



November 29, 2014

SUPERMOTO ALPE-ADRIA CHAMPIONSHIP GENERAL RULES 2015

AA SM 1.1. TITLE AND GENERAL

The Alpe-Adria MU Committee holds the Supermoto Alpe-Adria MU Championship.
This competition will be held during the period between 1st March and 31st October.
Each FMN (National Federation of Motorsports) who is a member of Alpe Adria motorcycle union, can be organized race for scoring AA. (www.alpeadriamotorcycleunion.com/members.php)
At the beginning of the year, latest at the Commission shall adopt the calendar of races for the current year.
This Championship will be subjected to the rules of the FIM Europe Sporting Code.
A title of Alpe-Adria MU Championship winner will be awarded at the end of the season for the riders and national teams.

Where is the race for Alpe Adria Supermoto championship the part of FMN events, must have priority to the basis of higher rank championship.

AA SM 1.2. RIDERS

1.2.1. LICENCES

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

- FMN National or International supermoto licence, FIM Europe supermoto licence or FIM supermoto licence
- the authorisation(**start permission**) of his FMN (National Federation of Motorsports), cantrys members AA MU

1.2.2. STARTING NUMBERS

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

AA SM 1.3. MOTORCYCLES and CLASS

CLASS: SM OPEN

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

AA SM 1.4. COURSE

1.4.1. COURSE SPECIFICATIONS

See FIM Europe Standards for Supermoto Circuits and Organising Manual.

1.4.2. SAFETY

See FIM Europe Standards for Supermoto Circuits and Organising Manual.

1.4.3. INSPECTION

See FIM Europe Standards for Supermoto Circuits and Organising Manual.

1.4.4. CONTROL

See FIM Europe Standards for Supermoto Circuits and Organising Manual.

AA SM 1.5. OFFICIALS

1.5.1. Jury President, Jury Members

The FMNR and its organiser has the right to invite an expert delegated from another Alpe-Adria FMN to be Jury President.

The Jury Members are the delegates from the Alpe-Adria FMN's taking part on the event.

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

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

In the race for Alpe Adria Supermoto Championship can be president of the jury, only an delegate from another Alpe-Adria FMN.

Organizer, must ensure an accommodation with meal for the Jury President at least for one night and day, (double-bed room, and breakfast-lunch-dinner as ordered if is the race the two-day or is race distance over 300 km in one direction)

and the travel costs.

(regular price of fuel at petrol station - used to calculate the consumption of 8 liters per 100 kilometers)

1.5.2. Clerk of the Course

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

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

AA SM 1.6. LAISSEZ-PASSEZ - (not necessarily but is desirable)

At least three passes shall be provided for each rider.

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

AA SM 1.7. SUPPLEMENTARY REGULATIONS (SR)

The Supplementary Regulation must be sent, not later than 45 days prior to the event, to the president of AAMU Supermoto Commission.(sauer.slavko@siol.com)

President of AAMU Supermoto Commission will send the confirmed SR to the Alpe-Adria Secretariat and all Alpe-Adria FMN members.

1.7.1. ENTRIES

The maximum entry fee on the supermoto races for Alpe Adria Championship is 85 euros and must be paid in cash on the day of the race organizer when logging in to the race.

The organizer intentions 5 euros for Alpe Adria delegate for his administrative costs.

- The riders must send their entry forms directly to the organiser of each event.
- The completed entry forms must reach the organiser at the latest 15 days before the date of the event. (the postmark or the date of the fax will be taken into account).
- By signing the entry form, the rider accepts every prescription of the FIM Europe Sporting Code, of this regulation and of the Supplementary Regulations of each event.

AA SM 1.8. VERIFICATIONS

1.8.1 ADMINISTRATIVE VERIFICATIONS

All the riders participating in the Alpe-Adria MU Championship must present themselves at the administrative control.

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

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

At the end of the control, the riders will be given 3 passes (**not necessarily but is desirable**):

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

1.8.2 TECHNICAL VERIFICATIONS

The following controls will be carried out:

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

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

1.8.3. SPECIFICATION OF THE MOTORCYCLE:

- Starting number, 2 plates. Yellow background, black figures for SM 650, and white background, black figures for SM 450. The figures will be written in one of the fonts listed in the FIM or FIM Europe Technical Rules.
- Presence of the safety device on the brake pads fixations (pin or lock nut).
- Safety wire used on the fixation bolts of the brake calipers must be visible.
- Presence of a safety device on the cross bar of the handlebar. Presence of a safety device on the fixation clamps for the handlebars with no cross bar. The handlebar ends must be plugged.
- Presence of an oil catch tank with a minimum capacity of 0.1 liter properly fastened or closed breather system.
- Safety wire used on oil and water filler caps as well as on drain plugs must be visible.
- One or several leak proof catch tank(s), emptied before each start, must be provided for the radiator water and the breather system of the fuel tank.
- Protection on the gearbox sprocket.
- The only authorized cooling liquids will be water or water mixed with ethyl alcohol.
- The maximum tread depth on the used tyres must be 10 mm in the middle of the front or back tyre.
- Tyres of cross, enduro or trial type are prohibited.
- Additional cuts are allowed on tyres.
- Noise control:
 - 96 (dB/A 94 + 2 for motorcycles with a four-stroke engine;
 - 98 (dB/A 96 + 2 for motorcycles with a two-stroke engine;
- Except for the transponders, no information will be transmitted to or from a moving vehicle.
- The fuel used will be unleaded fuel (see FIM or FIM Europe Motocross Rules).

AA SM 1.9. RIDERS' BRIEFING

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

During this briefing, all matters relating to the circuit and safety will be discussed.

AA SM 1.10. PRACTICES

Free practice before the race day:

The organiser may organise a free – paid – practice before the race day, which fee must be in the SR.

For the first event of the year:

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

From the second event of the year:

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

Changing group is forbidden.

One practice sessions for each group will be organised on Sunday morning.

Qualifying:

The organiser has the right to name 15 days before the race two riders who are automatically qualified.

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

If the number of the riders exceed 32+2 reserve the riders are allocated into two groups: A and B.

The results of the qualifying practice group A and B determine the riders starting positions.

(The first rider of group A and B has the first starting position, the first rider of the other group has the second starting position, the second fastest rider from the other group has the third starting position, and so on.)

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

AA SM 1.10.1. SUPER POLE

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

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

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

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

AA SM 1.11. SELECTION OF RIDERS

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

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

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

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

AA SM 1.12. PADDOCK SILENCE

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

AA SM 1.13. START PROCEDURE

The starting procedure will be controlled by the Clerk of the Course.

1.13.1. START PROCEDURE WITH LIGHTS

In accordance with the FMN (National Federation of Motorsports)

AA SM 1.14 ANTICIPATED START

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

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

AA SM 1.14.1. STOP AND GO PENALTY

T+10 sec (will be penalized by 10 seconds added to his riding time)

AA SM 1.15. STOPPING OF A RACE

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

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

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

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

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

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

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

AA SM 1.16. OUTSIDE ASSISTANCE/COURSE CUTTING

Any outside assistance on the course is forbidden during the qualifying practice(s) and the race(s) unless it is carried out by a marshal appointed by the organiser carrying out his duty in the interests of safety. The penalty for violation of this regulation is exclusion. During practices and races, consultation between team members and riders is restricted to the signal zone / mechanics area. Riders who stop along the course to consult with others, may hinder the progress of other riders, and such action will be considered as outside assistance. At the side of the track an area must be reserved for repairs during the practices and the races. In this specific area, the only persons allowed are the mechanics who may make repairs or adjustments to the machines, the signallers and the representatives of the industry. Mechanics, signallers and any team member may assist at the site only during the practices and races. Any part of the motorcycle, except the frame which must be sealed, can be modified, adjusted or replaced. For silencers, refer to Art. 01.79 of the Supermoto Technical Rules. Any refuelling must be done with engines dead.

Riders entering the repair zone must stop before returning to the track. Violation will entail exclusion from the race in question.

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

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

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

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

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

AA SM 1.17. OFFICIAL SIGNALS

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

Signal meaning:

Red flag , waved - Stop - compulsory for everyone

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

The white/black flag (divided diagonally) - unsportsmanlike conduct with official warning

Yellow flag, waved - Immediate danger, no jumping, no overtaking, prepare to stop - **may be** penalized by adding **30 seconds!**

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

Blue flag, waved - Warning, you are about to be lapped - **may be** penalized by adding **20 seconds!**

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

Green flag - Course clear for the start of the race

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

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

AA SM 1.19. FINAL EVENTS

For the qualified riders, two finals - can not be longer of 15 minutes plus two laps or lap number equivalent of this time, will be organised on Sunday afternoon, according to the following timetable.

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

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

AA SM 1.20. CROSSING OF THE FINISHING (CONTROL) LINE

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

AA SM 1.21. LAP OF HONOUR

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

AA SM 1.22. PRIZE-GIVING CEREMONY

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

AA SM 1.23. TECHNICAL CONTROL AND VERIFICATION

In accordance with the FMN (National Federation of Motorsports)

1.23.1. NOISE CONTROL AFTER EACH RACE

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

Any rider whose motorcycle is above the limit:

- dB/A 96 (dB/A 94 + 2 for motorcycles with a four-stroke engine;

- dB/A 98 (dB/A 96 + 2 for motorcycles with a two-stroke engine;

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

However, the rider will have the possibility to repair and must have his motorcycle checked before the next start.

Therefore the Technical Steward and his equipment must be available during the whole event.

AA SM 1.23.2. FINAL VERIFICATION

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

AA SM 1.24. COST FOR MACHINE CONTROL FOLLOWING A PROTEST

In accordance with the FMN (National Federation of Motorsports)

AA SM 1.25. ANTI-DOPING AND ALCOHOL TESTS

Anti-doping and alcohol tests may be carried out according to the Medical Code.

A rider who tests positive will be excluded from the whole event. Further penalties may be imposed.

AA SM 1.26. RESULTS

The winner of a race is the rider who crosses the finishing line first.

The riders still racing will then be stopped when crossing the finishing line.

A rider will not be classified if he has not crossed the finishing line within 3 minutes of the arrival of the winner. To qualify the race must be ended 75% circles of winner.

The winner of an event is the rider who has obtained the most points irrespectively of the number of races he finished.

If a tie exists, the points scored in the second race will determine the order of placing in the final standings.

All results must be homologated by the Jury.

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

AA SM 1.27. POINTS FOR THE CHAMPIONSHIP

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

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

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

In case of tie at the end of the Championship, the winner will be decided according to the majority of best placings.

If the tie still subsists, it will be decided in the order, according to the best placing in the last results counting towards the Championship.

AA SM 1.28. PRIZES

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

In case of tie at the end of the day, is the winner who scored better place on the second race.

AA SM 1.29. PROTESTS

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

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

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

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

AA SM 1.30. CALENDAR

The Alpe-Adria MU Commission reserves the right to change the calendar.

For the 2015 season, we plan to the following events: <http://www.alpeadriamotorcycleunion.com/>

Dates will be coordinated at the beginning of the year and posted on the web pages.

On the same connection are also available with all other information connection with our competitions.

Commission reserves modify the calendar for changes by FMN.