

Czech and Moravian association of motorcycle sport

ROAD RACING

DIVISION

2013



**CENTRAL EUROPEAN MOTORCYCLE
CHAMPIONSHIP REGULATIONS
CEMC 2013**



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1. **General championship regulations**

CEMC is open for groups of participants listed in point 3 and classes listed in point 5. The championship follows the following rules/regulations:

- a) CAMS General regulations
- b) valid national sporting regulations issued by the division of road racing
- c) CEMC Sporting regulations
- d) current event propositions; eventually, issued supplementary regulations
- e) Technical regulations
- f) in the case of internationally recognized classes according to the FIM sporting code, FIM or FIM Europe regulations for road racing if not stated otherwise. CAMS reserves the right for changes and/or additions. The publishing of binding information is the sole right of the Clerk of the course. The interpretation of the championship rules lies in the competence of the Sporting stewards.

1.1 **Officials**

The following authorized officials must be present at each event: two sporting stewards, clerk of the course, head of the track safety, timekeeper and three technical stewards with their two helpers.

2. **Events**

The dates of classified events of particular classes are set in the CAMS motorcycle sport calendar.

3. **Participants**

Teams

Holders of a valid (inter)national license of rider, sponsor or manufacturer, issued by FMN, FIM, FIM Europe together with a CAMS license.

Riders

Only riders holding a valid license issued by FMN, FIM, FIM Europe together with a CAMS license.

Independent on the entry form deadline, the organizer has the right not to accept further entries, which are above the rider limit set in the homologation protocol of the track. Free start places are assigned according to the order the entry forms came in.

4. **Sign in**

Entry forms

The entry forms are to be sent to the organizer in written, eventually electronically using an online form. The sign in is considered binding after the payment of the fee. In case the entry form is missing some data, the entry form will have an unofficial form or is delivered via email, it will be necessary to fill in the missing data or to overwrite the entry form on an official form, on location. The entry form of an underaged person has to be signed by his/her legal representative, who will accompany him/her.

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The under aged person can also be accompanied by a full-aged representative with the power of attorney.

The entry form can hold only one name.

Signing into several races

The start of one rider in one event in various classes is allowed. If allowed by the competition rules, it is possible to sign in a motorcycle into more classes. The rider has to obey all the obligations set in the competition regulations like he was starting in only one race. In the case the time schedule overlaps, or other disadvantageous collisions appear, the liability lies with the competitor.

Sign in

Only signed in participants are eligible to score points in the total classification. Non-signed in participants are considered as host racers and are only classified in the scope of the event. The rules and conditions for signing in for one year is handled by the promoter **CAMS, Ostrovačická 938/65, 641 00 Brno, www.cemc.eu, email: cemc@motocams.cz**. Permanently signed in participants will get a discount and other advantages. Permanent start numbers are assigned only by the promoter in connection with the all season sign in. The promoter after agreement with CAMS has the right to refuse the entry form without giving a reason.

Start fee

Start fee is set for the entry form into one class in the scope of the given event, depending on the netto time length of the ride (and the date of signing in).

Entry form deadline / sign in confirmation

The organizer has to inform the participant no later than 72 hour after the entry form deadline, if the entry forms are accepted or refused and sends out all necessary documents.

5. Classes

Moto1000 (Superbike + Superstock 1000)

Moto600 (Supersport + Superstock 600)

Moto3 (Moto3 / 125GP + 125SP)

Open class over 600ccm

Open class up to 600ccm

Compete technical specification of the classes – see the CEMC 2013 Technical regulations. The minimum age of participants according to the motorcycle used is stated in the national sporting regulations.

6. Start numbers

Start numbers have to be on the front side (1x in the middle or 1x on each side) and on the sides of the motorbike and must be clearly visible and readable.

Front number height: 160 mm

Back/side number height: 160 mm allowed also 1x on the back fairing

Other possible placing is on the both sides of the oil pan, number height: 150 mm

Color combinations:

STK 1000 class: Red background / white number

STK 600 class: Red background / yellow number

In the two-stroke classes and Moto3, the color combinations are free. Also in the Moto1 and Moto2 classes (SBK/SSP), but no color combination of the above can be used. High contrast between the background and the number must be the same combination on all places of the start number and must be clearly distinguishable. Numbers can be shaded or have a border max. 5 mm!

The adherence to the above mentioned rules will be supervised by the technical steward.

7. Track length

It is necessary to observe the binding regulations of the event. During each event, two races of 17

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minutes + two laps will be organized. One day events will only have one race. It is possible to merge races and practices of different classes.

8. Practice / qualification for start

The following practices will be held for each class: one 20 minute free practice, two 20 minute timed practices and one 10 minute „warm up“.

In the case of one day events, the warm up will not be organized. Free practices can be shortened or completely canceled. Qualification and start grid positions are set by the time, the rider achieved during timed practice. In the case of equal practice times, the second best time will be taken into consideration. For classes with two classified races, the start grid is based on the timed practice.

The practice results for the qualification of riders and the preliminary start grid are published on the official board no later than one hour after the practice ends.

Riders who have not completed a timed lap during the timed practice will not be allowed to start. The same restriction is in place for riders, who have not achieved the qualification time of the given class (the average of the five fastest times + 20 %).

In the case, the time is officially measured during free practice and the rider achieves these criteria here, the clerk of the course can decide the rider can start from the last row, should the rider limit of the race track not be exceeded.

In preparation for the competition, only the number of riders who are allowed to start the race, according to the homologation of the track is accepted. Riders who are above this number, may participate in the training, if the maximum allowed racers set by the homologation is not exceeded. A position on the starting in the list may be obtained only if a qualified racer signs off. The grid will be updated no later than one hour before the race starts. Later changes are not permitted. In the event that further places become free, the competitors may start from the pit lane. The order of these riders is decided by the clerk of the course.

9. Start procedure

9.1 General information

The start preparations and the race start is carried out according to the relevant FIM regulations, according to classes, standing machine with running engine. Dry race and wet race are distinguished. Should the race track be damp, wet or the weather condition are changing, the clerk of the course decided if it is a wet race. The riders are notified 10 minutes before the race start with a „wet race“ board.

If the weather changes and the warm up practice was run on dry track and the race would start on a wet track, it must be allowed for the riders to have at least two warm up laps before the race. In such case, it is possible to shorten the race length accordingly.

A race, started as a wet race, continues during weather change. Riders, who wish to change tires, have to enter the pit during the race.

Race, which has not been started as a „wet race“, will be suspended by the clerk of the course only then (and only once), when he thinks that the current weather conditions (for example rain) affect the track surface to such an extent, that the riders wish to change tires. In such case, the second part of the race is automatically considered as „wet race“.

9.2 Start preparation

The start of the sighting lap is from the pit lane. The riders complete one lap and take their start positions. One minute before the warm up lap, the support staff leaves the start area and the start grid is closed. Any rider who comes in late, can start according to the orders from clerk of the course from the pit lane or the end of the rider field.



9.3 Warm up lap / start

The riders complete one warm up lap. An official car of the organizer follows the field. The start into the warm up lap is separate for each row: the start official holds two red flags and goes through the rows. Lifting the flags is the signal for the riders in the given row to start their warm up lap. After the rider field passes the pit exit, a green light is lit or a green flag is waved, to signal the start of the warm up lap for the riders waiting at the pit exit. Immediately after that the pit exit closes. Riders who started from the pit lane, get on the positions at the end of the start grid, behind the last row, according to their qualification times. When the riders return from the warm up lap, the start official holding a red flag stands at the start line in front of the rider field. The riders take up their start positions with engines running, observing their marked space.

In the moment the rider field stands again, the official car finishes it's lap, the start official at the end of the grid waves a green flag. The start official standing at the starting line with the red flag leaves the start area. After that the red light on the start lights is switched on. The red is on for 2-5 sec. The moment the light goes off, start occurs.

After the rider field passes the pit exit, the start official gives the sign to the riders waiting in the pit lane to start.

9.4 Delayed start

Any rider, who has a problem on his start position or his engine stops, must stay with his motorbike on the spot, raise his hand and clearly signal he has a problem. The clerk of the course, observing the after mentioned rules, decides if the start will be delayed. In the case, even a rider clearly signals a problem the start is not delayed, the rider must keep his position with his hand up. The rider can only at the instruction of the clerk of the course start his engine again. If necessary, track marshals can help him doing so. Should they after repeated attempts not succeed in starting the motorbike, the track marshals will push the bike using the shortest route into the pits. Should the clerk of the course consider, there is a problem at the start, which endangers the start safety, he will switch on a blinking yellow light or have a yellow flag waved. Simultaneously a „start delayed“ board will be shown.

After the problem has been taken care of, the start procedure is repeated. If the delay was longer, it is necessary to have one more warm up lap and the race is shortened one lap (or two minutes). Should the delay be short, the additional lap can be skipped and the start procedure continues from the moment the start official stands on the start line with red flag.

9.5 Jump start

Any rider, who jumps the start, will be penalized with 20 sec added to his race time. The situation, when during the red light on signal the motorcycle moves forward or the participant takes up a wrong or otherwise advantageous position, is considered a jump start.

It is the decision of the clerk of the course if the rider will be penalized. He also takes care, that the team of the penalized rider is notified as soon as possible. For the infraction the board „JUMP START“ + rider's number is shown alternating between the pit wall to the rider and into the pit lane to the team. Sporting stewards supervise the start procedure is according to the regulations. The sporting stewards are considered judges of fact for this occurrence. They are obliged to notify the clerk of the course with any jump start, reporting the row and rider number.

10. End of the race

When crossing the finish line, the winner and every other following rider – not considering his driven laps – will be waved by the chequered black/white flag. The given race is finished by this. After being waved, the riders continue in a slow pace to the track exit into the paddock, respectively parc fermé.

The motorbikes of the three fastest and some other chosen machines must be stationed in the parc fermé, where they stay until the protest time is over.

After the protest time is over, the clerk of the course allows the bikes to be released. All other bikes, which finished the race on classified places, stay in the paddock until the protest time runs out. During



this time, no work can be carried out on the bikes. Parc fermé regulations apply.

Riders, who have not completed at least 75% of the race length of winner (or the whole race length with two parts) or riders, who do not pass the finish line or enter the pit lane no later than five minutes after the winner will not be classified.

11. Interruption and race restart

If, on the basis of special events, weather or other conditions, it is necessary to interrupt the race, the red flag (and at the start light, if available, the red light) will be shown. When the red flag is signaled, the competitors must immediately discontinue the race, reduce speed and wait for further instructions. The order of the riders in the race is determined by the position of the last completed lap before the red flag (the last crossing of the finish line at the start / finish).

From the moment the red flag is displayed, only those riders, who are actively participating in the race and were classified in the lap previous to the red flag, are qualified. Riders, who do not cross the finish line or pit lane, are not entitled to re-start. For any restarted race the following rules apply:

11.1 Laps race

I) Two complete laps or less:

The original start is void. The riders from the first start can participate in the restart. A reduced race length is set before the restart. The start grid stays the same. The places of the riders, who cannot participate in the restart is left free.

II) Two of more laps, but less than 2/3 of the race length (rounded down to whole laps). Example: the race length is 19 laps; it is necessary to complete $2/3 = 12,67$ laps, rounded to 12 laps; the race is interrupted in the 12th lap = 11 complete laps meaning $2/3 = 12$ laps were not completed.

a) The decision if it is possible to restart the race is taken by the clerk of the course in agreement with the sporting stewards. The new race is in two parts. The classification of the first part depends on the positions, the riders had at the end of the last complete lap, before the race was interrupted.

b) The length of the restarted race is similar to the length needed to complete the original race length.

c) The start grid for the restarted race is announced by the chief timekeeper according to the classification of the first part of the race.

d) Only those riders who have achieved the necessary result in the first part are allowed to take part in the restart. The motorbikes can be repaired or changed before the restart. The change of the motorbike is only possible when the new bike passed the technical scrutineering under the riders name (except classes with one bike rule).

e) Is the race conducted in two parts, the final classification of the riders is taken from the sum of finished laps in both parts. In case of a tie, the total time is taken into consideration. Should the tie prevail, the better total classification decides (classification in 1st part + classification in 2nd part).

f) If it is not possible to conduct the second part, the classification of the first part is considered final.

III) More than 2/3 of race length: Such a race is classified as complete. The classification is according to the positions the riders had at the end of the lap preceding the race interruption.

11.2 Should it not be a laps race, but timed race, the above mentioned is valid and the following criteria apply:

I) 2 or less laps. The restarted part length is reduced before the restart.

II) 2 or more laps, but less than 2/3 of the race leader time: The decision if it is possible to restart the race is taken by the clerk of the course in agreement with the sporting stewards. The new

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race is conducted in two parts. The times of the two parts are added together. The race length is similar to the length needed to complete the original race length + two laps.

- III) More than 2/3 of the race leader time: Such a race is classified as complete. The classification is according to the positions the rider had at the end of the last lap before the race interruption.

12. Championship points / results

The riders, who participated in the classified competition, score the following points:

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

In case the race was shortened or interrupted and not restarted, the riders will score the following points. This will happen under the condition, that the riders achieve on the new race length or complete race length the following percentual values:

- more than 50% of total laps or given length without two additional laps: full points
- more than 25% of total laps or given length without two additional laps: 50 % points
- up to 25 % of total laps or given length without two additional laps: no points

Should a rider change his class, the points he scored are not carried over. Following riders move a place forward.

13. Prizegiving

First five classified riders from each class has the right for a prize. Each classified race has its prizegiving.

14. Title award

The rider with the most points in his class at the end of the season is awarded the title

"CEMC 2013 Winner"
or. **"CEMC 2013 Champion"**

of the given class.

Further positions are decided by the scored points:

In the case of a tie the following decides:

1. More better positions on classified places,
2. should the tie prevail: better place on points at the last, penultimate and further preceding races of the given class.