

25^è
ANIVERSARI

AMV **24H**
DE CATALUNYA
DE MOTOCICLISME
DEL 5 AL 7 DE JULIOL 2019



FEM HISTÒRIA

25 anys de resistència i motociclisme!

Vine, t'esperem DIA I NIT a les **AMV** 24H de Catalunya de Motociclisme

Amv 24H
DE CATALUNYA
DE MOTOCICLISME
DEL 5 AL 7 DE JULIOL 2019

SUPPLEMENTARY REGULATIONS

Amendments compared to the 2018 Regulations

Amendments compared to the Supplementary Regulations published on May, 31st

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Chapter 1 - CALL AND ORGANISATION

1 CALL

1.1 The RACC (Reial Automóbil Club de Catalunya) makes a call for an international endurance meeting, to be staged on **5, 6 y 7** de July **2019** u5, 6 and 10 July, under the name of:

"AMV 24 HORES DE CATALUNYA DE MOTOCICLISME"

1.2 The event has been registered by the International Motorcycling Federation (FIM) (IMN 193/01) FIM Europe (EMN 10/**618**) and in the Sporting Calendars of the Royal Spanish Motorcycle Federation (RFME) and the Catalan Motorcycling Federation (FCM).

1.3 These Supplementary Regulations (Sporting and Technical), the Appendices and/or Bulletins, which have been written in Catalan, Spanish and French. In case of doubts of interpretation and/or translation, the Spanish version will prevail.

2 ORGANISATION

2.1 To all effects (information, advertising, etc.) the participants shall address:

Circuit de Barcelona-Catalunya
Mas "La Moreneta"
Apartado de Correos, 27
08160 - Montmeló
Tel.: + 34 93 571 97 10
e-mail: esportiva@circuitcat.com

3 RACE SECRETARIAT

3.1 Before and after the meeting it will be located in the headquarters of the Organisation.

3.2 During the meeting it will be located at:

Circuit de Barcelona-Catalunya
Control Tower
Tel.: +34 93 571 97 84

Chapter 2 - SPECIFIC INFORMATION

4 CIRCUIT

4.1 The race will be staged on the "FIM Historical" layout of Circuit de Barcelona-Catalunya, the length of which is 4,727 metres. The race will be run clockwise.

5 RACE DURATION

5.1 The race will have a duration of 24 consecutive hours. The start and finish times are stated in the Programme-Schedule.

6 OFFICIALS

Clerk of the Course:	Pep SOLÉ
	Rafael VILARRUBIAS
CHIEF TIMEKEEPER:	Alberto ESTEBANEZ
CHIEF SCRUTINEER:	Sergio MATEO
Stewards:	Bertrand SOLER
	Daniel MAS
	Enric ARRAZOLA
	David FUENTES
	Pablo ANDRES
	Núria CASTRO

The location of the Panel of Stewards during the meeting will be:

Circuit de Barcelona-Catalunya
Control Tower 1st Floor
Tel.: +34 93 571 97 57

6.1 The Stewards will have absolute authority to decide on any case not included in these SR.

7 SIGNS

7.1 During the meeting, the riders must observe and strictly follow the following indications and signs:

7.2 Signalling Flags. **All flags will be shown waved:**

Signal	Order
Catalan flag (red/yellow stripes)	Start signal
Red flag	Race stopped

Black flag	Immediate stop of the shown number, who will not be able to restart
Black flag with orange circle	The motorcycle with the respective start number must stop immediately.
Yellow flag	Imminent danger. No overtaking. Slow down.
Yellow flags (2)	Total or partial obstruction of the track. Imminent danger. Slow down and be alert if it becomes necessary to stop the motorbike completely. No overtaking.
"SC" Board:	Safety Car on the track, overtaking forbidden, including the Safety Car.
Yellow flag with red stripes	Reduced grip on the track.
White flag with diagonal red cross	Rain drops.
Green flag	Track clear. End of the prohibition to overtake.
White flag	Service vehicle on the track. Overtaking the rest of the motorbikes forbidden, you may overtake the service vehicle.
Blue flag	You will be overtaken immediately
Black/white chequered flag	Finish of the race or practice session.

7.3 Light signals

Signal:	Intermittent yellow light in one track section.
Meaning:	Danger. Slow down. No overtaking.
Responsible:	Track marshals.

Signal:	Torches with yellow diffuser.
Meaning:	Danger. Slow down. No overtaking. Indication to continue.
Responsible:	Track marshals.

Signal:	Intermittent yellow lights all around the track.
Meaning:	Race neutralised. Safety Car on the track.
Responsible:	Clerk of the Course.

Signal:	Red lights.
Meaning:	Race or practice stopped.
Responsible:	Clerk of the Course.

7.4 Not following the signals will be penalised.

7.5 At night, the Track Marshals will signal the riders in case of accidents and incidents on the track as follows:

- Illuminated flags.
- Intermittent yellow light at the control post of the incident and the precedent control post.
- Torches with yellow diffuser.
- Red lights along the whole track perimeter.

8 INFORMATION SERVICES

8.1 During the course of the competition, information will be provided through various channels:

- Participant Attention Office:
Located in the Ground Floor of the Control Tower. They provide information about: provisional classifications, incidents, sanctions, protests, etc.
- Official Notice Board:

Located in the Control Tower, ground floor, Access Door "Paddock"

- Pit garages:
 - a/ Connection for TV screens with timing signal (classifications) and Incidence Channel.
 - b/ Distribution of information and appendices.
- Public address service:

This information will be considered officious in all cases.

8.2 In any case, official documents will only be those signed by the Stewards, the Clerk of the Course or the Organisation either delivered by hand to those concerned or posted on the Official Notice Board.

Chapter 3 - PARTICIPANTS

9 LICENCES

9.1 Eligible to take part in the event are all riders holding one of the following licences:

Spanish riders: yearly or single-event licences for a Catalan race or yearly RFME homologated licence.

Riders from European countries: National Road Racing Licence + Starting Permission or International Road Racing or International Meetings licence. Riders from the Czech Republic, Germany, Switzerland, the Netherlands, and Slovakia must show a Starting Permission with any type of licence.

Rest of riders: International Road Racing Licence or International Meeting Licences, both together with a Starting Permission.

10 ROOKIE TEAMS

10.1 Teams with a majority of riders whose license has been issued for the first time this year and who have **never** taken part in a road racing or endurance race on asphalt in Spain or in any other country.

10.2 In case of doubt, the Organisation shall analyse the results achieved so far and the experience of the participants in order to allocate the participants to the correct class at its exclusive criteria.

11 TEAM MANAGER

11.1 Each participating team must nominate a Team Manager, whose name shall appear on the entry form to inform the Organisation. The Team Manager will be responsible for the team in front of the Organisation and the Stewards to all effects: sporting checks and scrutineering, meetings, communications, penalties, etc. and he shall be identified with a green wristband that will be handed out during the Sporting Checks.

11.2 His tasks will be, amongst others:

- To carry out the steps for sporting checks and scrutineering.
- To attend the pre-race briefing.
- To report the final list of riders.
- To report all changeovers.
- To report the use of spares, refuelling, etc.
- To sign the acknowledgement of communications and sanctions.
- To submit protests. (See Art. 47.3 SR)

12 RIDERS' EQUIPMENT

12.1 During the event, the equipment of all riders must comply with Art. 2.11 of the FIM Endurance regulations, all of the asides being compulsory, except point 2.11.5 **which is advisable**. In case of bad weather conditions, riders may wear over the above-mentioned elements, garments to protect themselves against cold or water.

12.2 Helmets must be fitted, in the rear, with adhesive retroreflective sheeting, free of advertising, one of 25 cm² in reflective red and another of 25 cm² in white.

12.3 Every rider must wear during the whole competition and in a visible manner, a retroreflective armband on each forearm. These two armbands will be provided by the Organisation against deposit. These armbands will identify the riders by colour:

- a. Blue for the rider appointed as first rider in the entry form.
- b. Yellow for the rider appointed as second rider in the entry form.
- c. Red for the rider appointed as third rider in the entry form.
- d. White for the rider appointed as fourth rider in the entry form.

This order of riders in the entry form only indicates who is who according to the colour of the armband but does not necessarily imply that the first rider on the form is the rider who has to take the start of the race.

12.4 Likewise, they must wear a wristband, provided by the Organisation, in their left wrist, with the same colour of the retroreflective armbands.

12.5 Any piercings or other solid objects are forbidden. The RFME regulations must be observed.

13 MEDICAL CHECK

13.1 Riders may be submitted to medical examination before the start by the medical service of the Organisation.

- 13.2** During the competition, the Stewards or the Clerk of the Course have the right to submit any participating rider to antidoping or medical controls, especially in case of an accident, with full right to decide whether the participant is in sufficient condition to return to the competition.
- 13.3** Not passing this check or refusing it may result in EXCLUSION.
- 13.4** Riders are not allowed to take alcoholic beverages or drugs during the competition.

Chapter 4 - ELIGIBLE MOTORCYCLES

14 CLASSES

- 14.1** Motorcycles eligible to take part in the competition are all 2-wheeled motorcycles, Category I Group A1 according to the respective Art. of the FIM, complying with the technical and safety specifications as stated in the SR and its Appendices (for all those aspects not included in these SR and its Appendices, the Technical Regulations of the RFME and/or the Technical Regulations of the FIM for the Endurance World Championship shall apply). Trail or Supermotard motorcycles are not allowed.
- 14.2** The eligible motorcycles, all of them with a 4-stroke engine, will be distributed into the following classes:
 - Superstock 600 (STK600):
 - from 400 cc. to 600 cc. 4 cylin.
 - over 500 cc to 675 cc 3 cylin.
 - over 600 cc to 750 cc 2 cylin.
 - Superstock1000 (STK1000):
 - from 600 cc to 1,000 cc 4 cylin.
 - over 750 cc to 1,000 cc 3 cylin.
 - over 850 cc to 1,200 cc 2 cylin.
 - Open Superbikes (O-SBK):
 - over 500 cc. 2 to 4 cylin.
 - EWC
 - over 600 cc. to 1000 cc. 4 cylin.
 - over 750 cc. and to 1000 cc. 3 cylin.
 - over 850 cc. and to 1200 cc. 2 cylin.
- 14.3** Motorcycles of the Superstock and EWC classes must comply with the valid FIM Endurance Technical Regulations. Motorcycles of the Open-Superbikes class must comply with the Technical Regulations that are published additionally. The Technical Regulations of the FIM (in English and French) are available in the following website: www.fim-live.com
- 14.4** The Technical Regulations of the RFME are available in the following website: www.rfme.com
- 14.5** All motorcycles must be or have been homologated by the FIM.
- 14.6** For motorcycles which are no longer FIM homologated, and after a respective written request to the Organisation before the deadline stated in the programme-schedule, the Organisation shall study the possibility to allow their participation. Should they be authorised, they shall be authorised to all effects. In any case, they will have to submit the Technical Data Sheet issued by the manufacturer, and comply with the said Data Sheet in everything that should apply.
- 14.7** Motorcycles from before 01/01/2004 will not be admitted.
- 14.8** The Organisation shall analyse and check the safety, competitiveness and image of each of the entered motorcycles in order to accept or reject the participation, at its sole discretion.

15 SUPPLEMENTARY TECHNICAL REGULATIONS

- 15.1** The motorcycles must be fitted with an own engine starting system (electrical engine starter or start pedal).
- 15.2** The electric supply of the lighting must be fitted with a dynamo or an alternator with a minimum power of 100 watts.
- 15.3** The fitting of additional light projectors is allowed. However, they shall not, in any case, change the silhouette of the motorcycle or protrude from the motorcycle limits and cannot be flashing lights.
- 15.4** The brake light must not work.
- 15.5** The motorcycle shall be fitted with two separated light circuits. Each light circuit consists of a front white (or yellow) light and a rear non-intermittent red light (see maximum/minimum specifications). Each circuit must be controlled by a switch located in the handlebar and cannot be controlled by the other circuit. The first circuit is controlled by a switch with ON/OFF position. A second circuit must have a switch with ON/OFF position. A third red rear light must be directly connected to the battery and controlled by a fuse and another switch. These two separated circuits must work simultaneously. Each source of light in the front part must be fitted with a halogen bulb with a minimum of 55 watts or, if any other source of light is used, it must have at least an equivalent brightness.
For rear lights, each of the bulbs must have the following power: For halogen bulbs: minimum 10 watts, maximum 15 watts. For LED bulbs, the brightness should be equivalent to the identical values of the bulbs.

A supplementary light (signalling light) non-intermittent (neither red nor yellow or green) with a maximum power of 5 watts can be added to the motorcycle, fixed to the side and not visible from the rear part of the motorcycle (see Appendix 6).

- 15.6** Moreover, a flat red catadioptric of 60 cm², or a retroreflective surface of the same dimensions must be fitted to the rear part of the motorcycle perpendicular to the floor and slightly inclining backwards (max. 30°) which must be completely visible from a distance of no less than 50 metres.
- 15.7** If during the time in which it is compulsory to use the lights, the front light(s) and/or the rear lights do not work, the rider must stop at his pit garage until it/they is/are repaired, and he will not be authorised to get back onto the track until the lighting is working correctly.
- 15.8** For safety and timing reasons, the number plates of the motorcycles must comply with Appendix 4 of these SR.
- 15.9** The motorcycles must be fitted with one or several containers the capacity of which must comply with that of their category. These containers shall serve as recovery devices for the respirators of the motorcycle (oil, fuel, water, sump, etc.).
- 15.10** Likewise, they must be fitted with a lower fairing, forming a tub, with a cap (minimum cap diameter 25 mm) which can be taken off in case of rain and with a minimum capacity of 5 litres. This fairing must be shown dismantled at the preliminary scrutineering.
- 15.11** All caps used to fill or empty the sump or gearbox, as well as the external oil filter must be fixed by means of a safety seal. The loss of liquids due to the lack of safety caps or non-sealed caps will be penalised.
- 15.12** Fuel tanks must be fitted with "aviation type" quick-refuelling valves. It is recommended to fit a protection. However, a threaded opening and closing system is allowed in the Superstock class (See Art. 28.11 RP)
- 15.13** The lighting set (batteries, bulbs, cables, etc.) must be mounted permanently and work with full guarantees of safety and efficiency during the whole competition. During the time in which it is not compulsory to use the lights, they may be dismantled, but should it become necessary to use them, the motorcycle will have to stop to have them mounted (Art. 24.13 RP)
- 15.14** Any piece which is replaced during the competition in the Superstock class, which does not comply with the specifications of their Technical Regulations, will lead to an exclusion from the class and allocation to the next applicable class (Open-Superbikes or EWC).
- 15.15** To avoid damaging the chassis in case of a crash, a protective cylinder-shaped stop-piece can be mounted, duly screwed to either side of the chassis. These protections must be made of plastic materials with a minimum diameter of 30mm and a maximum diameter of 75 mm and not protrude more than 30mm from the fairing and adapt to its shape. It is not allowed to fit these protections in the area of the footrests.
- 15.16** No signal shall be transmitted from a moving motorcycle to any person or receiver and vice versa, except for the signals from the race transponder, the messages that are shown from the pit garages by means of boards or the body movements of the rider, or a TV camera which is firmly installed in the motorcycle, the installation of which must have been previously authorised.
- The use of lap timers based on the sign of an infra-red transmitter is allowed.
- 15.17** **It is responsibility of the team to buy and mount a transponder** in each motorcycle submitted to scrutineering in order to pass the pre-race scrutineering.
- This transponder must be an MYLAPS Tranx 260 DP, Pro or MYLAPS X2 BIKE transponder fed by means of a direct connection to the battery of the motorcycles or with the own battery of the transponder, which may be fixed with rivets or screws or with the transponder-own support, always at a maximum height of 80 cm from the track surface and without any metallic material or carbon fibre between the transponder and the track, according to Appendix 2.
- 15.18** The maintenance, fixing and use of the timing devices are responsibility of the team. The malfunction will involve, during practices, a compulsory stop at the garage to replace or repair it.
- Should a team not have a transponder, the timing service may put one to his/her disposal against a corresponding renting fee and deposit.
- The renting fee amounts to 100 Euros plus deposit, VAT included, which will be reimbursed to the team after the meeting and after having checked the correct functioning by the timing service. Should the rented transponder be lost or not returned, there will be no right to reimbursement.
- 16 TYRES**
- 16.1** Tyres: For all classes and categories, the type, model and brand of the tyres is free.

Chapter 5 - ENTRIES

17 REGISTRATION

- 17.1** Entry forms are available on the Circuit's website www.circuitcat.com They must be sent to the Organisation by e-mail attaching a copy of the transfer order of the entry fees, which must be made to the bank accounted stated on the entry form. A current passport-size photo of each of the riders and the team manager must also be sent either by e-mail in jpg format or by regular mail. The original document with the signature of all riders must be supplied to the Organisation not later than during the administrative checks.

The entry forms that do not comply with all requested data will not be accepted. The details specified on the entry form will be binding.

- 17.2** The name of the Team Manager must be stated in the entry form, as well as a telephone number and/or e-mail address to be able to contact him/her.
- 17.3** The deadline (date and hour) for the entry of teams is stated in the Programme-Schedule included in these regulations or as soon as the maximum number of participants has been reached.
- 17.4** The teams will be made up by at least 3 and a maximum of 4 riders.
- 17.5** The Organisation may refuse entries that they may decide without having to explain the reasons.
- 17.6** The maximum number of eligible teams for scrutineering, practices and the race is 70.
- 17.7** There must be at least 3 teams entered in order to make up a class.
- 17.8** All entries will be conditioned until the publication of the Entry List, which will show the teams accepted by the Organisation.
- 17.9** The Organisation reserves the right to suspend the race if there are less than 30 entrants at the time of the official closure of the entry period.

18 ENTRY FEES

- 18.1** Together with the entry form, the entry fees, amounting to **2,200** Euros per team (VAT included), accepting the advertising of the Organisation, must be paid by bank transfer. Should the advertising of the Organisation not be accepted, the entry fees will be doubled. If, as a consequence of the application of Art. 34, or for any other reason, a team cannot accept the star, the entry fees will not be refunded.
- 18.2** If the Organiser receives notice of the entry cancellation before the entry closing date, the paid amount will be refunded.
- 18.3** Should the event be cancelled, the Organiser will refund all entered teams the 100% of the entry fees.

19 ACCESS TO THE FACILITIES

- 19.1** The access to Circuit de Barcelona-Catalunya must be made through the main access from the date and time stated in the Programme-Schedule included in these Regulations.
- 19.2** Once in the circuit, the teams must follow the instructions of the Marshals in order to identify themselves and find out their location in the Paddock (see Drawing 2).
- 19.3** The access to the Paddock will be done under supervision of circuit staff, whose instructions have to be observed.
- 19.4** The Paddock Areas available for the Teams for locating work vehicles, hospitality, etc. are detailed in the maps attached to the SR. (See Drawing 2).
- 19.5** The Organisation reserves the right to have an open or closed Paddock according to the parallel activities to be organised.
- 19.6** Each motorcycle entered according to the regulations will have the right to receive 15 personal working passes (3 of which will provide access to the signalling wall and 3 to the starting grid). 1 Scooter pass with access to the service track, 2 passes for paddock access (work vehicles), 2 passes for the "P-in Equip" car park, and 3 passes for the "P-in" car park (private vehicles). The identifying wristband will be the accreditation of the riders and the team manager.
- 19.7** Any fraudulent use of the passes will be penalised ex-officio with a fine of 300 Euros to be paid immediately.
- 19.8** It is also reminded that the Paddock is only for duly accredited assistance vehicles (**private cars are expressly excluded**), and that, according to the Supplementary Regulations these must be at most 2 vehicles per entered team.
- 19.9** Private and touring cars may be parked in the different car parks inside the circuit next to the Paddock.
- 19.10** Vehicles transporting any material for one or more teams, and not having an accreditation to access the Paddock will have to unload outside the Paddock.
- 19.11** Animals (except those which may have been expressly authorised for use by security services) are forbidden in the Paddock, Pit garages, Pit Lane, Track and in any spectator area.
- 19.12** Under-16s are not allowed to access Pit Garages, Pit Lane and Track, even if duly accredited.

20 PIT GARAGE ALLOCATION

- 20.1** The pit garage allocation made by the Organisation is binding.
- 20.2** As the number of pits is limited, the teams must share the space in them.
- 20.3** Each pit will be divided into equal parts as regards: covered surface area, installations, Pit Lane working area and space at the signalling wall (See Drawing 1).

- 20.4** The Paddock areas available for the Teams for locating work vehicles, hospitality, etc. are detailed in Drawing 2.
- 20.5** In any case, if the availability of the circuit should so allow and if any team should wish to use the pit on an exclusive basis (without sharing), they must express this wish on the entry form; should they wish a specific pit, this must also be stated on the form. These will be available for 1,100 Euros per team (VAT included), which may only be paid when undertaking entry. In the event of coincidence between requests or excessive demand, the pits will be adjudicated as payment is made, until all available pits are occupied on the criteria of the Organiser.
- 20.6** Access to the pits will be on the condition of obtaining the key, which will be given to participants at the Attention Office against a deposit.
- 20.7** Sockets, water connections and/or drains must be used with adapters and/or suitable, safe systems that guarantee their proper use and working while the facilities are being used.
- 20.8** It is forbidden to paint, drill, dismantle or make any bad use of the facilities of the circuit, either in the paddock, pits, Pit Lane, signalling wall, etc.
- 20.9** All teams not qualified or not authorised for the race must remove all its belongings from the assigned pit before the time and date stated in the Programme-Schedule included in these Regulations. The Organisation reserves the right to reorganise the pit garages.
- 20.10** These pit garages will be liable to be offered by the Organisation to teams that, in the correct time and form, have asked to have a pit on an exclusive basis and did not have one for the reasons that might be.
- 20.11** Should such a case arise, the Organisation, in rigorous order of application for an exclusive pit, will offer these free pits to the teams affected, and such teams may refuse to occupy them, which will mean that they will be offered to the next team and so on.

Chapter 6 - CHECKS

21 SPORTING CHECKS

- 21.1** Sporting Checks will be carried out in the Participant Attention Office (First Floor Control Tower) on the date and times stated in the Programme-Schedule included in these Regulations. Teams not showing up at the scheduled time will be penalised by the Stewards at their criteria. The sporting checks must be made by the Team Manager, who shall have the following documents available:
- The licenses of all entered riders.
 - Photocopies (both sides) of the riders' ID cards.
 - Starting permit or visa by the ASN in case of foreign riders.
 - Contact telephone numbers of Riders and Team manager
 - Colour photos (passport size) of each of the Drivers and the Team Manager if they are different to those stated in the entry form submitted to the Organisation.
- 21.2** Once the documentation has been checked, he will be given:
- Technical Control sheet, which must be presented with the motorcycle at Initial Scrutineering.
 - Identifying armbands for each of the team riders and Team Manager.
 - Identifying wristband for each of the team riders, the colour of which must correspond to the colour of the rider in the entry form.
 - Control cards in the pit garages.
- 21.3** Rider and/or Team Manager changes are only admitted from the entry period closing date to the end of the Sporting Checks (see Programme-Schedule).

22 SCRUTINEERING

- 22.1** Pre-event scrutineering will be carried out in the Pit garages no. 2 and 3 on the date and times stated in the Programme-Schedule included in these Regulations. Teams not showing up at the scheduled time will be penalised by the Stewards at their criteria.
- 22.2** All asides stated in the Supplementary Technical Regulations will be checked, especially those included in Article 15 of these Regulations.
- 22.3** An identifying mark (seal or paint) will be applied on specific pieces that cannot be changed during the race. These pieces are: frame, chassis, engine sump, cylinder block, gearbox and silencer elements. In case of the latter it will be possible to mark the spares.
- 22.4** Except for the detailed pieces, the rest of the components of the motorcycle may be replaced or repaired.
- 22.5** Should the exhaust pipe be replaced, it must be notified to the Pit Garage Inspector. The exhaust pipes must comply with the established rules (admitted noise level 105 dbA at 5000 rpm for all motorcycles). All exhausts must carry the identifying marks and therefore must have undergone pre-event scrutineering.
- 22.6** The equipment of the participating riders must also undergo pre-event scrutineering.

- 22.7** Should it be necessary, the motorcycles qualified for the race will undergo an additional scrutineering on the dates and times stated in the Programme-Schedule included in these Regulations.
- 22.8** Scrutineering checks may be carried out during the whole event at the request of the officials. Infringements detected on the scrutineered motorcycle will entail EXCLUSION. Should there be non-essential anomalies or deficiencies, the participants will be requested to solve them before re-entering the race.
- 22.9** Any motorcycle not having been submitted to scrutineering, either scheduled or on specific request, will be EXCLUDED from the event, as well as all motorcycles which have not passed scrutineering.
- 22.10** All teams may present 2 identical motorcycles to scrutineering. The Team Manager must notify which of the motorcycles will be the one to be used for the race on the date and time stated in the Programme-Schedule. The motorcycle that will not be used must be removed from the garage and shall not be used again during the competition. After the Warm-up, the scrutineers will check that the motorcycle that is not going to be used for the race has been removed.

Chapter 7 - PARTICIPANTS' BEHAVIOUR

23 ACCESS TO THE TRACK

- 23.1** The access of the motorcycles to the track for the start of the practices and the start procedure must be made through the Pit Lane exit (Control Post 00).

24 BEHAVIOUR ON THE TRACK

- 24.1** Any manoeuvre carried out by a rider with the intention to run his motorcycle in opposite direction of the race is forbidden.
- 24.2** Likewise, it is forbidden to cross the track from one side to the other at any point of the racetrack, regardless of whether it is riding or pushing the motorcycle.
- 24.3** Leaving repeatedly the track limits will be penalised.
- 24.4** In case of an incident or breakdown, the rider must pull his/her bike immediately off the track, and take it to a safe place that will not endanger the normal development of the competition, and always away from the line of the other riders. To the extent possible the rider shall move to the right-hand side of the track to use the service track. One team member, duly accredited, may bring the necessary tools to the rider/s, who are at the place of the accident in that moment, so that they are able to repair the motorcycle, only in authorised places and always under supervision of the Track Marshals. Only the riders of the team may repair the motorcycle in that place. Help by any other team member will be considered as external help and reason for penalty.
- 24.5** All motorcycles that have had an accident, regardless of whether they were repaired on site or not, which are able to return to the track by their own means, must proceed in that same lap to the scrutineering garage to be submitted to a visual check by the scrutineers. They will only be able to return to the track if the scrutineers agree with it.
- 24.6** Should the rider decide to return to the garage, he/she shall indicate it to the Track Marshals and use the service tracks or other fast track to get to the pit garages (interior Paddock area), but never exceeding 30 km/h and not hindering circulation of the service vehicles. In this case, the rider is not allowed to get any outside help without being penalised for it. If the motorcycle is only able to get to the pit garage pushed by the rider, the help by the other team riders will be authorised. These riders must proceed to the place of the motorcycle by foot or scooter (maximum cylinder capacity 150 cc). The change in pushing the motorcycle shall not be considered a rider change. At the exit ramp of the tunnel that connects the outside and inside service track at the Control Posts 0.2 and 7 there will be an area in which outside help by the Organisation will be allowed without any penalty. (See Drawing 3).
- 24.7** Any rider having the intention to leave the track and get back to his/her pit garage must previously notify his/her intention and he/she will be responsible to watch that the manoeuvre will not imply any danger.
- 24.8** If due to an incident on the track there is a motorcycle or parts of it on the track implying a risk for the rest of the participating riders, the Track Marshals will take the necessary steps to remove them.
- 24.9** No person is allowed to approach a motorcycle parked on the racetrack, except for the rider, the clerk of the course, his deputies, the stewards, scrutineers or track marshals.
- 24.10** Leaving the bike anywhere on the racetrack, except in case of an accident, due to which the rider must be evacuated by the medical assistances, may be penalised. The rider (with the agreement of the medical service) or any other rider of the team may pick up the motorcycle and continue with the race, provided that the changeover times are always respected. Changeovers outside the authorised area will be penalised.
- 24.11** The Clerk of the Course or his Deputies may stop a motorcycle if he considers that the rider has committed an infraction or that the condition of the motorcycle may entail a serious danger for the rider himself or for other participants. A black flag and the starting number of the motorcycle displayed at the finish line will show the rider that he/she has to stop. If the rider should not stop at the pits after two laps, the Clerk of the Course or his Deputies will ask the Team Manager to give an immediate order for the motorcycle to stop. The reasons for this decision shall be duly notified to the Team Manager.
- 24.12** The Clerk of the Course, his Deputies or any flag marshal post (only on request of the Clerk of the Course) may indicate a rider to immediately leave the track, if the motorcycle has mechanical problems that may entail danger for him/her or for other riders. A black flag with an orange disk and the starting number displayed at any flag marshal post will show the rider that he/she shall pull off the track immediately without even completing the lap.

24.13 At night, or in case of bad weather conditions, the lighting systems of the motorcycles must be turned on from the moment the Clerk of the Course gives the order to do so (board "ENCENDER LUCES" -lights on- at the finish line), and must remain connected as long as the motorcycle is on the track, until the moment the disconnection is allowed (board "APAGAR LUCES" -lights off- at the finish line).

25 BEHAVIOUR IN THE PIT LANE

25.1 The speed limit for motorcycles on the pit lane is 40 km/h.

25.2 During the competition only duly accredited persons are allowed in the pits and on the pit lane. The Organisation, on its own account or on the request of a team Manager, may remove all non-duly accredited persons from these areas.

25.3 Only a maximum of 3 people, duly accredited per motorcycle, may stay in the signalling corridor (at the pit wall), to carry out information, timing, etc. tasks. In any case, they may only stay in front of their assigned pit. It is not allowed to place or install any element that might hinder the view of the other teams and/or the smooth traffic of people in this corridor, or to fix any element on the wall that is higher than the handrail of the pit wall or the wall itself. The safety of the mains connections on the wall (shared by the teams) must be guaranteed. No cable may cross Pit Lane (See Drawing 1). Race Direction may check the signs used by the teams to communicate with their riders from the signalling wall. These signs shall not be liable to be confused with the signs used by the Organisation.

25.4 It is forbidden to smoke, light fires or place gas containers in the pit and pit lane area.

25.5 While there is no work being carried out on the motorcycle, the working area of the pit lane shall be kept clear of any materials, tools or any other object.

25.6 It is only allowed to carry out the following work on the motorcycle in the working area of the pit lane: refuelling, oil refilling, maintenance and external settings (secondary transmission, cables, lighting, brakes and tyres). Any other intervention is considered as a repair and must be carried out inside the pit garage (See Drawing 2).

25.7 Should the work carried out on the motorcycle imply a spillage of liquids, oil or fuel on the floor of the pit lane, the motorcycle shall not be restarted until both the motorcycle and the affected area have been perfectly cleaned up.

25.8 Open fire in the pit garage is forbidden throughout the competition. The use of additional lighting devices over the working area in front of the pit garage is allowed. The device must be duly fitted to the wall of the pit garage at a minimum height of 2 metres. Lighting systems with a portable support piece placed on the floor are not allowed.

25.9 In order to start the engine and rejoin the track, should the own mechanical means not be used two people may help the rider (who must be sitting on the motorcycle) to push it until the pit lane exit (lights at the Pit Lane exit). Engine starts with additional batteries are not allowed. However, it is allowed to use an autonomous starting device.

25.10 If a rider is having problems with the motorcycle while leaving the pit garage on the acceleration lane, he/she may go back to the pit garage with the engine stopped, using the working area and under the protection of a pit marshal, avoiding any manoeuvre that may imply danger for the other participants. This manoeuvre, if carried out with duly care, will not be penalised.

25.11 All riders proceeding to the pit lane exit in order to rejoin the track shall watch the signs of the exit lights and mind other motorcycles passing.

25.12 In order to carry out a pit stop, riders must proceed along the fast track until reaching their pit and not use the slow track. Likewise, it is not allowed to turn off the lights if it is compulsory to have them on until the motorcycle has come to a complete stop.

25.13 Pit Lane Entry: riders must proceed to the pit lane entry carefully from the right-hand side.

Pit Lane Exit: when accessing the track through the Pit Lane exit, it is forbidden to cross the white longitudinal line.

26 BEHAVIOUR IN THE PIT GARAGES

26.1 During stops in the pit or the pit lane, the rider must turn off the engine of the motorcycle, which may be started shortly for tests or adjustments.

26.2 There will be pit marshals distributed along the pit lane, who will introduce themselves to the Team Members. All incidents, changes of riders, repairs, etc., must be reported by the Team Manager to the assigned pit marshal. In the event of final retirement of the race, the Team Manager must also report the fact to the official responsible for their team.

26.3 During pit stops, if the motorcycle remains on the pit lane, a maximum of 4 persons (riders included) are allowed to handle the motorcycle. Handling refers to any contact with the motorcycle (even if the rider is sitting on it and not touching anything). If the motorcycle is taken into the pit garage the number of people working on it is not limited.

26.4 All persons handling the motorcycle must be dressed accordingly, with their torso covered.

26.5 The door of the pit garage giving access to pit lane must always be open, but that of the paddock must always remain closed.

- 26.6** Any oil change and/or engine cleaning shall always be made with a container placed underneath and inside the pit garage. After this procedure, the Team Manager shall check that the used area is perfectly clean.
- 26.7** It is forbidden to smoke, light fires or use devices that produce sparks in the pit garage and pit lane area.
- 26.8** Any repairs requiring welding of any kind must necessarily be carried out in the pit garage provided by the Organization (Box 2 - Scrutineering), to be accessed through the paddock. Welding materials and machinery must be provided by the participants themselves. The piece or motorcycle (without the fuel tank) shall be taken to the said pit garage under supervision of a scrutineer of the Organization.
- 26.9** Should a team have a motorcycle for spare parts, the motorcycle is not allowed to be inside the pit garage.
- 26.10** Should additional lighting be installed inside the garage, this must be located at more than 2 m height and separated more than 2 m from the refuelling system.
- 26.11** Tyre warmers must be located at a height of more than 50 cm from the floor and a distance of more than 5 m from the refuelling system.
- 27 RELAYS**
- 27.1** The motorcycles must be ridden by all team riders. The riding order is free. However, the following must be taken into account:
- No rider may drive for more than 2 hours consecutively (including pit stops), and the rest time following this must be at least two thirds of the time ridden. In case of a breakdown, should the two hours be exceeded, the Stewards must be informed about this fact.
- 27.2** The riding time will start to count as soon as the motorcycle crosses the Pit Lane exit line and will end when the motorcycle crosses the Pit Lane entry line. For the first changeover the time will be counted from the race start signal.
- 27.3** The time between Pit Lane entry and Pit Lane exit, will only be included in the riding time if it is the same rider who enters and exits the pit.
- 27.4** For the effects of driving time, the last changeover will end at the time provided for arrival in the Program-Schedule.
- 27.5** Rider changes can only be made in the working area of the pit lane, in front of the team's garage and must be notified to the pit marshal. The infringement of this rule will be penalised. During the stops the rider must always turn off the engine of the motorcycle.
- 27.6** In case of rider changes made outside the pit area, regardless of the reason, the rider must cover the distance walking. The infringement of this rule will be penalised.
- 28 REFUELLING**
- 28.1** The fuel used by the motorcycles of commercial type (available at service stations, petrol companies, etc.), always respecting the specifications of the fuel sold at service stations. The fuel must be provided and paid for by each of the participating teams.
- 28.2** The maximum fuel reserve teams are allowed to have in their pit garage is 60 litres (including the fuel in the refuelling system). The Organisation will provide for a safety area for the storage of fuel.
- 28.3** The refuelling systems (derricks + jerrycans or other devices sold for this end) may be installed and fastened definitively in the pit garage from the date and time stated in the Programme-Schedule included in these Regulations. The Scrutineers shall check these systems and their location on the date and time stated in the Programme-Schedule of these Regulations. Only fixed or mobile derricks or jerrycans will be allowed for refuelling purposes. Refuelling shall not be made by means of funnels. The refuelling mouths must be tight to the tank filling opening.
- 28.4** Definition of derricks + jerrycans: towers with a tank to refuel by means of depression or gravity. These systems must have all safety guarantees a regards their function and waterproof qualities. The derricks must be covered and the ventilations looking downwards. They shall have 2 safety closing valves, one at the exit of the tank and moving together with it (jerrycans) and the other at the filling hose, not more than 5 cm from the outlet. The maximum capacity of the derricks and other devices must be 50 litres. (See Appendix 5). All of them must allow the viewing of the fuel content from the outside. (Transparent container, communicating tube, transparent strip, etc.).
- 28.5** The frequency of refuelling is free. The refuelling procedure must be carried out in from of the allocated pit garage, in a special corridor (corridor closest to the pit garage determined by a yellow line and the Pit Lane line) in the working area of the Pit Lane. Any refuelling outside this area is not authorised and will be penalised. See Drawing 1.
- 28.6** During refuelling, the motorcycle must have turned off the engine and the lights and be located on an auxiliary support to keep it in upright position. The rider/s shall under no circumstance remain on the motorcycle. Only two people, duly equipped, are allowed to do the refuelling. Everybody else, including the person carrying the fire extinguisher, must be separated from the motorcycle by at least one meter. (1 m.) The fire extinguisher, with a minimum of 5 kg of dust, must be provided by the team.
- 28.7** Any person responsible or refuelling a motorcycle must wear a fire-proof suit, have his/her hands protected by gloves, the feet by socks and the head by a balaclava, in addition to protective goggles or a closed helmet with a visor. The above-mentioned clothing must have an identifying label, showing that it complies with the protection against fire.

- 28.8** The refuelling operations must be made all other maintenance and/or repair operations on the motorcycle have been finished. During refuelling it is only allowed to carry out operations related to the refuelling procedure. It is expressly forbidden to use tyre warmers during refuelling both during the practices and the race.
- 28.9** It is forbidden to change the fuel tank for refuelling. Should the fuel tank have to be replaced due to a failure or accident, the new tank shall be mounted empty.
- 28.10** The maximum capacity authorised for the motorcycle's fuel tank is 24 litres. The fuel tanks must be completely lined with a "mousse" of fuel element (preferably "Explosafe®"). Any additional fuel reserve which is not originally from the motorcycle is forbidden.
- 28.11** Fuel tanks must be fitted with "aviation type" quick-refuelling valves. However, a threaded opening and closing system is allowed in the Superstock class.
- 28.12** The fuel service station at Circuit de Barcelona-Catalunya, located at the Paddock entrance, will be opened during the event at the following times:
- Thursday: from 08.00 to 18.00 hours.
 - Friday: from 15.00 to 23.30 hours.
 - Saturday: from 09.00 to 24.00 hours.
 - Sunday: from 00.00 to 12.00 hours.

Chapter 8 - EVENT SCHEDULE

29 PRACTICES. GENERAL ASPECTS.

- 29.1** The practices will be carried out on the dates and times stated in the Programme-Schedule included in these Regulations.
- 29.2** During the practice sessions only one motorcycle per team is allowed on the track.
- 29.3** Any practice outside the scheduled times is forbidden.

The practice session starts from the moment the green light at the Pit Lane exit is on. The end of the practice session will be indicated by means of a black/white chequered flag. At that same moment the Pit Lane exit will be closed. The last practice time will be the time of the lap ended with the chequered flag. After taking the chequered flag, the rider may make an additional lap and then proceed to their pit garage. It is forbidden to take the chequered flag more than once.

- 29.4** If due to an accident or for any other reason, the practices are interrupted, a red flag will be shown at the start line and at all of the control posts. In such case, all riders must proceed to their garages at a reduced speed. When the practices are restarted, the remaining time will be shown on the timing screens and, in principle, it will be the time remaining at the moment the red flag was shown.

30 FREE PRACTICES.

- 30.1** A single group will be created for the free practices, which will be held with no interruptions.
- 30.2** All authorised riders of all teams can take part in this session, regardless of their starting order.

31 QUALIFYING PRACTICES

- 31.1** The laps of all riders will be timed during these practices.

- 31.2** Four groups will be made-up for the qualifying practices:

- Group 1: Riders with a blue armband
- Group 2: Riders with a blue armband
- Group 3: Riders with a red armband
- Group 4: Riders with a white armband

- 31.3** In each group, only those riders may take part who are authorised by the colour of their armband.
- 31.4** At the end of each qualifying practice session the fastest time of each rider will be officially published.
- 31.5** If for any reason, one or more riders of a team should not be able to take part in their qualifying session, the Stewards shall provide for a solution to the effects of qualifying.
- 31.6** Should one or more sessions be thus interrupted no protest can be accepted as to the possible effects of the interruption on the qualification of the riders admitted to start.

32 BRIEFING

- 32.1** All Team Managers and rider must attend the Briefing held by the Organisation on the date and time stated in the Programme-Schedule included in these Regulations, in the Media Centre. The attendance will be controlled by signature. Not attending the briefing for a reason that, according to the Stewards, is not well-grounded will be penalised.

33 NIGHT PRACTICES

- 33.1** The maximum number of teams qualified to take part in the Free Night Practice is 70.

- 33.2** The list of the teams qualified for the night practice session will be published on the date and time stated in the Programme-Schedule included in these Regulations.
- 33.3** During the non-qualifying night practices, all participating riders must make at least 5 laps. In specific cases, the Stewards may qualify ex-officio those participating rider who were not able to take part in the night practices due to well-grounded reasons.
- 34 TEAMS QUALIFIED TO TAKE PART IN THE RACE**
- 34.1** Team Managers must notify the Organisation about the final composition of the team, if it was changed after the Sporting Checks, before the date and time stated in the Programme-Schedule included in these Regulations. The minimum number of riders per team is 3.
- 34.2** The maximum number of teams admitted to take the start of the race is limited to 70.
- 34.3** In order to qualify for the race, each rider of the team must clock a qualifying lap time that may not be higher than 2'06"999 for O-SBK, STK 1000 and EWC and 2'09"999 for STK 600 on dry track conditions. The above-mentioned times may be changed by the Stewards under special circumstances.
- 34.4** In order to establish the grid order, the best time clocked during the qualifying practices by each rider will be added to calculate the average time of each team. The grid positions will be allocated according to the results of each team at the qualifying practices until covering all 70 positions on the grid. Should there be equal times, the average of the second best times will be taken into account and successively until the tie has been solved.
- 34.5** The Organisation expressly reserves the right to qualify a maximum of 5 teams ex-officio, a fact that shall not be used to increase the number of teams admitted to the race.
- 34.6** The final list of the teams admitted to the race will be published on the date and time stated in the Programme-Schedule included in these Regulations.
- 35 WARM-UP**
- 35.1** The Warm-Up will be carried out on the dates and times stated in the Programme-Schedule included in these Regulations.
- 35.2** During the Warm-Up only one motorcycle per team is allowed on the track.
- 35.3** All riders of all teams can take part in this session.
- 36 START PROCEDURE**
- 36.1** The start of the race will be a standing start, also known as "Le Mans" start.
- 36.2** Before the time stated in the Programme-Schedule of the event, all team Managers must notify the rider who is going to take the start of the race. The infringement of this rule will be penalised.
- 36.3** Only motorcycles that have qualified and are carrying the seals and marks made by the scrutineers will be admitted to the start.
- 36.4** At 11.30h, all motorcycles that have qualified to take the start, with the rider previously allocated to this effect may access the track from the end of the Pit Lane, in order to make one or more reconnaissance laps.
- 36.5** Should they make more than one reconnaissance laps, they are not allowed to cross the grid, but have to take the Pit Lane, at a maximum speed of 40 km/h between laps.
- 36.6** Once on the track, repairs and refuelling is forbidden. Tyres may be changed until the 3-minute board is shown. The use of tyre warmers on the grid is allowed. The use of a generator to supply the tyre warmers on the grid (one per motorcycle) is allowed. They must be located behind the motorcycle. The generator must be portable and with a maximum power of 2 kw. The noise limit for the generator is 65 dB.
- 36.7** Should a motorcycle located on the starting grid need to be repaired, it must proceed to the Pit Lane through access gates number 2 and 3. These repairs must be made inside the pit garage of the team.
- 36.8** A rider or mechanic of the team must stay next to the motorcycle from the 3-minute board until the start of the warm-up lap. The assistant may hold the motorcycle only from behind and his/her position shall in no case surpass the seat of the rider. The axis of the rear wheel must be located at a maximum of 20 centimetres from the white line. The engine must be started by the rider who is going to take the start, any external help will be penalised.
- 36.9** At 11.38 hours there will be an audible warning signal indicating that the Pit Lane will be closed 2 minutes later.
- 36.10** At 11.40 hours the Pit Lane will be closed. 10-minute board.
- 36.11** At 11.45 hours, 5-minute board.
- 36.12** At 11.47 hours, 3-minute board. All the team staff, except for the rider, 1 mechanic and 1 person with an umbrella for each motorcycle must leave the grid.
- The generators and the tyre warmers must be taken off as quickly as possible.
- 36.13** The access of the motorcycles to the starting grid has finished. All motorcycles that have not been able to join the grid at that time must proceed to the Pit Lane. The motorcycles in the Pit Lane will be able to start the warm-up lap from the Pit Lane exit.

- 36.14** At 11.49 hours, 1-minute board and "helmet" (casco) board. All persons, except the rider and the helper must leave the grid quickly. The riders must get on their motorcycles.
- 36.15** At 11.49.50 hours, start of the Safety Car.
- 36.16** At 11.50 hours, green flag. Start of the warm-up lap. This lap is compulsory.
- 36.17** All riders must turn their engines on and start the warm-up lap.
- 36.18** All motorcycles will line-up behind the Safety Car, one behind the other, keeping their start position.
- 36.19** If a rider is not able to start his/her motorcycle, he/she may be pushed by the helper and by marshals of the Organisation until the sliding gate located before the start line. IF the motorcycle has not been able to start at that point, it must proceed to the pit garage. The motorcycle may start later.
- 36.20** After all of the motorcycles have passed in front of the pit lane exit, all the riders waiting at the pit lane exit will be allowed to start.
- 36.21** A Race Direction vehicle with a doctor on board will follow the riders during this lap.
- 36.22** After the warm-up lap, all riders must take their motorcycle to their respective place on the grid and turn off the engine. From that moment, only the rider and a helper are allowed to be on the grid.
- 36.23** Should a rider have mechanical problems during the warm-up lap he/she must proceed directly to the pit garage. It is strictly forbidden to stay on the starting grid to delay the start.
- 36.24** If a rider arrives late at the starting grid, after the Race Direction vehicle, it must proceed directly to the Pit Lane to take a later start.
- 36.25** During the warm-up lap it is forbidden to zig-zag on the pit lane straight.
- 36.26** Not completing the warm-up lap implies taking a later start from the pit lane.
- 36.27** At 11.55 hours, 5-minute board. All riders must proceed to their start position (in front of their motorcycle on the opposite side of the track).
- 36.28** At 11.57 hours, 3-minute board. All riders must be standing in front of their motorcycles on the opposite side of the track stepping on the white line.
- 36.29** At 11.59 hours, 1-minute board.
- 36.30** At 11.59.30 hours, 30-seconds board.
- 36.31** At 12.00 hours the Clerk of the Course, who will be standing on the track, in front of the grid, and wave the national flag of Catalonia thus indicating the START of the "AMV 24 HORES DE MOTOCICLISME DE CATALUNYA".
- 36.32** Each rider shall run to his/her motorcycle, start the engine and take the start of the race.
- 36.33** If a rider is moving or is not standing in front of his motorcycle, on the opposite side of the track at the moment of the start, he/she will be penalised.
- 36.34** The engine shall only be started by the rider, using the means available in the motorcycle. The helper can only hold the motorcycle and must remain motionless in any case. Any external help is forbidden and will be penalised.
- 36.35** If a rider cannot start his/her engine, the Clerk of the Course will show a green flag authorising the track marshals to push the motorcycle.
- 36.36** If the rider is not able to start the motorcycle at the end of the Pit Lane or one minute after the start, he/she shall proceed to the pit garage with the engine stopped, with the help and under the control of the pit marshals. Once the motorcycle has been repaired, the rider may take the start from the pit lane exit.
- 36.37** After all of the motorcycles of the starting grid have passed in front of the pit lane exit, the start will be given (green light) to all riders waiting there.
- 36.38** Due to weather or safety measures, the Race Director may decide that the start shall be made with all motorcycles following a safety vehicle, and according to the programme-schedule.
- 37 NEUTRALIZATION OF THE RACE BEHIND THE SAFETY CAR.**
- 37.1** If there should be an incident during the race (atmospheric conditions, serious accident or any other cause) that might endanger safety, or make a normal race impossible, the Clerk of the Course may decide to neutralise the race.
- 37.2** When the order is given to deploy the Safety Car, all signalling posts will display yellow flags and "SC" boards. If this happens at night, these signals will be supported by intermittent yellow light all along the track. Two vehicles especially marked as Safety Car, fitted with revolving yellow and blue lights on the roof will access the track from the Pit Lane exit and from Control Post 9.2.
- 37.3** Once these vehicles are on the track, they will turn on the revolving yellow lights and from that moment, all motorcycles must line-up behind the Safety Cars. Overtaking is forbidden, even overtaking the Safety Cars.

- 37.4** During the deployment of the Safety Cars, the motorcycles may stop at their pit garages but they may only rejoin the track during the times in which the light at the Pit Lane exit is green.
- 37.5** As soon as the Clerk of the Course considers that the reason for the neutralisation has been solved, he will order the Safety Cars to leave the track. The Safety Cars will then turn off the revolving yellow lights and turn on the revolving blue lights, and proceed to make one additional complete lap. The Safety Cars will leave the track as follows: Safety Car 1: Through the Pit Lane entrance.
Safety Car 2: At Control Post 9.2.
- 37.6** Overtaking is forbidden:
For riders following Safety Car 1: until crossing the finish line.
For riders following Safety Car 2: until the entry into the chicane.
- 37.7** Once the Safety Cars have left the track, the riders immediately behind the Safety Cars will be responsible for keeping the speed of the Safety Car until crossing the said points.
- 37.8** Every time the motorcycles cross the finish line will count as a race lap.

38 INTERRUPTION OF THE RACE

- 38.1** Should it become necessary to interrupt the race due to an accident, bad weather conditions or other reasons that may endanger the development of the race, the Clerk of the Course will order to show a RED FLAG at the start line and at all signalling post, moreover, the red lights all along the track will be turned on and the Pit Lane exit will be closed by means of a red light. From that moment all riders on the track must slow down and proceed slowly to their pit garages. Working on the motorcycles will be allowed.

A - If participants had already made two complete laps around the track or less:

1/ The first start will be declared null and void:

- All motorcycles must be taken to the Park Fermé (both the motorcycles that were on the track and those in their pit garages being repaired, refuelled or making a rider change).
- The race will be restarted following the interruption, as soon as the safety conditions have been restored, unless otherwise indicated by the Stewards in changing the restarting schedule of the new starting procedure by announcing it on the Official Notice Board.
- All riders admitted to take part in the race will have the chance to take the new start.
- The duration of the new race will be the necessary to reach the time scheduled for the end of the race and the positions on the grid will be the same. The position of any motorcycle that is not able to take the new start will remain empty.

2/ If it should become impossible to restart the race, the Trophies will not be awarded.

B - If more than two laps around the circuit have been made, but less than two thirds of the total duration of the race:

1/ The race will be considered as divided into two parts:

- All motorcycles must be taken to the Park Fermé (both the motorcycles that were on the track and those in their pit garages being repaired, refuelled or making a rider change).
- The race will be restarted following the interruption, as soon as the safety conditions have been restored, unless otherwise indicated by the Stewards in changing the restarting schedule of the new starting procedure by announcing it on the Official Notice Board.
- Once the Parc Fermé has been opened for the start of the new start procedure, the teams are allowed to refuel and/or change tyres in front of their pit garages.

2/ The duration of the new race will be the necessary to reach the time scheduled for the end of the race. The final classification will be established according to the sum of the results of each one of the parts it consisted of.

3/ The starting positions for the start of the second part of the race will be established according to the final classification of the first part and will be published by the Organisation before the new start.

4/ Only those motorcycles having made at least 75% of the laps made by the first classified motorcycle in the first part of the race until the moment it was interrupted will be admitted to take the new start.

5/ Should the race be stopped at night, and a new start be given, the start would be a rolling start behind the Safety Car.

6/ Should it be impossible to restart the race the Trophies would be awarded.

Both in case A and B the procedure to restart the race will be as follows:

- a) 10 minutes before the new start, all motorcycles qualified to take the new start, with the rider having been allocated, may access the track from the Pit Lane exit, to make a reconnaissance lap, and place the motorcycle in the respective place of the grid.
- b) 5 minutes later the Pit Lane will be closed and the 5-minute board will be shown. From then on, the procedure will be the same as described in Articles 36.20 to 36.36.

C - When more than two thirds of the total time of the race have been covered:

1/ The decision to declare the race as finished lies on the Clerk of the Course, to his exclusive criteria. As a consequence:

- a) If he decides to restart the case, Aside (B) shall be applicable.
- b) If he decides to declare the race as finished, it will be considered as a complete race. The classification will be established according to the positions at the end of the previous lap before the end was stopped. All motorcycles must be taken to the Parc Fermé (both the motorcycles that were on the track and those in their pit garages being repaired, re-fuelled or making a rider change). Trophies will be awarded.

39 FINISH

- 39.1** At the time stated in the Programme-Schedule, the chequered flag will be shown at the finish line to the rider of the motorcycle on top of the standings.
- 39.2** Should the leading rider not be on the track in that moment, the chequered flag will be shown to the next qualified rider on the track.
- 39.3** After taking the chequered flag, the riders must cover a complete lap, and it is forbidden to stop during this lap. Then, all riders must take their motorcycles to Parc Fermé where they will remain parked at the disposal of the scrutineers for final scrutineering. Any manipulation of the motorcycle from the moment it arrives at the Parc Fermé until it is released is forbidden.
- 39.4** The Parc Fermé will be located in front of the Control Tower in riding sense within a space delimited by the Pit Lane entrance and the medical centre of the circuit.

40 FINAL SCRUTINEERING

- 40.1** After the finish of the race, and once the motorcycles have been taken to Parc Fermé, the scrutineers will proceed to make the respective standard checks as well as those checks deriving from protests.
- 40.2** Not taking the motorcycle to Parc Fermé will be penalised with DISQUALIFICATION. All motorcycles will remain under Parc Fermé conditions until the order to open it, that is 30 minutes after the finish of the race, the time at which the official provisional classification is published by the Race Direction, except for specific requirement of the Stewards.
- 40.3** In case of an ex-officio check or protest, the affected motorcycle may be taken to a premise prepared to such effect by the Organisation.
- 40.4** The team subject to the protest must provide for the necessary mechanics and means should it become necessary to dismantle the motorcycle.
- 40.5** Any irregularities found during the final scrutineering may be penalised with DISQUALIFICATION.

41 FINAL CLASSIFICATION

- 41.1** The classification will be established according to the highest number of laps completed until the finish of the race.
- 41.2** If a team takes more than 5 MINUTES to cover its last lap, this last lap will not be taken into account when calculating the total distance covered by such team.
- 41.3** Unavoidable conditions to classify are:
- To cover a minimum number of laps, no less than 75% (rounded up to the next complete number) of those covered by the winning team of the same class. If this distance is covered, it is not necessary to take the chequered flag.
- 41.4** The team classified on the first place will be the team having covered the most number of laps at the time stated in the Programme-Schedule. All motorcycles will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Finish Line.
- 41.5** Following the period for presenting protests (30 MINUTES), if there has been no protest and the Final Scrutineering having been completed, the classification will be definitive, it will be signed by the Stewards, published on the Official Notice Board and the Parc Fermé will be opened.
- 41.6** If on the contrary, after the 30 MINUTES period, the Official Classification cannot be signed, the Stewards will issue a decision, indicating, with regard to the motorcycles that might be involved, the reason why the definitive classification is still pending. For the rest of the participants, the elements considered to establish the classification will be final.
- 41.7** Should any intention to Appeal have been lodged, or should there be additional analysis carried out, etc. the part of the classification concerned will remain provisional until the final resolution. In this case, the Stewards will sign the Official Classification noting which part of the same is affected and the reason why it is provisional.

42 PODIUM CEREMONY AND TROPHIES

- 42.1** This ceremony will form part of the competition.
- 42.2** All members of the teams that have to step on the podium must wear their race overall.
- 42.3** All teams entitled to a trophy must participate in the trophy presentation ceremony on the podium immediately after the end of the race, respect all the rules and instructions referring to the procedure thereof.
- 42.4** Any infringement of the trophy presentation obligations will be sanctioned with a penalty to be established by the Stewards.

- 42.5** The podium ceremony will take place right after the finish of the race. During the ceremony, the following trophies will be awarded:
- Trophy to the riders of the top three teams overall.
 - Trophy to the Team Manager of the overall winner.
 - Trophy to the riders of the top three teams of the Superstock 600 class.
 - Trophy to the riders of the top three teams of the Superstock 1000 class.
 - Trophy to the riders of the top three teams of the Open-Superbike class.
 - Trophy to the riders of the top three teams of the EWC class.
 - Trophy to the riders of the top three teams of the Rookie category.
- Trophy for the best team classified with an average age of 40 years or older.
- 42.6** The date and the place of the trophy awarding ceremony are stated in the Programme-Schedule.

Chapter 9 – GENERAL ASPECTS

43 ADVERTISING

- 43.1** Compulsory advertising, if any, will be specified by the Organization before the entry closing date.
- 43.2** The competition numbers, including advertising, may be provided by the Organiser, in which case the use of the numbers shall be compulsory. The use can not even be refused by paying the double entry fee.
- 43.3** Any use with advertising or promotional purposes of the name “AMV 24 HORES de Catalunya de Motociclisme” of Circuit de Barcelona-Catalunya, either partially or completely, must be previously authorised.
- 43.4** Only the official classification published by the Organisation may be used for advertising purposes.
- 43.5** Any advertising or advertising or promotional activity must previously be agreed with the advertising services of the Organization. Any advertising, posters with advertising or promotional character outside the pit garages of the participants are forbidden.
- 43.6** All air advertising, publicity, promotional or public relations action in the area defined by the circuit and its accesses must be carried out by previous agreement underwritten with the Commercial Area of the Circuit de Barcelona-Catalunya.

44 SUSPENSION OR POSTPONEMENT

- 44.1** The Organisation reserves the right, if being forced by exceptional circumstances, to suspend or postpone the event, without having the obligation to indemnify the participants. The entry fees will be refunded to the teams, except to those agreeing to a new date. Federative authorities would be immediately informed about such circumstance.

45 LIABILITY AND INSURANCES

- 45.1** The Organisation declines all responsibility for accidents caused by or involving riders, team members, mechanics, assistances or the general public, and also motorcycles, accessories and other materials either for this cause or any other cause at the time of the development of the competition.
- 45.2** However, having the national (homologated) or international federative license (including authorisation by the ASN) covers the riders against the risks implied in the participation in this event.
- 45.3** The Organisation has a third-party liability insurance taken out for participants, officials and the general public in case an accident happens during the event, as established by the FIM Sporting Code (Art. 110.1).

46 PENALTY PROCEDURE

- 46.1** The Stewards are in charge of penalising the infractions established in these SR, Sporting Codes or Technical Regulations of the FIM, RFME or FCM and made by the participants or team members, as well as establishing their seriousness. The applicable penalties may be: warnings, Stop & Go, cancellation of race laps, exclusion, disqualification, change or category or fines.

Penalties:

Art.	Infractions	Penalties
7	Overtaking during danger signs	Warning / Stop&Go / Laps / Exclusion
12	Not carrying the armbands	Warning / Stop&Go / Laps
13	Not passing the medical checks	Exclusion of the rider
15	Loss of liquids due to lacking safety caps	From Warning to Exclusion
16	Anomalies detected in the tyres	Cancellation of times up to exclusion
19	Fraudulent use of passes	300 Euros
20	Damage of the facilities	Fine / Exclusion
21	Not passing sporting checks	Exclusion
22	Exceeding the noise limitation	From Warning to two laps

Art.	Infractions	Penalties
22	Change of not authorised pieces	Exclusion
22	Not showing up to scrutineering	Exclusion / Disqualification
22	Not passing scrutineering	Exclusion / Disqualification
24	Non-sportsmanlike behaviour	Exclusion of the rider or the team
24	Riding in opposite race sense	From Warning to Exclusion
24	Crossing track from side to side	From Warning to Exclusion
24	Repeatedly leaving the track limits	From Warning to Exclusion
24	Leaving the motorcycle alone	Laps / Exclusion
24	Not respecting the speed limit on the service tracks	From 2 laps to Exclusion
24	Receiving external help outside the Pit Lane.	From Warning to Exclusion
25	Not respecting the speed limit on the Pit Lane	Warning / Stop&Go / Laps / Exclusion
25	More than three people at the signalling wall	Warning / Stop&Go
25	Starting-up the motorcycle with additional batteries	From 1 to 2 laps
25	Crossing the white flag when getting onto the track	From Warning to Exclusion
26	Keeping the engine on when stopping in the Pits	From 2 to 4 laps
26	More than 4 people during assistance	Warning / Stop&Go / Laps
26	Not keeping order and cleanliness in Pit Lane and/or Pit	Warning / Stop&Go
26	Not informing of repairs or part changes	Warning / Stop&Go
26	Not informing about changeovers	Warning / Stop&Go
27	Making changeovers outside the assigned area	Warning / Stop&Go
27	Infringement of the changeover times	1 lap every 10%
27	Infringement of the resting times	From 4 laps to Exclusion
28	Exceeding the max. amount of fuel storage	From Warning to Exclusion
28	Refuelling by changing the tank	From Warning to Exclusion
28	Refuelling without stopping the engine	From 4 laps to Exclusion
28	Refuelling without placing the motorcycle on a support.	From 2 to 4 laps
28	Refuelling out of the allocated areas	From Warning to Exclusion
28	Refuelling not complying with the safety equipment rules.	From Warning to Exclusion
32	No attending the pre-race briefing.	Warning / Stop&Go
34	Not making the minimum practice	Exclusion of the rider
36	Not making the warm-up lap.	Start from Pit Lane
37	Rider moving or out of his/her place at the start	Stop&Go / Laps
37	Receiving not authorised help at the start	Stop&Go / Laps
37	Overtaking or not riding in line behind the Safety Car	Warning / Stop&Go / Laps / Exclusion
38	Not taking the Motorcycle to Parc Fermé	Exclusion / Disqualification
46	Not paying a fine	Exclusion / Disqualification

- 46.2** The penalties not included in this summary will be decided by the Stewards at their own criteria.
- 46.3** The Stewards may increase or reduce the penalties according to the seriousness of the infraction, in case of repeated infraction, etc.
- 46.4** All penalties imposed to the teams shall be notified as quickly as possible to the Team Manager by a member of the Organisation.
- 46.5** Fines must be paid right after they have been officially notified. Not paying a fine will imply EXCLUSION or DISQUALIFICATION of the team.
- 46.6** The rights over the fines remain at the Organisation.
- 46.7** The Stewards reserve the right to apply a Stop & Go penalty for any behaviour that is against the Supplementary Regulations of the event. The penalty has to be complied with within the 3 laps following the signalling of the penalty and in the area established to this end (see Appendix 7).

47 PROTESTS AND APPEALS

- 47.1** Protests must comply with the regulations established in the Code of Discipline and Arbitration of the RFME for the current year.
- 47.2** Any protest must be made and signed by one rider of the team to which the directly affected motorcycle belongs and can only refer to one topic. Protests must be made in written, in any of the following languages: Catalan, Spanish, French or English (these two because they are the official languages of the FIM).
- 47.3** Protests must be submitted by hand by the person protesting or the Team Manager, to the Clerk of the Course or the Stewards, accompanied by a deposit of 300 Euros in case of sporting protests. Technical protests must be accompanied by a deposit of 600 Euros. If the motorcycle is checked and found to be correct, 300 Euros will be allocated to the costs generated to the protested team.
- Should the protest be considered as correct by the Stewards, the complete amount of the deposit will be refunded to the protestant.
- 47.4** The protest must include the following information: name of the protesting rider, license number, competition number, reason for the protest and signature of the protesting rider.
- 47.5** In case of technical protests, if any piece of the motorcycle has to be dismantled and the checked motorcycle complies with the regulations, 300 Euros will be used as a compensation for the costs generated to the protested team. Otherwise the complete amount of the deposit will be returned to the protestant. If the piece of a checked motorcycle is irregular and/or after the decision by the Stewards there is still doubt about it, the piece will be retained and sealed and/or marked by the Scrutineers in presence of the rider or a person authorised by him/her. The piece shall be identified by means of a label signed by the scrutineer and the rider or a person authorised by him/her.
- In case of a protest or as a consequence of the result of a technical check, the Stewards shall notify the decision officially in written form and at the same time notify if there is any obligation to notify the Stewards about the intention of lodging an appeal against their decision. In such case, there will be 30 minutes time from the moment of the official notification to express the intention of lodging an appeal.
- The piece/s that gives rise to the dispute shall be sealed according to what has been explained above and sent to the Discipline and Arbitration Committee. The retained pieces will be returned once the protest or appeal procedures have finished.
- No protest or appeal can be lodged against decisions of the Stewards after ascertainment of facts, or for having imposed a fine (or not) for Pit Lane speeding.
- 47.6** Protest about fuel (2019 Fuel Regulations of the RFME). Any request for a fuel check as a protest must be accompanied by a deposit of 1,000 Euros and submitted to the Clerk of the Course or the Stewards. Should the protest be well-grounded, the deposit shall be refunded to the protestant and the protested shall bear the real costs of the check, less 700 Euros that correspond to the deposit made after the amount of the protest has been deducted.

The penalty to be applied in the case of using a non-authorized fuel shall be DISQUALIFICATION.

- 47.7** Appeals. According to what is established in the Sporting Regulations of the RFME, in Art. 119, any participant or rider, regardless of his/her nationality, may appeal against the penalties imposed of decisions taken by the Stewards in front of the Disciplinary Committee of the RFME.
- Appeals must be lodged in written, signed by the interested party and accompanied by a deposit of 800 Euros.
- The right to appeals ends after fifteen days, postal periods included, from the date of the notification of the decision.
- 47.8** Deadlines for the lodging of protests:
- Against the entry of a rider or motorcycle, not later than at the end of the pre-race scrutineering.
 - Against an incident during competition: half an hour after it happened.
 - Against internal characteristics of a machine, as well as external characteristics modified after scrutineering: up to 30 minutes after the race finish.
 - Against the classification: up to 30 MINUTES after its publication.
- 47.9** The deposits will be refunded if the protest is grounded.

48 INTERPRETATION OF THESE REGULATIONS AND JURISDICTION

- 48.1** The competition will be held according to these Supplementary Regulations. As regards any aspect that has not been included in these Regulations the FIM International Sporting Code and its Appendices, those Regulations of the RFME and of the FCM shall be applied.
- 48.2** The Stewards in the first instance and the FCM and/or RFME in second instance, and last but not least the FIM are responsible for the interpretation of these Supplementary Regulations and of the decisions and appendices issued by the Organisation.
- 48.3** The only official Supplementary Regulations are those approved by the FCM and RFME with an FIM visa. Should there be discrepancies between the different versions of the Supplementary Regulations, the Spanish version shall prevail.

49 ACCEPTANCE AND WAIVER

- 49.1** Team Managers and riders, for the fact of having entered the event, recognise that they know these Supplementary Regulations perfectly well, that they accept them and that they submit themselves to all decisions and penalties decided by the Organisation, the Stewards, the FCM, the RFME and the FIM.

49.2 Apart from what is established in the FIM Sporting Code, the team managers and riders waive all their rights of recourse against the Organisation, its representatives, officials, etc., either by arbitration, before a court or for any other cause not included in the FIM Code, for any damage to which they might be exposed as a result of any act and/or omission by the Organisation, its representatives or officials, in the application of these regulations or any that might be established at a later time, or by any causes that might there from be derived.

50 COMPLEMENTARY INSTRUCTIONS

50.1 The Organisation may provide for complementary instructions in order to improve the application of the Supplementary Regulations by means of an appendix or appendices to these regulations. These complementary instructions must be followed by all participants.

50.2 The Stewards may exceptionally give instructions to participants by means of bulletins. These bulletins shall be published on the Official Notice Board which will make the publication official making them compulsory for all participants.

Circuit de Barcelona-Catalunya, 31 May 2019

APROBADO
Madrid, 17 de junio de 2019
Por la Real Federación Motociclista Española



ENVIRONMENTAL POLICY

FOR A SUSTAINABLE CIRCUIT

Circuit de Catalunya keeps a solid commitment to the environment. In this sense, the environmental management of the facilities has been certified according to the ISO 14001 standard, the aim of which is to minimise the negative impact on the environment, using the most advanced technology and the following principles of action:

- To manage the external impact of noise.
- To manage waste ensuring its recycling
- To encourage sustainable mobility promoting public transport.
- To favour landscape integration by extending the green areas.

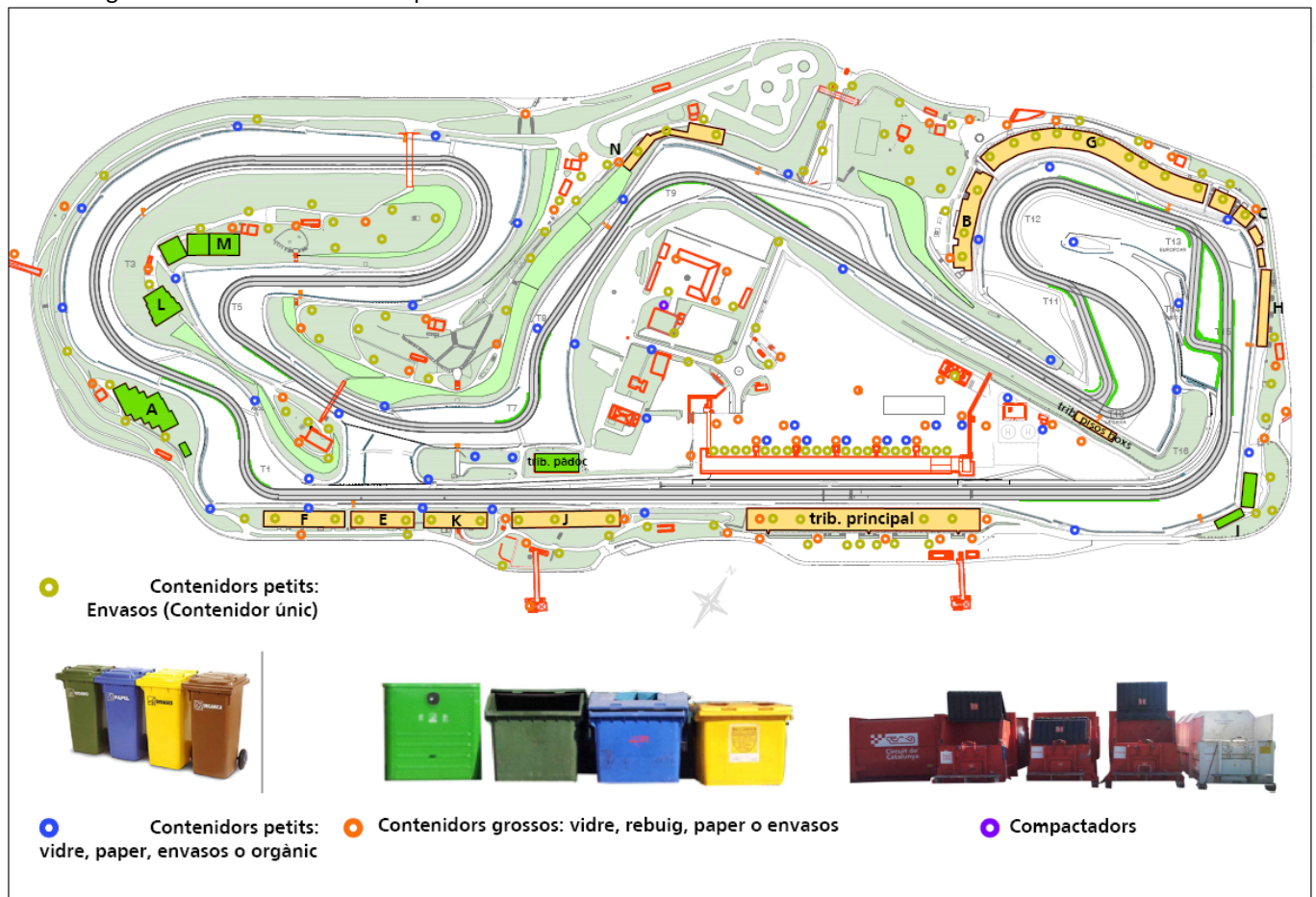
ADVICE FOR THE USE OF THE PIT GARAGES

We kindly ask you to be respectful with the use of the facilities and specially to respect the safety and environmental regulations, to be precise:

- The use of the container for dirty cloths.
- The use of the basins to clean pieces and oil spillages.
- The use of the manholes to collect faecal waters from the trucks.
- Collect and recycle all of your waste: tyres, batteries, drums with chemical residues.
- Should there be an accidental spillage, please proceed as follows:
 - Collect the product with inert absorbent materials, soil...
 - Sweep the area, and collect everything in a bag
 - Call the person responsible for maintenance.

Should you have any question, please do not hesitate to ask at the information desks of the Control Tower.

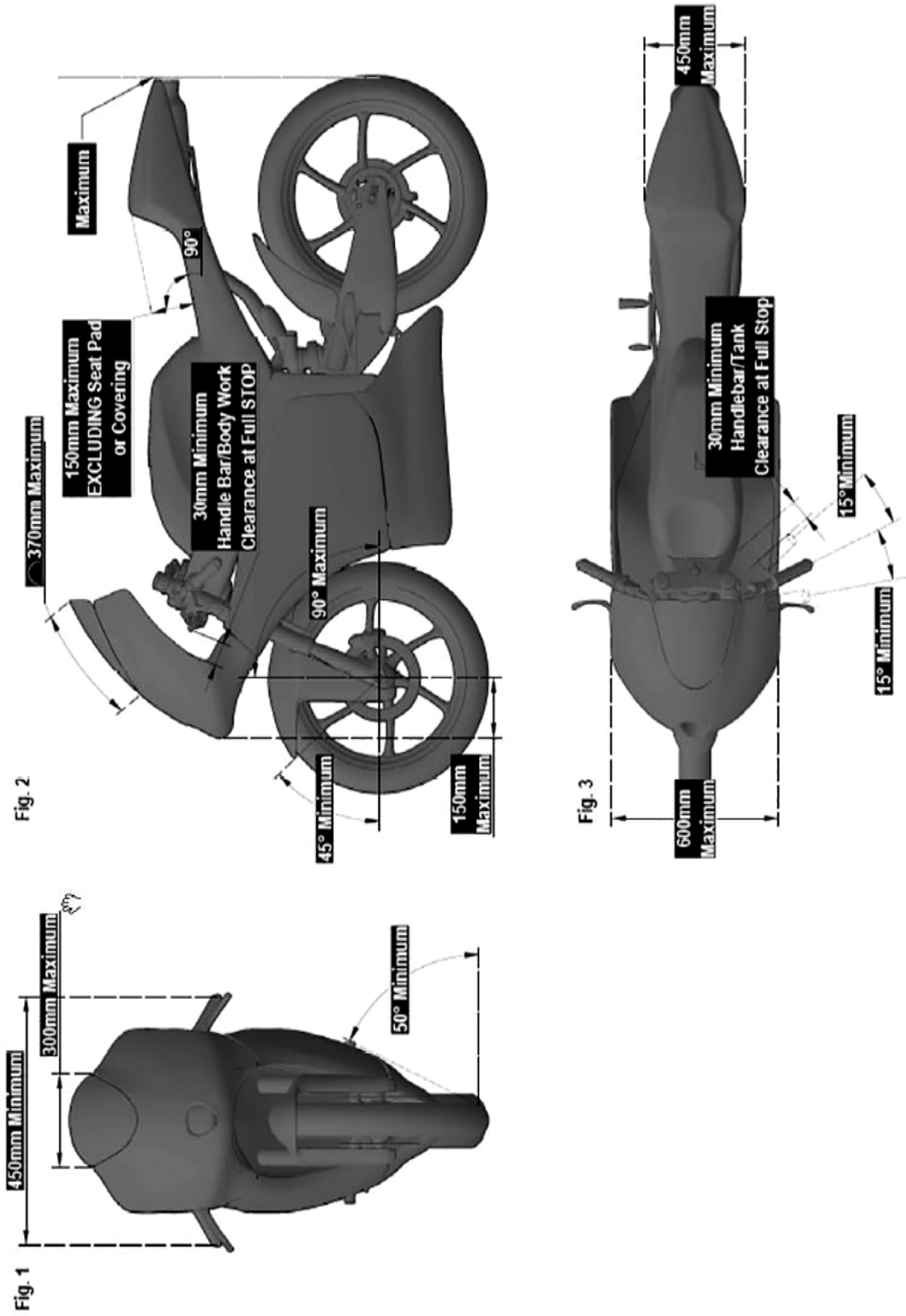
The infringement of these rules will be penalised.



PROGRAMME - SCHEDULE

DATE	TIME	EVENT	PLACE	
April/May		Publication of the Supplementary Regulations - Entry Period Opens	www.circuitcat.com	
14 June	14.00	Entry period closes Entry request period non-homologated motorcycles (Art. 14.6)	Circuit de Barcelona-Catalunya	
21 June	14.00	Publication of provisional entry list	www.circuitcat.com	
26 June	09.00 to 18.00	Private practices	Track	
3 July	09.00 to 18.00	Access to the facilities (time tbc)	Circuit de Barcelona-Catalunya	
4 July	09.00 to 18.00	Access to the facilities and Private Practices	Circuit de Barcelona-Catalunya	
	09.00 to 18.00	Pit allocation	Control Tower Ground Floor	
	10.00 to 14.00	Optional Sporting Checks		
5 July	09.00 to 23.30	Access to the facilities	Circuit de Barcelona-Catalunya	
	09.00 to 12.00	Pit allocation	Control Tower Ground Floor	
	09.00 to 13.00	Sporting Checks		
	09.00 to 13.00	Pre-race Scrutineering	Pit Garage 2	
	14.30	Team Managers' Briefing	Media Room	
	15.10	Riders' Briefing	Media Room	
	16.00 to 19.00	Scrutineering of motorcycles that showed anomalies	Pit Garage 2	
	15.30 to 18.00	Safety scrutineering, extinguishers, and equipment of the refuelling mechanics.	Pit garages	
	16.30 to 17.30	Free practices		
		Timed practices	Track	
	18.00 to 18.30	Riders with a blue armband		
	18.40 to 19.10	Riders with a yellow armband		
	16.30 to 19.50	Riders with a red armband		
	20.00 a 20.30	Riders with a white armband		
		21.15	Publication of the list of qualifiers for the night practice	Official Notice Board
	22.00 a 23.30	Night practice	Track	
6 July	00.00	Deadline team composition	Secretariat	
	00.30	Publication of the starting grid	Official Notice Board	
	07.00	Deadline for non- classified teams to leave the pit garages		Pit garages
		Authorisation to set-up the refuelling systems		Pit Lane
	08.30 a 09.30	Scrutineering		Pit garages
		Safety checks of refuelling systems		
	09.00 a 09.45	Pit Walk		Pit Lane
	10.00	Deadline for rider nomination and motorcycle to take the start		Secretariat
	10.00 a 10.30	Warm-up		Track
	11.30	Pit Lane opens		Pit Lane
	11.40	Pit Lane closes		
	11.49	1-minute board and "helmet" board. Everybody must leave the grid. Riders on their motorcycles		Grid
	11.50	1 Warm-up lap behind the Safety Car		Track
	11.55	5-minute board		Grid
	11.57	3-minute board		
		Riders on their starting position		
	11.59	1-minute board		
11.59 30"	30-seconds board			
12.00	Start			
7 July	12.00	Finish	Finish Line	
	12.15 (approx.)	Podium ceremony	Podium	
	12.30 (approx.)	Press conference for winners	Briefing Room	
		Publication of official results	Official Notice Board	

APPENDIX 1: Motorcycle dimensions

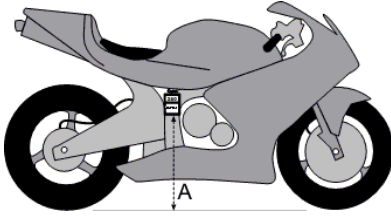


THESES MINIMUM DIMENSIONS ARE VALID FOR ALL CLASSES

APPENDIX 2: Location of the transponders

The timing of the event is carried out by the team of Al Kamel Systems, the staff of which will check the correct working of the transponders during scrutineering.

Participants must facilitate at all times, and as far as possible, the work of the Al Kamel System staff at all times.



A = Maximum height with respect to the track (80 cm).

Place the transponder vertically (the arrow on the transponder must point to the track)

Place it in the central area of the chassis.

The location of the transponder cannot be changed by the teams during the event.

The transponder may be taken off for normal cleaning and maintenance work on the motorcycle.

Getting onto the track without the transponder will imply having to get back to the pit garage to fit it.

Teams having rented a transponder and not having qualified for the night races, as well as those not qualified for the race must return the transponder to the timing team on the 2nd Floor of the Control Tower. Teams not finishing the race, either due to retirement or disqualification must also return the transponder immediately.

APPENDIX 3: SAFETY AND WEIGHT OF THE MOTORCYCLES

A1. SAFETY

- A1.1 The motorcycle must be fitted with a switch or stop button (at the reach of the rider's hands from the handlebar).
- A1.2 It is compulsory to take off: the kickstand and/or central stand, the stirrups for the passenger, the carrier, the rear-view mirrors, intermittent lights and the protection bars.
- A1.3 All emptying and filling caps of the greasing circuit, oil filters and pipes of the oil system must be sealed with a safety wire. The loss of liquids due to the lack of safety caps or non-sealed caps will be penalised.
- A1.4 All ventilation systems of the sumps, tanks, oil, etc. may not evacuate directly to the outside and must comply with what is established by the FIM (See Art. 15.9).
- A1.5 Only water is allowed as cooling element, without any type of additives.
- A1.6 As regards handlebars, stirrups, wing nuts, throttle bar, fuel pumps and exhaust pipes, the rules established by the Technical Regulations of the FIM for Endurance motorcycles must be complied with. The maximum noise level is 105 dB. It is recommended to fit the motorcycle with a protection for the brake lever in order to protect the handlebar in case of an accidental operation during a collision with another motorcycle.
- A1.7 It is compulsory to fit a chain protector in the lower part of the swing arm, next to the crown.
- A1.8 All sumps containing oil that might get into contact with the track as a consequence of a crash must be protected by a second sump made of composite material like carbon or Kevlar®.

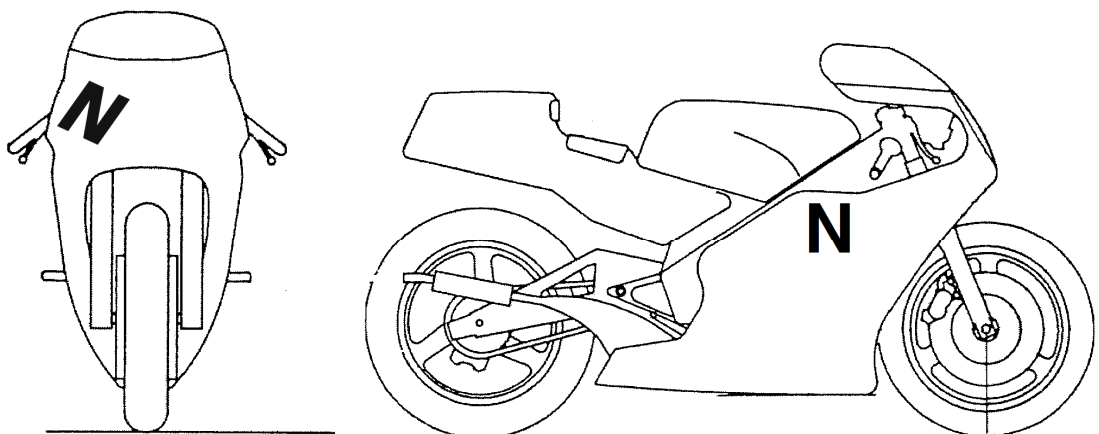
A2. WEIGHT

- A2.1 The weight of the motorcycle must correspond to the weight stated in the respective Technical Regulation. For non-homologated motorcycles that have been authorised to take part, the weight cannot be lower than the weight stated in the technical regulations of its class.

Appendix 4: Dimensions of the number plates

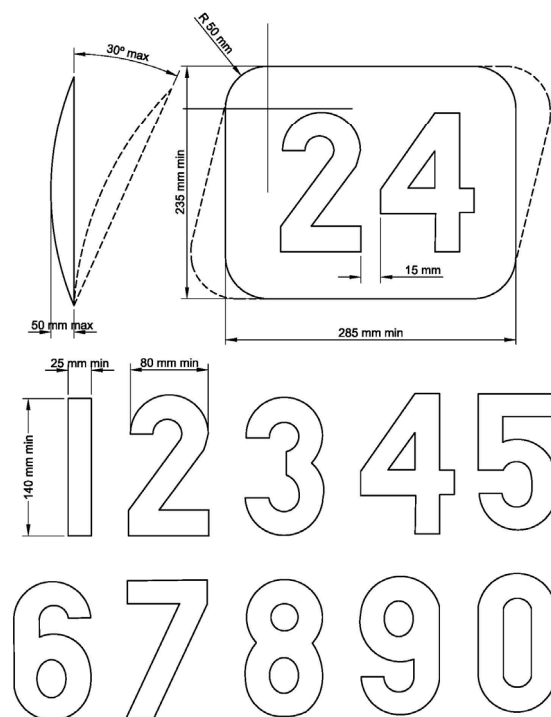
The number plates must be fixed in the front part and on either side of the motorcycle in order to be clearly visible for timing staff, spectators and marshals.

The front plate must be fitted to the side on which the official timing is located (on the right hand side in racing direction), without covering the lights.



The numbers must comply with the following diagram:

NUMBERS



The background of the plates must be matt white.

The numbers must be made of white, retroreflective material and with the following minimum dimensions:

- Height: 140 mm
- Line: 25 mm.

There must be a free space of at least 25 mm left around the numbers.

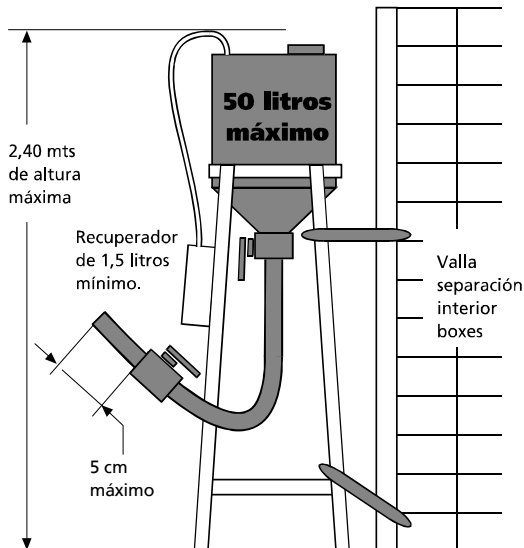
Electroluminescent numbers are authorised. **Compulsory in 2020.**

In case of conflict as regards the reading of the numbers, the final decision will be taken by the chief scrutineer and/or the head of timing.

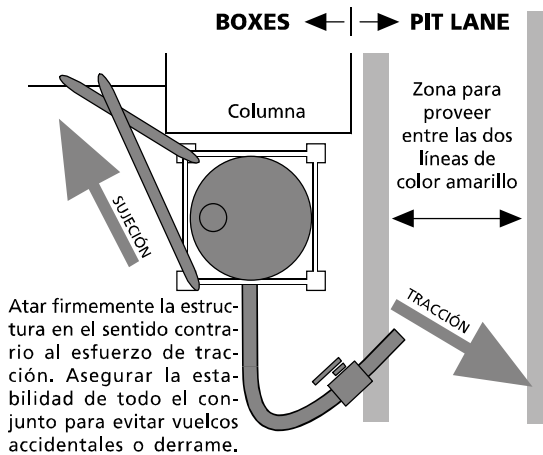
See complete Article 28 of the Regulations

Dispositivos fijos (derricks + jerrycans)

Todos los materiales utilizados deberán ser completamente inalterables ante el efecto de la gasolina.



En el caso de utilizar bomba eléctrica, el sistema de toma de tierra debe estar separado un metro como mínimo.



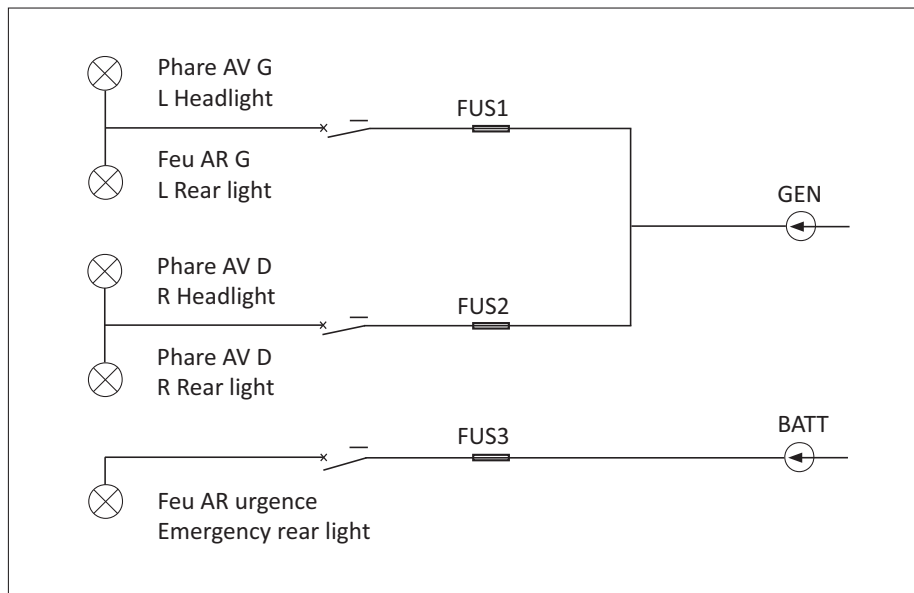
Dispositivos Móviles (Jerrycans)

Los participantes que utilicen los dispositivos móviles tipo "jerrycans", deberán proveerse de un soporte rígido y estable donde poder dejar el dispositivo de repostaje cuando éste no sea utilizado.

Este soporte se ubicará en el mismo lugar donde se colocaría un derrick o torreta.



Appendix 6: Lights

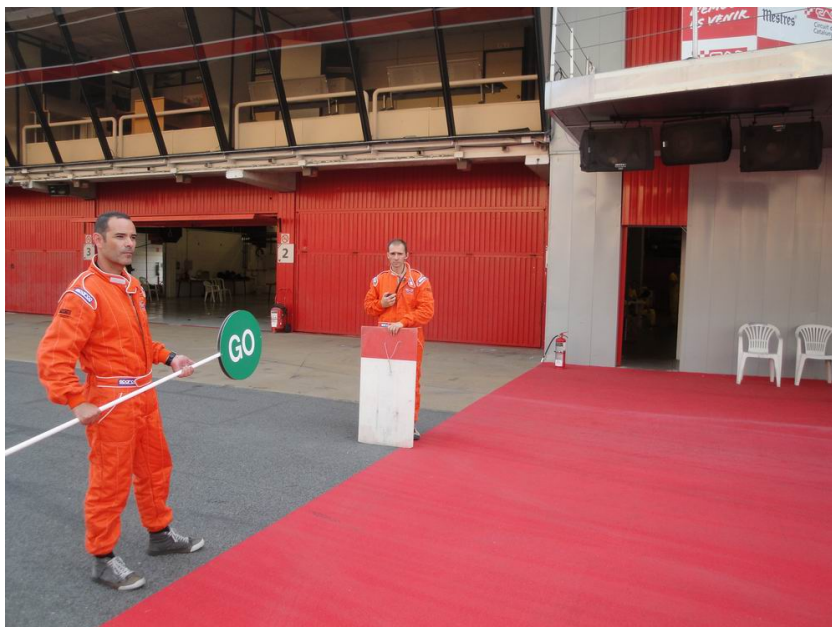
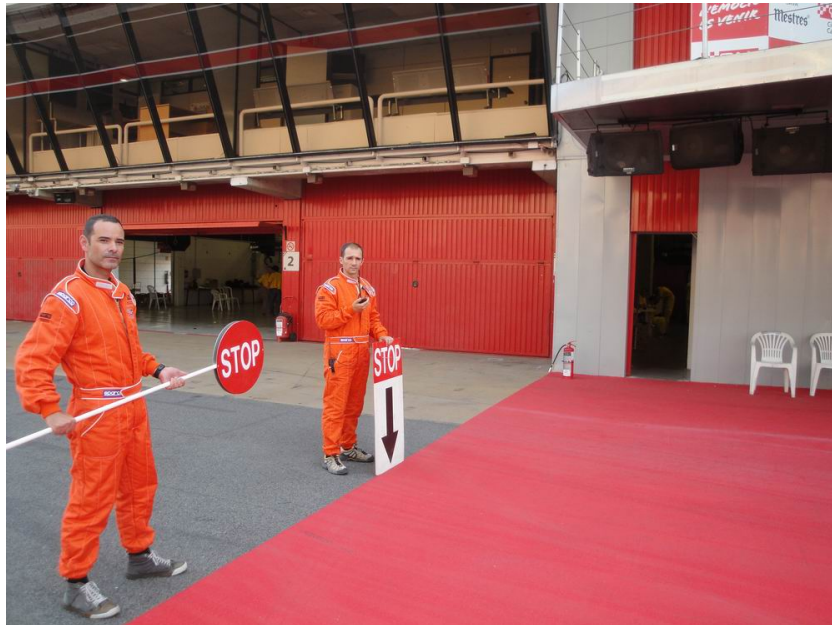


Appendix 7: Stop & Go

The Stop & Go penalty (Article 46.7) must be carried out within the 5 laps following the signalling in the area established for it: Pit Lane entrance, at the Control Tower (see image).

It is not allowed to make changeover, refuel or any other operation in the pit garage during this penalty procedure.

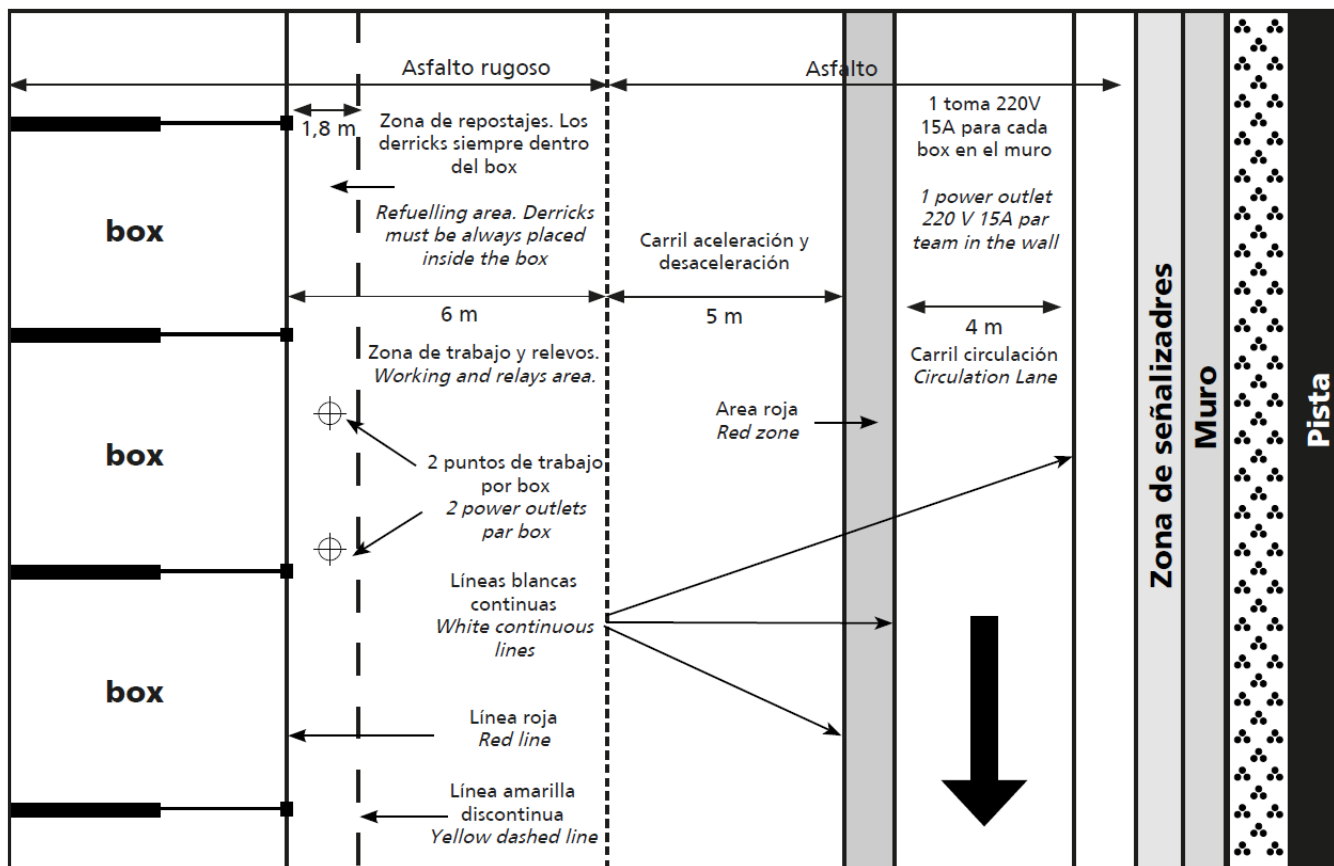
Should it become impossible to carry out the Stop & Go due to the lack of time (24 hours almost due), the time planned for the Stop & Go + 1 minute will be added to the classification as a penalty. For example: The penalty time for a 10'' Stop & Go will be 1'+10''



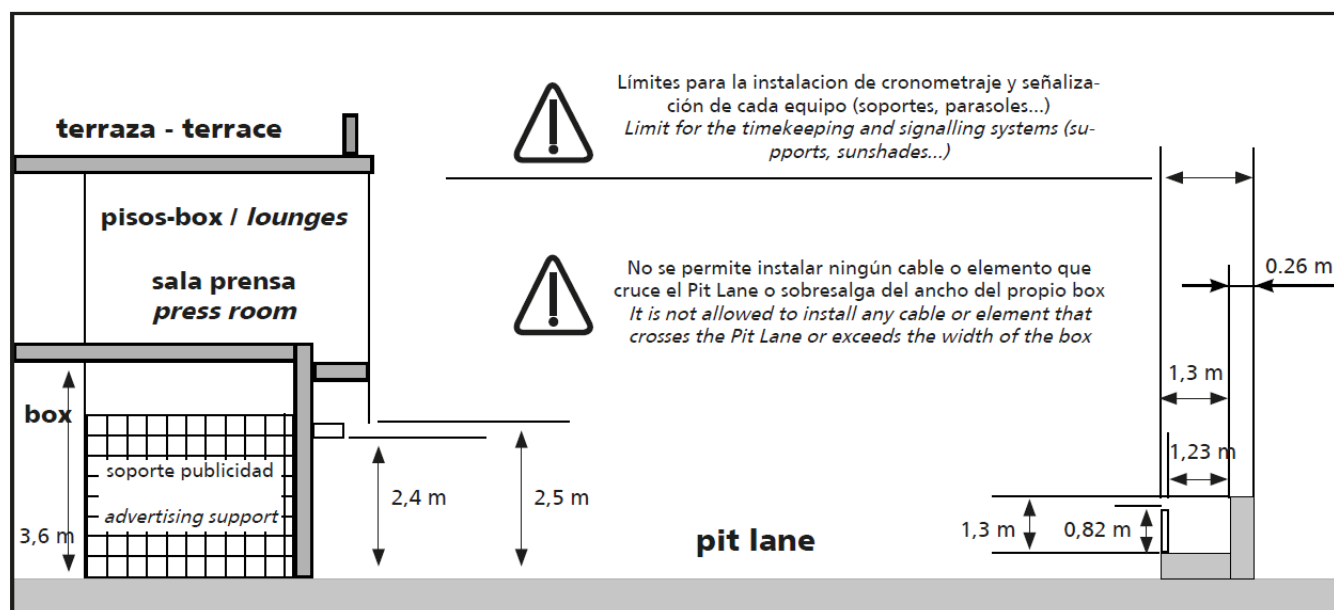
DRAWINGS

Esquema 1: Pit Lane

Pit-Lane (planta - floor)

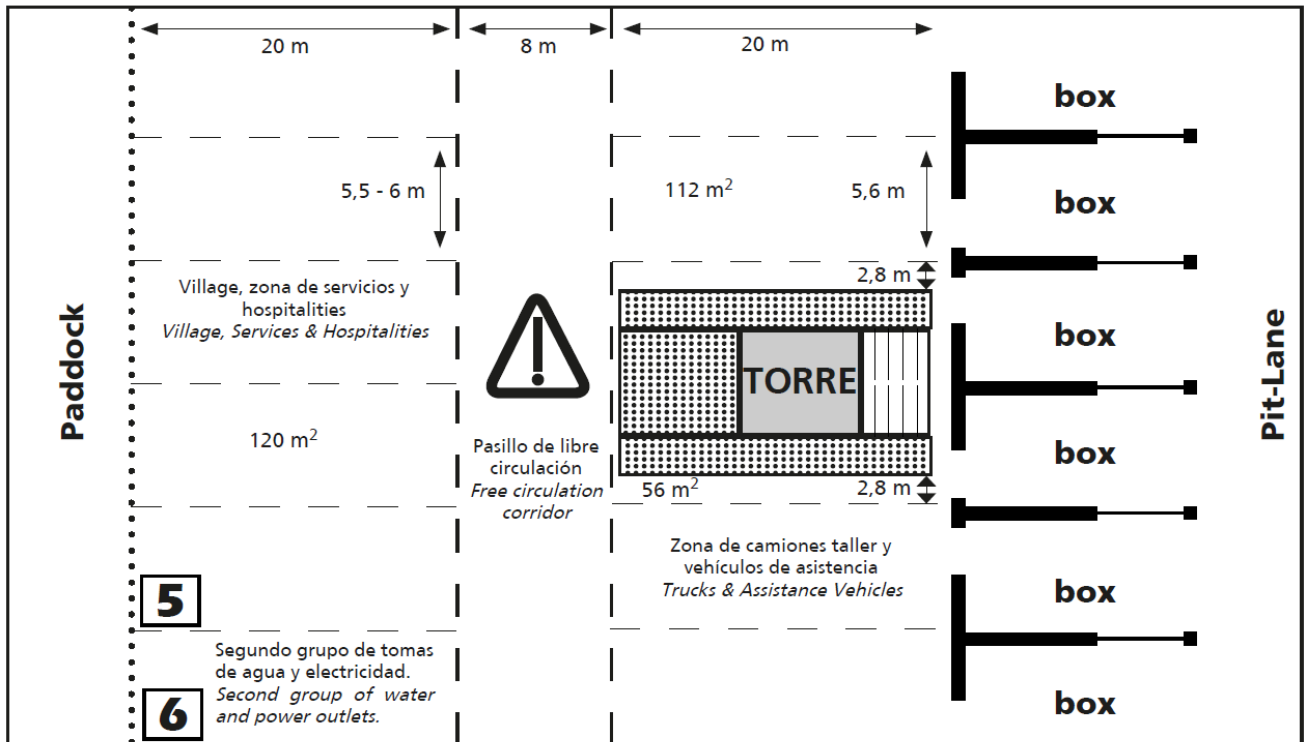


Pit-Lane (alzado) - elevation



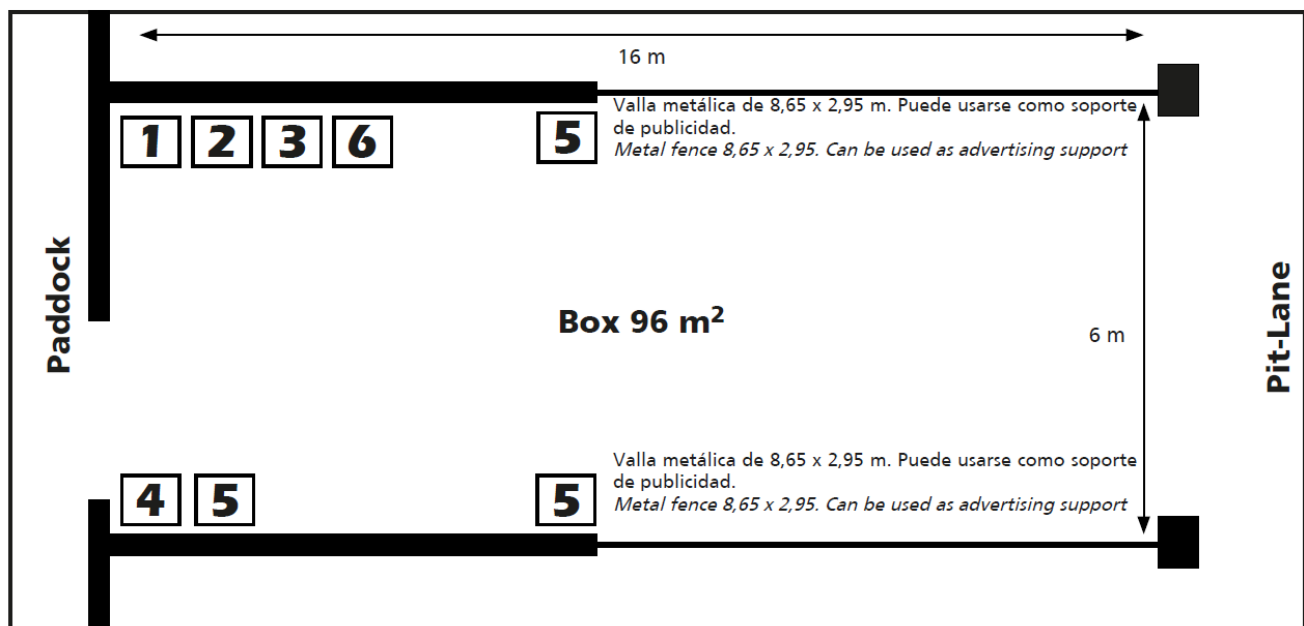
Esquema 2 - Paddock - Boxes

Paddock



- | | |
|--|--|
| <p>1 Conexión para teléfono (previa solicitud)
<i>Phone connection (upon request)</i></p> <p>2 Toma tipo coaxial para TV y canal interno de datos.
<i>Coaxial socket for TV and internal data channel</i></p> <p>3 Toma aire a presión. 2 por box. Sin unidad de filtro.
<i>Compressed air connection. 2 x box. Without filter unit.</i></p> <p>4 Extintor de mano.
<i>Hand fire extinguisher.</i></p> | <p>5 Tomas de electricidad. 1 toma 220v 15A tipo Shuco 2P+T y otra industrial de 380v
<i>Power outlet, one 220v 15A Shuco similar, 2P+T and one industrial 380v</i></p> <p>6 Toma de agua salida roscada. 2 x box. Fregadero con desagüe.
<i>Hydrant with threaded outlet. 2 x box. Sink with drain.</i></p> <p>7 Derricks. Ubicación de los derricks de repostaje con una altura máxima de 2,40m. No sobresaldrán del box ni total ni parcialmente.
<i>Derricks for refuelling with a maximum height of 2,40 m. It should not towers over the box (total or partially)</i></p> |
|--|--|

Box (planta - floor)



Drawing 3: Service track map

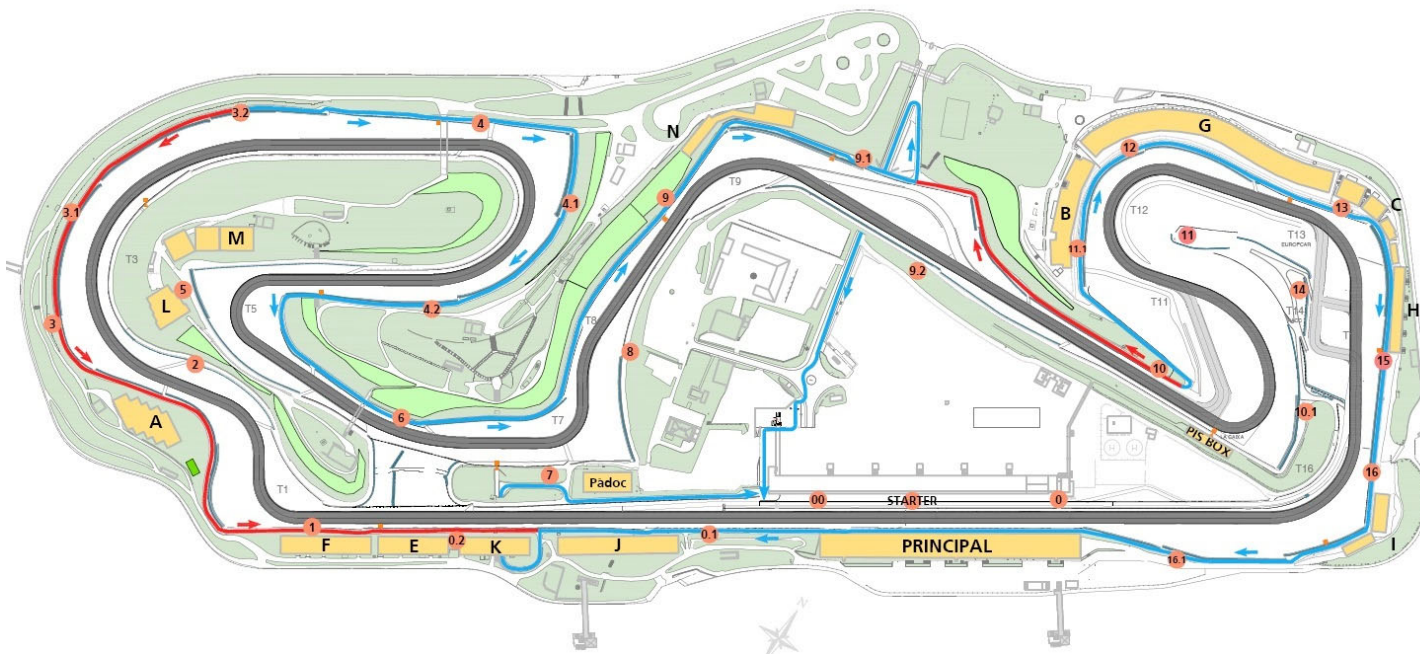


Sections in which it is permitted to travel with the engine on at a maximum of 30 km/h.

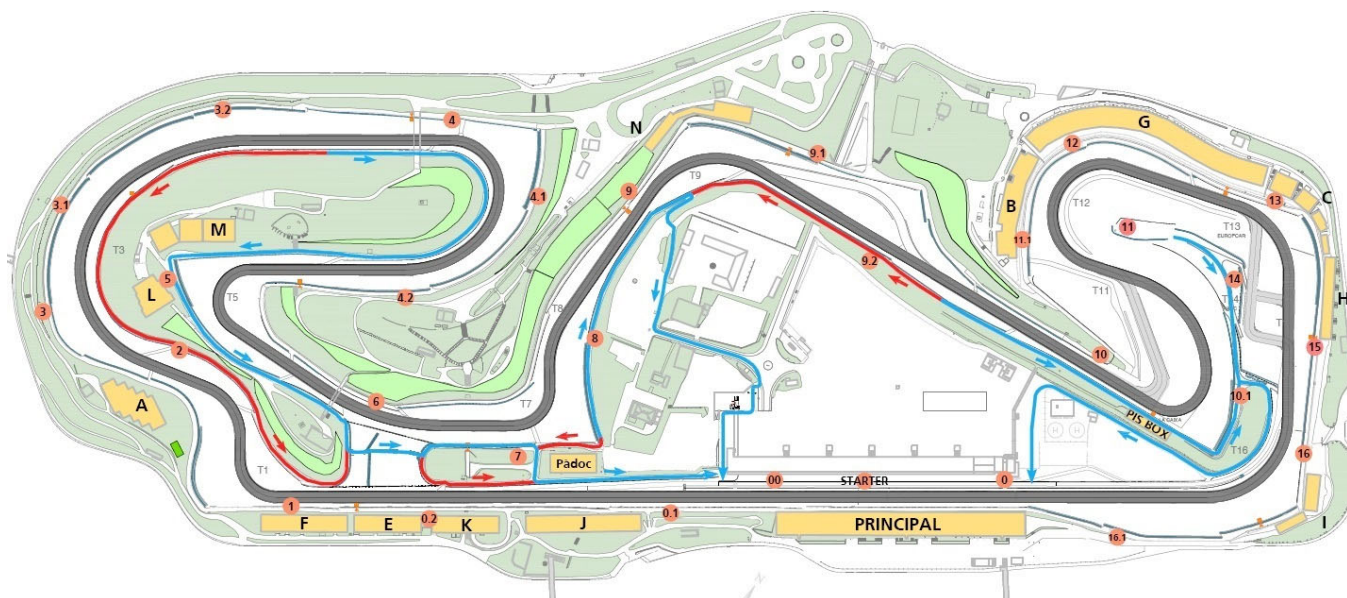


Section in which it is compulsory to move with the engine off.

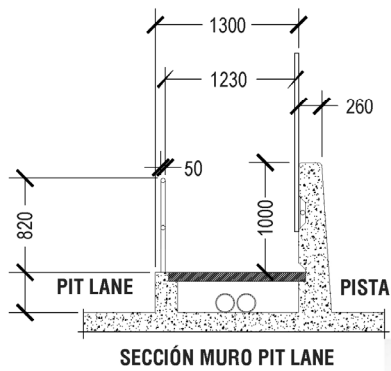
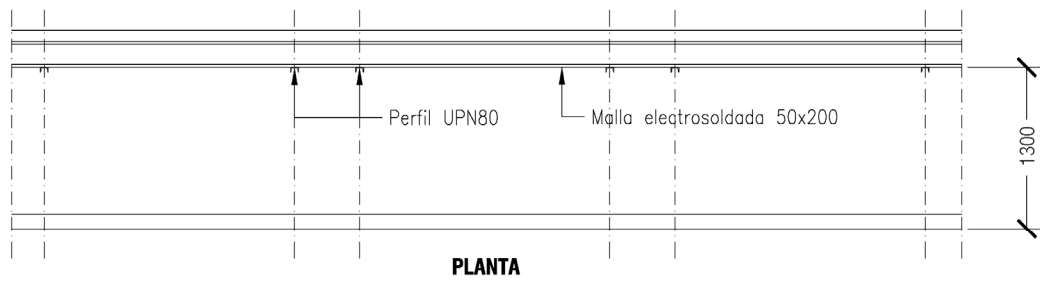
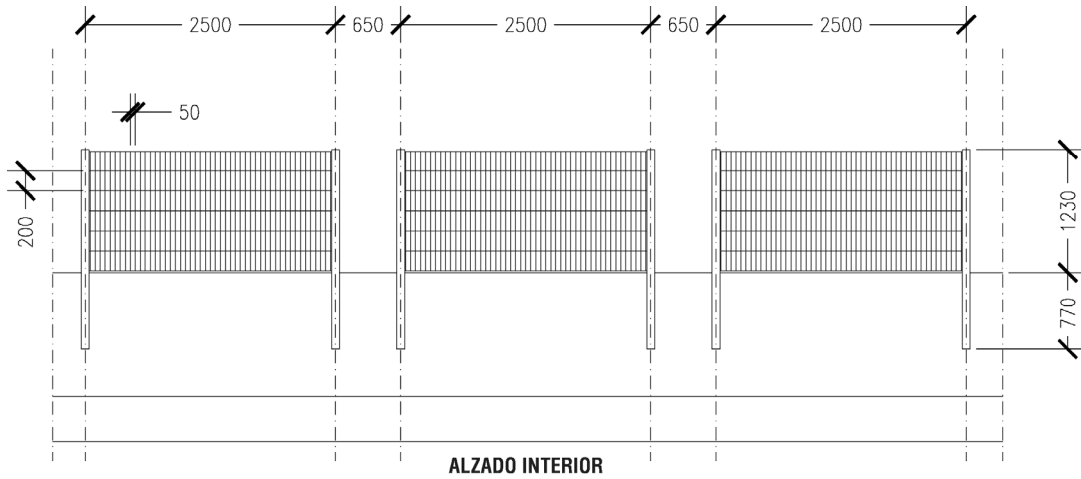
Exterior service track



Interior service track



Drawing 4: Pit Wall Fencing



BULLETIN NO. 1

PRIVATE TEST DAYS

Circuit de Barcelona-Catalunya offers the following calendar of open test days:

Date	Timetable	Duration	Price
26/06/2019	From 09:00 to 13:00 and from 14:00 to 18:00	FULL DAY 8H	€670 (VAT included)
	From 09:00 to 13:00 and from 14:00 to 18:00	HALF DAY 4 h	€390 (VAT included)
	From 12:00 to 13:00 and from 17:00 to 18:00	1 hour	€125 (VAT included)
04/07/2019	From 09:00 to 13:00 and from 14:00 to 18:00	FULL DAY 8H	€670 (VAT included)
	From 09:00 to 13:00 and from 14:00 to 18:00	HALF DAY 4 h	€390 (VAT included)
	From 12:00 to 13:00 and from 17:00 to 18:00	1 hour	€125 (VAT included)

The sessions will be continuous (except for interruptions due to force majeure or safety).

For further information, please contact us at:

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Mail: esportiva@circuitcat.com

Circuit de Barcelona-Catalunya, May 2019.