



FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME

**ROAD RACING FIM MOTOGP ROOKIES CUP  
REGULATIONS**

**2013**

*RÈGLEMENTS DE LA COUPE FIM  
MOTOGP ESPOIRS DE COURSES SUR ROUTE*

## **Appendices / Annexes**

### **Road Racing FIM MotoGP Rookies Cup Regulations**

### **Règlements de la Coupe FIM MotoGP Espoirs de Courses sur Route**

**Articles amended as from 1.1.2013 are in bold type**  
*Les articles modifiés dès le 1.1.2013 sont en caractères gras*

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## FIM ROAD RACING MOTOGP ROOKIES CUP REGULATIONS

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## **General Undertakings and Conditions**

All riders, teams' personnel, officials, organizers and all the persons involved in any capacity whatsoever participating in the Road Racing FIM MotoGP Rookies Cup (hereinafter referred to "Cup") undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

1. SPORTING REGULATIONS
2. TECHNICAL REGULATIONS
3. DISCIPLINARY AND ARBITRATION CODE
4. CIRCUIT STANDARDS
5. MEDICAL CODE
6. ANTIDOPING CODE
7. ENVIRONMENTAL CODE

as supplemented and amended from time to time.

All the persons mentioned above may be penalised in accordance with the provisions of the Road Racing FIM MotoGP Rookies Cup Regulations (hereinafter referred to "Regulations").

Whilst these Regulations may be translated into other languages, in case of any dispute regarding interpretation the Official English text will prevail.

It is the responsibility of the team to ensure that all persons concerned with its entry observe all the requirements of the Regulations. The responsibility of the rider, or any other person having charge of an entered machine during any part of the Event with respect to observance of the Regulations is joint and several with that of the team.

All persons concerned in any way with an entered machine or present in any capacity whatsoever in the Paddock, Pits, Pit lane or Track, must wear an appropriate pass at all times during the Event.

### **ANTIDOPING CODE**

All the persons concerned must at all time observe the FIM Anti-Doping Code and may be penalised accordingly.

## **1. SPORTING REGULATIONS**

### **1.1 INTRODUCTION**

- 1.1.1 A series of motorcycle races counting toward the FIM Road Racing MotoGP Rookies Cup for riders will be organised.
- 1.1.2 Official documents relating to a meeting must conform to article 100.5 of the FIM Sporting Code.

### **1.2 EVENTS**

- 1.2.1 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 International Jury during that period.

- 1.2.2 Events must be staged on race circuits that have been approved by the FIM for the Cup.
- 1.2.3 Events must not include any other races except for Grand Prix races and support races approved by the FIM.
- 1.2.4 Any activity involving 4 wheels racing vehicular use of the track during the event, including “demonstrations”, displays or the suchlike must receive prior approval from FIM and DORNA.
- 1.2.5 Organisers will be nominated by the FIM.
- 1.2.6 The Organiser is responsible for providing the facilities and personnel to ensure the smooth and efficient running of the event.

- 1.2.7 The organiser shall obtain insurance for third party liability according to article 110.1.1 of the FIM Sporting Code or article 1.2.7 of the FIM Road Racing World Championship Grand Prix Regulations.
- 1.2.8 At least 90 days prior to the Event, the Organisers of the event must submit the following information to the FIM:
- a - Confirmation of the name and address of the Organisers, including telephone and facsimile numbers for correspondence.
  - b - The date and place of the Event.
  - c - A detailed plan of the circuit, its direction, clockwise or anticlockwise, and length.
  - d - The location at the circuit of the teams and riders information centre and the official notice board.
  - e - The name and address of the company providing the third party liability insurance cover and the number of the policy.
  - f - Name and address of FMNR.
  - g - The name of the Clerk of the Course (with FIM Clerk of the Course licence).
  - h - The name, address and telephone number of the Chief Medical Officer.
  - i - The name, address and telephone number of the hospitals designated for the event.

### **1.3 THE PADDOCK**

- 1.3.1 The Paddock, pit boxes and all other facilities must be available to teams at least on the day prior to the first practice day and remain available to competitors for at least one day after the event.
- 1.3.2 Access must be available for teams arriving to set up between the hours of 08:00 and 20:30.
- 1.3.3 At all times that the Paddock is occupied there must be 24 hour attendance at the gates providing vehicular access to the circuit and paddock.

- 1.3.4 When the Paddock is occupied there must be an adequate medical and fire fighting service available to all riders, teams, manufacturers, sponsors, service companies, officials, FIM, Dorna, IRTA, etc.  
At minimum the services must be available from 08.00 – 18.00hrs on the two days prior to the “setting up of teams’ day”, and on a 24 hour basis for the remainder of the event, ending at midnight on the day after race day.
- 1.3.5 Full security must be supplied to the Paddock area from at least midnight of the day prior to the first practice day until midnight of the day after the event.

## **1.4 OFFICIALS**

- 1.4.1 All the following officials must be present and available at the time necessary to ensure smooth and efficient running of the Event.
- 1.4.2 Refer to article 40 of the FIM Sporting Code.
- 1.4.3 The following officials will be appointed for individual events to perform supervisory and executive roles.

### **A) Officials appointed by the FIM**

The President and two members of the International Jury (with FIM Sporting Steward licence). They are responsible for ensuring that the event is conducted according to the Regulations.

The International Jury President is responsible for the supervision of all aspects of safety

### **B) Officials appointed by the FMNR/Organiser.**

- 3) Clerk of the Course; responsible for:
- a - Ensuring that the circuit is suitably prepared for and maintained during the Event and that all legal requirements applicable for the running of the event have been complied with.
  - b - Ensuring that all officials and services are in place.

The stationing of all track personnel and equipment (i.e. marshals, doctors, ambulances, flags, etc.) alongside the Circuit no later than 30 minutes prior to the beginning of all practice sessions and warm ups.

- c - Taking decisions to ensure the smooth and efficient running of the event.
  - d - Ensuring that the event is run within the Regulations.
  - e - Notification of protests to the International Jury.
  - f - The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the International Jury to modify the timetable in accordance with the Sporting Regulations.
  - g - The use of the Safety Car.
  - h - The stopping of practice or the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
  - i - The starting procedure.
  - j - The use of medical cars/fast interventions vehicles.
  - k - Immediate approval and signature with time of provisional results (practices, warm-ups, starting grids and races) and presentation of reports to the International Jury.
- 4) Secretaries  
Responsible for:
- a - During the event effecting communications between the various officials.
  - b - Providing secretarial support for the International Jury.
- 5) Other Officials;

The Chief Technical Steward must be holder of the FIM Technical Steward licence.

- 1.4.4 All communications between Officials appointed by the FMNR/ Organiser must be made via the relevant FIM Officials.

## 1.5 **INTERNATIONAL JURY**

- 1.5.1 Refer to article 50.1 of the FIM Sporting Code.

- 1.5.2 The International Jury will meet at any time required during the event, but at least:

- a - Prior to the first practice session.
- b - At the end of each practice day.
- c - At the end of the event.

### 1.5.3 **The duties of the International Jury are:**

- a - To take decision as provided in the Regulations.
- b - To ensure the smooth and efficient running of the event.
- c - To receive reports from the various Officials concerning scrutineering, practice and races.
- d - To confirm the practices and races results.
- e - To make recommendations to the organiser to improve the smooth and efficient running of the event.
- f - To impose penalties for any infringements of the Regulations occurring during the event.
- g - To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.
- h - To adjudicate on any protest relating to infringements of the Regulations occurring during the event.

No protest and no appeal to the CAS may be lodged against a decision of the International Jury entailing or not:

- **a change of position**
- a ride through

- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc.
- a fine for speeding in the pit lane.

No protest and no appeal to the CAS may be lodged against a decision of the International Jury based on a photo finish.

No protest may be lodged for technical matters.

## **1.6 THE CALENDAR**

1.6.1 The calendar of races counting for the Cup will be, in principle, published by no later than 31st October of the preceding year.

## **1.7 MOTORCYCLES**

### **1.7.1 Classes**

The class admitted is **250cc single cylinder 4 strokes**

**See article 2.**

### **1.7.2 Means of propulsion**

A motorcycle can only be propelled by its own motive power, the muscular effort of its rider and by the natural forces of gravity.

## **1.8 ELIGIBLE COMPETITORS**

Riders must hold a valid licence" issued by a FMN.

Licences for riders are issued only when the minimum age of 13 years old has been attained.

The limit for the minimum age starts on the date of the rider's birthday.

The limit for the maximum age finishes at the end of the year in which the rider reaches the age of 18.

## **1.9 ENTRIES**

1.9.1 A compulsory briefing will be held for all the riders who will be participating for the first time in the current Cup on the day preceding the day scheduled for the first practice session.

Failure to attend the briefing in full will result in disqualification from the event.

A waiver can be granted to a rider by the International Jury.

1.9.2 A rider shall be deemed to have taken part in the event when he participates in, at least, one practice session.

1.9.3 A rider shall be deemed to have started a race when he participates in, at least, the first lap of the race.

## **1.10 STARTING NUMBERS**

1.10.1 Each rider accepted for the Cup will be allocated a specific starting number which will be valid for the whole Cup.

## **1.11 SCHEDULE**

1.11.1 The Event schedule will be published before each event.

1.11.2 The schedule can only be varied as follows:

- i) Prior to the event by Dorna;
- ii) During the event by the International Jury.

## **1.12 TECHNICAL CONTROL – MEDICAL CONTROL – DOPING CONTROL**

1.12.1 All motorcycles should be checked by the Technical Scrutineers prior to first participation in practice on safety aspects, according to the published schedule.

Teams may present only one motorcycle per rider for Technical control which will be carried out according to the published schedule prior to the first practice.

Unless a waiver is granted by the International Jury, teams who do not comply with the schedule for technical or medical controls will not be allowed to take part in the event.

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

1.12.3 Any rider to be tested for doping control must report to the doping control room in the medical centre with sufficient identification within one hour of notification.  
One associate may accompany the rider.

## **1.13 PRACTICE**

### **1.13.1 Practice Sessions (warm-up inclusive)**

- i) Riders will commence practice from the pit lane when the green light is displayed at the exit of the pit lane.
- ii) The duration of practice will commence from the illumination of the green light. A visible board or count-down will be shown in the pit lane to indicate the minutes of practice remaining.
- iii) 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, at which time the red light on the finish line will be displayed. After the chequered flag, riders complete one additional lap prior to entering the pits.
- iv) If practice is interrupted due to an incident or any other reason, then a red flag will be waved 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 monitors of the official timekeepers at the moment the red flags were waved.

- v) After practice has started, the condition of the racing surface of the circuit should not be altered except on instruction from the Clerk of the Course and the Jury President in response to a localised change in conditions.

### **1.13.2 Motorcycles**

A rider may practice on one motorcycle providing that his motorcycle has been scrutinised in his name.

### **1.13.3. Lap time**

All laps of the riders will be timed.

### **1.13.4 Qualification for the Race**

To qualify for the race, a rider must achieve a time at least equal to 115% of the time recorded by the fastest rider.

Any rider who fails to achieve a qualifying time will be permitted to take part in the race provided that in any of the free practice sessions he/she has achieved a time at least equal to 115% of the fastest rider in same session. Such riders will start the race from the back of the grid, in order of their free practice times.

Exemptions may be granted by the International Jury.

## **1.14 GRID POSITIONS**

1.14.1 The pole position, allocated to the fastest rider, will be determined during the homologation of the circuit.

1.14.2 The Grid will be arranged in the 3-3-3-3 configuration "in echelon". Each line will be offset.  
There will be a distance of 9 metres between each row.

1.14.3 Grid positions will be based on the fastest time recorded by the riders in all qualifying practice.  
In the case where all qualifying practice have been cancelled, the grid position will be based on the fastest time recorded by the riders in all free practices.

- 1.14.4 In the event of a tie, riders' second and subsequent best times will be taken into account.
- 1.14.5 The final grid will be published after the warm up has been completed, at the latest one hour before the start of the race.

## 1.15 RACES

- 1.15.1 The length of races will be published before each event.
- 1.15.2 The length of a race may only be varied by the International Jury.
- 1.15.3 A visible countdown board will be shown at the finish line to indicate the number of remaining laps in the race.
- 1.15.4 If the Timekeeping rooms are fed by normal power (electricity) supply, they must also be permanently connected to an U.P.S. (Uninterruptible Power System) and to a generator.

## 1.16 START PROCEDURE

- 1) Only riders who have completed at least one sighting lap will be permitted to start the race from their position published on the final grid. Under no circumstances may they push onto the grid from the pit lane.
- 2) Approximately 15 Minutes before the Start of the Race - Pit lane exit opens for sighting laps.  
**Green lights on and green flags waved at the pit lane exit.**  
  
Count-down boards of 5, 4, 3, 2 and 1 minutes 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.
- 3) Approximately 10 Minutes before the Start of the Race - Pit lane exit closes.  
**Red lights on and red flags presented motionless at the pit lane exit.**

- 4) Riders who do not go onto the grid may start the warm up lap from the pit lane under the instructions of a marshal positioned at the pit lane exit.  
Riders starting the warm up lap from the pit lane must start the race from the back of the grid.
- 5) When riders reach the grid after the sighting lap(s) 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 "Grid Pass".

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

- 6) The Clerk of the Course will, 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".
- 7) Riders on the grid may at this stage make adjustments to the machine or change tyres to suit the track conditions.  
Tyre warmers may be used on the grid. Riders may use a generator to power tyre warmers on the grid

All adjustments must be completed by the display of the 3 minutes board. After this board is displayed, riders who still wish to make adjustments must push their machine to the pit lane. Such riders and their machines must be clear of the grid and in the pit lane 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 from the pit lane and will start the race from the back of the grid.

- 8) Refuelling or changing fuel tank on the grid is forbidden.

- 9) 5 Minutes Before the Start of the Warm Up Lap - Display of 5 Minute Board on the grid.
- 10) 3 Minutes Before the Start of the Warm Up Lap - Display of 3 Minute Board on the grid.

**Immediate removal of tyre warmers** from machines on the grid.

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

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

- 11) 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 mechanic will leave the grid. The mechanic will, as quickly as possible, assist the rider to start the machine and will then vacate the grid.

- 12) 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. Such riders may start the warm up lap from the pit lane and will start the race from the back of the grid.

- 13) 2 Minutes Before the Start of the Race - Green flag waved to start 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 safety car. The safety car will overtake slow riders.

As soon as the riders have passed the pit lane exit, the pit lane exit light will be turned green, and any rider waiting in the pit lane will be permitted to join the warm up lap. 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 up to or behind the front line and between the side lines defining the grid position and keep their engines running. If two or more riders must start from the back of the grid, they will take up position in the order in which they qualified for the race.

An official will stand at the front of the grid holding a red flag. Any rider who arrives after the safety car has taken up its position at the back of the grid must stop beside the safety car and start the race from there, as directed by a marshal.

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 each 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 safety car has taken up its position, 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.

- 14) A red light will be displayed for between 2 and 5 seconds. The red light will go out to start the race

A safety car will follow behind the motorcycles for the whole of the first lap. The safety car will overtake slow riders.

If the red lights' device is fed by normal power (electricity) supply, it must also be connected to a set of car batteries or to an U.P.S. (Uninterruptable Power System) to provide power to the starting lights' device if the electric line breaks down just at the moment of the start.

Any rider who anticipates the start will be required to carry out the ride through described under article 1.17

Anticipation of the start is defined by the motorcycle moving forward when the red lights are on. The International Jury will decide if a penalty will be imposed and must arrange for the team to be notified of such penalty before the end of the fourth lap.

- 15) If, after the start of the race, a rider stalls his machine, then he may be assisted by being pushed 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.
- 16) 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.

- 17) Unless the race is interrupted, after the leading rider has passed the finish line at the end of his first lap, no further changes of machines are permitted.
- 18) Should there be a problem that might prejudice safety, then the Starter will display a flashing yellow light and the board "Start Delayed" 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 person 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 Cup points.

## 1.17

### **RIDE THROUGH PROCEDURE**

During the race, the rider will be requested to ride through the pit lane. Stopping is not permitted.  
He may then rejoin the race.

The rider must respect the speed limit (Art. 1.19.14), 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 complied with 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 an interrupted race and subsequently found to have anticipated the second start, the rider will be shown the black flag.

**A yellow board** (100cm horizontal X 80 cm vertical) displaying the riders' numbers (black colour) will be shown at the finish line and the information will also be displayed on the timekeeping monitors.

Failure by the relevant rider to ride through, having been shown the board 5 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.

## **1.18 "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.

- 1.18.1.1 Dry Races – a race classified as dry will be interrupted by the Clerk of the Course, if he considers that climatic conditions affecting the surface of the track makes it likely that riders will wish to change tyres.
- 1.18.1.2 Wet Races – a race classified as wet, usually commenced in varying or wet conditions, will not be interrupted for climatic reasons and riders who wish to change tyres or make adjustments must enter the pits and do so during the actual race.
- 1.18.1.3 In all cases where the first race is interrupted for climatic reasons, then the restart will automatically be a "wet" race.

## **1.19 BEHAVIOUR DURING PRACTICE AND RACE**

- 1) Riders must obey the flag signals, the light signals, and the boards which convey instructions.

Any infringement to this rule will be penalised according to the provisions of article 1. 20.

- 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. Any infringement of this rule will be penalised with one of the following penalties: fine - change of position - ride through –time penalty – drop of any number of grid position(s) at the rider's next race – disqualification - withdrawal of Championship points - suspension.
- 3) Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the officials or at a place which does not provide an advantage to him. Any infringement of this rule during the practices or warm up will be penalised by the cancellation of the lap time concerned and during the race, by a change of position decided by the Clerk of the Course.  
**A board** will be displayed for the rider on the finish line during a maximum of 5 laps. If the rider did not go back after the board has been presented 5 times, he will be penalised by a ride through.  
Further penalties (such as fine - ride through - disqualification - withdrawal of Championship points) may also be imposed.
- 4) Any repairs or adjustments along the race track must be made by the rider working alone with absolutely no outside assistance. The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made. The marshal may then assist him to re-start the machine.
- 5) If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals.

- 6) If the rider encounters a problem with the machine which will result in his retirement from the practice or 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.
- 7) Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.
- 8) Riders may enter the pits during the race, but taking the motorcycle inside the pit box is not permitted. Refuelling is strictly prohibited. Any infringement of this rule will be penalised with a disqualification.
- 9) Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
- 10) 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).
- 11) 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.
- 12) No signal of any kind may pass between a moving motorcycle and the rider's team, or anyone connected with the motorcycle's team, entrant or rider, except for the signals of the timekeeping transponder, lap trigger, GPS, legible messages on a pit board, or body movements by the rider or team. Onboard TV camera signals are allowed, but only when such signals are for the purposes of and managed by the Championship promoter.

- 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 150€**.

Any rider who exceeds the pit lane speed limit during a race will be penalised with a ride through.

The International Jury must communicate the offence to the team of the rider after having received the information from the Official in charge.

- 14) Stopping on the track during practices and races is forbidden.
- 15) During the practice sessions and warm ups, practice starts are permitted, when it is safe to do so, at the pit lane exit before joining the track and after passing the chequered flag at the end of practice sessions and warm ups, when it is safe to do so, off the racing line.
- 16) If the winning rider wishes to parade a flag, he must ride to the side of the racing surface to collect the flag and then rejoin the circuit when it is safe to do so.
- 17) It is not permitted to ride racing motorcycles within the circuit other than in the pit lane or on the track.
- 18) After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane / parc fermé.

## 1.20

### FLAGS AND LIGHTS

Marshals and other officials display flags or lights to provide information and/or convey instructions to the riders:

## 1.20.1

### Flags and Lights Used to Provide Information:

- **Green Flag**

The track is clear

This flag must be shown motionless at each flag marshal post for the first lap of each practice session and of the warm up, for the sighting lap(s) and for the warm up lap.

This flag must be shown motionless at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags.

This flag must be waved by the starter to signal the start of the warm up lap.

When the pit-lane exit is open, this flag must be waved at the pit-lane exit.

- **Yellow and Red Striped Flag**

The adhesion on this section of the track could be affected by any reason other than rain.

This flag must be shown motionless at the flag marshal post.

- **White Flag with diagonal red cross**

Drops of rain on this section of the track.

This flag must be shown motionless at the flag marshal post.

- **White Flag with diagonal red cross + Yellow and Red Striped Flag**

Rain on this section of the track.

These flags must be shown together motionless at the flag marshal post.

- **Blue Flag**

Shown waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken.

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 Cup points.

At all times, this flag will be shown waved to a rider leaving the pit lane if traffic is approaching on the track.

- **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 (see art. 1.22.1).

- **Green Light**

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

- **Flashing Blue Lights**

Will be switched on at the pit lane exit at all time during practices and races.

## 1.20.2

### **Flags Which Convey Information and Instructions:**

- **Yellow Flag**

Shown waved at each row of the starting grid, this flag indicates that the start of the race is delayed.

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.

In case of infringement of this rule during the race, the rider must go back the number of positions decided by the International Jury.

**A** board will be displayed for the rider on the finish line during a maximum of 5 laps. If the rider did not go back after the board has been presented 5 times, he will be penalized 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.

- **Red Flag 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.

When the pit-lane exit is closed, this flag will be shown motionless at the pit-lane exit and the 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 Cup points - suspension.

At the end of each practice session and warm-up, a red light will be switched on at the finish line.

**The red flag will be shown motionless on the starting grid 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**

This flag is used to convey instructions to one rider only and is displayed motionless at each flag marshal post together with the rider's number. The rider must stop at the pits at the end of the current lap and cannot restart.

This flag will be presented only after the rider's team has been notified.

Any infringement of this rule will be penalised with one of the following penalties: fine - withdrawal of Cup points - suspension.

- **Black Flag with orange disk (Ø 40 cm)**

This flag is used to convey instructions to one rider only and is displayed motionless at each flag marshal post together with the rider's number. This flag informs the rider 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 - withdrawal of Cup points - suspension.

### **1.20.3 Flag Dimension**

The flag dimension should be 80cms in the vertical and 100cms in the horizontal.

The flag dimension will be checked the day preceding the day of the first practice session.

### **1.20.4 Flag Colour**

The Pantones for the colours are as follows:

Orange:	Pantone 151C
Black:	Pantone Black C
Blue:	Pantone 286C or 298C
Red:	Pantone 186C
Yellow:	Pantone Yellow C
Green:	Pantone 348C

The flags' colours will be checked the day preceding the day of the first practice session.

### **1.20.5 Rider' s number board**

Black board (70 cm horizontal X 50 cm vertical) which enables the race number of a rider to be attached with a set of numbers in white, whose stroke width is minimum 4 cm and height minimum 30 cm.

This board must be available at each flag marshal post.

### **1.20.6 Flags Marshals posts**

The location will be fixed during the circuit homologation.

## **1. 20.7 Marshals Uniforms**

It is strongly recommended the marshals' uniforms to be in white or orange (Ref. Pantone: 151C) and the rain coat to be transparent.

## **1.21 MEDICAL CARS**

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

## **1.22 FINISH OF A RACE AND RACE RESULTS**

- 1.22.1 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.

- 1.22.2 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.

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

- 1.22.4 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.
- 1.22.5 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.
- 1.22.6 A new lap record for a circuit can only be established by a rider during a race.
- 1.22.7 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.

## **1.23 INTERRUPTION OF A RACE**

- 1.23.1 If the Clerk of the Course decides to interrupt a race, then red flags will be displayed at the finish line and at all marshals' posts and he will switch on the red lights around the circuit. Riders must immediately slow down and return to the pit lane.

The results will be the results taken at the last point where the leader and all other riders on the same lap as the leader had completed a full lap without the red flag being displayed

Exception: if the race is interrupted after the chequered flag, 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, pushing or riding on their motorcycle, will not be classified.

- 1.23.2 If the results calculated show that less than three laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be null and void and a completely new race will be run.  
If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count for the Cup.
- 1.23.3 If three laps or more have been completed by the leader of the race and all other riders on the same lap as the leader, but less than two-thirds of the original race distance, rounded down to the nearest whole number of laps, then the race will be restarted according to Art. 1.24. If it is found impossible to restart the race, then the results will count and half points will be awarded in the Cup.
- 1.23.4 If the results calculated show that two-thirds of the original race distance rounded down to the nearest whole number of laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be deemed to have been completed and full Cup points will be awarded.  
If it is found impossible to restart the race, then the results will count and full Cup points will be awarded.

## **1.24 RE-STARTING A RACE THAT HAS BEEN INTERRUPTED**

- 1.24.1 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 10 minutes after the initial display of the red flag.
- 1.24.2 The results of the first race must be available to teams before the second part of a race can be started.
- 1.24.3 The start procedure will be identical to a normal start with sighting laps, warm-up lap, etc.
- 1.24.4 Conditions for the re-started race will be as follows:
- i) In the case of situation described in 1.23.2 (less than 3 laps completed) above:
    - a. All riders may re-start.
    - b. Motorcycles may be repaired.  
Refuelling is permitted.
    - c. The number of laps will be two-thirds of the original race distance rounded down to the nearest whole number of laps.
    - d. The grid positions will be as for the original race.
  - ii) In the case of situation described in 1.23.3 (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. Refuelling is permitted.

- c. The number of laps of the second race will be the number of laps required to complete two-thirds of the original race distance rounded down to the nearest whole number of laps with a minimum of 5 laps.
- d. The grid position will be based on the finishing order of the first race.
- e. The final race classification will be established according to the position and the consolidated number of laps of each rider at the time he crossed the finish line at the end of the last part of the race. Provisions of Art. 1.22.4 will apply.

## **1.25 CUP POINTS AND CLASSIFICATION**

1.25.1 Riders will compete for the FIM Road Racing Rookies Cup.

1.25.2 For riders, the points will be those gained in each race.

1.25.3 For each race, Cup points will be awarded on the following scale:

1st	25 points
2nd	20 points
3rd	16 points
4th	13 points
5th	11 points
6th	10 points
7th	9 points
8th	8 points
9th	7 points
10th	6 points
11th	5 points
12th	4 points
13th	3 points
14th	2 points
15th	1 point

1.25.4 All races will count for the Cup classification.

- 1.25.5 In the event of a tie in the number of points, the final positions will be decided on the basis of the number of best results in the races (number of first places, number of second places etc.). In the event that there is still a tie then, the date in the Cup at which the highest place was achieved will be taken into account with precedence going to the latest result.

## **1.26 INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS**

- 1.26.1 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 must be posted on the official notice board. Posting on the official notice board will be deemed as proof of delivery.
- 1.26.2 All classifications and results of practice and the race, as well as all decisions issued by the officials, must be posted on the official notice board. Posting on the official notice board will be deemed as proof of delivery and official publication.
- 1.26.3 Any communication from the International Jury, the Permanent Officials or 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 International Jury, the Permanent Officials or the Clerk of the Course must also be made in writing.

## **1.27 TEAM PERSONNEL IN THE PIT LANE**

For safety reasons, the following rules must be strictly respected.

- 1.27.1 Team personnel will not be permitted in the pit lane during practices, warm-up and race of another class unless they are making adjustments to their motorcycle.
- 1.27.2 The maximum number of team personnel per rider in the working area in front of the pits is limited to 6.
- 1.27.3 The maximum number of team personnel per rider on the signaling platform is limited to 4.

**Meeting:** \_\_\_\_\_ **IMN:** \_\_\_\_\_

### **Jury meeting No. 1**

The first Jury meeting will take place 1 1/2 hours before the beginning of the free practice.

Venue: \_\_\_\_\_ Date: \_\_\_\_\_ Time: \_\_\_\_\_  
End: \_\_\_\_\_

1. Presence:
  - 1.1 Members of the Jury with voting rights  
President: \_\_\_\_\_  
Member: \_\_\_\_\_  
FMNR Delegate: \_\_\_\_\_
  - 1.2 Members of the Jury without voting rights, designated by the FIM  
Medical delegate: \_\_\_\_\_
  - 1.3 Clerk of the Course  
\_\_\_\_\_
  - 1.4 FMN delegates  
\_\_\_\_\_
  - 1.5 Environmental steward  
\_\_\_\_\_
  - 1.6 Others  
\_\_\_\_\_
2. Riders accepted
3. Riders accepted
4. Condition of the track
5. Condition of services

6. Fire fighting procedure
7. Timekeeping, results, communications, sanitary installations, paddock, pits, etc.
8. Next Jury meeting

The International Jury  
The President    The Secretary

Meeting: \_\_\_\_\_ IMN: \_\_\_\_\_

**Jury meeting No.**

Venue: \_\_\_\_\_ Date: \_\_\_\_\_ Time: \_\_\_\_\_  
End: \_\_\_\_\_

1. Presence:
  - 1.1 Members of the Jury with voting rights  
President: \_\_\_\_\_  
Member: \_\_\_\_\_  
FMNR Delegate: \_\_\_\_\_
  - 1.2 Members of the Jury without voting rights, designated by the FIM  
Medical delegate: \_\_\_\_\_
  - 1.3 Clerk of the Course  
\_\_\_\_\_
  - 1.4 FMN delegates  
\_\_\_\_\_
  - 1.5 Environmental steward  
\_\_\_\_\_
  - 1.6 Others  
\_\_\_\_\_
2. Minutes of the meeting No.
3. Track Inspection
4. Technical inspections
  - 4.1 Inspections carried out  
number of riders  
number of machines  
Total
  - 4.2 Special checks carried out
    - noise
    - weights
    - others

5. Protests
6. Rule infractions, Sanctions
7. Ratification of practice results
8. Report of the Clerk of the Course
9. Falls/Accidents
10. Starting grid
11. Closed park
12. Miscellaneous
13. Next Jury meeting

The International Jury

The President    The Secretary

Meeting: \_\_\_\_\_ IMN: \_\_\_\_\_

### Final Jury meeting

Venue: \_\_\_\_\_ Date: \_\_\_\_\_ Time: \_\_\_\_\_  
End: \_\_\_\_\_

1. Presence:
  - 1.1 Members of the Jury with voting rights  
President: \_\_\_\_\_  
Member: \_\_\_\_\_  
FMNR Delegate: \_\_\_\_\_
  - 1.2 Members of the Jury without voting rights, designated by the FIM  
Medical delegate: \_\_\_\_\_
  - 1.3 Clerk of the Course  
\_\_\_\_\_
  - 1.4 FMN delegates  
\_\_\_\_\_
  - 1.5 Environmental steward  
\_\_\_\_\_
  - 1.6 Others  
\_\_\_\_\_
2. Minutes of the meeting No.
3. Track Inspection
4. Final scrutineering check
5. Protests
6. Rule infractions, Sanctions

7. Ratification of the results
8. Dispatch of the results (by fax or e-mail) to the FIM
9. Report of the Clerk of the Course
10. Falls/Accidents during the races
11. Unexcused absences
12. Podium ceremony
13. Overall impression of the meeting

The International Jury

The President    The Secretary

## 2. TECHNICAL SPECIFICATIONS

### KTM MOTO3 250 GPR Production Racer

<b>BIKE SPEC.</b>	<b>RBR250 ( Typ R33 )</b>
<b>Frame Type</b>	tubular steel trellis frame with adjustable headstock and swingarm pivot
<b>Subframe Type</b>	Wethje carbonfibre composite, monoblock
<b>Swingarm Type</b>	upside down shaped, welded aluminium
<b>Triple Clamps</b>	milled from billet aluminium, adjustable, 28mm / 30mm offset
<b>Handlebars</b>	clamps milled from billet aluminium, changeable handlebar tubes
<b>Front Suspension</b>	WP RCMA 3548 / DM 35 mm USD Fork adjustable spring preload adjustable compression damping , 20 clicks adjustable rebound damping , 20 clicks
<b>Steering Dampder</b>	WP through rod damper, adjustable, 30 clicks
<b>Front Wheel / Tire</b>	OZ forged aluminium wheel 2,5 x 17"/ Dunlop 95/75-R17 Moto3 M slick tire
<b>Front Brake System</b>	Brembo single disc system, 290mm disc
<b>Rear Wheel / Tire</b>	OZ forged aluminium wheel 3,5 x 17"/ Dunlop 115/75-R17 Moto3 M slick tire
<b>Rear Brake System</b>	Braking disc 190mm Formula radial caliper + Formula master cylinder
<b>Exhaust System</b>	Akrapovic full titanium twin megaphone system, 115 dB
<b>Tank / Capacity</b>	XPE plastic tank / 10,5 litres
<b>Fairing / Fenders</b>	Wethje carbonfibre composite
<b>Airbox System</b>	pressurized, Wethje Carbon Fibre Composite, BMC filter
<b>Electric / Electronic System</b>	alternator 12V-70 W / battery 12V-0,8Ah Koso dash GET by Athena ECU adjustable traction control adjustable fuel mapping adjustable ignition mapping adjustable launch control adjustable pit speed limiter quickshifter interface for data recording
<b>Wheel Base</b>	1210 mm + 35 mm
<b>Std. Seat Height</b>	760mm
<b>Rake / Trail</b>	plus / minus 1° adjustable with optional headstock inserts
<b>Swingarm Pivot</b>	plus / minus 4mm adjustable with optional swingarm pivot inserts
<b>Dry Bike Weight</b>	approx. 81,5 kg

**KTM MOTO3 250 GPR**  
**Production Racer**

**RBR Rookies Bike MY2013**

<b>ENGINE SPEC.</b>	<b>R33</b>
<b>Motor type</b>	Einzyylinder / wassergekühlt / 4-Takt / DOHC
<b>max. Power</b>	>37 kW / 13.000 rpm
<b>max. Torque</b>	>28 Nm / 11.000 rpm
<b>max. Engine Speed</b>	13.500 rpm / 14.000 rpm
<b>Displacement</b>	249,5 cm <sup>3</sup>
<b>Bore / Stroke</b>	81mm / 48,5 mm
<b>Compression Ratio</b>	14.5
<b>Intake System</b>	dual injector throttle body, oval, DM50 equivalent
<b>Engine Management System</b>	GET by Athena / ECUK MOTO3
<b>Engine Management Software</b>	MAYA EVO
<b>Primary Drive</b>	straight teeth gear drive
<b>Clutch System</b>	multi disc wet clutch
<b>Gear Box</b>	cassette gear box, 6 speed, 2 optional ratio versions
<b>Secondary Drive</b>	415 Chain, sprocket options 16 - 18T, rear sprocket options 34 - 42T
<b>Lubrication System</b>	semi dry sump, 1 pressure pump, 2 scavenging pumps
<b>Cooling System</b>	WP water radiator + WP oil-water heat exchanger
<b>Valvetrain System</b>	Chain drive, intermediate gear, radial valves, DLC-coated finger followers
<b>Valves</b>	titanium
<b>Mass Balancing System</b>	single balancer shaft
<b>Piston / Rings</b>	Pankl, milled from billet, aluminium, 1 compression ring, 1 oil ring
<b>Conrod</b>	Pankl, milled from billet, steel, split bottom end with plain bearing
<b>Crankshaft</b>	one-piece, forged steel, plain bearings
<b>Camshafts</b>	tapered cams, adjustable sprockets, decompression device
<b>Fuel Specification</b>	min. 100 ROZ
<b>Rebuild Interval 13.500 / 14.000 rpm</b>	4.000 km / 2.000 km

KITS / OPTIONS	B33
GET EM HW	communication cable to ECU
GET EM SW	MAYA ADVANCED license, programmable EM, EB, TC, LC, QS
GP Spec EM HW	wiring harness + stick coil to run Dellorto "GP" and Dellorto "Start" ECU
Data Recording	2D / KTM Data Logger
Engine KIT 1 ( GP rpm )	kit file, max. 14.000 rpm, min. 2.000 km rebuild interval
GP Spec Engine Kit 2	camshafts, valve springs, retainers, max.14.000 rpm., min.2.000 km rebuild interval
GP Spec Primary Gear Kit	2 primary ratio options
GP Spec Clutch Kit	Suter AHC
GP Spec Gear Box Kit	2 gear options each gear
Headstock Kit 1	2 headstock insert options
GP Spec Head Stock Kit 2	6 headstock insert options
GP Spec Swingarm Pivot Kit	4 pivot options
GP Spec Front Suspension Kit	WP RCMA 4000 GP fork ( for DM 218mm twin disc brake system )
GP Spec Front Wheel	OZ forged magnesium / 2,5 x 17" for DM 218mm twin disc brake system )
GP Spec Rear Wheel	OZ forged magnesium / 3,5 x 17"
GP Spec Exhaust Kit	Akrapovic slip-on GP-spec.silencer, 115 dB
GP Spec Water Radiator Kit	U-shape GP-spec. radiator

in combination with optional data recording system

in combination with 102 ROZ race fuel

in combination with 102 ROZ race fuel

available directly from Suter Racing

in combination with std. radiator

in combination with U-shape GP spec. radiator

available directly from WP

available directly from OZ

available directly from OZ

in combination with std. header system

### **3. DISCIPLINARY AND ARBITRATION CODE**

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The regulations will be defined by the “FIM DISCIPLINARY AND ARBITRATION CODE”.

#### **4. CIRCUIT STANDARDS**

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Circuit standards will be defined by the “FIM STANDARDS FOR ROAD RACING CIRCUITS” (SRRC).

**5. MEDICAL CODE**

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The regulations will be defined by the “FIM MEDICAL CODE”.

**6. ANTI-DOPING CODE**

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The regulations will be defined by the “FIM ANTI-DOPING CODE”.

**7. ENVIRONMENTAL CODE**

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The regulations will be defined by the “FIM ENVIRONMENTAL CODE”.



FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME



SCAN THIS BARCODE  
TO ACCESS  
THE MOBILE SITE  
& THE UPDATED  
REGULATIONS.\*



[FIM-LIVE.COM](http://FIM-LIVE.COM) [FIM-STORE.COM](http://FIM-STORE.COM) [FIM-TV.COM](http://FIM-TV.COM)

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6510016

\*To download i-nigma barcode reader browse with your mobile phone to [www.i-nigma.mobi](http://www.i-nigma.mobi)