



FIM ASIA CUP OF ROAD RACING SPORTING REGULATIONS

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GENERAL UNDERTAKINGS AND CONDITIONS

All riders, teams, officials, and other parties participating in the FIM ASIA CUP OF ROAD RACING CHAMPIONSHIP (ACRRC) on behalf of themselves, their employees, and agents, to observe all the provisions of the:

- 1 FIM Sporting Code
2. FIM ROAD RACING Regulations
4. FIM Disciplinary and Arbitration Code
6. FIM Environmental Code
7. FIM Medical Code
8. FIM Anti-Doping Code

of the current year, as supplemented and amended from time to time (hereinafter collectively referred to as the FIM ASIA CUP OF ROAD RACING REGULATIONS - FIM Asia International race in structure.

The FIM ASIA CUP OF ROAD RACING CHAMPIONSHIP Regulations may be translated into other languages, but in case of any dispute regarding interpretation the English text will prevail.

It is the responsibility of each rider and/or team to ensure that all people involved with their entries always observe the FIM ASIA CUP OF ROAD RACING CHAMPIONSHIP Regulations. The responsibility of the rider or any other person having charge of an entered motorcycle at any time during a meeting is joint and severally with that of the team.

All persons concerned in any way with an entered motorcycle or present in any capacity whatsoever in the Paddock, Pit box or on the circuit* must always carry an appropriate pass during the meeting.

Actions judged by the officials responsible to be contrary to the FIM Circuit Racing Regulations - or judged to be unsportsmanlike or against the best interests of the sport or the meeting in question are subject to disciplinary actions as provided by the Arbitration and Disciplinary Code.

1 TITLE AND GENERAL

The FIM Asia holds an FIM ASIA CUP OF ROAD RACING CHAMPIONSHIP for teams, the "FIM ASIA CUP of Road Racing" in which national selected by the FMNs compete

The "FIM ASIA CUP of Road Racing" will be scheduled by FIM ASIA Circuit Racing Commission. This international meeting must be inscribed in the Calendar.

1.1 General

FIM Asia holds a CUP road race series for national representative team or rider and its name is FIM ASIA CUP of Road Racing CHAMPIONSHIP.

The aim of this "FIM ASIA CUP of Road Racing CHAMPIONSHIP" is to promote road racing in FIM affiliated countries (hereafter it referred as to "FMN") and countries in Asia region of which FIM especially admit and to bring up improve riders' level through this international series event.

The FIM ASIA CUP OF ROAD RACING CHAMPIONSHIP begins at the scheduled time for technical and sporting verifications and ends when all the following have occurred:

- a) The final results have been approved.
- b) All deadlines for lodging protests have expired; and

If a protest is lodged, the results will not become official until a decision is taken by the Jury.

The race control must remain fully operational until the end of the protest and all officials, marshals and medical staff will remain at the circuit.

The FIM ASIA CUP of Road Racing CHAMPIONSHIP must be staged on the closed circuits

Organizers are responsible for providing all facilities and personnel to ensure the safe, smooth, and efficient running of the meeting.

The validity of the third-party insurance must come into effect one day before the practices and terminate one day after the race.

1.2 Role of the FIM Asia

FIM ASIA will call a meeting, if necessary to ensure smooth management of this series.

1.3 Additional Races

Additional races are permitted. Moreover, any other activities such as the vehicular use of the circuit during the meeting, including demonstrations or exhibitions, must always receive prior authorization from the FIM Asia and the Championship Promoter. Authorization from FIM Asia does not imply nor include any FIM Asia involvement in and/or liability for activities which are not run under the aegis and the responsibility of FIM Asia.

Priority must always be given to the FIM ASIA CUP of Road Racing CHAMPIONSHIP program. If necessary, the FIM Asia Jury can change the time schedule of these other activities or cancel them.

1.3.1 ACRR may be added to another event, but following format must be followed.

- having minimum of 2 free practice, qualified time trial, warm up, practice and 2 races

2. MOTORCYCLES AND CLASSES

2.1 Motorcycles

The Organizing FMN (FMNR) must prepare motorcycles for each national team.

Technical regulation and Supplementary Regulation will be published and issued by FMNR.

Ballot to choose the Motorcycle will take place on the official practice.

2.2 Classes

Motorcycles will be decided by the organizing FMN. Recommended engine capacity is Minimum 50cc and Maximum 200cc.

3. COURSE

3.1 Course specifications

Course will be homologated by organizing FMN however, basic safety standard as according to the FIM Circuit Standards

4. SUPPLEMENTARY REGULATIONS

The Supplementary Regulations (SR) must be written in English and must be approved by the FIM ASIA.

SR has to be sent to the FIM Asia Secretariat no later than two months before the date of the meeting for approval by the FIM ASIA.

FIM Asia will announce SR to each FMN after its approval.

5. OFFICIALS AND PROCEDURES

5.1 General

The management and supervision of meetings, as well as the judicial procedure, are the responsibility of the officials appointed by the FMNR.

FMNR and/or organizer will appoint Event Management, Clerk of the Course and Race Secretariat. Also, mechanics, who will adjust motorcycles when mechanical problems arise, will be appointed by the FMNR and or organizer. The number of mechanics provided is according to the FMNR and/or organizer.

An official shall not be a rider, sponsor, team manager, mechanic or promoter participating in the said meeting.

All officials and marshals must remain operative with all the required equipment(s) for the meeting in place and available at the circuit until the end of the period provided for the lodging of a protest.

5.2 Officials who hold an FIM License

Any of the following officials, when on duty at ACRR are strongly recommend to have an appropriate FIM international official's license which is valid for the current year:

- 1 Jury President.
- 2 Jury Member
- 3 Clerk of the Course

5.3 Jury President, Jury Members, and observers

The President and Jury Members will be appointed by the FMNR.

The authority and duties of the Jury President are:

The Jury President shall determine the times of the Jury meetings and, if necessary, convene any extraordinary meetings.

- The Jury President shall call a meeting of the Jury before the official practice session.
- At the end of each day of official practice, the Jury President will call a Jury meeting to hear the reports of the Clerk of the Course, the Secretary to the Jury and any other appropriate officials.
- The Jury President must ensure that the decisions of the Jury conform to the rules of the Sporting Code and the Supplementary Regulations of the meeting.
- At the end of the meeting, during the last meeting of the Jury, the Jury President, together with the Clerk of the Course* must sign the official classification of the meeting. He must also endorse with the Secretary to the Jury all Minutes of the Jury meetings.
- The Jury President has the right to invite any guests to the Jury Meetings, if necessary.
- The Jury President is responsible for the communication with the FMNs' Delegates.

5.5 Jury Meetings

During the first Jury meeting the Jury shall approve the following matters:

- Amendments, if any, to the SR after the opening date for entries verifying that all the riders and participants engaged have been informed thereof.

- Report of the Secretary to the Jury stipulating that all riders and participants engaged are in possession of their respective licenses and authorizations as well as all officials with any responsibility for the running of the meeting.
- Report from the Clerk of the Course showing all steps to be taken to ensure the orderly running of the meeting.
- Report and control of the safety standards of the meeting.
- Control and approve any amendments of requests for extra safety measures as mentioned in the inspection report.
- Control of the official permission from the local authorities to run the meeting and of the third-party insurance policy of the organizer.

5.6 Publication of Jury Decisions

All decisions of the Jury necessary for the running of the meeting as well as the results must be published as soon as is reasonably possible. These decisions must be published in English,

This document/FIM ASIA Jury decision shall always:

- State the names and the license numbers of the Jury President, FIM Asia and FMNR Jury Members.
- State the name(s) of the party (parties) involved.
- In case of a protest, state that the protesting party has paid the protest fee.
- State the reasons for the action taken/protest.
- State the Articles to which the action taken/protest relates.
- State any additional information obtained during the hearing.
- State the decision of the FIM ASIA Jury and its evidence and brief reasons.
- Be signed by the Jury President and the FIM ASIA and FMNR Members of the FIM ASIA Jury.

5.7 Minutes of the Jury Meetings

The Minutes of all the Jury meetings must be written in English,

The Minutes must state in detail any penalties imposed, the decisions taken concerning any protests received (copies of which must be attached), the details of any accidents which may have occurred* any possible irregularities observed as well as the opinion of the Jury regarding the success of the organization and any possible remarks they consider to be worthy of special mention.

The Minutes are to be prepared by the Secretary to the Jury and must be signed by him and the Jury President.

5.8 Clerk of the Course

The Clerk of the Course cannot be a voting member of the Jury.

The Clerk of the Course is appointed by the FMNR.

The Clerk of the Course is responsible for the conduct and efficient running of the meeting. His essential duties are:

- The Clerk of the Course must ensure that the circuit, track, or venue is in good condition, that all officials are present and ready to carry out their functions and that the safety, medical and control services are on duty.
- The Clerk of the Course must verify the identity of the riders and passengers, the correct numbering of the motorcycles, and that there is nothing to prevent a rider or passenger from participating in the meeting, e.g., suspension disqualification or any other ban on riding.
- The Clerk of the Course can postpone the start of a meeting for an urgent case of safety or for any other case of "force majeure" or proceed with the improvement of the conditions of the circuit track or venue, stop a meeting prematurely or cancel part of or the entire meeting.
- The Clerk of the Course can prevent a rider, a passenger, or a motorcycle from starting, or order their withdrawal from the meeting if he considers such action necessary for safety reasons.
- The Clerk of the Course must ensure that the rules are respected, he may propose penalties to the FIM Asia Jury.
- The Clerk of the Course can order the removal from the circuit, track or venue and its vicinity of any person refusing to obey the orders of an official in charge.
- The Clerk of the Course must notify the FIM Asia Jury of all decisions to be taken or already taken, and of any protest addressed to him.
- The Clerk of the Course must collate the reports of the timekeepers and other executive officials and all other information necessary to present his report to the FIM ASIA Jury, and to have the provisional results of the meeting approved.

5.9 FMN Delegates

Each FMN which has a rider participating is entitled to be represented by a national Delegate, holder of a Sporting Steward's license. Each FMN and the FMNR is limited to one Delegate.

The FMNs must inform the FMNR of the name of their Delegate not less than 15 days prior to the meeting.

The duties and the rights of the FMN/FMNR Delegate are.

- The FMN/FMNR Delegate represents his FMN, and the riders entered by that FMN.
- The FMN/FMNR Delegate may attend the open meetings of the Jury, as an observer.
- The FMN/FMNR Delegate must explain his questions to the Jury President so that the Jury is aware of all circumstances.
- The FMN/FMNR Delegate is entitled to receive passes to be present and to be able to carry out his duties during the meeting.
- During the entire meeting, the FMN/FMNR Delegate is entitled to receive documents related to the meeting, including the Jury meeting minutes,

5.10 Team Managers

Each Team is limited to have one Team Manager only.

The FMNR must be informed, in writing, of all appointments of Team Managers on the closing date of entries at the latest.

A Team Manager cannot at the same time be an FMN Delegate or a rider.

5.11 Technical Steward

The Technical Steward, appointed by the FMNR, must verify the machines and equipment in accordance with the Supplementary Regulations.

5.12 Timekeeper

Appointed timekeepers must be qualified to use the timekeeping system of the meeting.

5.13 Chief Medical Officer

The Chief Medical Officer, appointed by the FMNR, shall be responsible for all medical aspects and shall in particular:

Ensure that the FIM Medical Code is respected.

Inspect all medical/paramedical services not less than 30 minutes before the start of practice and racing each day.

Ensure that all medical/paramedic services and staff are in their correct place and ready to function,

Ensure that the medical/paramedical services are briefed prior to the first practice session as well as debriefed after the meeting.

Attend all open meetings of the Jury, but without voting rights,

Give information and recommendations to the Jury President, the Clerk of the Course on injured riders and all aspects of the meeting which may have potential medical consequences.

6. RIDERS AND ENTRIES

6.1 Team entries

Each FMN can enter one team only. Each team consists **maximum** of two riders.

Members of a team must be holders of the passport of the country which they represent but can be holders of a license issued by any FMN.

Entries will be accepted for those Federations who have requested an entry before the closing date of the meeting.

FMNs must always use the official entry form, on which all the requested information regarding the riders, the team, and makes of motorcycles must be indicated.

Provisional entries can be made by e-mail or telefax but must be confirmed with the duly completed official entry form.

Entry forms must be sent to the FMNR Secretariat. Riders may be required to sign an individual entry form during the administrative control. Entry must be sent to each FMNR 1 month before the race with riders' profiles, Entry fee: 50 USD per round, per country.

The closing date for entries counting towards is 40 days before the meeting.

For each meeting within 72 hours after the closing date for entries, the FIM ASIA will publish a list of riders entered.

Should an FMN consider that it has had its Team entry wrongly refused, the matter may be submitted to the FIM Asia who will take the necessary action.

Any FMN who considers its entry has been unjustly rejected and because of this finds itself aggrieved, can appeal, or lodge a protest in accordance with the regulations of the appropriate discipline.

6.2 Qualified Country (FMN)

Countries of which are affiliated by the FIM ASIA and will be able to send a team to ACRR races.

6.3 Representative Rider and Team

The maximum number of riders from each FMN is two, who must hold the current FIM International Circuit Racing Meeting License. The minimum age of the rider will be 13 years old. Minimum age is based upon rider's birthday.

The representative rider must be a holder of passport of which issued by the representing country.

FMN of which sending representative team must send their certification letter of insurance that fulfill FIM regulations and a starting permission.

Representative team: Basic structure of each representative team will be rider(s) plus a team manager.

6.4 Change of riders

Once an FMN has entered a team, a change of rider can still be authorized.

In that case, the FMN of the team concerned must inform the FIM Asia, the FMNR and/or the organizer in writing, by fax or by e-mail before the end of the Technical Verifications prior to the meeting.

Once this deadline is passed, it will no longer be possible to change a rider

6.5 Concussion

Any rider who is diagnosed with brain concussion by the Chief Medical Officer (CMO) at the racing venue, has to retire from the event.

7. CIRCUIT INSPECTION

A circuit inspection will be made by the Jury President, and the Clerk of the Course on Friday. This inspection can also involve the Members of the Jury and the Secretary of the Meeting.

8. PRACTICES

FMNR and/or organizer must arrange sufficient duration of practice time under the consideration that most of the participants are not used to the bikes and track to be used.

8.1 Practice restrictions

Riders and team members are forbidden to ride any motorized vehicle and/or bicycle on the track outside the official practice/qualifying sessions and races.

8.2 Free Practice

The Free Practice sessions are part of the meeting and cannot be considered pre-meeting practices. The maximum number of riders in each practice session will be stated in the Supplementary Regulations.

8.3 Rider's Briefing

Time and Venue for Riders' briefing will be stated in the Supplementary Regulations

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

It is the responsibility of each rider and team to attend the briefing, be aware of all information given and follow all instructions issued.

8.4 Qualifying Time Practice

To qualify the Teams must participate in the Qualifying Time Practice scheduled on Friday and/or Saturday before the meeting.

Qualifying Time Trial (QTT) System - Depending on the number of bikes left due to serious engine and/or chassis damages which are beyond repair and proved to be unsafe to use anymore, the top riders to qualify for finals of Race 1 & 2 and rest of the riders whom do not qualify will be classified according to their single top rider fastest qualifying times finish posted during QTT.

The Saturday timetable for the Qualifying Time Practice will be stated in Supplementary Regulations.

8.5 QUALIFYING RESULTS

If all Qualifying Time Practice are cancelled for any reason, times from the two riders Free Practice sessions will be used to determine the Team's qualifying time, still according to the principle of the two best results.

The qualifying results will form the grids for all races of the event.

The qualifying results must be authorized by the FIM Asia Jury.

9. WARM-UP

On Sunday, one Warm-Up of minimum of 5 minutes must be provided

10. RACE

Racing duration will be mentioned in SR. However, the recommended minimum duration of the final race(s) is 20km x 2 races in principle.

11. JUMP START

Penalty shall be a ride thru pit lane procedure and a stop of 3-5 seconds.

12. PROCEDURE OF RESULT

12.1 For Each round

The following point scales listed below must be adhered to.

The following points will be allocated, and the highest scoring country will be the winner at each round.

12.2 In case of 2 representative riders with 2 races

In the case of 4 results (2 representative riders with 2 races), 2 top results out of 4 races will be taken to decide the results.

In case of tie, the number of highest positions will be considered. If the tie still exists, the result of the second race will be considered to decide the result.

Position	Point	Position	Point	Position	Point
1	1	2	2	3	3
4	4	5	5	6	6
7	7	8	8	9	9
10	10	11	11	12	12

12.3 In case of 2 representative riders with 1 race

In case of 2 results (2 representative riders with 1 race), add both riders' results and the highest number of points will be the winning country.

In case of tie, the number of highest positions will be considered. If the tie still exists, the result of second rider's position will be considered to decide the result.

12.4 ACRR Result

The overall result of this **ACRR** will be decided as follows.

Position of each round will be counted as a point and the total added. The lowest scoring country will be the overall winning country.

In case of tie, the number of highest positions will be considered. If the tie still exists, the number of second top position will be considered to decide the result and so on. If the tie still exists, the result of the final round will be considered.

This series' aim is to improve riders in Asia hence there will not be any prize money.

The cost of organizing the event will be borne by the organizing country.

13. TEAM PRESENTATION

On Sunday, a short presentation of all the Teams that have entered the events is optional, conditions and weather permitting.

If a Team Presentation is organized on Sunday, the riders and Team Manager of each Team must participate in it.

The Sunday Teams' presentation must be indicated in the Supplementary Regulations of the meeting,

The riders of each Team must participate in the presentation of the Teams with uniforms.

14. AUTOGRAPH SESSION

Riders may be required to participate in an autograph session arranged by Organizer or FMNR.

15. STOPPING OF FREE OR QUALIFYING TIME PRACTICE

The Clerk of the Course is authorized to prematurely stop any Free Practice session, Qualifying Warm-Up and Race for urgent and/or safety reasons or other cases of "force majeure". In that case a red flag will be displayed to the riders.

16. RIDER BEHAVIOUR AND ASSISTANCE DURING PRACTICE, QUALIFYING AND RACES

16.1 BEHAVIOUR DURING PRACTICE AND RACE

1. Riders must obey the flag signals, the light signals, and the boards which convey instructions. Any infringement to this rule will be penalized according to the provisions of article 021 8.
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.
3. Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track, then he may rejoin it at the place indicated by the marshals or any place which does not provide an advantage to him, Any infringement of this rule during the practices or warm up will be penalized by the cancellation of the lap time concerned and during the race, by a ride through. Further penalties (such as fine, disqualification) may also be imposed, any repairs or adjustments must be made by the rider working alone with no outside assistance. The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made. The marshal may then assist him to re-start the machine.
4. If the rider intends to retire then he must park his motorcycle in a safe area as indicated by the marshals.
5. If the rider encounters a problem with the machine which will result in his retirement from the practice or the race, then 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 who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.
7. Riders may enter the pit-lane during the race to adjust their machines or change tires. All such work must be carried out in the pit lane on the working apron in front of the boxes. During the intervals, if races are interrupted, work in the pit boxes is permitted.
8. Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
9. Riders must not transport another person on their machine.
10. 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

11. No signal of any kind may pass between a moving motorcycle, and anyone connected with the motorcycle entrant or rider except for the signal from the time keeping transponder, from on-board cameras, or legible messages on a pit board or body movements by the rider.
12. In the interest of safety, a rider may not stop his machine on the track during the slow down laps when returning to the pits after the checkered flag. If the winning rider wishes to parade his national flag, he must ride to the side of the track to collect the flag and then rejoin the circuit when it is safe to do so.
13. Stopping on the track during practices and races is forbidden.
14. During the practice sessions, practice starts are permitted, when it is safe to do so, at the pit lane exit before joining the track and after the checkered flag is shown at the end of practice sessions, when it is safe to do so, off the racing line.

16.2 ASSISTANCE IN THE PITS

A rider may only receive assistance or have his machine refueled at his own pit area. He is entitled to the services of three (authorized) 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. Any violation of this rule may be penalized.

16.3 CHANGE OF MOTORCYCLE OR PASSENGER

During practice, a rider may use motorcycles, provided they have passed the technical controls under the rider's name. Changing machines between riders is forbidden.

16.4 INTERRUPTION AND RESTARTING OF A RACE

16.4.1 Interruption of a Race

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 the finish line and at all flag marshals' posts and he will switch on the red lights around the circuit or red flag will be shown at each flag marshal post. Riders must immediately slow down and return to the pit lane.

The results will be 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 ninth 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 lead rider are on the 10th lap after completing the ninth lap, the race result will be 9 laps completed and the second part will consist of 21 laps.

Exception: if the race is interrupted during the last lap the procedure will be the following:

- 1) For all the riders to whom the checkered 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 checkered 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 principle of the lap/time.

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 3 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.

if 3 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 duration or distance, rounded down to the nearest whole number of laps then the race will be re-started. If it is found impossible to re-start the race, then the results will count and only half points will be awarded*

Interruption of a race after 3 laps and if found impossible to re start a race, results will count *completed less than 50% of original race distance = half pts * completed 50 % or more of original race distance = full pts * if 75% of the original race distance have been by the leader of the race then the race will be deemed to have been completed and full pts will be awarded.

If the results calculated show that two-thirds of the original race distance rounded down to the nearest whole number of laps (or two-thirds of the original race duration) 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 deemed to have been completed and full points will be awarded.

16.4.2 Re-Starting a race that has been interrupted.

If a race must be re-started, then it will be done as quickly as possible, consistently with track conditions allowing. 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 intermediary placings must be available to riders before the following part of a race can be started.

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

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

- A) In the case of situation described in above-mentioned Article 16.4.1 (less than 3 laps completed):
 - a. All riders may re-start.
 - b. Motorcycles may be repaired or refueled. Refueling is permitted.
 - c. The number of laps or the duration will be the same as the original race.
 - d. The grid positions will be as for the original race.
- B) In the case of the situation described in above-mentioned Article 15.4.1 (3 laps or more and less than two thirds completed) above
 - a. Only riders who are on the intermediary placings may re-start.
 - b. Motorcycles may be repaired or changed. Refueling is permitted.
 - c. The number of laps or the duration of the following race will be the number of laps or duration required to complete the original race distance.
 - d. The grid position will be based on the intermediary placings established in accordance with the point of the present article.
 - e. The 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 time for each race. In case of a tie the result of the last race will be decisive.

16.5 FINISH OF A RACE AND RACE RESULTS

16.5.1 Races with group start

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

When the checkered flag is shown to the leading rider, no rider will exit from the pit lane to reach the track* To this purpose once the checkered flag is shown, the red light will be switched on at the exit of the pit lane and a marshal with a red flag will stand at the exit of the pit lane. If a rider(s) closely precedes the leader during the final lap before the finish line* the start and finish flag marshal will show to the rider(s) and to the leader simultaneously the checkered flag and the blue flag.

That means that the race is finished for the leader while the rider(s) closely preceding the leader has (have) to complete the final lap and take the checkered flag.

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

Should for any reason other than under Article 021.17.1.1, the end of the race signal be given before the leading motorcycle completes the scheduled 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.

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

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 carried out by the winner.

B Crossed the finish line on the racetrack (not in the pit lane) after the race winner within 5 minutes. The rider must be in contact with his machine.

16.5.2 Races with starts given at intervals.

In a race with starts given at intervals, the winner is the rider who obtains the best time over the total distance laid down in the SR.

Riders must always adhere to the provisions of the FIM Circuit Racing Championship Regulations,

Riders must be physically and mentally fit to control their motorcycles to promote the safety of the other riders, team members, officials, spectators, and other persons involved in the meeting.

Riders must report any underlying medical disorder or injury they may have to the CMO.

At any time during the meeting, on request of the Technical Steward, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.

At all times during the meeting a rider will be responsible for keeping his machine in conformity with the rules.

Riders may be held responsible for the actions of their team members.

Riders and team members are forbidden to ride any motorized vehicle and/or bicycle on the track outside the official practice/qualifying sessions and races.

Riders must obey the official flag signals and the boards which convey instructions.

Riders must carry "on-board" cameras on their motorcycles when requested by the Organizer/FMNR.

Riders are responsible for attending all riders' briefings and being aware of all information and instructions issued. Team members are encouraged to attend the riders' briefing.

During a meeting, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is liable to be penalized by the FIM Asia Jury.

Riders must ride in a responsible manner which does not cause danger to other competitors or other participants in the meeting.

Any outside assistance on the course to the riders is forbidden during the Free Practices, Qualifying Time Practice Warm-ups, and the Races unless it is provided by a marshal carrying out his duty in the interests of safety. The Clerk of the Course will propose any penalty to the FIM ASIA Jury.

Course cutting is forbidden. The penalty for attempting to gain an advantage by course cutting will be disqualification from the respective Qualifying Time Practice, Warm-Ups, and the Races. Further penalties may be imposed by the FIM ASIA Jury.

Riders may enter the pit line in front of boxes to modify, adjust or replace any part of their safety apparel or motorcycle except the frame, which must be sealed. For silencers, refer to the Regulations. Refueling is not permitted*

No replacement of safety apparel, refueling or mechanical service may be carried out on the course or outside the pit line in front of boxes.

17. COURSES

Races must be held on a closed circuit or on a point-to-point course.

18. FLAGS AND LIGHTS

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

18.1 Dimensions, colors, and location of the flags

All the flags must have the following dimension: 100 cm horizontal X 80 cm vertical.

The "Pantone" reference for the colors is:

Orange: 151C

Black: C

Blue: 286C or 298C

Red: 186C

Green: 348C

The flag dimensions and colors will be checked the day preceding the day of the first practice session.

The location of the flags will be fixed during the circuit homologation.

18.2 Flags and lights used to provide information.

National flag, may be used waved to start the race,

➤ 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 warmup, for the sighting lap and for the warmup laps. 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 waived by the starter to signal the start of the warm-up laps. When the pit lane exit is open, this flag must be waved at the pit-lane exit.

➤ 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 waved 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 waved 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 waved 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 penalized with one of the following penalties: fine and/or disqualification. At all times, this flag will be shown waved to a rider leaving the pit lane if traffic is approaching on the track*

➤ Checkered Black/White Flag:

This flag will be waved at the finish line on track level to indicate the finish of the race or practice session.

➤ **Checkered Black / White Flag and Blue Flag:**

The checkered black/white flag will be waved together with the blue flag presented motionless at the finish line on track level when a rider(s) closely precedes the leader during the final lap before the finish line (see art. 1.25.1).

➤ **Green Light:**

This light must be switched on at the pit lane exit to signal the start of each practice session and of the warmup, the start of the sighting lap and the start of the warmup lap(s)

Result

All results must be homologated by the FIM ASIA Jury, the results will not become official until the time limits for protests have elapsed.

If a protest is lodged, the results will not become official until a decision has been taken by the FIM ASIA Jury.

If an appeal is lodged against the decision of the FIM ASIA Jury, the results cannot be considered as definitive until a final decision has been taken by the competent body.

19. PROTESTS

Protests must be lodged according to the FIM Disciplinary and Arbitration Code and the Supplementary Regulations and be accompanied by a fee of US\$ 100 or the equivalent amount in local currency, returnable if the protest is justified.

20. LAP OF HONOUR

If requested by the Championship Promoter, the winning Team of the FIM ASIA CUP of Road Racing will be expected to make a lap of honor, conditions and weather permitting.

21. PRIZE-GIVING CEREMONY

The first three Teams and their team managers must take part in the official Prize-Giving Ceremony, which must be held immediately after the last race of the FIM ASIA CUP of Road Racing. Any infraction of this rule will be penalized by the FIM Asia Jury.

During this official Prize-Giving Ceremony, the national anthem of the winning country (based on the passport) must be played and the national flags of the first three teams may be hoisted at the same time.

22. PRESS CONFERENCE

The first three winner Teams and their team managers must take part in the press conference after the Prize Giving Ceremony.

23. FMNR Responsibility

FMNR and/or organizer must show FIM Asia logo onto all necessary documents including official program, backboard etc.

FMNR and/or organizer must prepare Third Party Liability Insurance as stated in the FIM Sporting Code

FMNR and/or organizer must make an English version of SR and send it to FIM Asia to be approved 40 days before the event.

FMNR and/or organizer must prepare prizes such as trophy or plaque for top 3 countries in the individual and overall race points (total of 3 sets). There is no Prize Money for this event. The prize will be a Trophy or Medallion (Gold–Silver– Bronze).

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