAMTC	Oesterreichischer Automobil Motorrad und Touring Club
SMF	Slovenska Motocyklova Federacia
FRM	Motorcycle Federation of Romania*
PZM	Polski Zwiasek Motorowy*
AMSS	Automobile and Motorcycle Association of Serbia*
AMSCG	Automobile and Motorcycle Association of Montenegro*

* Participation of these Federations will be subject of an agreement of the AAMU Management Council

AARR 01.3 CALENDAR

For 2010 the maximum number of events is 9, one per AAMU member federation, with exception of the ACCR, who is hosting 2 events.

The calendar of races counting to the Championship will be, in principle, published by not later than 31st December of the preceding year. All events of the AAMU Championship will be entered into the calendar of the UEM. The Calendar of the AA RR Championship for year 2010 is:

Number	Date	Circuit	Organisation
AA-RR-01	24./25. 04. 2010	Hungaroring/Budapest	MAMS /BR Organisation
AA-RR-02	08./09. 05. 2010	Rijeka/Grobnik	HMS / AMD Kvarner
AA-RR-03	15./16. 05. 2010	Masaryk Circuit Brno	ACCR / AMD Brno a.s.
AA-RR-04	05./06. 06. 2010	Pannoniaring	ÖAMTC / Triumph Club Wien
AA-RR-05	19./20. 06. 2010	Rijeka/Grobnik	FMI /Triveneto / AMD Kvarner
AA-RR-06	03./04. 07. 2010	Slovakiaring	SMF
AA-RR-07	11./12. 07. 2010	Autodrom Most	ACCR / SPORTKLUB AUTODROM MOST v ACR
AA-RR-08	07./08. 08. 2010	Poznan	PZM / Automobilklub Wielkopolski
AA-RR-09	28./29. 08. 2010	Rijeka/Grobnik	AMZS / AMD Kvarner

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

AARR 01.4 SUPPLEMENTARY REGULATION

The details of all events, especially the timetables, will be laid down in the Supplementary Regulations (S.R.). Each organizer must send the S.R. to the AA Secretariat 2 (two) months, and the approved S.R. to all interested Federations at least 45 days before the race, it must be completed in the National and English language. All official documents have to be written at least in English.

Any changes of the approved S.R. can only be done by the Jury; all changes to the approved S.R. must be communicated to the riders in writing and at least in English.

Each organizer must provide for at least 5 classes (from classes 1-7, laid down in Art. 8) in the S. R.

Required minimum opening hours of the administrative and technical checks: (may be extended):

Friday – from 3.00 to 7.00 p.m. and Saturday – from 8.00 a.m. to the end of the qualifying practice.

AARR 01.5 EVENTS

The Event shall be deemed to commence at the scheduled time for Technical and Sporting Checks and finish after all the races at the expiry of the deadline for the lodging of a protest and the time at which technical or sporting verifications have been concluded, whichever is the latest.

The race control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain at the circuit available to the Clerk of the Course and the Jury members during that period.

AARR 01.6 CIRCUITS

All circuits must be homologated at least for road racing events by the UEM, for Old Timer and Classic classes an FMN homologation will be accepted.

AARR 01.7 ADDITIONAL COMPETITION

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

AARR 01.8 THE JURY

The Jury consists of the Jury President, who cannot be a member of the FMNR and a maximum of one Jury Member per participating AAMU-FMN who can not be part of the organisation. All these persons must be holders of a valid FIM/UEM licence for road racing. The Jury President has a casting vote, in case a voting produces two equal numbers of votes. The Jury President will be chosen by the AAMU RRC.

The Jury must meet at least at 3 times (latest, one hour before the first official practice, after the official practices and at the end of the event) stipulating a report after each session.

The President of the Jury is obliged to send all the results and the reports of the event to the UEM Alpe-Adria Secretariat within 3 days, all signed by the Clerk of the Course and President of the Jury himself.

The organizers of the events arrange 1 double room for two nights for the Jury members (only those are to be paid by the organiser) of each AAMU-FMN, officially nominated at least 15 days before the event by the FMN and for the permanent AA Technical Delegate. Delegates living more than 400 km from the race-track in question, get an arrangement of 3 nights.

AARR 01.8.1 JURY MEMBERS

The management of the event will be carried out by the International Jury which will comprise the following delegates:

The President appointed by the AAMU RRC – who will chair the meetings – with voting right

Jury Members appointed by the AAMU-FMN – with voting right

The Clerk of the Course – without voting right

The Technical Delegate – without voting right

The Chief Medical Officer– without voting right

The Environmental Steward, if foreseen so by the FMNR– without voting right

The Secretary of the Jury – without voting right

AARR 01.9 ACCEPTED RIDERS

Riders may participate on an AA RR Event with a valid FIM/UEM/FMN licence, a starting permission and the respective insurance of their FMN only,

AARR 01.10 CLASSES, AGE LIMITS AND DISTANCES OF RACES

The classes and age limits will be as follows (The limit for the minimum age starts on the date of the rider' birthday): For **2010** all participating FMN's are requested to accept the age-limits of the UEM for international events (UEM Sporting Code 60.5).

Num	Classes	Minimum Age	Name	Category	Min/Km	Max/km
1	125 cc	12 years	125SP	SPORT PRODUCTION	30	45
2	125 cc. 250cc SP 4 stroke	13 years	125GP 250 SP 4	GRAND PRIX Sport Production	35	60
3	SStk 600 2011 tbd	14 years	SStk 600	SUPERSTOCK 600	40	70
4	600cc 2011 tbd	15 years	SSP	SUPER SPORT	40	70
3 for 2011	600 cc	15 years	600 open	Supersport	40	70
5	SStk 1000 2011 tbd	16 years	SStk 1000	SUPERSTOCK 1000	40	70
4 for 2011	1000 cc	17 years	1000 open	Superbike	50	70
6	SBK 2011 tbd	17 years	SBK	SUPERBIKE	50	70
8 9	up to 250cc up to 500cc	25 years	OLD TIMER	OLD TIMER	25	35
10 11 12	up to 500 cc Open Special	25 years	CLASSIC	CLASSIC – Open - Special	25	35

Austrian riders: see national regulations of the OSK/ÖAMTC.

250 SP 4T motorcycles can race together with those of the class 125 GP

The classes 8 – 12 are promotion classes, no organiser has the duty to organise them.

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

AARR 01.11 ENTRIES

Entries must be received by the organiser in written form or by electronically devices at least 15 days before the event (first closing date). The entry fee is **175,00 €** (or equivalent value in local currencies according to the daily exchange rates), **20,00 €** of it for the AAMU. For Old Timer and Classic Classes the entry fee is **125,00 €** (**115,00 €** for the organizer and **10,00 €** for the AAMU). The entry fee for riders participating in 2 classes is **300,00 €**, (**260,00 €** for the organizer and **40,00 €** for the AAMU Classes), **210,00 €** for Old Timer and Classic Classes (**185,00 €** for the organizer and **25,00 €** for the AAMU), these fees include also national insurances. Entries, received by the organizer after the first closing date have to be accompanied by **220,00 €** per class. All organizers pay **20,00 €** to the AAMU Secretariat per rider having passed the scrutineering in classes foreseen by the AAMU Championship. Unexcused absence of a rider results automatically into a fine of **€ 175,-**, payable to the AAMU. The organizer concerned sends a list of unexcused absent riders to the FMN's whose rider(s) were absent. The FMN's inform their riders, who are obliged to pay the amount directly to the bank account of the AAMU.

AARR 01.12 STARTING NUMBERS

The number plates and the racing numbers must have the following colours:

(In case of a dispute concerning the legibility of numbers, the decision of the AA permanent Technical Delegate will be final.)

Class	Background	Number	Class	Background	Number
125 cc (SP)	BLACK	WHITE	SUPERSTOCK 1000	RED	WHITE
125 cc (GP)	BLACK	WHITE	SUPERBIKE	WHITE	BLACK
SUPERSPORT 600	WHITE	BLUE	Suzuki 650	BLUE	WHITE
SUPERSTOCK 600	RED	YELLOW	250 SP 4 stroke	GREEN	WHITE
For 2011: 600 open	white	Blue tbd	For 2011: 1000 open	white	Black tbd

OLD TIMER/CLASSIC CLASSES - See separate regulations.

To all entered riders the starting numbers will be allocated at the beginning of the first event (for the first 10 riders on the basis of the previous year's classification), all riders will keep these starting numbers at each event of the UEM Alpe Adria Championship **2010**.

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

AARR 01.13 TIMETABLES

The supplementary regulations of all events must contain a timetable. Any change to this timetable must be approved by the AARRC or the jury of the event in question; all changes must be communicated to all riders/teams in written form immediately.

Proposal for a timetable for 2-day-events:

Friday: 07:00 am to 05:00 pm: Administrative and technical checks, supplementary practices, briefing for new riders, other necessary formalities, 1:00 pm: 1st Jury Meeting

QUALIFYING PRACTICE (Saturday)

08:30-09:00	125cc SP	and	13:30-14:00
09:10-09:40	125cc GP + 250/4	and	14:10-14:40
09:50-10:20	Superstock 600	and	14:50-15:20
10:30-11:00	Superstock 1000	and	15:30-16:00
11:10-11:40	Supersport	and	16:10-16:40
11:50-12:20	Superbike	and	16:50-17:20

RACE DAY

08:35 – 08:45	Warm Up	125cc SP	11:20	Start RACE	125 SP
08:50 – 09:00	Warm Up	125cc GP+250/4	12:10	Start RACE	125 GP + 250 /4
09:10 – 09:20	Warm Up	Superstock 600	13:00	Start RACE	STK 600
09:25 – 09:35	Warm Up	Superstock 1000	13:50	Start RACE	STK 1000
09:45 – 09:55	Warm Up	Supersport	14:40	Start RACE	SSP
10:00 – 10:10	Warm Up	Superbike	15:30	Start RACE	SBK

Note: The Organizer can change the AA classes but the information concerning this must be mentioned in the SR. and have been approved by the president of the AAMU RRC. All AA 4-stroke classes must have their qualifying practices one day before the race day except 250SP/4.

If there is one or more classes not foreseen, the other classes move up instead.

For national requirements, the organizers can arrange an additional race with a distance corresponding with national championship requirements.

AARR 01.14 TECHNICAL CONTROL – MEDICAL CONTROL – DOPING CONTROL**AARR 01.14.1 TECHNICAL CONTROL**

All motorcycles and riders' helmets, including their designs, should be checked by the Technical Stewards prior to first participation in practice on safety aspects, according to the published schedule in Supplementary Regulations. Teams or Riders may present more than one motorcycle per rider for Technical Control which will be specially identified by the Technical Controllers. Teams or Riders who do not comply with the schedule for technical controls will not be allowed to take part in the event. The procedure for Technical Control is described in the AA RR Technical Regulations.

AARR 01.14.2 MEDICAL CONTROL

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

AARR 01.14.3 DOPING CONTROL

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

AARR 01.15. PRACTICES

Practice Sessions (warm-up inclusive) Riders will commence practice from the pit lane when the green light is displayed at the exit of the pit lane.

The duration of practice will commence from the illumination of the green light for about two minutes, then it will be changed to a blue flashing light. A visible board or count-down will be shown in the pit lane and/or start/finish line to indicate the minutes of practice remaining.

The end of practice will be indicated by the waving of a chequered flag at which time the pit exit will be closed. A rider's time will continue to be recorded until he passes the finish line after the allotted time has elapsed. After the chequered flag riders may complete one additional lap prior to entering the pits. It is not permitted to pass the chequered flag more than once.

If a practice is interrupted due to an incident or any other reason, then a red flag will be displayed at the start line and at all marshals posts. All riders must return slowly to the pit lane. When practice is restarted, the time remaining will be that shown on the count-down device in the pit lane and/or start/finish line at the moment the red flags were displayed.

Riders or mechanics may only start their motorcycles in the pit lane by pushing in the direction of the circuit or use a starting device

After the official practice has started, the race surface of the circuit should not be washed or brushed except on instruction from the Jury President and the Clerk of the Course in response to a localised change in conditions. If for the timekeeping a transponder system is used, it's the rider's own responsibility to have a good working transponder mounted on his motorcycle. If there is no transponder mounted on his machine he will not be qualified with times in that particular session. If the number of qualified starters not more than the circuit homologation, the jury will decide if he can start on the end of the starting grid.

The organizers have to reserve time for communication with new riders by the Clerk of the Course, the time has to be laid down in the S.R. The Qualifying Practice will take place the day prior to the race.

A rider may practise on more than one motorcycle providing that all such motorcycles have been scrutineered in the name of this rider.

All laps of the riders will be timed.

AARR 01.15.1 PRIVATE AND SUPPLEMENTARY PRACTICES

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

AARR 01.15.2 QUALIFYING PRACTICES

Two timed practices of 30 minutes (minimum) for qualifying have to be foreseen in the regulations compulsorily, with exception of the Old Timer and Classic classes. The results will be based on the fastest time recorded by the riders in qualifying practices. The practice time to be admitted to the start must not be more than 120% of the best time registered in the class (no application in classes 125 SP, Old Timer and Classic), and must be reached during one of the two qualifying in question. In the event of a tie, riders' second and subsequent best times will be taken into account. All changes of these practice regulations can only be decided by the Jury on proposal of the Clerk of the Course. **If a class is split into several practice groups, these groups must be composed of the same number of riders plus or minus one. For the first practice the formation of the groups will be determined by decision/ballot of the Jury.**

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

When all practices have been run under the same conditions, the starting grid will be formed by taking into account the fastest lap-times of all the qualified riders of the total class and the grid will be filled up to the maximum number of starters in conformity with the SR. Under weather conditions which are regarded as not equal by the jury, the following method will be used: When the practices have run under different conditions, an equal number of qualified riders of each group, (rounded off to the nearest figure) on the basis of the best times, will be taken in account. The position on the starting grid will be allocated alternatively between the groups, starting with the best time of the first placed of the fastest group, then the best placed from the second group. Then the best time of the second placed of each group, etc. In case of a tie with regard to the placing and the time, the 2nd best time will be taken in consideration and so on if a tie remains.

AARR 01.15.3 WARM UP

All classes, with the exception of Old Timer and Classic classes, will have a warm up of 10 minutes (minimum) on Sunday.

AARR 01.15.4 STARTING GRID POSITIONS

The pole position, allocated to the faster rider, will be determined during the homologation of the circuit. The Grid will be arranged in the 4-4-4-4 configuration "in echelon". Each line will be offset. There will be a distance of 9 metres between each row. The final grid will be published at the latest one hour before the start of each race.

AARR 01.16 RACES

The length of races must be according to the parameters from Art 01. 10. The length of a race may only be varied by the International Jury. A visible countdown board will be shown to indicate the number of remaining laps in the race.

AARR 01.17 STARTING PROCEDURE

Approximately 15 Minutes before the Start of the Race - Pit lane exit opens for sighting lap(s). Count-down boards of 5, 4, 3, 2 and 1 minute are shown at the pit exit. Riders may complete more than one sighting lap by passing through the pit lane where they may make adjustments, change machines or refuel.

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

Riders who do not go on to the grid may start the warm up lap or the race from the pit lane under the instructions of the marshal positioned at the pit lane exit. Riders who encounter a technical problem on the sighting lap may return to the pit lane to make adjustments or to change machines.

When the riders reach the grid after the sighting lap, they must take up their positions and may be attended by up to five persons, one of whom may hold an umbrella. All attendants on the grid must wear a "Pass". Having taken up their grid position, the riders may take off their helmets, except in the case of a restarted race. Officials will display panels, at the side of the track, indicating the row of the grid, to assist riders in locating their grid position.

The Clerk of the Course may, at this stage, declare the race as "wet" or "dry" and will indicate this to the riders on the grid and those who may still be in the pit lane by the display of a board. If no board is displayed the race will automatically be "dry". Riders on the grid may, at this stage, make adjustments to the machine or change tyres to suit the track conditions. Trolleys are allowed on the grid. Two air blowers are allowed on the grid. Tyre warmers may be used on the grid. No batteries or other electrical supplies are permitted on the grid. Only one generator of a „hand carried“ type and with a maximum capacity of **one** kilowatt may be used per rider. The noise limit of the generator is 65 dB/A. Starter engines may not be used, except for 4 stroke machines. All adjustments must be completed by the display of the 3 minute board. After this board is displayed, riders who still wish to make adjustments must push their machine to the pit lane and must be clear the grid before the display of the 1 minute board, where they may continue to make adjustments or change machine. Such riders will start the warm up lap or race from the pit lane exit. Refuelling or changing fuel tank on the grid is forbidden.

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

3 Minutes before the Start of the Warm Up Lap
Display of 3 Minute Board on the grid.

Immediately removal of tyre warmers from machines on the grid with maximum 15 seconds tolerance. Infringement of this rule will immediately lead to a ride through penalty.

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

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

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

Riders must put their helmets on.

No person (except essential officials) is allowed to go on the grid at this point.

1 Minute before the Start of the Warm Up Lap
Display of 1 Minute Board on the grid.

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

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

All riders must be in position on the grid with engines running.

No further assistance from mechanics is permitted. Any rider who is unable to start his machine must remove it to the pit lane, under the control of the grid marshals, where he may make further attempts to start it or change machine.

2 Minutes before the Start of the Race

Green flag or national flag waved to start the warm up lap. In the interest of safety, should a rider stall his machine, he may be assisted to restart. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance or where the rider may change machine. The riders will make one lap, at unrestricted speed, followed by a medical car. As soon as the riders have passed the pit lane exit, the pit lane exit light will be turned green, and any rider waiting in the pit lane will be permitted to join the warm up lap. Thirty seconds later, the light will turn red and a marshal will display a red flag closing the pit lane exit.

On returning to the grid the riders must take up their positions with the front wheel of their motorcycle close to the line defining the grid position and keep their engines running.

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

Any rider who arrives back at the grid after the arrival of the medical car must stay behind the medical car and start the race from there, as directed by a marshal with a red flag. Any rider who encounters a problem with his machine on the warm up lap may return to the pit lane and make repairs or change machine. Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm. It is not permitted to attempt to delay the start by any other means.

As a row of the grid is completed, the officials will lower the panels indicating that their row is complete. Panels will not be lowered when a rider in that row has indicated that he has stalled his motorcycle or has other difficulties. When all panels have been lowered and the medical car has completed its lap, an official at the rear of the grid will wave a green flag. The Starter will then instruct the official at the front of the grid, displaying the red flag, to walk to the side of the track.

A red light will be displayed for between 2 and 5 seconds. When the red light is switched off, the riders may start their race. A medical car with a doctor will follow behind the motorcycles for the whole of the first lap. Any rider who anticipates the start will be required to carry out the ride through Procedure described under article 1.18. Anticipation of the start (jumpstart) is defined by the motorcycle moving forward when the red lights are on. The Clerk of the Course together with the Jury President, will decide if a penalty will be imposed and must arrange an information to the team to be notified of such penalty before the end of the fourth lap.

If, after the red light has switched off, a rider stalls his machine, then the start line marshals may assist the rider by pushing him along the track until the engine starts. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance or where the rider may change machine. After the riders have passed the exit of the pit lane, the official situated at this exit will display a green light to start any riders still in the pit lane.

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

Should there be a problem that might prejudice the safety on the start, then the Starter will display a flashing yellow light and the board "Start Delayed". The marshal with the red flag stay or comes back in front of the grid and a marshal will wave a yellow flag at each row of the starting grid from the signalling platform. The start procedure will be re-commenced at the 1 minute board stage, the riders will complete an additional warm up lap and the race distance will be reduced by one lap. Any rider who, due to his behaviour on the grid is responsible for a "start delayed", may be penalised with one of the following penalties: fine – ride through – disqualification – withdrawal of Championship points.

AARR 01.18 RIDE THROUGH PROCEDURES

During the race, the rider will be requested to ride through the pit lane without stopping at his box. He may then rejoin the race. The rider must respect the speed limit (Art. 1.20) in the pit lane. In case of infraction of this speed limit, the ride through procedure will be repeated; in case of a second infraction of this speed limit, the black flag will be shown to the rider. In the event of a restarted race, the above regulation will also apply. In the case of a race interrupted prior to the penalty being enforced, and if there is a second part, the rider will be required to ride through after the start of the second part of the race. In the case of a rider carrying forward a penalty for anticipation of the start, into the second part of a race and subsequently found to have anticipated the second start, the rider will be shown the black flag.

After notification has been made to the team (**with a yellow board displaying the riders number in the pit lane**), a yellow board (100cm horizontal X 80 cm vertical) displaying the rider's number (black colour) will be shown at the finish line and the information will also be displayed on the time keeping monitors. Failure by the relevant rider to ride through, having been shown the board 3 times, will result in that rider being shown the black flag. In the case where the organisation has been unable to carry out the ride through penalty before the end of the race, the relevant rider will be inflicted with a time penalty of 20 seconds.

AARR 01.19 "WET" AND "DRY" RACES

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

AARR 01.19 .1 DRY RACES

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

AARR 01.19 .2 WET RACES

A race classified as wet, usually commenced in varying or wet conditions, will not be stopped for climatic reasons and riders who wish to change tyres or make adjustment must enter the pits and do so during the actual race. In all cases where the first race is stopped for climatic reasons, then the restart will, automatically, be a "wet" race.

AARR 01. 20 BEHAVIOUR DURING PRACTICE AND RACE

1. Riders must obey the flag signals, the light signals, and the boards which convey instructions.
 2. Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Riders must at all times adhere to the provisions of the Sporting Regulation. Any infringement of this rule will be penalised with one of the following penalties: cancellation of lap time(s) - fine – Ride through – disqualification – withdrawal of Championship points – suspension.
 3. Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the marshals or at a place which does not provide an advantage to him. The marshals may assist the rider in helping him to lift the machine and holding it whilst any repairs or adjustments are mad. Any repairs or adjustments along the race track must be made by the rider working alone with absolutely no outside assistance. The marshal may then assist him to re-start the machine.
 4. If a rider encounters a problem with the machine which will result in his retirement from the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.
 5. Riders who are returning slowly to the pits during the practice, should ensure that they travel as far as possible off the racing line. They must give a signal by raising an arm.
 6. Riders may enter the pit-line during the practice and the race to make adjustments to their machines or change tyres. During the race all such work must be carried out in the pit lane on working apron in front of the boxes. Refuelling and changing motorcycle are strictly prohibited after the leading rider has passed the finish line after the first lap of the race (except Endurance).
- During the intervals, if races are interrupted, work and refuelling in the pit boxes is permitted.
7. Riders who stop their motorcycle in the pits may be assisted to re-start their motorcycle by the mechanics or a starting device.
 8. Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine (exception: Another rider or by another rider after the chequered flag or red flag).
 9. Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
 10. No signal of any kind may pass between a moving motorcycle and anyone connected with the motorcycle's entrant or rider, save for the signal from the time keeping transponder, from onboard cameras, or legible messages on an onboard screen or on a pit board or body movements by the rider.
 11. Voluntary stopping on the track during practices and races is forbidden.
 12. Practice starts are only permitted, when it is safe to do so, at the pit lane exit, before joining the racetrack, or in the cool down lap after the chequered flag and not in the race line.

13. A speed limit of 60 km/h will be enforced in the pit lane at all times during the event. Riders must respect the speed limit from where the sign 60 km/h is placed up to where the sign 60 km/h crossed out is placed. Any rider found to have exceeded the limit during the practice will be subject to a fine of **50,00 €** per infringement and must be paid one hour before the start of race at the latest.

Any rider who exceeds the pit lane speed limit during a race (beginning with sighting lap) will be penalised with a ride through. The Clerk of the Course must communicate the offence to the pit of the rider after having received the information from the official in charge.

14. As a general rule, silence in the paddock must be respected during the night between 11:00 p.m. and 07:00 a.m. except local restrictions.

AARR 01. 21 ASSISTANCE IN THE PITS

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

AARR 01.22 CHANGE OF MOTORCYCLES

During practice, a rider may use a maximum of two motorcycles, providing they have passed the technical controls under the rider's name and with the correct number

AARR 01.23. INTERRUPTION AND RESTARTING OF A RACE

AARR art 01.23.1 INTERRUPTION OF A RACE

If the Clerk of the Course decides to interrupt a race due to climatic conditions or some other reason, then red flags will be displayed at the finish line and at all marshals' posts and he will switch on, if present, the red lights around the circuit. Riders must immediately slow down and return to the pit lane, confident that the results of the race will be counted as from the end of the previous lap.

The results will, therefore, be the results taken at the last point where every rider still competing had completed a full lap and in the same lap as the leader without the red flag being displayed.

If the results calculated show that less than three laps have been completed by the leader of the race, then the race will be null and void and a new race will be run over maximum 2/3 number of laps of the actual race. If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count. The Position-Point will be awarded.

If three laps or more have been completed by the leader of the race and all other riders on the same laps as the leader, but less than 2/3 of the actual race distance, rounded down to the nearest whole number of laps (or 2/3 of the actual race duration), then the race will be re-started. The number of laps of the second part will be no more than to accomplish 2/3 of the actual race but with a minimum of 5 laps. Those two races and times will be added together to arrive at a final result. If it is found impossible to re-start the race, then the results will count and only half points will be awarded.

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

If the race is interrupted while the chequered flag is waved, the following procedure will apply:

- 1) For all the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
 - 2) For all the riders to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
 - 3) The complete classification will be established by combining both partial classifications as per the lap/time procedure.
- At the time the red flag is displayed, riders who are not actively competing in the race will not be classified. Within 5 minutes after the red flag has been displayed, riders who have not entered the pit lane, riding on their motorcycle, will not be classified.

Example of a race consisting of 15 laps: If a red flag is shown when the leader is on his 6th lap after completing his 5th lap and all other riders have not completed the 5th lap, then the race result will be 4 laps completed, and the second part will consist of 6 laps.

If a red flag is shown when the leader and all other riders on the same lap as the leader are on the 6th lap after completing the 5th lap, the race result will be 5 laps completed and the second part will consist of 5 laps.

If a red flag is shown when the leader and all other riders on the same lap as the leader are on the 8th lap after completing the 7th lap, the race results will be 7 laps completed and the second part will consist of 5 laps. $2/3 \times 15 = 10 - 7 = 3$, but becomes minimum 5 laps.

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

AARR 01.23.2 RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits, the Clerk of the Course will announce a time for the new start procedure to begin which, conditions permitting, should not be later than 20 minutes after the initial display of the red flag.

The results of the first race must be available to teams before the second part of a race can be started.

The start procedure will be identical to a normal start with sighting laps, warm up lap etc.

Conditions for the re-started race will be as follows:

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

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

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

- a. Only riders who are classified as finishers in the first race may re-start.
- b. Motorcycles may be repaired or changed. Refuelling is permitted.
- c. The grid position will be based on the finishing order of the first race.
- d. The final result of the race will be based on the results of each rider classified in the two races added together. Riders who have completed an identical number of laps will be placed according to the combined time for the two races.

AARR 01.24. FINISH OF A RACE AND RACE RESULTS

When the leading rider has completed the designated number of laps for the race, he will be shown a chequered flag by an official standing at the finish line, at track level. The chequered flag will continue to be displayed to the subsequent riders. When the chequered flag is shown to the leading rider, no other rider will be permitted to enter the track from the pit lane. As soon as the chequered flag is shown to the leading rider, the red light will be switched on at the pit lane exit and a marshal showing a red flag will stand in the pit lane exit. If a rider(s) closely precedes the leader during the final lap before the finish line, the official will show to the rider(s) and to the leader simultaneously the Chequered flag and the Blue flag. That means that the race is finished for the leader while the rider(s) closely preceding the leader has (have) to complete the final lap and take the Chequered flag.

In case of a photo-finish between two, or more, riders, the decision shall be taken in favour of the competitor whose front wheel leading edge crosses the plane of the finish line first. In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.

Should for any reason the end of the race signal be given before the leading motorcycle completes the actual number of laps or duration, the race will be deemed to have finished when the leading motorcycle last crossed the line before the signal was given.

Should the end of race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

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

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

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

The rider must be in contact with his machine.

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

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

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

AARR 01.25 FLAGS AND LIGHTS

AARR 01.25.1 FLAGS AND LIGHTS USED TO PROVIDE INFORMATION

The following dimensions of flags have to be respected:....

- National Flag

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

- Green Flag

The track is clear. This flag must be presented lightly waved or motionless at each flag marshal post on the first lap of each practice and warm up session, during the sighting and the warm up lap. This flag must be shown at the flag marshal post immediately after the incident that requires the use of the yellow flag. When waved by the starter it is the signal to start the Warm Up lap.

- Green Light

This light must be switched on at the pit lane exit to signal the start of each practice and Warm Up session, the sighting lap and the warm up lap.

- Yellow and Red Striped Flag

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

- Blue Flag

Shown waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken by a faster rider. The slower rider may not hinder the faster rider. During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him. During the race, the rider concerned is about to be lapped. He must allow the following rider(s) to pass him at the earliest opportunity. Any Infringement of this rule will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points.

- Chequered Black / White Flag

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

- Chequered Black / White Flag and Blue Flag

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

AARR 01.25.2 FLAGS AND LIGHTS CONVEY PROVIDE INFORMATION

- Yellow Flag

Shown waved at each row of the starting grid, this flag indicates that the start of the race is delayed. Shown waved at the flag marshal post, this flag indicates that there is a danger ahead. The riders must slow down and be prepared to stop. Overtaking is forbidden up until the point where the green flag is shown.

Any infringement of this rule during a practice session will result in the cancellation of the time of the lap during which the infraction occurred and faster lap(s). In case of infringement of this rule during the race, rider will be penalised by a ride through. In both cases, further penalties (such as fine – suspension) may also be imposed. If immediately after having overtaken, the rider realises that he did an infraction, he must raise his hand and let pass the rider(s) that he has overtaken. In this case, no penalty will be imposed. During the final inspection lap, this flag must be waved at the exact place where the flag marshal will be positioned during the practices, the warm ups and races.

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

- Flashing Blue Lights

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

- White Flag

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

Overtaking the slow moving vehicle is permitted.

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

- Red Flag waved and Red Lights

When the race or practice is being interrupted, the red flag will be waved at each flag marshal post and the red lights around the track will be switched on. Riders must return slowly to the pits.

- Red Flag and/or Red Lights motionless (in the pit or on the track)

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

When the pit-lane exit is closed, this flag will be shown motionless at the pit-lane exit and the red light will be switched on. Riders are not allowed to exit the pit lane. Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points – suspension. The red flag will be shown motionless on the starting grid at the end of the sighting lap and at the end of the warm up lap. The red flag may also be used to close the track. The red lights will be switched on at the start line for between 2 and 5 seconds to start each race.

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

This flag is shown on the start/finish line and some marshal posts only under order of the Jury President. Rider with this number must stop at the pits at the end of the current lap and cannot restart except on order from the CoC or Jury President. Any infringement of this rule will be penalised with one of the following penalties: fine – disqualification – withdrawal of Championship points – suspension.

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

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

- Medical cars

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

AARR 01.26 PARC FERME

After all qualifying practices, all riders of the classes 125SP, SStk 600 and SStk 1000 must bring all their bikes to the parc ferme for a technical control.

At the end of the race, or the final part of a race that has been interrupted, all the classified motorcycles must be removed to a parc ferme pending inspection by the Technical Stewards or potential protests. Machines will normally be released from the check area 30 minutes after the finish of the race.

AARR 01.27 CHAMPIONSHIP POINTS AND CLASSIFICATIONS

All results must be regarded as unofficial, until these are countersigned by the President of the Jury during the last jury meeting of the day in question.

All published results, therefore always have to bear the following printing: "Unofficial result, subject of ratification by the Alpe Adria Jury"

Points will be allocated as follows:

Scores

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

Additional scores: Pole position – 1 point Best lap time in the race – 1 point

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

In case of a tie in the final classification, the rider with the best placing becomes first. In case of further ties the best placing of the last race, of the second last race and so on are taken into consideration.

For the **AA** final classification, **riders have to participate minimum at 4 events; all results** will be taken into consideration.

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

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

AARR 01.28 PRIZES

At each event, the organizers give 3 trophies for the winner of each class and one trophy for the pole position of each AA class. Eventual prize-money will be at the discretion of the organizer.

The final prize-giving of the UEM Alpe-Adria Championship will take place at the end of the season by the national Championship prize-giving ceremony.

The first 4 riders of the AARR Championship series in class 125 GP (respecting the age limit), Supersport and Superstock 1000 will be qualify directly for the Final of the European Road Racing Championship races 2010.

The Entry Fee of these participating AA riders will be paid by the AAMU. **Riders who are not members of the AA federations will not be rewarded with promotion to the European RR Championship races 2010.**

AARR 01.29 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

Instructions may be given by the Clerk of the Course to Teams and/or Riders by means of special circulars in accordance with the Regulations. Circulars will be posted on the official notice board.

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

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

AARR 01.30 PROTESTS AND APPEALS

The protest fee is 150, 00 €, the fee for an appeal follows the national sporting code of the FMNR. The Organizer has to send all protest and appeal fees withheld to his FMNR. Fees for pit lane speeding must be paid to the organizer. The deposits in case of dismantling and reassembling a machine following a protest, are as follows:

€ 250,-- for a 2-stroke engine (material included)

€ 500,-- for a 4-stroke engine (material included)

If the party who makes the protest is the losing party, the deposit must be paid to the winning party.

If the party who makes the protest is the winning party, the deposit must be reimbursed. The losing party can be penalised by the Jury.

All requests for fuel control following a protest must be accompanied by a deposit of € 1.000,-- paid to the Jury or the UEM (in case of supplementary controls).

Any new requests for control must be presented to the UEM within 5 days of the reception date of the results of the preceding control notified in conformity with article 5.6 of the UEM Disciplinary and Arbitration Code and pay a deposit of € 1.000,--.

After the last control:

- the winning party will have its deposit reimbursed.

- the losing party will have to pay the costs of all the controls carried out after deduction of deposits, which it has already paid.

AARR 01.31 FUEL

In all classes the fuel prescribed is gasoline without lead, based on the F.I.M. / UEM Rules, For the 125 cc classes also see Technical Regulations.

AARR 01.31 SANCTION FOR NON-COMPLIANCE WITH THE FUEL RULES

See article RR01.21 of the UEM Road Racing rules

AARR 01.32 TIMEKEEPING

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

AARR 01.33 PERMANENT TECHNICAL DELEGATE

The AAMU sends to all AA RR events one permanent technical delegate (AATD). This delegate is the coordinator between the national technician members and the Jury. He is responsible for the preparation of all technical documentations and necessary tools with the exception of weighing and sound measuring devices. The names of these both technicians must be laid down in the SRs of the events. The national Chief technician and his staff must work together with the AATD. In case of a dispute, the decision of the AATD will be final. The cost for this permanent technical delegate must be paid for by the AAMU.

AARR 01.34 ALPE ADRIA ROAD RACING COMMISSION

Budapest, 05th December 2009

Günther Zaritsch
AAMU President Road Racing Commission

Gerhard Ittner
ACCR

Janez Pintar
AMZS

Luigi Favarato
FMI

Dean Grbac
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Attila Nagy
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