

# **Key Rules, including changes for the 2006 season**

Compiled by the FIM

## **SPORTING REGULATIONS**

- The classes racing in the Championship are the following: 125cc single cylinder, 250cc maximum twin cylinder, MotoGP class: 500cc 2-stroke/990cc 4-stroke **(from 2007: 800cc 4-stroke)**.
- Riders must be in possession of a "FIM Grand Prix Licence", or a "FIM Grand Prix Super Licence" in the MotoGP class.
- The maximum age in the 125cc class is 28 years (25 years for new contracted riders participating in the 125cc Grand Prix for the first time and of wild-card riders) at the 1<sup>st</sup> January of the corresponding Championship year. Licences for riders are issued when the minimum age has been attained: 125cc: 15 years; 250cc: 16 years; MotoGP: 18 years. The limit for the minimum age starts on the date of the rider's birthday.
- All manufacturers must be in possession of the appropriate FIM Manufacturers' Licence.
- No substitution or replacement of an entered rider may be made after 17h00 on the first day of the event (technical control), except in the case of the MotoGP class where substitutions may be made up until 12h00 on the final day of qualifying.
- Each Grand Prix host Federation (FMNR) may nominate 3 wild card entries for the 125cc and 250cc classes in their own Grand Prix. The MSMA may, at each Grand Prix event, nominate 1 wild card entry for the 250cc and MotoGP classes. The FIM may nominate 2 wild card entries for the 125cc and 250cc classes, and the FIM/Dorna may nominate 1 wild card entry for the MotoGP class at each MotoGP event. These entries must be approved by the Grand Prix Commission.

A compulsory briefing will be held for all the riders who will be participating for the first time in the current Championship, at 17h00 on the day preceding the day scheduled for the first practice session.

- Entries: a rider shall be deemed to have taken part in the event when he participates in, at least, one practice session. A rider shall be deemed to have started a race when he participates in, at least, the first lap of the race.

### **Practice Restrictions**

**Practice with machines eligible for the MotoGP class, or riders designated for that class, is forbidden:**

- i) **At any circuit between the 1st December of one year and the 20th January of the following year, both dates being inclusive.**
- ii) **At any circuit included in the Grand Prix calendar of the current year. The ban on testing becomes effective on the date that is 14 days prior to the first race of the season.**
- iii) **At any circuit included in the Grand Prix calendar of the current year during "breaks". A break in the Championship is defined as two consecutive weekends where events are not scheduled. The period of the break extends from 09.00 hrs. on the Wednesday**

after the Grand Prix until the following Grand Prix.

The following exceptions will apply:

- a) Free practice or qualifying practice at the event.
- b) Practice at any circuit after the event at that circuit except during a break as defined in 1.15.1.1.iii) above.
- c) Official practice sessions organised by IRTA.
- d) Any activity allowed by the Race Direction.
- e) Manufacturers and constructors who supply machines to the MotoGP class may, before the date that is 14 days prior to the first race of the season, designate three Grand Prix circuits as their testing circuits at which they may practice with their MotoGP class machines at any time but not with their designated riders or with riders designated by other teams and not as from 14 days before the race scheduled for those circuits, during a break as defined in 1.15.1.1.iii) above, or during the winter pause defined in 1.15.1.1.i) above.

### **Practice Restrictions - 125cc and 250cc Classes**

Contracted Teams who benefit from a Participation Agreement to take part in the Championship in the 125cc and 250cc classes are forbidden to practice with those machines:

- i) At any circuit outside the Continental Zone where the team is based, (Europe, Asia/Oceania, Africa, the Americas), between the end of one season and the start of the next season.
- ii) At any circuit included in the Grand Prix calendar of the current year after the date that is 14 days prior to the first race of the season.
- iii) At any circuit included in the Grand Prix calendar of the current year during “breaks”, as defined in 1.15.1.1.iii) above.

The following exceptions will apply:

- a) Free practice or qualifying practice at the event.
- b) Practice at any circuit after the event at that circuit except during a break as defined above.
- c) Official practice sessions organised by IRTA.
- d) Practice by contracted Teams and their designated riders in those classes, at the two testing circuits designated by each team (see 1.11.1) which may take place up to 14 days before the race scheduled for the circuit, but not during a break as defined above.
- e) Any activity allowed by the Race Direction.
- f) Designated riders who are in their first season of contracted participation in the World Championship may compete in other events held at Grand Prix circuits in Europe during that season.
- iv) Practice restrictions do not apply to 125cc and 250cc wild card riders except that they may not practice or race at any Grand Prix circuit starting 14 days before the race.

### **Practice sessions**

There are two days of practice before each race. Timing is electronic, with sensors at the start-finish line triggered by encoded sender units on each bike. Each rider's best time from either timed session determines his position on the starting grid, the fastest at the front. In the event of a tie, each rider's second best lap time will be taken into account.

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 con-

tinue to be recorded until he passes the finish line after the allotted time has elapsed, at which time the red light on the start line will be displayed. After the chequered flag riders may complete one additional lap prior to entering the pits.

After practice has started, the condition of the racing surface of the circuit should not be altered except on instruction from the Race Director and the FIM Safety Officer in response to a localised change in conditions.

To qualify for the race a rider must achieve a time at least equal to 107% of the time recorded by the pole position rider of his class. Exceptions to this rule can be made by the Race Direction.

For the MotoGP class, the Grid will be arranged in the 3-3-3-3 configuration "in echelon". For the 125cc and 250cc classes, the Grid will be arranged in the 4-4-4-4 configuration "in echelon". Each line will be offset. There will be a distance of 9 metres between each row. The length of races must be of minimum 95 km and maximum 130 km. The event schedule can only be varied during the event by the Race Direction.

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 US\$ 100 - for the first offence, and US\$ 500 - for subsequent offences at the same event. Any rider who exceeds the pit lane speed limit during a race will be penalised with a ride through.

### Start Procedure

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 their motorcycle onto the grid from the pit lane.

Approximately 15 minutes (20 minutes for the MotoGP only, except in the case of a restarted race) before the start of the race, pit-lane opens for sighting lap.

Riders may complete more than one sighting lap by passing through the pit lane where they may make adjustments, change machines or refuel.

Approximately 10 minutes (15 minutes for the MotoGP only, except in the case of a restarted race) before the start of the race, the pit-lane exit closes.

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. Such riders must have tyre warmers removed and may not change wheels after the display of the 3 minutes board. Riders starting the warm-up lap from the pit lane must start the race from the back of the grid.

Five people (seven in MotoGP) may attend the rider including the umbrella-person.

The Race Director 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".

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. No generators, batteries or other electrical supplies are permitted on the grid, except in the MotoGP class.

MotoGP riders may use a generator to power tyre warmers on the grid. Only one generator per machine may be used. The generator must be of the “hand carried” type and have a maximum output capacity of one kilowatt. Starter engines may also be used on the grid in the MotoGP class.

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.

One mechanic (two in MotoGP) may remain with the rider to help him push-start the engine.

Refuelling or changing fuel tank on the grid is forbidden.

Two minutes before the race start, a green flag waved to start warm up lap. The riders run a warm-up lap then assemble on the grid with engines running for the start.

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.

## **Start of the race**

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

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

Any rider who anticipates the start will be required to carry out the ride through procedure. Anticipation of the start is defined by the spindle of the front wheel of the motorcycle crossing the line which marks the front of that rider’s grid position before the red light goes out.

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.

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. **After this time, in the MotoGP class only, the 2 following procedures will apply:**

**- If the race has been declared wet (Art. 1.20), changing from a machine equipped with rain tyre to a machine equipped with intermediate or slick tyre, changing from a machine equipped with intermediate tyre to a machine equipped with rain or slick tyre, and changing from a machine equipped with slick tyre to a machine equipped with intermediate or rain tyre is permitted at any time during the race.**

- If the race has not been declared wet (Art. 1.20), the same machine changes as mentioned above are permitted only after the white flags have been displayed around the track.

**In both cases, tyre warmers, changing tyres and adjustments are permitted on the machine in the pit-lane.**

Should there be a problem on the grid that might prejudice safety, then a marshal will wave a yellow flag at each row of the starting grid from the signalling platform, and the Starter will display a flashing yellow light and the board "start delayed". The start procedure will restart 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 Championship points.

### **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 (**60 km/h**) 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.

After notification has been made to the team, a yellow board (100cm horizontal X 80cm vertical) displaying the **riders' numbers** (black colour, height 50cm, stroke width 10cm) 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 3 times, will result in that rider being shown the black flag.

In the case where the organisation has been unable to carry out the ride through penalty before the end of the race, the relevant rider will be inflicted with a time penalty of 20 seconds.

### **"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.

#### **125cc and 250cc races**

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

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.

In all cases where the first race is interrupted for climatic reasons, then the restart will automatically be a “wet” race.

### **MotoGP race**

A race will not be interrupted for climatic reasons and riders who wish to change **machine (when allowed)**, tyres or make adjustments must enter the pits and do so during the actual race.

### **Interruption of a race**

If the Race Director 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 calculated as in the principle set out in the following example:

Example of a race consisting of 30 laps:

If a Red Flag is shown when the leader is on his 10th lap after completing his 9th lap and all other riders have not completed the 9th lap, then the race result will be 8 laps completed, and the second part will consist of 22 laps.

If a Red Flag is shown when the leader and all other riders on the same lap as the leader are on the 10th lap after completing the 9th lap, the race result will be 9 laps completed and the second part will consist of 21 laps.

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, riding on their motorcycle, will not be classified.**

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 Championship.

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. 1.26. If it is found impossible to restart the race, then the results will count and half points will be awarded in the Championship.

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 for the 125cc and 250cc classes the race will be deemed to have been completed and full Championship points will be awarded. For the MotoGP class, the race will be restarted for a minimum of 5 laps (according to Art. 1.26).

If it is found impossible to restart the race, then the results will count and full Championship points will be awarded.

### **Re-Starting a race that has been interrupted**

If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits the Clerk of the Course will announce a time for the new start procedure to begin which, conditions permitting, should not be later than 10 minutes after the initial display of the red flag.

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

The start procedure will be identical to a normal start with sighting lap(s), warm-up lap etc.

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

i) In the case of less than 3 laps completed:

a. All riders may re-start.

b. Motorcycles may be repaired or changed. Refuelling is permitted.

c. - For 125 and 250cc, the number of laps will be two-thirds of the original race distance rounded down to the nearest whole number of laps.

- For MotoGP, the number of laps will be the same as the original race distance.

d. The grid positions will be as for the original race.

ii) In the case of 3 laps or more and less than two-thirds completed, and two-thirds completed for MotoGP only:

a. Only riders who are classified as finishers in the first race may re-start.

b. Motorcycles may be repaired or changed. Refuelling is permitted.

c. - For 125 and 250cc, 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.

- For MotoGP, the number of laps of the second race will be the number of laps required to complete the original race distance 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.

### **Championships and Classifications**

Riders and Manufacturers will compete for the FIM Road Racing World Championship Grand Prix; for riders the points will be those gained in each race. For manufacturers, only the highest placed motorcycle of a manufacturer will gain points, according to the position in the race. Teams will compete for a MotoGP Team Championship.

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 Championship at which the highest place was achieved will be taken into account with precedence going to the latest result.

## TECHNICAL REGULATIONS

Apart from the displacement and number of cylinders for each class, engine type is restricted to reciprocating piston engines with no super or turbo charging. There may be no more than six gears.

### Classes

The following classes will be accommodated, which will be designated by engine capacity:

125	Over 80cc up to 125cc - Maximum one cylinder
250	Over 175cc up to 250cc - Maximum two cylinders
MotoGP	Over 350cc up to 500cc (2 strokes) - Maximum four cylinders
	Over 350cc up to 990cc (4 strokes) - Unlimited cylinders

**As from January 1<sup>st</sup>, 2007, the maximum engine size capacity will be 800cc and 2-stroke engines will not be allowed.**

Four stroke motorcycles participating in the MotoGP class must be prototypes. Those that are not entered by a member of MSMA must be approved for participation by the Grand Prix Commission.

### Weights

The following are the minimum weights permitted:

125cc	Motorcycle + rider	136 kg
250cc	1 cylinder	100 kg
	2 cylinders	100 kg
MotoGP 2-stroke	1 cylinder	101 kg
	2 cylinders	101 kg
	3 cylinders	116 kg
	4 cylinders	131 kg
MotoGP 4-stroke	3 cylinders or less	138 kg
	3 cylinders or less with oval piston	148 kg
	4 and 5 cylinders	148 kg
	4 cylinders or more with oval piston	158 kg
	6 cylinders or more	158 kg

**As from January 1<sup>st</sup>, 2007, the minimum weights required in the MotoGP class will be the following:**

2 cylinders or less	133 kg
3 cylinders	140,5 kg
4 cylinders	148 kg
5 cylinders	155,5 kg
6 cylinders or more	163 kg

The use of oval pistons will be forbidden.

Ballast may be added to achieve the minimum weights.

Weight may be checked at the initial technical control, but the main

control of weight will be made at the end of practice sessions or at the end of the race. The weight of the motorcycle will be that measured in the form that the motorcycle participated, with fuel tank on and including normal levels of oil and water, and all additional equipment attached to the motorcycle, for example timekeeping senders, camera equipment, electronic telemetry equipment etc.

For the 125cc class the weight checked will be the total of the rider with full protective clothing plus the weight of the motorcycle. Random weight controls may be carried out during practice in a designated weighing area.

## Fuel Tanks

Fuel tanks of all construction types must be filled with fire retardant material or be lined with a fuel cell bladder.

**In all classes**, fuel tanks made of non-metallic composite materials (carbon fibre, aramid fibre, fibre glass, etc.) must be fitted with a fuel cell bladder, or have passed the **appropriate** FIM test standards for composite material fuel tanks as described in the FIM Fuel Tank Test Procedure for fuel tank homologation.

Such composite fuel tanks without a fuel cell bladder must bear a label certifying conformity with FIM Fuel Tank Test Standards. Such labels must include the fuel tank manufacturer's name, date of tank manufacture, and name of testing laboratory.

Each manufacturer is requested to inform the FIM/CCR Secretariat of its fuel tank model(s) which have passed the FIM test standards, together with a copy of the fuel tank label.

Full details of the FIM Fuel Tank Test Standards and Procedures are available from the FIM.

Fuel cell bladders must conform to or exceed the specification FIM/FCB-2005. Full details of this standard are available from the FIM. Except for the case that a fuel tank is fixed on the chassis with bolts, all fuel lines from the fuel tank to the engine/carburettor system should have a self sealing breakaway valve. This valve must separate at less than 50% of the load required to break any part of the fuel line or fitting or to pull it out of the fuel tank. This rule is mandatory for the MotoGP class.

The fuel tank capacities for prototype motorcycles are:

- 2-stroke engines: maximum 32 litres
- 4-stroke engines: maximum 22 litres. **As from January 1<sup>st</sup>, 2007, the maximum fuel tank capacity will be 21 litres.**

In defining fuel tank capacity all containers of the motorcycle capable of supplying fuel to the carburettors/injectors may be taking into account.

Refuelling may only be carried out from an unpressurised container, and the motorcycle fuel tank may not be pressurised above atmospheric pressure at any time, other than the small pressure increase due to normal tank ventilation to the atmosphere on the moving motorcycle.

## Noise level

The maximum noise levels at all times are:

- 2 stroke: 113 dB/A
- 4 stroke: 130 dB/A

measured at a mean piston speed of 13 metres per second (two stroke) and 11 metres per second (four stroke).

## MEDICAL CODE

The new FIM Anti-Doping Code has been into force since 1<sup>st</sup> January 2006.

### Licence for Chief Medical Officer (CMO)

All Chief Medical Officers (CMO) and Deputy Chief Medical Officers must be licensed. The licence will be valid for three years and will be issued by the FIM.

### Criteria and Procedure for obtaining a CMO licence

Prospective candidates should apply in writing through their FMN to the FIM including their professional and motorsport CV and evidence that the below criteria has been fulfilled:

Be a fully registered and appropriately qualified medical practitioner  
be experienced in the provision of Emergency Medical Care  
be experienced at motorcycle events and must have attended at least five National Events as CMO or Deputy CMO with confirmation by their FMN

Have attended **and successfully completed** a FIM CMO Seminar **and participated in at least one FIM event** within the **previous 2** years.

## FLAGS AND LIGHTS

### 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.

#### **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 laps and of the warm up lap.

#### **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 Championship points.

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

 **Chequered Black / White Flag**

This flag should 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 should 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.

## 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 Race Direction.** The penalty will be first communicated to the team and then a board will be displayed for the rider on the finish line during a maximum of 3 laps. If the rider did not **go back** after the board has been presented 3 times, he will be penalised by a ride through.

In both cases, further penalties (such as fine - suspension) may also be imposed.

If immediately after having overtaken, the rider realise 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, warm-ups and races.

### **Flashing Blue Lights**

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

### **White Flag**

**Waved at the flag marshal post during the race, this flag indicates that the riders are allowed to change machine.** Only the Race Direction can take the decision.

### **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 Championship 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 sighting lap(s) and at the end of the warm up lap.

The red flag may also be used to close the track.

The red lights will be switched on at the start line for between 2 and 5 seconds to start each race.

### **Black Flag**

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 -disqualification - withdrawal of Championship 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 -disqualification - withdrawal of Championship points - suspension.

## CHAMPIONSHIP POINTS AND CLASSIFICATION

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

For Constructors, only the highest placed motorcycle of a Constructor will gain points, according to the position in the race.

Teams will compete for a Championship. All points scored by both riders in the Team, including substitutes or replacements, will count towards the Team Championship.

In the case of a one rider Team then only the points scored by that rider will count towards the Team Championship.

Wild card riders will not score points for the Team Championship.