

## DMSB Sporting Regulations 2021

### Internationale Deutsche Motorradmeisterschaft

*As per 16.04.2021 – Modifications are shown in **italic type***

*In case of any contradiction regarding interpretation of the regulations, the official German text will prevail.*

Season 2021		
Version	Applicable from	Modified articles
1.0	16 April 2021	19 - Titels STK600

Any references to the male gender in this document are made solely for the purpose of simplicity and refer also to the female or neuter gender except when the context requires otherwise. In the current Regulations, the word “rider” also means “passenger” unless articles are otherwise specified.

#### 1. Event

The Sporting Regulations are based on the DMSB Circuit-Racing Regulations. The different IDM classes can be entered by an open group of participants. Only series organisers registered participants will be classified in the Championship.

#### 2. Classes

Classes will be for the following categories:

- Superbike 1000  
minimum age: 17 years
  - Supersport 600  
minimum age: 15 years
  - Superstock 600  
minimum age: 15 years
  - Supersport 300  
minimum age: 13 years
  - Sidecar 6000  
minimum age rider: 18 years, passenger: 16 years
  - Sidecar 1000  
minimum age rider: 18 years, passenger: 16 years
- The limit for the minimum age starts on the rider's birthday.

#### 3. Participants / Officials

##### 3.1 Riders / Passengers

The IDM is an international and European-open Championship. To be eligible, riders must be registered with a season entry or individual entry at the series organiser.

The riders must be in possession of one of the following valid licences (as well as appropriate starting permission of licence issuing FMN):

- FMN A-Licence for Road Racing
- FIM International Licence for Circuit Racing
- FIM International Championship Licence for Circuit Racing
- FIM Europe Championship Licence for Road Racing

Passengers in classes:

> Sidecar 600 < and > Sidecar 1000 < also: FMN-B- or DMSB B-Plus-Licence

##### 3.2 Competitors

Holders of a National Competitor's / Sponsor's licence issued by the DMSB and holders of a Team Competitor's or Manufacturer's licence issued by the FIM

##### 3.3 Officials

In IDM the following Officials will be nominated by DMSB:

**1 Race Director (RD)**

In case of being prevented all decisions of the Race Director can be taken by the Clerk of the Course.

**1 Chairman of the Stewards (PSK)**

**1 Chairman of the Technical Stewards (PTK)**

Furthermore, up to 3 DMSB Technical Stewards will be nominated.

The Chief Technical Steward organises the supervision of the tyrestickers and decides about additional tyrestickers.

**4. Entries / Registrations**

**4.1 Championship Registration**

Riders must use the series organiser Championship registration form and register in order to that for the inscribed events/classes a permanent season registration.

Championship registrations are only accepted until the entry closing date of the last but two event. Only permanent registered riders are eligible receiving points for the Championship starting with the date of the registration. The conditions for compliance with the entry closing date remain unaffected. To be accepted, all registrations must be confirmed by the series organiser.

If an originally registered rider withdraws, the Competitor has the right to enter a substitute rider. The registration for this substitute rider must be submitted to the series organiser in writing. Registrations of substitute riders at a later time must be submitted to the event organiser or series organiser directly until one hour before the beginning of the qualification practice. In both cases, the official Championship registration form must be used.

In addition to these Championship Regulations, the conditions issued by the series organiser for the "Registration 2021" are applicable.

**4.2 Individual Entry (guest starter)**

Riders submitting an individual entry will not be considered for the Championship classification.

Start numbers (eventually permanent numbers) will be allocated in coordination with the series organiser.

**4.3 Replacement of riders / passengers**

Riders may be replaced until the beginning of the qualification practice with the agreement of the Chairman of the Stewards.

**4.4 Multiple entry**

It is possible for a rider to be entered in two classes at an event.

Eventual disadvantages resulting from overlap in time or resulting from other facts must in any case be accepted by the corresponding participant/s alone.

**4.5 Entry Closing Date / Entry Confirmation / Permanent Entry**

The standard entry closing date for all events is 14 days before the event. The entry is made according to registration with the series organiser (as well for guest starters). The entry fee for the events nominated at the time of Championship registration must be paid by bank transfer to the series organiser, respecting the corresponding entry closing date.

It is up to the series organiser to accept late entries. An additional administration fee of EUR 25 must be paid for any late entry accepted by the series organiser. The date of the corresponding entry is decisive for the payment of the entry fee.

The series organiser confirms the acceptance or refusal of an entry until 48 hours after the entry closing date or, in the case of late entries, until 48 hours after receipt of the entry and dispatches all necessary documents along with the announcement of the starting number and the scrutineering- / sporting check times.

The series organiser is authorised to limit the number of participants, if necessary. Entries may be refused after the entry closing date without having to give any reasons. In agreement with the series organiser, the event organiser may at any time after the entry closing date allocate the starting place of an entry which was not accompanied by the entry fee, to a guest starter.

In the case of the refusal of an entry, the entry fees eventually paid must be returned at the same time.

**4.6 Permanent start numbers**

Permanent start numbers will be issued for Championship registered riders only and allocated under consideration of the results / final classification in the previous year. Special request can be considered to a certain extend only. If the holder of a permanent number fails to take part in an event, this number will remain free in the corresponding class. Exceptions may be granted by the Stewards of the meeting.

#### 4.7 **General provisions**

Registrations/entries must be signed by the rider/passenger as well as by the competitor or its authorized representative, if applicable. For registrations/entries of minors the signature of both legal representative and presence of one legal representative or the presence of an authorised representative of full legal age is in addition required. The written authorization must be composed in German or English language.

Timing in all IDM classes as well as in all additional classes during an IDM event will be done by using transponders in practice and race. The series organiser alone is responsible for the allocation of pits for registered participants.

The entries for the events nominated at the date of registration are considered to be binding and may only be withdrawn in writing before the entry closing date. In the case of a late withdrawal the rider must pay the entry fees and the additional administration fee, if applicable.

#### 4.8 **Riders Briefing**

*A compulsory Riders Briefing will be held for all riders at the beginning of the season. For all the riders who will be participating for the first time in the current Championship, a compulsory Riders Briefing will be held at each event. Additionally, the Race Director may call a Riders Briefing at any time he considers appropriate.*

*The starting times for the Briefing will be published in the Riders Notes. Failure to attend the briefing result in a notification to the Stewards and may be penalized with a (partly) loss of a practice session.*

Any participant who is unable to attend the riders' briefing must inform the event organiser in due time before the event to be submitted to the Chairman of the Stewards.

### 5. **Eligible motorcycles / Technical Regulations**

The One-Motorcycle-Regulations are applicable for all classes all over the events duration. Each participant is allowed to use and present to Technical Control only one motorcycle. The technical Stewards may grant waivers (e.g. frame damage). Only the motorcycle presented for the technical check is allowed in the pit box at any time. The series organiser may grant waivers due to marketing activities.

As a general rule, technical controls may be carried out at any time after a practice (e.g. noise checks/ weight checks).

Before elapsing of the protest time it's forbidden to remove any motorcycle from the park fermé or from the paddock without approval by the Chairman of the Technical Stewards.

Participants may not refuse any such control to be carried out on their motorcycles.

The penalty for minor technical infringements in practice that do not result in a direct advantage, may be a drop of positions on the starting grid for the participant concerned.

The penalty for unauthorised breaking of seals (also without manipulation) may be the start from the last grid position in the first race for the infringement following possible event. In addition to that, a fine of EUR 250 is defined.

In the classes Superbike 1000, Supersport 600, Superstock 600 and Supersport 300 an engine limitation for the whole season applies, valid all over the duration of every event. Every used engine more than the limited number will be penalised with starts from the last grid position in the next two races following the infringement.

The number of engines is calculated as follows, but must be rounded off:

Classes Superbike 1000, Supersport 600 and Superstock 600:

$$\text{Number of engines} = \frac{\text{Number of Events}}{2}$$

Class Supersport 300:

Maximum number of engines per season: 3

Regardless of chassis each engine change must report to the Chairman of the Technical Stewards.

To be eligible, all motorcycles must comply with the Technical Regulations of the FIM or DMSB and have passed scrutineering under the name of the corresponding rider. The Chairman of the Technical Stewards is responsible for any kind of interpretation. He is also

responsible for any interpretation regarding eventual modifications which do not result in an advantage but which are not in compliance with the original homologation. The IDM Commission must be informed of any such decision, including the vehicle type, and this decision must be approved and subsequently published in a press release at least one week before an event.

To be eligible for the competition in the classes Superbike 1000, Supersport 600, Superstock 600 and Supersport 300, all motorcycles must be approved by the DMSB and in addition comply with the Technical Regulations. Furthermore, the approved manufacturers must have entered into a promoter agreement with the series organiser, except guest starters (in accordance to the conditions of the series organiser). Subject to final technical checks during the current season, the IDM Commission may introduce technical restrictions.

Any exchange of motorcycles beyond the options described above – i.e. including an exchange of motorcycles amongst the riders in a class - is prohibited.

## 6. Tyre stickers / Fuel

6.1 A corresponding number of tyre stickers which are mandatory for the qualifying practice, the warm-up and the races (also re-started races) will be provided by the series organiser for the classes Superbike 1000, Supersport 600, Superstock 600 and Supersport 300. Tyre stickers are not mandatory for free practices and for rain tyres.

The tyre stickers have to be fitted on the left side wall of the tyre. The correct fixation shall be checked by the Stewards / Technical Stewards each time the motorcycle joins the pit lane. The tyre sticker – control must be passed in walking speed, prepared for immediate stop.

Number of tyre stickers for each event (qualifying practice / warm up / race):

Superbike 1000	- 8 tyre stickers
Supersport 600	- 7 tyre stickers
Superstock 600	- 7 tyre stickers
Supersport 300	- 5 tyre stickers

In the case of an infringement in qualifying practice and/or in warm up, the penalty will be a drop of 3 grid positions on the starting grid for the infringement following race. An infringement in a race will result in a drop of 3 positions on the race results by class for the first offence and in *disqualification* in case of recurrence.

*The use of tyres beyond the quota will be penalized with a disqualification.*

6.2 For the entire duration of an event, only tyres branded with the IDM-Logo and purchased at the IDM tyre-manufacturer are permitted to use in the single-seater classes.

6.3 *In class Superbike 1000, fuel supplied by the IDM fuel supplier must be used for the qualifying practice, the warm-up and the races.*

## 7. Circuits and distances

For the individual classes the following will apply:

- Supersport 300	2 races	minimum distance of 45 km.
- Supersport 600/Superstock 600	2 races	minimum distance of 55 km.
- Superbike1000	2 races	minimum distance of 65 km.
- Sidecar 600 / Sidecar 1000	at min 1 race	minimum distance of 50 km

In case of 2 races in the Sidecar class, the minimum distance is only valid for the second race. The first race can be carried out as a sprint race with a distance close to 50% of the main race.

## 8. Practice and eligibility to start

Throughout practice and race, the riders must always use the machines which have passed scrutineering under their name and with their start number.

For all participants in the eligible IDM classes, any practice on the corresponding circuit with powered two-wheelers is prohibited from Monday before the IDM event weekend, with the exception of additional practice sessions proposed by the series organiser, instructor activities in terms of riding safety as well as demo rides after agreement with the series organiser.

## 9. Transponder / on-board cameras

At any time using the race track it is mandatory having a transponder installed at the motorcycle. Infringements *result in a notification to the Stewards and may be penalized with a (partly) loss of a practice session.*

Only on-board cameras accepted by the series organiser shall be used. The proper fixation must be approved by the scrutineering.

A first infringement may be penalised with a fine of EUR 200, every recurrence will additional result in a result penalty.

## 10. Qualification

Qualification and the starting grid will be based on the times achieved in practice, complying with and respecting the below provisions. In the event of a tie, riders' second best time will be taken into account. Each row on the grid for solo classes will be arranged of 3 riders and for sidecar classes 3 respectively 2 vehicles alternatively.

The riders/sidecars in one and the same start row will be set up staggered (Echelon) and, in relation to the arrangement of the riders/sidecars in the row in front, offset.

The admission of riders to the race will be based on the results achieved in the timed practice which are also decisive for the starting grid.

To be eligible, riders must complete at least 1 lap in the qualifying practice and fulfil the qualification time of the corresponding class (average of the three fastest practice times + 15 % and for the sidecar class average of the five fastest practice times + 20 %).

Should a rider fulfil these criteria only in the free practice, the Race Director may decide to let him start from the last row only if the maximum capacity of the track is not exceeded.

Upon request to the Race Director this possibility can also be granted in the warm-up if the rider can prove his experience from prior events.

Double starters must comply with the prescribed qualification in each class for which they are entered.

Practice results also showing the riders qualified and the provisional starting grid will be posted at the official notice board, at latest 1 hour after the end of practice.

An exchange of qualified riders after the end of practice (e.g. in the case of an injury) and the resulting modification of the published starting grid is only possible until 1 hours before the race start of the corresponding class. The following applies for all classes (except Superbike 1000): The starting grid for both races will be based on the qualifying practice results.

The starting positions of riders eventually not taking place in the second race will remain free.

For the first 9 riders of class Superbike 1000, the results of race 1 will be taken under consideration for the starting grid of race 2. Grid positions of Superbike 1000 race 2 will be determined as follows:

For rows 1 to 3 (grid positions 1 to 9), further to the Superbike 1000 race 1 results with the following details:

Top three riders move back to row three and the 1<sup>st</sup> and 3<sup>rd</sup> reverse their positions.

Riders who finished in 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> will be promoted to the front row.

Riders who finished in 7<sup>th</sup>, 8<sup>th</sup> and 9<sup>th</sup> will start from the second row.

As from row 4 (grid positions 10 and onwards), further to the qualifying practice classifications (for riders other than the one classified 1 to 9 at race 1).

For IDM classes, 2 qualifying practice sessions over a minimum duration of 25 minutes each must be scheduled, except for class Superbike 1000 for which a minimum duration of 30 minutes is applicable.

For the Sidecar class there must be a minimum of one qualifying practice of 20 minutes at minimum. Between the practice sessions of each class there must be a break period of minimum one hour.

## 11. Warm Up

A „Warm up“ session of at least 10 minutes must be organised at the beginning of the race day for the classes

- Supersport 300
- Supersport 600 / Superstock 600
- Superbike 1000

following the order of their respective races.

## 12. Practice Start

After the chequered flag (end of practice or warm-up) Practice Starts may only be performed at one predefined area on the circuit. Riders are therefore allowed to stop in the area of the "practice start" sign away from the racing line. The order of practice starts has to be according to the arrival in the area (riders in front start first). Riders must not stop and start again (inside or outside the defined area).

## 13. Pit lane Speed Limit

A speed limit of 60 km/h is enforced in the pit lane at all times. The speed limit applies from the 60 km/h speed limit board and ends with a crossed out 60 km/h speed limit board at the pit lane exit. Any infringement in practice will result in a fine of at least EUR 75. An infringement in the race will result in a "ride through" penalty for the first offence and in *disqualification* in case of recurrence. Race Control must inform the participant/team in writing.

## 14. No Practice Result

If, due to climatic conditions or due to force majeure, a qualifying practice cannot take place, the starting grid shall be based on the fastest time recorded by the riders in all free practices. In the case where all practices have been cancelled, the starting grid will be based on the current Championship standing. Registered riders without Championship points will be lined up in the order of their qualification times at the previous event. For the first Championship event, the Championship classification of the previous year will be decisive. The positions of new registered riders and of guest riders on the starting grid will be decided by ballot and they will be arranged at the back of the grid. Priority will be given to the new registered riders.

## 15. Start preparation / Start

### 15.1 Generals

The start preparations and the race start of the classes >Superbike 1000<, >Supersport 600<, >Superstock 600< and >Supersport 300< will follow the FIM Regulations, in standing position with engines running. The start preparations and the race start of all other classes (including Cups or other additional classes) will take place according to Art.17.4 (Quick Start Procedure) and begins 7 minutes before the start of the race with the opening of the pit lane exit for one minute to cover the mandatory sighting lap.

A difference is made between so called dry races and wet races. If, in the case of wet track or in the case of changing weather conditions, the Race Director declares the upcoming race "wet race", a board "wet race" will be displayed to the riders 8 minutes before the start of the Warm Up Lap.

Any race declared wet race will not be stopped subsequently due to again changing weather conditions. Any rider wishing to change tyres in this case must proceed to the pits during the race where tyres can be changed.

Races which are not classified as wet race will only be stopped (and only once) if, in the opinion of the Race Director, the current weather conditions (e.g. rain) deteriorate the grip of the track so much that the riders wish to or must change tyres. In this case, the second part of the race automatically is a "wet race".

In the case of different weather conditions, practice/warm-up in dry conditions und rainy conditions for the race, an additionally Warm Up Lap will be performed and the race distance will be reduced by one lap (in consultation with the Race Director)

A race or a session begins with the opening of the pit lane. The definition applies for all subsequent regulations with reference to "a race".

### 15.2 Start preparation

The Medical Car takes up its position in front of the starting grid before the opening of the pit lane exit.

#### 15 minutes before the start of the race

Opening of the pit lane exit for the mandatory sighting lap(s). A Count-Down Board of 5, 4, 3, 2 and 1 minute is shown at the pit exit for displaying of the remaining time.

Only riders who have completed at least one sighting lap will be permitted to start the race from their position published on the final grid. Riders failed to complete a sighting lap shall start the Warm Up Lap from the pit lane. Under no circumstances riders may push their machine onto the grid from the pit lane.

The riders take up their positions on the starting grid. To assist them in locating their grid position on the starting grid, official boards showing the number of the corresponding row will be displayed from the side of the track at the level of the various rows on the grid.

Engines must be stopped and helmets must be taken off (*except in the case of a wet race*) as soon as the rider has taken up his grid position.

8 minutes before the start of the Warm Up Lap

Display of the board "wet race" upon decision of the Race Director, if applicable. Up to three team members (except for the person who may hold an umbrella) for each rider are admitted on the starting grid to carry out eventual necessary work (i.e. adjustment work or tyre change etc.).

The use of open batteries is not permitted.

Low-tension accumulators or sound damping auxiliary aggregates on the starting grid, e.g. for tyre warmers or starter engines are admitted for all IDM single-seater classes.

Refuelling on the grid is forbidden.

5 minutes before the start of the warm up lap

Display of the "5-minutes-board" on the starting grid, accompanied by an audible signal. The Medical Car leaves the position in front of the starting grid and continues on the circuit to occupy the position behind the grid.

3 minutes before the start of the warm up lap

Display of the "3-minute-board", accompanied by an audible signal.

All adjustments must be completed. All motorcycles which are unable to start must be removed from the starting grid into the pit lane. The riders concerned are subject to the same provisions as for late riders.

Tyre warmers must immediately be removed from the tyres, riders shall put their helmets on.

All auxiliaries and equipment must be removed from the starting grid, except starting machines.

At this point, only 2 team members are admitted (one of whom may hold an umbrella). An additional team member is allowed in the case of a start with a starting machine. All other team members and personnel must immediately leave the starting grid.

Any offence will result in one of the following: moving back at the end of the grid, race start from the pit lane or a Ride-Through penalty.

1 minute before the start of the warm up lap

Display of the "1-minute-board", accompanied by an audible signal.

All riders shall be in position on the grid with engines running.

All team personnel except the riders and eventual passengers must immediately leave the grid. No person, except the organiser's marshals and officials may rejoin the track until the end of the race.

30 seconds before the start of the race

Display of the "30-seconds-board":

Any rider whose engine is not running during the starting procedure for the warm-up lap may further attempt to start the engine, respecting the Race Director's instructions and only with the support of the organisers' staff. If it is possible to start the engine immediately, the rider may follow the field and try to overtake the medical car. If the rider does not succeed to overtake before the Medical Car reaches the level of pit lane entry, the rider may no longer take up his grid position and must start the race from the back of the grid.

If the attempts to start the motorcycle are not successful, the grid must immediately be cleared and the machine must be pushed into the pit lane on the shortest way. Further attempts by the mechanics to start the engine may be carried out in the pit lane. The rider concerned may start the race from the pit lane.

2 minutes before the start of the race

Green flag waved to start the Warm Up Lap by the Clerk of the Course, performed as a mass start.

As soon as the riders have passed the pit lane exit point, the *pit lane exit will be open temporary* to start any riders still in the pit lane. The pit lane exit will immediately be closed again. Riders starting from pit lane may no longer take up their grid position and must start the race from the back of the grid.

Riders which have regularly taken the start from the starting grid and drop back behind the Medical Car for whatever reason may not overtake the Medical Car once the Medical Car

reaches the level of pit lane entry at the end of the warm up lap(s). Riders which have dropped back must line up at the back of the grid upon instruction of an Official.

When the riders return to the grid from the warm up lap(s), marshals will show the start row boards. In addition, a marshal with a red flag motionless will stand on the start line in front of the field.

*On returning to the grid the riders must take up their positions with the front wheel of their motorcycle up to and behind the front line and between the side lines defining the grid position and keep their engines running. The front tyre must not be touching the track surface outside of the painted lines.*

As soon as each rider in one line has taken up his position, the marshal will drop the start row board. Boards will not be dropped when a rider, by raising his arm, indicates that he has problems.

As soon as the whole field has come to a stop and the Medical Car has completed its lap, an official at the end of the grid will wave a green flag.

The official with the red flag standing in front of the grid will then walk to the side of the track.

### 15.3 **Start**

The actual starting procedure begins as soon as the official with the red flag has left the start line and the red light is switched on.

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

The pit lane exit will be open after the riders have passed this position. The Medical Car will follow possibly started riders from pit lane until it arrives at its scheduled position.

### 15.4 **Start delayed**

Each rider who stalls his machine on the starting grid or who encounters other difficulties must stay with his machine on his grid position and raise an arm. The Clerk of the Course will then decide whether he will delay the start, considering the provisions below. If, despite of any such signal given by a rider, the start is not delayed, the rider concerned must nevertheless stand still on his position with the arm raised until the start is given. The rider may start eventually with the assistance provided by the track marshals. Should, despite several attempts, the engine not start after a reasonable period it will be pushed into the pits by the track marshals and may start from the pit lane.

*Should there be a problem that might prejudice safety at start, the Starter will invoke the Start Delayed procedure. A red flag is waved from the Starter's rostrum and the red light stays on. The "Start Delayed" board is displayed from the Starter's rostrum and a marshal will wave a yellow flag at each row of the starting grid. Riders should stay in their grid position with helmets on, engines may be switched off. A maximum of one mechanic per rider is allowed on the starting grid to assist his rider. Riders who have entered the pit lane with their machine or whose machine was pushed into the pit lane for repair may not rejoin their position on the starting grid. Such riders have to line up at the back of the grid after the additional Warm Up Lap.*

The start procedure will be re-commenced at the "1-minute-board" as soon as possible.

An additional Warm Up Lap will be performed and the race distance be reduced by one lap.

*In case of displaying the board "Start Delayed Quick Start", a maximum of 3 mechanics per rider are allowed on the grid. The start procedure will be re-commenced at the 5 minutes board.*

*In case the Race Director considers it unavoidable to clear the starting grid, the board "Start Delayed BOX" will be displayed. Engines must be switched off and a maximum of one mechanic per rider is allowed on the grid to help riders to take the bike into the boxes. The Race Director will communicate the intended pit lane opening time, the starting procedure and the remaining laps after all riders arrived in the boxes.*

It is prohibited to delay or obstruct the start on purpose in any way.

### 15.5 **Jump Start:**

Any rider who anticipates the start to a race will be required to carry out the Ride Through procedure.

Apart from the officials with the start row boards, additional marshals may be appointed as judges of fact to supervise the start; this includes the minimum of 2 persons to observe the lights and the start row or one person in the case of simultaneously installed start row lights. These judges of fact are obliged to notify the Clerk of the Course in writing, indicating the start row and the start number of the rider concerned, if they detect a jump start.

Anticipation of the start is defined by the motorcycle moving forward at the time the Red Lights are on or if the rider occupies a wrong position on the starting grid to his advantage.

The Race Director will decide if a penalty will be imposed before the end of the 4<sup>th</sup> lap.

#### 15.7 Ride Through

During the race, the rider will be requested to ride through the pit lane, stopping is not permitted.

A yellow board (100 cm x 80 cm) displaying the rider's number will be shown at the finish line for maximum 5 laps and the information will also be displayed on the time keeping monitors.

Failure by the relevant rider to ride through within these 5 laps the board is displayed, will result in that rider being shown the black flag (*disqualification*).

If more than one rider is penalised, the riders will be signalled to ride through on subsequent laps based on the qualifying times with the faster rider first.

In the case of a race interrupted after *3 completed laps or more* prior to the penalty being complied with, and if there is a second part, the rider will be required to ride through after the start of the second part of the race.

In the case of a rider carrying forward a penalty for anticipation of the start, into the second part of an interrupted race and subsequently found to have anticipated the second start, the rider will be shown the Black Flag (*disqualification*).

In the case where the organisation has been unable to carry out the ride through penalty before the end of the race, the relevant rider will be inflicted with an automatic time penalty, calculated thus: The time to pass through the pit lane + 20%

Depending on the circuit and pit lane design ride through penalties maybe replaced by "stop and go" penalties. In this case the organizer has to publish a respective bulletin.

#### 15.7 Pit stop

All assistance during a pit stop from the beginning of the first lap until the end/interruption of a race must be provided in front of the pit boxes.

Any rider who enters the pit box or the paddock during the race must not re-enter the track.

#### 16. Finish of a race

The chequered flag will be shown to the winner when he crosses the finish line and to all following riders, irrespective of the number of laps they have completed. This is the signal that the corresponding race or session is finished.

The time for each rider will be taken at the moment when the foremost part of his motorcycle crosses the finish line.

To be counted as a finisher in the race and be included in the results a rider must complete 75% of the race distance covered by the winner and *cross the finish line on the race track (not in the pit lane)* with the motorcycle within five minutes of the race winner.

In case the rider is not in contact with the machine, the finish time is determined by the first part of the rider or machine to cross the finish line, whichever arrives last.

After the chequered flag is shown, all riders shall reduce speed and proceed to the race track exit where they leave the circuit towards and enter the paddock or the Parc Fermé.

After the race finish, the organiser has the right to order a final technical check to be carried out on each motorcycle. A rider refusing any such check to be carried out on his motorcycle or making a check impossible due to removing the motorcycle in advance from the event area (i.e. before the end of the protest time limit) will be *disqualified* and a report will be send out to the DMSB to take further action.

For all IDM classes, the vehicles of all classified participants must be brought to the Parc Fermé and remain there until the end of the protest time limit.

The machines will be released upon instruction of the Chairman of Technical Stewards only, even if the protest time limit has expired. All the other classified motorcycles must remain in the paddock until the end of the protest time limit. No work may be carried out on these machines during that period, the Parc Fermé regulations are applicable.

#### 17. Interruption and re-starting a race

Should the interruption of a race due to special circumstances or due to climatic conditions or for any other reason be necessary, the red flag will be displayed following the instruction of the Race Director at the start and finish line to signal that the race has been stopped.

All the flag marshals' posts around the track will also display the red flag or the red lights will be switched on.

Once this signal is given, all the riders must immediately stop the race, proceed slowly and return to the pits. Their positions in the race will be determined according to their position at

the end of the last full lap preceding the interruption of the race (last crossing of the finish line by the race leader).

A race stopped due to climatic conditions may only be re-started once under consideration of the covered race distance at the time of interruption.

As soon as the riders have returned to the pits the Race Director will announce an estimated time for the Re-Start procedure and the remaining race distance.

The following is in addition applicable for an eventual re-start after the interruption of a race:

- 17.1 If the results calculated show that less than three laps have been completed by the leader of the race, then the race will be null and void and a completely new race will be run.  
All the riders which have participated at the first start are eligible for the Re-Start on their original motorcycle. Motorcycles may be repaired, refuelling is permitted. The Re-Start will take place as a Quick Start according to Art. 17.4.  
Unless otherwise specified before the race, the race distance of the restarted race will be the original or related race distance, with the grid positions as for the original race. The grid position of the rider who is unable to attend the re-start will remain free. *The new start will be a completely new race so therefore existing start position penalties will apply.*
- 17.2 If three laps or more of the original or eventually modified number of laps have been completed by the leader of the race, but less than two-thirds of the original race distance, rounded down to the nearest whole number of laps (Example: 19 laps are scheduled or defined;  $2/3$  hereof = 12.67 laps must be completed, rounded down = 12 laps. Stopping of the race in 12<sup>th</sup> lap = 11 full laps, i.e.  $2/3$  = 12 laps are not completed):
- The Race Director may decide in agreement with the Clerk of the Course if it is found possible to re-start the race. The classification of the first part will be based on the position of the riders at the end of the last full lap completed by the race leader before the interruption.
  - The number of laps of the second race will be the number of laps required to complete the original or eventually modified race distance, in any case with a minimum of 5 laps.
  - The grid positions will be based on the classification of the first race and will be announced by the Chief Timekeeper.
  - Only riders who are classified in the original race may re-start. *To be eligible to re-start the rider must enter pit lane, riding or pushing his motorcycle, within 5 minutes after the red flag was displayed in the interrupted race (using the homologated track).*
  - Motorcycles may be repaired, refuelling is permitted. The change of a motorcycle is strictly prohibited!
  - If the race is held in more than one part, the final race classification will be established according the positions of the last part of the race.
  - If it is found impossible to restart the race, then the results of the first part will be the final classification.
  - The Re-Start will take place as a Quick Start according to Art. 17.4.
  - Any start position penalties applying to a rider in the first race will not apply to the re-started race.*
- 17.3 If the results calculated show that two-thirds, rounded down to the nearest whole number of laps, of the original or eventually modified race distance have been completed, then the race will be deemed to have been completed in any case. The classification will be based on the positions of the riders at the moment when the race leader had completed his last lap before the interruption of the race. To be counted as a finisher in the race and to be included in the results a rider must complete 75% of the race distance covered by the leader of the race *and enter the pit lane using the designated track within 5 minutes after the red flag has been displayed, pushing or riding on his motorcycle.*
- 17.4 In the case of a re-start, the following start procedure (Quick Start) will take place:
- As soon as Race Control has declared the track to be clear, the pit lane exit will be opened for SIXTY SECONDS only. Riders will make one mandatory sighting lap.
  - ONE mechanic only, per rider, may go onto the grid (without tools) to primarily indicate to his rider his position on the grid. No work may be carried out on the grid. Tyre heating devices, refuelling and/or any other devices are prohibited. Engines must not be switched of.
  - As soon as the last rider has arrived in the grid, the one-minute-board will be ordered by the Clerk of the course. The grid must immediately be cleared *and the start will be carried out according to Art. 15.2 following on the stage of the one-minute-board.*

## 18. Event Classification / Results

Championship Points for the participants in one of the Championship events and eligible to score points will be allocated for each race (for Sidecar sprint races with a separate grading\*) in accordance with the following scale:

Position	Points	*SC Sprint
1	25	13
2	20	10
3	16	8
4	13	7
5	11	6
6	10	5
7	9	4
8	8	3
9	7	2
10	6	1
11	5	-
12	4	-
13	3	-
14	2	-
15	1	-

If the race distance or number of laps is reduced or in the case of the interruption for a race and if it cannot be re-started after the interruption, the following points, based on the achieved percentage of the original race distance, will be allocated to the riders:

- 50 % or more of the scheduled total number of laps: full points
- 25 % or more of the scheduled total number of laps: 50 % of the points
- less than 25 % of the scheduled total number of laps: no points.

If a rider changes classes, the points achieved in a class are not transferable to the other class.

Riders which are not registered for the Championship cannot take points from a rider eligible to score points. The following riders will move up.

All practice and race results must be published on the Official Notice Board as soon as possible after the end of each practice session or each race.

## 19. Titles

The rider having scored the highest number of points in his class at the end of the IDM Championship season will be awarded with the title ("International German Champion"):

**"Internationaler Deutscher Meister Superbike 1000 2021"**

**"Internationaler Deutscher Meister Supersport 600 2021"**

**"Internationaler Deutscher Meister Supersport 300 2021"**

***"Sieger DMSB Pokal Superstock 600 2021"***

***"Internationaler Deutscher Meister Sidecar 600 2021 – Rider"***  
***"Internationaler Deutscher Meister Sidecar 600 2021 – Passenger"***

***“Sieger DMSB Pokal Sidecar 1000 2021 – Rider”\****  
***“Sieger DMSB Pokal Sidecar 1000 2021 – Passenger”\****

\*Titles will only be awarded in case that at minimum 6 teams are registered.

The passengers will only be classified for the Championship title if they have achieved more than 50 % of the rider's total points together as a team. Otherwise the passenger will not be classified in the Championship.