

## **DMSB SUPERBIKE\*IDM 2015**

*As of 01.02.2015 – Modifications are shown in cursive*

### **1. General**

The SUPERBIKE\*IDM is open to participants as detailed under *Article 3* below and to the classes specified under *Article 5*. It is organised in accordance with:

- a) The prescriptions of the DMSB German Motorcycle Sporting Code and the rights of protest and appeal specified therein,
- b) The General Regulations for Road Racing,
- c) The present *Championship* Regulations,
- d) The relevant Supplementary Regulations, including eventual supplements/ modifications, and
- e) In accordance with the Technical Regulations of the *DMSB*, the FIM (Homologation) and FIM Europe for road racing,
- f) *Supplements / Bulletins, if applicable.*

The DMSB reserves the right to issue eventual modifications and/or supplements.

Only the Clerk of the Course is authorised to give binding information. The interpretation of the Supplementary Regulations / the *Championship* Regulations *during the event* is however under the responsibility of the Stewards of the Meeting.

### **2. Championship Events**

The SUPERBIKE\*IDM qualifying events are published in the DMSB Motorcycle Calendar and the supplementary calendar publications by the DMSB. In the case of the cancellation of an event, the Promoter reserves the right to nominate a reserve event.

### **3. Participants / Officials**

#### **3.1 Competitors**

Holders of a National Competitor's / Sponsor's licence issued by the DMSB and holders of a Team Competitor's or Manufacturer's licence issued by the FIM

#### **3.2 Riders / Passengers**

The SUPERBIKE\*IDM is an international and Europe-wide championship, open for all the classes specified under *Article 5* of the present *Championship* Regulations. To be eligible, all riders must be registered as block entry at the DMSB or as individual entry with the organiser in one or several classes for one of these Championship events. The riders must furthermore be in possession of a valid International rider's or passenger's licence issued by the DMSB or by another FMN, or of a Championship licence issued by the FIM/FIM-Europe. All participants must present the corresponding start permission (point 4.4).

#### **3.3 Officials**

In accordance with the officials specified in Article 109 of the German Motorcycle Sporting Code, the following will additionally be nominated:

##### **3.3.1 1 SUPERBIKE\*IDM Chief Steward**

*The Chief Steward has the following authorities:*

- *Modification of the starting procedure*
- *Decision to stop the race/ practice*
- *Decision regarding the restart procedure*
- *Decision to declare wet-race*
  - *Control of the tyre sticker requirements and decision regarding additional tyre stickers Superbike / Superstock 1000, Supersport 600 / Open 600, SuperNaked and Moto3 GP / Moto3 Standard*
- *Decision regarding minor technical infringements, in co-ordination with the Chief Technical Steward.*

##### **3.3.2 1 SUPERBIKE\*IDM Chief Technical Steward**

Furthermore, 2 DMSB scrutineers will be nominated. The organiser must nominate at least 3 scrutineers holding the appropriate licence (including one chief scrutineer) and 2 scrutineer assistants (no requirement for a licence).

### **4. Entries / Registrations**

The following prescriptions are applicable in addition to the general regulations according to German Sporting Code Art. 48:

#### **4.1 Championship Registration**

Riders must use the Promoter's Championship registration form and submit it until 28<sup>th</sup> February 2015 at latest. This registration includes a block entry for all the Championship events/classes which they nominated.

With the registration for the complete season, a flat rate of EUR 770 (*inclusive of VAT*) for organisation and administration will be charged by the Promoter. *The Championship registration includes participation in one of three test days within the season kick-off test organised in advance of the first event.*

Late registrations for the season *after the 1<sup>st</sup> March 2015* are possible until 1 hour before the beginning of the official practice. *An additional administration fee of EUR 119.00 (inclusive of VAT) will however be charged.*

In case of a registration for the championship *after the first event*, the complete registration fee of EUR 770 (*inclusive of VAT*) *plus the due administration fee of EUR 119.00 (inclusive of VAT)* must in all cases be transferred to the Promoter or paid to the representative. Under consideration of the administration time, the services associated with the championship registration may, as the case may be, only be fully available with a delay.

Championship registrations are only accepted until the entry closing date of the 6<sup>th</sup> event. The conditions for compliance with the entry closing date remain unaffected. The same applies for a change of the registration from the Moto3 *Standard* to the Moto3 *GP*. To be accepted, all registrations must be confirmed by the Promoter.

If an originally registered rider withdraws, the competitor has the right to enter a reserve rider. This registration for this reserve rider must be submitted to the Promoter in writing. Registrations of reserve riders at a later time must be submitted to the organiser directly until one hour before the beginning of the official practice of the event. In both cases, the official Championship registration form must be used. Permanent tickets and car passes will not be issued for the reserve rider.

*The above specified registration fee is already included in the price of the package for class Moto3.*

In addition to these *Championship Regulations*, the conditions issued by the Promoter for the "Registration 2015" are applicable.

#### **4.2 Individual Entry (guest starter)**

Riders submitting an individual entry will not be considered for the Championship classification.

Start numbers (eventually permanent numbers) will be allocated in co-ordination with the Promoter.

If an organiser confirms an individual entry he is responsible to supply the corresponding riders with the tickets and car passes necessary for the event. The Promoter reserves the right to decide whether riders which have changed their individual entry into a Championship registration will receive a permanent start number, permanent tickets and permanent car passes.

#### **4.3 Replacement of riders / passengers**

Riders may be replaced until the beginning of the Administrative Checks with the agreement of the Clerk of the Course. In the case of the replacement of a rider, it is the competitor's responsibility to see that the rider signs the entry form in any case before his first participation.

#### **4.4 Entries by foreign participants**

Entries submitted by licence holders (competitors, riders) of other Federations must show the approval of their respective FMN, unless the competitor and / or rider is in possession of an individual start permission for this event or of a permanent start permission issued by the corresponding FMN (in this case, the individual start permission or a copy of the permanent start permission must be retained). Failure to submit the permission confirmed by the FMN or to submit the start permission until the Administrative Checks at latest will result in the non-admission to the start.

#### **4.5 Multiple entry**

It is possible for a rider to be entered in two classes at an event.

Eventual disadvantages resulting from overlap in time or resulting from other facts must in any case be accepted by the corresponding participant/s alone.

#### **4.6 Entry Fees**

The entry fees (*incl. free practice*) for each entry in a class are as follows:

Class	Registered participants	Non registered participants	
Moto3 Standard / Moto3 GP		EUR 350	
Supersport 600 / <i>Open 600</i>	EUR 625	EUR 650	1 race
Supersport 600 / <i>Open 600</i>	EUR 725	EUR 750	2 races
<i>SuperNaked</i>	EUR 625	EUR 650	1 race
<i>SuperNaked</i>	EUR 725	EUR 750	2 races
Superbike / Superstock 1000 (all entry fees incl. VAT)	EUR 750	EUR 775	

The entry fees must be paid by bank transfer or by cheque until 14 days before the beginning of the event. In this case, a copy of the bank transfer confirmation must be attached to the entry form or the punctual payment must be proved on-site.

If the entry fees are or were not paid in time (14 days before the beginning of the event), an additional fee of EUR 25 will be charged by the organiser (see also Article 48 German Motorcycle Sporting Code).

*The total entry fees for class Moto3 at the amount of EUR 2,735 (total amount) shall be paid in advance before the beginning of the season. This amount includes the registration fee and the single fee for one day participation in the spring test as well as the entry fees for 8 events covering 2 free practices of 25 minutes each, 2 qualifying practices of 25 minutes each, a warm up of 10 minutes and a race respectively.*

The entry fees for Cups will be agreed between the Promoter and the Cup organiser. Entry fees for the class Sidecars will be agreed between the Promoter and the IGG.

#### 4.7 **Entry Closing Date / Entry Confirmation / Permanent Entry**

The standard entry closing date for all events is 14 days before the event. The entry is made according to registration with the Promoter (except for guest starters). The entry fee for the events nominated at the time of Championship registration must be paid by bank transfer to the Promoter, respecting the corresponding entry closing date or be paid by cheque.

It is up to the organiser to accept late entries if those can be accepted without any problems for the organisation. An additional administration fee of EUR 25 must be paid for any late entry accepted by the organiser. The date of the corresponding entry is decisive for the payment of the entry fee (see also Art. 48, German Motorcycle Sporting Code).

The Promoter confirms the acceptance or refusal of an entry until 48 hours after the entry closing date or, in the case of late entries, until 48 hours after receipt of the entry and dispatches all necessary documents along with the scrutineering times.

The Promoter is authorised to limit the number of participants, if necessary. Entries may be refused after the entry closing date without having to give the reasons. In agreement with the Promoter, the organiser may at any time after the entry closing date allocate the starting place of an entry which was not accompanied by the entry fee to a guest starter.

In the case of the refusal of an entry, the entry fees eventually paid must be returned at the same time. As for the rest, the provisions of Article 54 of the German Motorcycle Sporting Code are applicable.

#### 4.8 **Permanent start numbers**

Permanent start numbers will be issued for Championship registrations only and allocated under consideration of the results/ final classification in the previous year. Special request can be considered to a certain extend only.

The list of permanent start numbers for the SUPERBIKE\*IDM 2015 races will be communicated to the organisers and published. If the holder of a permanent number fails to take part in an event, this number will remain free in the corresponding class.

#### 4.9 **General provisions**

Registrations/entries must be signed by the rider/passenger as well as by the competitor or its authorized representative, if applicable. For registrations/ entries of minors the signature of a legal representative and his presence or the presence of an authorised representative of full legal age is in addition required.

Timing in all SUPERBIKE\*IDM classes as well as in all additional classes during an SUPERBIKE\*IDM event will be done by using transponders in practice and race. The Promoter alone is responsible for the allocation of pits for registered participants.

The entries for the events nominated at the date of registration are considered to be binding and may only be withdrawn in writing or by fax before the entry closing date (the date of receipt of the corresponding information by the organiser is decisive). In the case of a late with-

drawal the rider must pay the entry fees and the additional administration fee, if applicable, unless the reasons stated in Article 54.3) or 54.4 of the German Motorcycle Sporting Code can be claimed.

**4.10 Riders Briefing**

A riders' briefing will take place at all events. The times will be published in the event documents. A written reprimand will be issued to any participant failing to attend for the first time. In case of recurrence, a fine of EUR 100 will be imposed.

Any participant who is unable to attend the riders' briefing must inform the organiser in due time before the event to be submitted to the SUPERBIKE\*IDM Chief Steward.

**5. Division into classes / Minimum Ages / Licence**

– Moto3 GP* / Moto3 Standard*	14 years	(Int. A Licence)
– Moto3 Standard* (also eligible)	16 years	(B Licence)
– Supersport 600 (SSP) / Open 600	15 years	(Int. A Licence)
– SuperNaked (SNK)	16 years	(Inter-/A- Licence)
– Superbike (SBK) / Superstock (SST)	17 years	(Int. A Licence)
– Sidecar (SC)	Rider: 18 years	(Int. A Licence)
	Passenger: 16 years	(Int. A/B Licence)

The licence may be issued for the first time when the rider has achieved the above minimum age, the key date regulation is applicable. Furthermore, riders holding an FIM or FIM-Europe Championship Licence are eligible. *The driver must have experience in circuit racing.*

\* Hereinafter referred to as Moto3

**6. Eligible motorcycles / Technical Regulations**

The One-Motorcycle-Regulations are applicable for the classes Superbike / Superstock, Supersport / Open 600, SuperNaked and Moto3.

*Each participant is allowed to use and present to scrutineering only one motorcycle. The technical scrutineers may grant waivers (e.g. frame damage).*

*As a general rule, technical controls may be carried out at any time after a practice (e.g. noise checks/ weight checks). Participants may not refuse any such control to be carried out on their motorcycles.*

*The penalty for minor technical infringements in practice that do not result in a direct advantage, may be a drop of 4 positions on the starting grid for the participant concerned.*

*In the case of infringements of the same nature established after the race, the penalty may be a drop of 4 positions in the classification for the participant concerned.*

*In the Superbike class there is a 6 engine limitation for the whole season. Independent of chassis each engine change must report to the Chief-Technical-Steward.*

The One-Motorcycle-Regulations for the classes Superbike / Superstock, Supersport / Open 600, SuperNaked and Moto3 are also applicable if in addition to the SUPERBIKE\*IDM race other races of this class will take place at the same event.

The One-Motorcycle-Regulation and the engine-rule are not applicable for the practice taking place before the event.

To be eligible, all motorcycles must comply with the Technical Regulations of the FIM or DMSB (see Part 3 of the present book) and have passed scrutineering under the name of the corresponding rider (see also Article 57 of the German Motorcycle Sporting Code). The SUPERBIKE\*IDM Chief Technical Steward is responsible for any kind of interpretation. He is also responsible for any interpretation regarding eventual modifications which do not result in an advantage but which are not in compliance with the original homologation. The SUPERBIKE\*IDM Commission and the Promoter MotorEvents must be informed of any such decision, including the vehicle type, and this decision must be *approved and subsequently published in a press release at least one week before an event.*

**To be eligible for the qualifying races in the classes Superbike and Supersport, all motorcycles must be approved by the DMSB and in addition comply with the Technical Regulations. Furthermore, their manufacturers must have entered into a promoter agreement with the Promoter. Subject to final technical checks during the current season, the SUPERBIKE\*IDM Commission may introduce technical restrictors.**

Any exchange of motorcycles beyond the options described above – i.e. including an exchange of motorcycles amongst the riders in a class - is prohibited.

**6.1 Non-compliance with the engine rules in the class Superbike**

*When using a new engine on the specified number addition, the start of the next two races takes place from the pit lane.*

## 7. Identification of the motorcycles

All start numbers must be visibly displayed on the front (1 x in the centre or 1 x on each side) and at least once on each side of the motorcycle.

Height of the front figures: 160 mm (SSP / *Open 600*, SNK, SBK / SST, SC) / 150 mm (Moto3 GP/ *Moto3 Standard*)

Height of the side figures and for all Solo classes at wedge/fairing pan 150 mm (free 1 x tail unit from rear view in driving direction 150 mm).

The colour combinations are as follows:

Moto3 GP	Black background / white figures
Moto3 <i>Standard</i>	Yellow background / black figures
SSP / <i>Open 600</i>	White background / blue figures; <i>white background / red figures</i>
SBK / SST	White background / black figures; red background / white figures
<i>SuperNaked (SNK)</i>	<i>Green background / white figures</i>
SC	White background / black figures

Accepted typefaces: Verdana bold  
Verdana  
Futura Heavy / Bold

Figures may be shaded or surrounded by the maximum of 5mm. Design and colour of the current Champion is free, the background colour may not be modified.

**Typeface and figure size must absolutely be respected!** The Promoter and the SUPERBIKE\*IDM Chief Steward will judge on the correct compliance with the above prescriptions and any eventual irregularity is subject to their approval! Any such application must be submitted to the Promoter or the SUPERBIKE\*IDM Chief Technical Steward in writing and accompanied by a photo until the **28.02.2015**.

### 7.1 Tyre stickers (previously mepolettes)

*A corresponding number of tyre stickers which are mandatory for the qualifying practice, the warm-up and the races will be provided by the Promoter for the classes SBK/SST, SSP/Open 600, SNK and Moto3. Tyre stickers are not mandatory if "wet practice" or "wet race" has been declared.*

*The tyre stickers should be fitted to the left side wall of the tyre if possible. The correct fixation shall be checked by the Stewards / Technical Scrutineers each time the motorcycle joins the pit lane.*

*Number of tyre stickers for each event (qualifying practice / warm up / race):*

SBK/SST	- 8 tyre stickers
SSP/Open 600	- 7 tyre stickers (for two races), 5 (for one race)
SNK	- 6 tyre stickers (for two races), 4 (for one race)
Moto3	- 5 tyre stickers.

### 7.2 Non-compliance with the tyre sticker rules in classes Superbike / Superstock / Open 600 / SuperNaked and Moto3

*In the case of an infringement established in practice and/or in warm up, the penalty will be a drop of 4 positions on the starting grid. An infringement established in a race will result in a fine of EUR 250 for the first offence and in exclusion in case of recurrence.*

## 8. Circuits and distances

For the Sidecar *class*, there must be one race over the minimum distance of 60 km or one sprint race over approximately 50% of the main race plus a main race with a minimum distance of 50 km.

For the Supersport / *Open 600* and *SuperNaked* classes there must be *at least one* race over the minimum distance of 60 km.

*For the class Moto3, there must be one race over the minimum distance of 60 km.*

For the Superbike / Superstock class, there must be 2 races over a minimum distance of 65 km.

**9. Practice and eligibility to start**

*Throughout practice and race, the riders must always use the machines which have passed scrutineering under their name and with their start number.*

*For all participants in the eligible SUPERBIKE\*IDM classes, any practice on the corresponding circuit with powered two-wheelers is prohibited from Monday before the SUPERBIKE\*IDM event weekend (FRI-SUN), with the exception of SUPERBIKE\*IDM additional practice sessions proposed by the organiser, instructor activities in terms of driving safety as well as demo rides for the patron of the corresponding event after agreement with the Promoter.*

**9.1 Free Practice (Friday)**

All machines must carry a transponder during the free practice on Friday. The organiser undertakes to distribute the transponders in time before practice starts. Any infringement by a participant will result in a fine of EUR 100.

**9.2 Qualification**

Qualification and the starting grid will be based on the times achieved in practice, complying with and respecting the below provisions. In the case of a tie, the second fastest time will be taken into consideration. Each row on the grid for solo classes will be made up of 3 riders and for sidecar classes 3 respectively 2 vehicles alternatively.

The remaining practice time will be displayed to the participants by means of a count-down clock or, once the last 5 minutes have started, by means of boards with the remaining minutes (5-4-3-2-1) shown at the pit lane exit or track access.

The riders/sidecars in one and the same start row will be set up staggered (Echelon) and, in relation to the arrangement of the riders/sidecars in the row in front, offset.

The distance between the start rows will be 9 m.

The admission of riders to the race will be based on the results achieved in the timed practice which are also decisive for the starting grid – and eventually under consideration of supplementary conditions.

To be eligible, riders must generally complete at least 1 practice lap and fulfil the qualification time of the corresponding class (fastest practice time of the fastest rider + 15 % and for the sidecar class average of the five fastest practice times + 20 %).

*Waivers regarding the qualification criteria for class Moto3 may be granted in agreement with the SUPERBIKE\*IDM Chief Steward/DMSB.*

Double starters must comply with the prescribed qualification minima of each class for which they are entered.

The maximum permitted number of starters must be published in the Supplementary Regulations. If the maximum number of starters for practice in a class according to the track permit is exceeded the practice session must be split up into several groups composed of equal numbers of participants and with equal performances, as far as possible.

If the practice in a class is organised in different practice groups taking place under different weather conditions, the Clerk of the Course, in co-ordination with the Stewards of the Meeting, may determine the qualification and the starting grid for the race – under consideration of the results achieved in the different practice groups, based on the practice times in the corresponding groups and under consideration of a qualification time calculated separately for each group in this case. In such a case, the starting positions will be equally allocated to the fastest riders in each group. If however, under consideration of the generally applicable criteria for admission, not all of the start places can be allocated to one of the two groups, these will be allocated to the qualified riders in the other group.

Practice results also showing the riders qualified and the provisional starting grid will be posted in the paddocks, at latest 1 hour after the end of practice.

An exchange of qualified riders after the end of practice (e.g. in the case of an injury) and the resulting modification of the published starting grid is only possible until 1 hours before the race start of the corresponding class. Any later admission of reserve riders is not possible. The following applies for all solo classes: The starting grid for both races will be based on the practice results. For the SC and in the case of two races, the starting grid for the main race will be based on the results of the sprint race. Participants which are not classified will be lined up at the end of the grid in the order of their practice results.

The starting positions of riders eventually not taking place in the second race will remain free. All the additional regulations are applied correspondingly. All the motorcycles used in a practice session must be available for eventual technical checks to be carried out after the practice period.

Any removal of motorcycles from the paddocks before the time limit for lodging a protest has expired for the corresponding practice period is prohibited, unless approved by the Chief Scrutineer.

For the International German Motorcycle Championship, 2 timed practice sessions over a minimum duration of 30 minutes each must be scheduled for the various SUPERBIKE\*IDM classes, except for class Superbike / Superstock for which a minimum duration of 30 minutes and a maximum duration of 40 minutes for each practice is applicable.

### **9.3 Superpole Superbike / Superstock 1000**

An additional qualification over 10 minutes will take place for the top 9 in the combined results of the two practice sessions. *Should one or several participants fail to participate in the Superpole or not have a time, this/these participant/s will be in 9<sup>th</sup> position on the starting grid or in the position/s behind those riders who participated in the Superpole, in the order of their positions in the qualifying practice.* Each of these 9 participants will be provided with 2 randomly-assigned tyre stickers which must be used for this Superpole.

*It is permitted to use used tyres displaying tyre stickers but the Superpole tyre stickers must additionally be fixed. It is furthermore permitted to use tyres with Superpole tyre stickers for the warm up on Sunday.*

During the Superpole it is not allowed to change tyres or to use the tyre stickers issued at administrative checks. The start of the Superpole will not be given before 1 hour after the 2<sup>nd</sup> qualifying practice.

A timed practice of at least 30 minutes will take place for class SC if a sprint race is organised. There must be a minimum break of one hour between the practice periods for the different classes.

### **9.4 Warm Up**

A „Warm up“ session of at least 10 minutes must be organised at the beginning of the race day for these classes. Following the order of their respective races – with the exception of class SC in the case of a sprint race.

In the case of different weather conditions, practice/warm up „dry“ and race „wet“, the riders must be allowed to cover at least 2 additional warm-up laps before the beginning of the official starting procedure. The race distance will be shortened accordingly (in agreement with the SUPERBIKE\*IDM Chief Steward).

### **9.5 Speed in the pit lane**

A speed limit of 60 km/h is enforced in the pit lane at all times. The speed limit applies from the 60 km/h board and ends with its *suspension* at the pit lane exit. Any infringement *in practice* will result in a fine of *at least* EUR 75. *Any infringement in the race will result in the “black flag”.* Race Control must inform the participant/team in writing.

### **9.6 No Practice Result**

If, due to climatic conditions or due to force majeure, a timed practice cannot take place, the starting grid shall be based on the current Championship standing. Registered riders without Championship points will be lined up in the order of their qualification times at the previous event. For the first Championship event, the Championship classification of the previous year will be decisive. The positions of new registered riders and of guest riders on the starting grid will be decided by ballot and they will be arranged at the back of the grid. Priority will be given to the new registered riders.

## **10. Start preparation / Start**

### **10.1 General**

The start preparations and the race start will be take place by classes and follow the current FIM Regulations, standing start with the engine running.

A difference is made between so called dry races and wet races. If, in the case of wet track or in the case of changing weather conditions, the Clerk of the Course declares the upcoming race “wet race”, a board “wet race” will be displayed to the riders 8 minutes before the start of the formation lap (up to 8 minutes SC). The riders may then change tyres before the formation lap but this must not result in a delay of the start.

Any race declared wet race will not be stopped subsequently due to again changing weather conditions. Any rider wishing to change tyres in this case must proceed to the pits during the race where he can change tyres.

Races which are not classified as wet race will only be stopped (and only once) if, in the opinion of the Clerk of the Course, the current weather conditions (e.g. rain) deteriorate the grip of

the track so much that the riders wish to or must change tyres. In this case, the second part of the race automatically is a “wet race”.

**A race or a session begins with the opening of the pit lane. The definition applies for all subsequent regulations with reference to “one race”.**

## 10.2 Start preparation

The Medical Car takes up its position in front of the starting grid before the opening of the pit lane.

**15 minutes before the start of the race:** Opening of the pit lane exit to cover one reconnaissance lap, at the discretion of the riders. It is up to the riders if they wish to proceed to a reconnaissance lap. The count-down of a 5 minutes time window will be displayed to the riders at the pit lane exit or at the track access point on boards showing the remaining time in minutes (5, 4, 3 etc.).

Any rider not wishing to cover a reconnaissance lap may take up their position on the starting grid directly until 3 minutes at latest before the beginning of the warm up lap; if they fail to do so they must take the start to the warm up lap from the pit lane.

10 minutes before the start of the race (8 minutes before the start to the warm up lap), up to 10 minutes before the start of the race for class SC:

The riders take up their positions on the starting grid. To assist them in locating their grid position on the starting grid, official boards showing the number of the corresponding row will be displayed from the side of the track at the level of the various rows on the grid.

All engines must be stopped as soon as the rider has taken up his grid position.

After the closing of the pit lane the access to the starting grid positions must still be possible.

**8 minutes before the start of the warm up lap** (up to 8 minutes SC):

Display of the board “wet race” upon decision of the Clerk of the Course, if applicable. Up to three team members (one of whom may hold an umbrella) for each rider are admitted on the starting grid to carry out eventual necessary work (i.e. adjustment work or tyre change etc.).

The use of open batteries is not permitted.

Low-tension accumulators or sound damping auxiliary aggregates on the starting grid, e.g. for tyre warmers or starter engines are admitted for all SUPERBIKE\*IDM solo classes.

Refuelling on the track is prohibited.

**5 minutes before the start of the warm up lap**

Display of the “5-minutes-board” on the starting grid, accompanied by an audible warning. The Medical Car leaves the position in front of the starting grid and continues on the circuit to occupy the position behind the grid.

**3 minutes before the start of the warm up lap**

Display of the “3-minute-board”, accompanied by an audible warning.

Closing of the access to the starting grid. Late riders may take the start to the warm up lap or to the race only from the pit lane or from the end of the field, respecting the instructions of the Clerk of the Course.

All the work on the machines must immediately be stopped. All motorcycles which are unable to start must be removed from the starting grid into the pit lane. The riders concerned are subject to the same provisions as for late riders.

Tyre warmers must be removed from the tyres.

All auxiliaries and equipment must be removed from the starting grid, except starting machines.

At this time, only 2 team members are admitted (one of whom may hold an umbrella). An additional team member is allowed in the case of a start with a starting machine. All other team members must immediately leave the starting grid.

Any offence will result in the rider moved back to the end of the field.

**1 minute before the start of the warm up lap**

Display of the “1-minute-board”, accompanied by an audible warning.

Engines are started.

All team personnel except the riders and eventual passengers must immediately leave the grid. No person, except the organiser’s marshals and officials may rejoin the track until the end of the race.

**30 seconds before the start of the race:**

Display of the “30-seconds-board”:

Any rider whose engine is not running during the starting procedure for the warm-up lap may further attempt to start the engine, respecting the Clerk of the Course’s instructions and only with the support of the organisers’ staff. If it is possible to start the engine immediately, the rid-



er may follow the grid and try to pass the final car. If the rider does not succeed to overtake before the red lights are switched on, the rider may no longer take up his grid position and must line up at the penalty line.

If the attempts to start the motorcycle are not successful, the track must immediately be cleared and the machine must be pushed into the pit lane on the shortest way. The machine may be exchanged in the pit lane, if eligible, or further attempts by the mechanics to start the engine may be carried out. The rider concerned may start the race from the pit lane.

### **10.3 Warm up lap(s)**

The riders will cover one warm up lap, followed by the Medical Car which is equipped with a rider who is in possession of a rider's licence issued by the DMSB, who is familiar with the race track and has enough race experience to be able to follow the field and with a doctor qualified in accordance with the BRM and who has race experience. The Medical Car team must wear closed crash helmets and their clothing must be adapted to their duties.

The vehicle should be motorised according to its tasks. It must be marked "Medical Car" or "Doctor" (red on white background) and be equipped with yellow revolving lights. There must be a radio connection to Race Control and to the Chief Medical Officer.

The car will be made available by the Promoter, in co-ordination with the rescue services, if applicable.

The Clerk of the Course will give the start to the warm-up lap as mass start (only SUPERBIKE\*IDM classes! / no Cups) upon lowering the green flag. Any start before the green flag is lowered will result in a fine of EUR 130.

As soon as the field and the safety car (Medical Car) have passed the pit lane exit and a post previously determined by the Medical Delegate and the SUPERBIKE\*IDM Chief Steward, a marshal will show a green light or wave a green flag upon which riders eventually waiting at the pit lane exit may start. The pit lane exit will immediately be closed again. The safety car (Medical Car) will follow the field.

The following riders will take up their positions at the end of the field, at the penalty line/s:

- Riders which have started from the pit lane,
- Riders which have dropped back behind the organiser's safety car during the warm up lap,
- Riders with motorcycles on which work was still carried out after the display of the "3-minute-board".

The positions on the starting grid must be taken up upon instruction of a marshal as quickly as possible. Any offence will result in a time penalty of 30 seconds!

Riders which have regularly taken the start from the starting grid and drop back behind the safety car (Medical Car) for whatever reason may not overtake the safety car once the red light on the car has been switched at the end of the warm up lap(s). The post at which the red light is switched on must previously be determined by the Medical Delegate and the SUPERBIKE\*IDM-Chief-Steward under consideration of the track characteristics.

Riders which have dropped back must line up at the end of the grid upon instruction of a start marshal equipped with a red and a green flag or they will be directed to the pit lane. They may then start from a position on the track or from the pit lane as directed by the Clerk of the Course, same as riders which have not completed the warm up lap.

When the riders return to the grid from the warm up lap(s), marshals will show the start row boards. In addition, a marshal with a red flag will stand on the start line in front of the field.

The riders take up their positions with the engines running and must strictly respect the marking of their position on the starting grid.

As soon as each rider has taken up his position, the official will drop the start row board. Boards will not be dropped when a rider, by raising his arm, indicates that he has difficulties.

As soon as the whole field has come to a stop and the safety car (Medical Car) has completed its lap, an official at the rear of the grid will wave a green flag.

The official with the red flag standing in front of the grid will then walk to the side of the track.

### **10.4 Start**

The actual starting procedure begins as soon as the official with the red flag has left the start line and the red light is switched on.

The red light will be displayed for between 2 and 5 seconds and then go out to start the race.

After the riders have passed the pit lane exit, the official will start any riders still in the pit lane.

The safety car (Medical Car) will follow these riders until it arrives at its scheduled position.

#### **10.5 Start delayed**

Each rider who stalls his machine on the starting grid or who encounters other difficulties must stop with his machine on his grid position and raise one arm. The Clerk of the Course will then decide whether he will delay the start, considering the provisions below. If, despite of any such signal given by a rider, the start is not delayed, the rider concerned must nevertheless stand still on his position with the arm raised until the start is given. They may only start upon special instruction of the Clerk of the Course, eventually with the assistance provided by the track marshals. Should, despite several attempts, their engine not start after a reasonable period it will be pushed off the track by the track marshals or, if possible, to the pits on the shortest way where the corresponding mechanics may provide assistance.

Should, in the opinion of the Clerk of the Course, a problem arise on the starting grid which might put into question the safety of the starter, the Clerk of the Course may order a yellow flashing light to be switched on or a yellow flag to be waived and the board "start delayed" be shown. A yellow flashing light will be switched on and the yellow flag waved if the start delayed occurs when the red lights are already switched on.

In both cases, the riders must cut off their engines and one mechanic per rider is allowed on the starting grid to assist his rider. Riders who have joined the pit lane with their machine or whose machine was pushed into the pit lane for repair may not rejoin their position on the starting grid. They must join the penalty line behind the field after the opening of the pit lane.

After rectification of the problem, the starting procedure will be resumed with the display of the „1-minute-board“.

An additional warm up lap will be covered and the race distance be shortened by one lap.

It is prohibited to delay or obstruct the start on purpose in any way.

#### **10.6 Jumped start:**

Any rider causing a jumped start will receive a "ride through" penalty in the race. Depending on the race track and the pit lane, a "stop and go" may alternatively be imposed. If applicable, the organiser must publish an appropriate information.

The penalty will be indicated to the participant at the Line with a yellow board (100 cm x 80 cm) and his start number and in addition on the timing monitors. The rider may cover no more than five laps to take the penalty. Failure to comply will result in exclusion by means of the black flag. Should more than one rider be affected, the start numbers will be shown in the order of the starting grid.

Apart from the officials with the start row boards, additional marshals may be appointed as judges of fact to monitor the start; this includes the minimum of 2 persons to observe the lights and the start row or one person in the case of simultaneously installed start row lights. These judges of fact are obliged to notify the Clerk of the Course in writing, indicating the start row and the start number of the rider concerned, if they detect a jumped start.

Jumped start is defined by the motorcycle moving forward when the red lights are on or if the rider occupies a wrong position on the starting grid to his advantage.

The Clerk of the Course will decide if a penalty will be imposed and must arrange for the team to be notified of such penalty before the end of lap four.

#### **11. End of the race**

The chequered flag will be shown to the winner when he crosses the finish line and to all following riders, irrespective of the number of laps they have completed. This is the signal that the corresponding race or heat is finished.

The time for each rider will be taken at the moment when the foremost part of his motorcycle crosses the finish line.

After receiving the chequered flag, all riders must reduce speed and proceed to the race track exit where they leave the circuit towards and enter the paddocks or the Parc Fermé.

After the race finish, the organiser has the right to order a final technical check to be carried out on each motorcycle. A rider refusing any such check to be carried out on his motorcycle or making a check impossible due to removing the motorcycle in advance from the event area (i.e. before the end of the protest time limit) will be excluded and a report will be sent to the DMSB to take further action.

For all SUPERBIKE\*IDM classes, the vehicles of all classified participants must be brought to the Parc Fermé and remain there until the end of the protest time limit.

The machines will be released upon instruction of the Clerk of the Course only, even if the protest time limit has expired. All the other classified motorcycles must remain in the paddocks

until the end of the protest time limit. No work may be carried out on these machines during that period, the Parc Fermé regulations are applicable.

Any rider failing to complete at least 75 % of the distance covered by the winner (total distance in the case of 2 heats, if applicable) or any rider failing to cross the finish line or the pit lane within five minutes after the race winner will not be classified.

## 12. Interruption and resuming a race

Should the interruption of a race due to special circumstances or due to climatic conditions or for any other reason be necessary, the Clerk of the Course will display the red flag at the start and finish line to signal that the race has been stopped.

All the *flag* marshals around the track will also show the red flag or the red lights will be activated.

Once this signal is given, all the riders must immediately stop the race, proceed slowly and return to the pits without overtaking. Their positions in the race will be determined according to their position at the end of the last full lap preceding the stopping of the race (last crossing of the finish line *by the race leader*).

The decision to stop a race can only be taken by the SUPERBIKE\*IDM Chief Steward or – in the case of his absence – the Clerk of the Course.

A race stopped due to climatic conditions may only be re-started once under respect of the prescriptions of point 12.1.

Normally, there must be a minimum duration of 15 minutes between the stopping of a race and the re-start, except in the case of a jumped start.

This duration may only be reduced upon agreement of the Stewards of the Meeting. The following is in addition applicable for an eventual re-start after the stopping of a race:

- 12.1 Two full laps or less to be considered for the classification: The original start will be declared null and void. All the riders which have participated in the first start are eligible for the re-start, either on their original motorcycle or on a reserve motorcycle if the single-motorcycle rule is not applicable and provided that this reserve motorcycle had been presented for scrutineering under the rider's name and was approved.

Before the start count down is resumed, it must be ensured that any repair work on all the delivered motorcycles may begin at the same time. This means that all motorcycles must be secured in the Parc Fermé and be delivered by the scrutineers all at the same time. 10 minutes after their delivery, the pit lane is opened, provided that it is not necessary to carry out any work on the track. In no case may the motorcycles in classes Superbike / Superstock, Supersport / *Open 600*, *SuperNaked* and Moto3 (single-motorcycle-rule) be replaced.

Unless otherwise specified before the race, the race distance of the restarted race will be the original race distance, with the original starting grid. The grid position of the rider who is unable to take the re-start will remain free.

- 12.2 More than 2 laps but less than 2/3 of the scheduled or eventually modified number of laps has been completed (rounded down to the next full lap! Example: 19 laps are scheduled or defined; 2/3 hereof = 12.67 laps must be completed, rounded down = 12 laps. Stopping of the race in 12<sup>th</sup> lap = 11 full laps, i.e. 2/3 = 12 laps are not completed):

- a) If the race can be re-started upon decision of the Clerk of the Course in agreement with the Stewards of the Meeting, it will be held in two parts. The classification of the first part will be based on the position of the riders at the end of the last full lap completed *by the race leader* before the interruption.
- b) The distance of the re-started race is the remaining distance to achieve the scheduled or eventually modified total number of race laps.
- c) The starting grid for the re-start based upon the classification of the first part will be published by the chief timekeeper.
- d) Only riders which were classified in the first part will be eligible to participate in the second part. Motorcycles may be repaired or replaced before the re-start (provided that the new motorcycle has been presented to scrutineering under the rider's name and was approved). The replacement of a motorcycle in classes Superbike / Superstock, Supersport / *Open 600*, *SuperNaked* and Moto3 (single-motorcycle rule) during the race is strictly prohibited!
- e) If the race is held in two parts, the final position of the rider will be determined by adding the laps completed by him in both parts. Riders who have completed an identical number of laps will be placed according to the combined time for the two parts. If this is not sufficient to decide, the better figure resulting from the addition of the position in

- the 1<sup>st</sup> part plus the position in the 2<sup>nd</sup> part will be decisive. Only riders who have been classified in the first part will be eligible to participate in the second part.
- f) If the second part of a race cannot be held, the classification of the first part will be the final classification.
- 12.3 More than 2/3 % of the scheduled or eventually modified number of laps has been completed. This race will in any case be deemed to have been completed. The classification will be based on the positions of the riders at the *moment when the race leader had completed his last lap* before the stopping of the race.
- 12.4 In the case of a re-start, *the following start procedure (quick start) will be applied:*
- As soon as Race Control has declared the track to be clear, the pit lane will be opened for one minute. The drivers will proceed to an inspection lap (sighting lap).*
  - Only one mechanic per participant will be admitted to the grid. No work may be carried out on the grid. Tyre heating devices and/or any other devices are prohibited.*
  - As soon as the last participant has occupied his position, the one-minute-board will be displayed by the Clerk of the course. The grid must immediately be cleared.*
  - The start will be given as indicated in Art. 10.3 to 10.5.*
- Independent of the number of laps, tyres may be changed. No *tyre stickers* are required for this purpose.
- 12.5 From the moment when the red flag is displayed, only those participants are eligible to the re-start which have actively participated in the race and were classified at the end of the classified lap. Rider (and passengers where applicable) failing to cross the finish line with their machines within 5 minutes (eventually in the pit lane) are not eligible to start and will not be considered in the classification. In classes with single motorcycle regulations, a change of the machine is not permitted!

### 13. Classification / Results

Points for the riders participating in a Championship event and eligible to score points will be allocated for each race (except for sprint races SC) in accordance with the following scale:

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

Points for sprint races SC will be awarded in accordance with the following scale:

Position	Points	Position	Points
1	13	6	5
2	10	7	4
3	8	8	3
4	7	9	2
5	6	10	1

If the race distance or number of laps is shortened or in the case of the stopping or a race and if it cannot be resumed after the stopping, the following points, based on the achieved percentage of the original race distance, will be allocated to the riders:

- More than 50 % of the scheduled total number of laps: full points
- More than 25 % of the scheduled total number of laps: 50 % of the points
- Up to 25 % of the scheduled total number of laps: no points.

If a rider changes classes, the points achieved in a class are not transferable to the other class.

Riders which are not registered for the Championship cannot take points from a rider eligible to score points. The following riders will move up.

All practice and race results must be published on the Official Notice Board as soon as possible after the end of each practice section or each race. A sufficient number of copies for media, riders and competitors must be available.

**14. Title**

The titles

***“International German Champion 2015 Superbike”***

or ***“International German Champion 2015 Supersport”***

or ***“International German Champion 2015 Moto3 Standard”***

or ***“International German Champion 2015 Moto3 GP”***

will be awarded to the rider having scored the highest number of points at the end of the SUPERBIKE\*IDM Championship season.

*The rider in the sidecar class and, if applicable, the passenger having scored the highest number of points at the end of the SUPERBIKE\*IDM events of the season will be awarded the titles:*

***“International German Champion 2015 Sidecar Driver”***

***“International German Champion 2015 Sidecar Passenger”***

For the sidecar class, the passenger will only be classified for the Championship title if they have achieved more than 50 % of the rider's total points together as a team. Otherwise the passenger will not be classified in the Championship.

Provided the conditions under 14.1 and 14.2 are fulfilled, the following will be awarded:

In class Superstock 1000	<b><i>“International German Superstock 1000 Cup winner 2015”</i></b>
In class SuperNaked	<b><i>“International German SuperNaked Cup winner 2015”</i></b>
In class SC / F2	<b><i>“International German F2-Cup winner 2015”</i></b>

14.1 Class Sidecar-F2 will be classified separately, provided that the minimum of 6 participants/ teams are registered. Only participants eligible to score points in the overall classification will be considered for the championship. Class F2 will be classified as a cup.

14.2 Classification in the case of a tie

In the case of a tie, the following will decide:

1. the majority of better positions in the points classification,
2. the following order: the better positions in the points classification of the last, last but one and so on SUPERBIKE\*IDM races of the class.