



**ALPE ADRIA MOTORCYCLE UNION**  
**ALPE ADRIA VINTAGE CHAMPIONSHIP SPORTING REGULATIONS**  
**(AAVCSR) 2024**

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## AAVC 01.01 GENERAL

The following regulations apply solely to all Vintage road races that will be organised under the jurisdiction of the AAMU according to the AACRSR and FIM Europe Sporting Code. In the case there being no or not sufficient AACRSR or FIM Europe regulations the FIM regulations will apply.

## AAVC 01.02 EVENTS

The Alpe Adria Vintage Championship event can include various competitions held on a single day or over several successive days. In general, each race will be limited to one class of motorcycles of the same group, however, it is possible to combine several classes in a single race.

## AAVC 01.03 SUPPLEMENTARY REGULATIONS

For each event there must be Supplementary Regulations, approved by the FMNR and Alpe Adria Vintage Commission. These SR's must be available for each rider and/or team who wants to participate in the concerning event before the start of this event.

## AAVC 01.04 ALPE ADRIA MEMBER FEDERATIONS

Eligible member federations of the Alpe Adria Motorcycle Union (AAMU) for the FIM Europe AA **INTERNATIONAL MOTORCYCLE** Championship **2024**:

ACCR	Autoklub of the Czech Republic
MS BiH	Motorcycle Federation of Bosnia & Herzegovina
AMF	Austria Motorsport Federation
AMOTOE	Greek Motorcycle Federation
AMSS	Auto Moto Association of Serbia
AMZS	Auto Moto Zveza Slovenije
FMI	Federazione Motociclistica Italiana
FMS	Swiss Motorcycle Federation
FRM	Romanian Motorcycle Federation
HMS	Hrvatski Motociklisticki Savez
MAMS	Magyar Motorsport Szövetség
PZM	Polski Związek Motorowy
SMF	Slovenska Motocyklova Federacia

## AAVC 01.05 CALENDAR

AAVC-01	19.-21.4.2024	Brno	CZE	SMF
AAVC-02	14.-16.6.2024	Pannonia ring	HU	MAMS
AAVC-03	5.-7.7.2024	Brno	CZE	ACCR
AAVC-04	12.-14.7.2024	Zilina – Hricov - airport	SVK	SMF
AAVC-05	30.8.-1.9.2024	Trenčín – airport	SVK	SMF
AAVC-06	20.-22.9.2024	Slovakiaring	SVK	SMF
AAVC-07	18.-20.10.2024	Grobnik	CRO	HMS

## AAVC 01.06 RIDERS

Riders may participate on an AAVC Event with a valid FMN's national (accompanied the appropriate insurance and a starting permission, which could be permanent or on a race-by-race base) or any other type of international Road Racing license.

### AAVC 01.06.01 ENTRY FEE

The max. Entry Fee is 290 € for Qualification and Races. The free practice is not included in the entry fee. The Entry Fee includes €10 for each rider as AAMU fee.

## **AAVC 01.07 CIRCUITS**

Races must be held on a circuit that is closed for public use. The standards will be laid down by each FMNR, but always in accordance with the guidelines of the FIM Europe Standards for Vintage Road Racing Circuits.

## **AAVC 01.08 OFFICIALS**

### **AAVC 01.08.1 President and Members of the Jury**

The ALPE ADRIA CCR decides if a Jury President must be appointed. The second Jury member is an FMNR delegate. If present, another AACCR member or an FMN delegate will be the third member.

### **AAVC 01.08.2 FMN delegate**

He must be appointed by his FMN. To be eligible for such a licence, he must have successfully participated in a Seminar organised by the FIM/CCR.

Participation in a Seminar is obligatory at least once every three years.

He is entitled to attend, as observer, the open meetings of the Jury.

### **AAVC 01.08.3 Clerk of the Course**

The CoC must be appointed by the FMNR and must be a holder of the FIM or FIM EUROPE "Clerk of the Course" licence. To be eligible for such a licence, he must have successfully participated in a Seminar organised by the FIM/CCR or the FIM EUROPE/RRC. A safety officer is recommended at the event.

Participation in a Seminar is compulsory at least every three years.

### **AAVC 01.08.4 Other officials**

The Chief Technical Steward and the Chief Timekeeping must be appointed by the FMNR. The CTS must hold an FIM or FIM EUROPE International Official's licence.

### **AAVC 01.08.5 Language**

The Clerk of the Course, at least one person of the Technical Control and the Secretary of the Event must speak and understand fluently the English language.

### **AAVC 01.08.6 Briefing**

A compulsory briefing can be held for all the riders who participate in the ALPE ADRIA VINTAGE CHAMPIONSHIP. The time and place will be announced in the supplementary regulations of the event. This time must be mentioned in the SR.

Failure to attend the briefing in full can result in exclusion from the event. A waiver may be granted by the Jury President.

### **AAVC 01.08.7 Protests and appeals**

The fee for the protest is 350,00Eur. The rider (or Team) has to insert the Protest in written form within half an hour after publishing the results on official board into the Event Jury.

The fee for an appeal against the decision of the AA Event Jury follows the FIM Europe fees, is 650,00 Eur. (see FIM Europe Disciplinary and Arbitration Code in its current version – to be found in FIME yearbook 2019).

The Organizer has to send all protest and appeal fees withheld to the AAMU at its disposal. Fees for pit lane speeding must be paid to the AAMU at his disposal.

The deposits in case of dismantling and reassembling an engine following a protest are as follows:

€ 250,00 for a 2-stroke engine (material included), € 500,00 for a 4-stroke engine (material included). These amounts are paid to the team that presented a bike in conformity with the Alpe Adria Technical Rules or repaid to the party that given the protest.

## **AAVC 01.9 FLAGS, LIGHTS AND BOARDS**

Marshals and other officials display flags, lights and/or boards to provide information and/or convey instructions to the riders during practices as well as the races.

### **AAVC 01.9.1 Dimensions, colours and location of the flags**

The dimensions of all the flags must be: 100 cm horizontal X 80 cm vertical. The colours of the flags must be bright and clear. The flag dimensions and colours will be checked during the day of the first practice session. The location of the flags will be fixed during the circuit homologation and/or the pre-inspection.

### **AAVC 01.9.2 Flags and lights used to provide information**

**National Flag** May be waved at the start line to start the race.  
**Green Flag or Green Light** The track is clear of all hazards. This flag must be presented lightly waved or motionless at each marshal post on the first lap of each practice and the Warm Up session, during the sighting lap and the warm up lap. This flag must be shown at the flag marshal post immediately after the incident that necessitated the use of the yellow flag. When waved by the starter it is the signal to start the Warm Up lap.  
**Green Light** This light must be switched on at the pit lane exit to signal the start of each practice, the Warm Up session, the Sighting lap and the Warm Up lap.  
**Yellow and Red Striped Flag** Oil, water, gravel or another substance is affecting the adhesion of the track. This flag must be shown motionless on at least two flag marshal posts before this situation.  
**Chequered Black and White Flag** Must be shown waved at the finish line on track level and indicates the finish of a race or practice session.

### **AAVC 01.9.3 Flags, lights and boards which convey information and instructions**

#### Yellow Flag or Flashing Yellow Light:

Indicates danger ahead, on or nearby the track. It must be shown waved on at least two marshal posts before the danger. Riders must slow down and be prepared to stop. Overtaking is forbidden up until the point where the green flag is shown, unless it is a much slower rider (Backmarker). – Any Infringement of this rule during a practice session will result in the cancellation of the time of the lap during which the infraction occurred and the fastest lap of that session. – Any Infringement of this rule during the race will be penalised with a penalty of 20 sec added to the total race time. – In both cases, further penalties (such as a fine or 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 presented at the exact place where the flag marshal will be positioned during the practices and races. Flashing Yellow lights along the track (if used) gives the same instructions.

#### Flashing Blue Light:

A flashing Blue light must be switched on at the end of the pit lane exit during practices and races. The rider(s) who enter the track may not hinder the rider(s) on the track.  
**White Flag** There is a slow moving car, ambulance or similar vehicle on the track. Shown waved at two posts before the vehicle and indicates that the rider will encounter the vehicle in the current or next section of the track. It is forbidden for a rider to overtake another rider during the display of the white flag, unless it is a much slower rider and until he passed the vehicle. Overtaking the slow-moving vehicle is permitted. As soon as such a vehicle stops on the track, the white flags must be maintained and the yellow flags must also be presented. In principle for FIM Europe Vintage Cup races: If a car must go on the track and this cause danger, the practice or race will be stopped.  
**Blue Flag** Shown waved to a slower rider(s) who is (are) about to be overtaken by a faster rider. The slower rider may not hinder the faster rider. – During practices, the rider concerned must keep his line and slow down gradually to allow the faster rider(s) to pass him. – During the race, the rider concerned must allow the following rider(s) to pass him at the earliest opportunity.  
**Red Flag** waved and/or Red

Flashing Light (along the track) Shown at each marshal post and indicates that the race or practice is being interrupted. Riders must return slowly to the pits.

Red Flag and/or Red Light motionless (in the pit lane or on the track):

Riders must stop. They may not pass this flag or light. The red light is switched on before the start of a race and will be switched off after 2 to 5 seconds. This is the start of a race.

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

This flag is shown on the start/finish line and some marshal posts only under order of the Jury President. The rider with this number must stop at the pits at the end of the current lap. He cannot restart except on order from the CoC or Jury President.

Black Flag with orange disk (Ø 40 cm) together with a white number on a black signalling board:

This flag is only shown on the marshal posts under the order of the Clerk of the Course. It informs the rider whose motorcycle number is displayed that his motorcycle has mechanical problems likely to endanger himself or others. He must immediately leave the track, on a safe place.

### **AAVC 01.10 MARSHALS UNIFORMS**

It is strongly recommended that Marshals uniforms and raincoats should be of a neutral colour that cannot be confused with the flags.

### **AAVC 01.11 MEDICAL CAR(S)**

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

### **AAVC 01.12 PRACTICE SESSIONS**

- A minimum period of time must be put aside for the practice sessions and mentioned in the Supplementary Regulations (SR) of the event. Each class or group must be allotted at least one period of timed practice.
- The end of practice will be indicated by waving of a chequered flag. At the same time the pit exit will be closed. A rider's times will continue to be recorded until he passes the chequered flag. After the chequered flag, riders may complete one additional lap before entering the pits. It is not permitted to pass the chequered flag more than once.
- If a practice is interrupted due to an incident or any other reason, then a red flag will be displayed at all marshal's posts. All riders must return slowly to the pit lane. When practice is restarted, in principle the time remaining will be that shown on the count-down device in the pit lane and/or start/finish line at the moment the red flags were displayed.
- Riders or mechanics may only start their motorcycles in the pit lane by pushing in the direction of the circuit or use a starting device. - After the official practice has started, the race surface of the circuit should not be washed or brushed except on instruction from the Jury President and the Clerk of the Course in response to a localised change in conditions.
- If for the timekeeping a transponder system is used, it's the rider's own responsibility to have a good working transponder mounted on his motorcycle. If there is no transponder mounted on his machine he will not be qualified with times in that particular session. If the number of qualified starters is not more than the circuit homologation, the jury will decide if he can start on the end of the starting grid.

## **AAVC 01.13 ADMISSION TO THE START**

### **AAVC 01.13.1 Starting grid for the races**

The SR must indicate the number of riders that will be admitted to each class for practice and race. Whichever method is used to determine qualifiers, it must be based upon practice times. In order to be admitted to start in a race, a rider must have accomplished a minimum number of laps mentioned in the SR during one of the official practices. When a rider is taking part in several classes at the same meeting, the minimum number of laps should to be completed for each class. The organiser must provide a timekeeping service for all official practices. The results of all qualifying practice sessions of one class should be resumed by indicating the best time of a rider. This serves to qualify for the actual race. In case of a tie, the 2nd best time will be taken into consideration and so on if the tie remains. The Starting grid will be formed by the fastest rider of a class on the first position (Pole position), the second fastest rider on the second place, etc. If, for any reason, it is not possible to use times of the qualifying sessions from the whole group, the times of the official free practice may take in account.

### **AAVC 01.13.2 Practice in several groups**

If a class is split into several practice groups, these groups must be composed of the same number of riders plus or minus one. For the first practice the formation of the groups will be determined by decision the Jury. For the second practice the fastest times of the first practice are taking in account. The fastest rider first, slowest rider last. This total group must be split into smaller groups composed with the same number of riders plus or minus one. Changing from group is not allowed. When all practices have run under the same conditions: the starting grid will be formed by taking the fastest lap times of all the qualified riders of the total class and fill the maximum number of Starters in conformity with the SR.

## **AAVC 01.14 START PROCEDURE**

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

The start procedure must be done within 15 minutes. Some time periods may be shortened.

- 1) 10 Minutes (or less) before the Start of the Race Pit lane exit opens for sighting lap(s).
- 2) The sighting lap is not compulsory. Riders who do not go onto the grid, may start the warm up lap or the race from the pit lane under the instructions of the marshal positioned at the pit lane exit.
- 3) Riders who encounter a technical problem on the sighting lap may return to the pit lane to make adjustments or to change machines.
- 4) When the riders reach the grid after the sighting lap, they must take up their positions and may be attended by up to three persons, one of whom may hold an umbrella. All attendants on the grid must wear a "Grid Pass".
- 5) Panels at the side of the track will indicate the row of the grid, to assist riders in locating their grid position.
- 6) Refuelling or change of fuel tank on the starting grid is forbidden.
- 7) The warm up lap will start as one group by the Starter waving the green flag. The riders will make one lap, at unrestricted speed. As soon as the riders have passed the pit lane exit, the pit lane exit light will be turned green and/or a green waved flag is shown. Any riders waiting in the pit lane will be permitted to join the warm up lap. Thirty seconds later the light will be turned red and a marshal will display a red flag closing the pit lane exit.
- 8) After returning to the grid the riders must take up their positions with the front wheel of their motorcycle close to the line defining the grid position and keep their engines running. An official will stand at the front of the grid holding up a red flag. Any rider who encounters a problem with his machine on the warm up lap may return to the pit lane and make repairs or change machine. Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm. It is not permitted to attempt to delay the start by any other means. When the grid

is assembled the Starter will then instruct the official at the front of the grid, displaying the red flag, to walk to the side of the track. A red light will be displayed for between 2 and 5 seconds after which this red light will be switched off. When the red light is switched off, the riders may start their race.

- 9) Anticipation of the start (jumpstart) is defined by the motorcycle moving forward when the red light(s) are on. The Clerk of the Course together with the Jury President, will decide if a penalty is to be imposed. The penalty will be either the Ride Through penalty or 20 seconds added to his (total) race time.
- 10) If, after the red light has switched off, a rider stalls his machine then the start line marshals may assist the rider by pushing him along the track until the engine starts. If, after a reasonable period, the engine will not start then the rider must push it into the pit lane, under the supervision of the officials, where his mechanics may provide assistance to start it or the rider may change machine.
- 11) After the riders have passed the exit of the pit lane, the official situated at this exit will display a green light and/or a waved green flag to start any riders still in the pit lane.
- 12) After the leading rider has passed the finish line at the end of his first lap, no further changes of machines are permitted unless the race is interrupted.
- 13) Should there be a problem on the grid that might prejudice the safety of the start, then the official in charge of the start may display a flashing yellow light and the board "Start Delayed". The marshal with the red flag stay or comes back in front of the grid. In this instance:
  - i. Riders may stop their engines and one mechanic per rider will be permitted to enter the grid to assist the riders. The start procedure will then be re-commenced by riders completing an additional warm up lap and the race distance will be reduced by one lap; or:
  - ii. The starter can give the order to start an extra warm up lap immediately. The race distance will be reduced by one lap.

#### **AAVC 01.14.1 Ride Through procedure**

During the race, the rider will be requested with a yellow board + his number at the start/finish line to Ride Through the pit lane without stopping at his box. He may then re-join 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 enforced, and if there is a second part, the rider will be required to Ride Through after the start of the second part of the race. In the case of a rider carrying forward a penalty for anticipation of the start into the second part of a race and subsequently found to have anticipated the second start, the rider will be shown the black flag. After notification has been made to the team, a yellow board (100cm horizontal x 80 cm vertical) displaying the rider's number (black colour, height 50cm, stroke width 10cm) will be shown at the finish line and the information will also be displayed on the time keeping monitors. Failure by the relevant rider to Ride Through, having been shown the board 3 times, will result in that rider being shown the black flag. If more than one rider is penalised, the riders will be signalled to Ride Through on subsequent laps. The order of the riders will be based on the qualifying times with the faster rider first. In case of a rider failing to respond to the instruction to Ride Through, and there is more than one rider penalised, no subsequent rider will be signalled to Ride Through until the previous rider has completed the ride through or has been shown the black flag. If a penalised rider has not been able to carry out the Ride Through penalty before the end of the race, a 20 seconds penalty will be added to his total race time.

#### **AAVC 01.15 BEHAVIOUR DURING PRACTICE AND RACE**

- 1) Riders must obey the flag signals, light signals and boards, which convey instructions.
- 2) Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. The speed limit in the pit lane is 60 km/h. Riders must at all times adhere to the provisions of the Sporting Regulations. All infringements to these rules will be penalized by the Clerk of the Course.



- 3) Riders who fall from their machine are not permitted to continue with the practice or race until passed fit by the Medical Officer and the machine re-inspected by Technical Control.
- 4) Riders should only use the track and the pit-lane. However, if a rider accidentally leaves the track then he may re-join the circuit at the place indicated by the marshals or at a place, which does not provide an advantage to him.
- 5) If a rider encounters a problem with his machine which will result in his retirement from the practice or race, he should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.
- 6) Riders may enter the pit-lane during the practice and the race to make adjustments to their machines or change tyres. During the race all such work must be carried out in the pit lane on the working apron in front of the boxes. Refuelling is strictly prohibited after the leading rider has passed the finish line after the first lap of the race. (except Endurance) During the intervals, if races are interrupted, work and refuelling in the pit boxes is permitted.
- 7) Riders who stop their motorcycle in the pits may be assisted to re-start it by the mechanics or a starting device. Riders must not transport another person on their machine during the practices and race.
- 8) Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
- 9) No radio signal of any kind may pass between a rider and someone in the pit lane, pit box or the paddock.
- 10) Voluntary stopping on the track during practices and races is forbidden.
- 11) Practice starts are only permitted, when it is safe to do so, at the pit lane exit, before joining the racetrack, or in the cool down lap after the chequered flag and not in the race line.
- 12) As a general rule, silence in the paddock must be respected during the night between 11.00 pm and 07.00 am except local restrictions.

#### **AAVC 01.16 ASSISTANCE IN THE PITS**

A rider may only receive assistance or have his machine refuelled at his own pit area. He is entitled to the services of three assistants but under no circumstances are these assistants allowed to go beyond the line, which marks out the pit area. Assistants may carry out repairs, adjustments or refuelling. During refuelling, the engine of the machine must be stopped. Any violation of this rule may be penalised.

#### **AAVC 01.17 CHANGE OF MOTORCYCLE**

##### **AAVC 01.17.1 Use of several motorcycles**

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

#### **AAVC 01.18 INTERRUPTION AND RESTARTING OF A RACE**

##### **AAVC 01.18.1 Interruption of a race**

**AAVC 01.18.1.1** If the Clerk of the Course decides to interrupt a race due to climatic conditions or some other reason, then red flags will be displayed at all marshals' posts and he will switch on, if present, the red flashing lights around the circuit. Riders must immediately slow down and return to the pit lane, confident that the results of the race will be counted as from the end of the previous lap. The results will, therefore, be the results taken at the last point where every rider still competing had completed a full lap and in the same lap as the leader without the red flag being displayed. To be qualified, a rider must ride on his own motorcycle within 5 minutes into the pit lane.

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 race result will be 8 laps completed, and the second part will consist of 12 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 11 laps.

**AAVC 01.18.1.2** If the results calculated show that less than three laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be null and void and a new race will be run over maximum  $2/3$  number of laps of the actual race \*\*. If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count.

**AAVC 01.18.1.3** If three laps or more have been completed by the leader of the race and all other riders on the same lap as the leader, but less than  $2/3$  of the actual race distance, rounded down to the nearest whole number of laps (or  $2/3$  of the actual race duration), than the race will be re-started. The number of laps of the second part will be no more than to accomplish  $2/3$  of the actual race, but with a minimum of 5 laps \*\*. Those two races and times will be added together to arrive at a final result. If it is found impossible to re-start the race, then the results will count and only half points will be awarded.

Example of a race consisting of 24 laps:

If a Red Flag is shown after 9 laps, the second part will run about  $2/3 \times 24 = 16 - 9 = 7$  laps.

If a Red Flag is shown after 13 laps, the second part will run about  $2/3 \times 24 = 16 - 13 = 3$ , but becomes minimum 5 laps.

\*\* This shortening in  $2/3$  number of laps must be used for European Championship and FIM Europe Vintage Cup races.

**AAVC 01.18.1.4** If the results calculated show that  $2/3$  of the actual race distance rounded down to the nearest whole number of laps (or  $2/3$  of the actual race duration) have been completed by the leader of the race and by all other riders on the same lap as the leader, than the race will be deemed to have been completed and full points will be awarded.

## **AAVC 01.18.2 Re-Starting a race that has been interrupted**

### **AAVC 01.18.2.1 Time before the re-start**

If a race has to be re-started, then it will be done as quickly as possible, depending on the track conditions. As soon as the riders have returned to the pits, the Clerk of the Course will announce a new start time of the start procedure, which, conditions permitting, should not be later than 20 minutes after the initial display of the red flag. The start procedure will be identical to a normal start with a sighting lap, warm up lap, etc. but sometimes can be shortened.

### **AAVC 01.18.2.2 Re-Start**

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

- A). In the case of situation described in Art. AAVC 01.19.1.2:
  - 1) All riders may re-start.
  - 2) Motorcycles may be repaired or changed and wheels/tyres may be changed. Only refuelling in the pit lane is permitted.
  - 3) The number of laps will be  $2/3$  of the original race distance.
  - 4) The grid positions will be as for the original race.
- B). In the case of situation described in Art. AAVC 01.19.1.3:
  - 1) Only riders who are on the intermediary placing may re-start.
  - 2) Motorcycles may be repaired or changed and wheels/tyres may be changed. Only refuelling in the pit lane is permitted.

- 3) The number of laps or the duration of the following race will be the number of laps or duration required to accomplish 2/3 of the original race distance with a minimum of 5 laps.
- 4) The grid positions will be based on the intermediary placing established in accordance with Art. AAVC 01.19.1.1. The intermediary grid placing must be available to the riders before the following part of a race can be started.
- 5) The final result of the race will be based on the results of each rider classified in each race added together. Riders who have completed an identical number of laps will be placed according to the combined times of each race. In case of a tie, the results of the last race will be decisive.

## **AAVC 01.19 FINISH OF A RACE AND RACE RESULTS**

### **AAVC 01.19.1 Finish**

When the leading rider has completed the designated number of laps for the race, he will be shown a chequered flag by an official standing at the finish line, at track level. The chequered flag will be continuously displayed to the subsequent riders.

When the chequered flag is shown to the leading rider, no rider may exit from the pit lane to enter the track. To this purpose, once the chequered flag is shown, the red light will be switched on at the exit of the pit lane and a marshal, showing a red flag, will stand at the exit of the pit lane.

### **AAVC 01.19.2 Photo-Finish**

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

### **AAVC 01.19.3 Wrong finish**

Should for any reason other than under Art. AAVC 01.20.1 the end of the race signal be given before the leading motorcycle completes the actual number of laps or duration, the race will be deemed to have finished when the leading motorcycle last crossed the line before the signal was given. Should the end of race signal be delayed for any reason, the race will be deemed to have finished when it should have finished. If a race is interrupted during the finish of the race, the results are as follows:

- 1) The riders who passed the chequered flag will finish in that order
- 2) The riders who did not pass the finish line will be in the order of the lap before the chequered flag was shown and added to the riders of point 1.

### **AAVC 01.19.4 Finish order**

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

### **AAVC 01.19.5 Finish conditions**

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

- a) Completed 75% of the number of laps rounded down, carried out by the winner of the race;
- b) Crossed the finish line within five minutes after the race winner;
- c) And must be in contact with his machine and wearing his complete outfit and helmet.

### **AAVC 01.19.6 Championship points**

The points will be awarded individually to each rider. For each race, the final placing will determine the allocation of points.

Points will be allocated as follows:

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

### **AAVC 01.20 PODIUM CEREMONY**

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

### **AAVC 01.21 PARC FERME**

After the end of the race, all the machines, which have finished the race, should remain at the disposal of the officials for 30 minutes in the closed park. They cannot be taken away without the approval of the Jury. With the exception of Jury members, the Clerk of the Course, Technical officials and officials who are in charge of keeping watch over the closed park area, no-one not even the rider, may at any time or for any reason be admitted into the closed park (Parc Ferme) area unless they have a written and signed authorisation from the Clerk of the Course.

### **AAVC 01.22 DEPOSITS IN CASE OF MACHINE CONTROL FOLLOWING A PROTEST**

The deposits in case of dismantling and reassembling a machine following a protest, are as follows:

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

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

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

### **AAVC 01.23 DEPOSIT FOR FUEL CONTROLS FOLLOWING A PROTEST**

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

Any new requests for control must be presented to the FIM Europe within 5 days of the reception date of the results of the preceding control notified in conformity with article 5.5 of the FIM Europe Disciplinary and Arbitration Code and pay a deposit of € 1.000,--. After the last control: - the winning party will have its deposit reimbursed. - the losing party will have to pay the costs of all the controls carried out after deduction of deposits, which it has already paid.

### **AAVC 01.24 SANCTION FOR NON-COMPLIANCE WITH THE FUEL RULES**

A fuel control may be carried out in accordance with Art. 2.10 of the Vintage Road Racing Technical rules. A rider whose fuel does not correspond to the technical requirements will be sanctioned as follows:

- a) Exclusion from the whole event in question independent of the moment of the fuel sampling (i.e. practice, 1st and/or 2nd race).
- b) Fine of € 700,-
- c) Payment of all costs connected to the fuel test(s) for his case.
- d) In case of a subsequent offence in the same season: Exclusion from the current Championship.