

International German Motorcycle Championship / IDM Sporting Regulations

- 1. General**
- 2. Championship Events**
- 3. Participants**
- 4. Entries / Registrations / Ticket guide**
- 5. Division into classes / Licence**
- 6. Eligible motorcycles / Technical Regulations**
- 7. Identification of the motorcycles**
- 8. Circuits and distances**
- 9. Practice and eligibility to start**
- 10. Start preparation / Start**
- 11. End of the race**
- 12. Interruption and resuming a race**
- 13. Classification / Results**
- 14. Prize money / Honorary prizes**
- 15. Title**
- 16. Registrations 2010**

If disputes arise regarding the interpretation of the DMSB documents and publications, or if there are any discrepancies between the two official texts, the German text shall prevail.

1. General

The International German Motorcycle Championship (hereinafter referred to as IDM) is open to participants as detailed under point 3 below and to the classes specified under point 5. It is organised in accordance with:

- a) The prescriptions of the DMSB German Motorcycle Sporting Code and the rights of protest and appeal specified therein,
- b) The General Regulations for Road Racing,
- c) The present Sporting Regulations,
- d) The relevant Supplementary Regulations, including eventual supplements/ modifications, and
- e) In accordance with the FIM (Homologation) and UEM Technical Regulations for road racing,
- f) The DMSB reserves the right to issue eventual modifications and/or supplements.

Only the Clerk of the Course is authorised to give binding information. The interpretation of the Supplementary Regulations / the Sporting Regulations however is under the responsibility of the Stewards of the Meeting.

2. Championship Events

The IDM qualifying events are published in the DMSB Motorcycle Calendar and the supplementary calendar publications by the DMSB. In the case of the cancellation of an event, the DMSB reserves the right to nominate a reserve event.

3. Participants

3.1 Competitors

Holders of a valid National or International Competitor's / Sponsor's or Manufacturer's licence issued by the DMSB and holders of an International Competitor's / Sponsor's or Manufacturer's licence issued by the FIM or by one of its membership federations or holders of a National or International Competitor's / Sponsor's or Manufacturer's licence issued by a European membership federation of the UEM.

3.2 Riders / Passengers

The IDM is internationally open for all the classes specified under point 5 of the present Sporting Regulations. To be eligible, all riders must be registered as block entry at the DMSB or as individual entry with the organiser in one or several classes for one of these Championship

events. They must furthermore be in possession of a valid International driver's or passenger's licence issued by the DMSB or the FIM or by a Federation competent for the corresponding participant, or of a Championship licence issued by the FIM/UEM. All drivers/ passengers must present the corresponding start permission (point 4.4).

4. Entries / Registrations

The following prescriptions are applicable in addition to the general regulations according to German Sporting Code Art. 48:

4.1 Championship Registration

Drivers must use the DMSB Championship registration form and submit it until 28th February 2010 at latest. This registration includes a block entry for all the Championship events/classes which they nominated.

With the registration for the complete season, a flat rate of EUR 350 (VAT to be added) for organisation and administration will be charged by the DMSW Ltd.

This fee does not affect the entry fee to be paid to each organiser. Each participant is obliged to pay the entry fees according to point 4.8 directly to the corresponding organiser.

Late Championship registrations are accepted until 1 hour before the beginning of the official practice of the event.

In case of a late registration, the complete registration fee of EUR 350 (VAT to be added) must in any case be paid to the DMSB or to the representative of the DMSB. The corresponding services in connection with the Championship registration may eventually only be fully available with a delay due to the necessary time for administration.

Championship registrations are only accepted until the entry closing date of the 6th event. The conditions for compliance with the entry closing date remain unaffected. To be accepted, all registrations must be confirmed by the DMSB.

If an originally registered driver withdraws, the competitor has the right to enter a reserve driver. This registration for this reserve driver must be submitted to the DMSB in writing. Registrations of reserve drivers at a later time must be submitted to the organiser directly until one hour before the beginning of the official practice of the event. In both cases, the official Championship registration form must be used. Permanent tickets and car passes will not be issued for the reserve driver.

4.2 Individual Entry (guest starter)

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

Start numbers (eventually permanent numbers) will be allocated in co-ordination with the DMSB.

If an organiser confirms an individual entry he is responsible to supply the corresponding drivers with the tickets and car passes necessary for the event. The DMSB reserves the right to decide whether riders which have changed their individual entry into a Championship registration will receive a permanent start number, permanent tickets and permanent car passes.

4.3 Replacement of riders / passengers

Riders may be replaced until the beginning of the Administrative Checks with the agreement of the Clerk of the Course. In the case of the replacement of a rider, it is the competitor's responsibility to see that the rider signs the entry form in any case before his first participation.

4.4 Entries by foreign participants

Entries submitted by licence holders (competitors, riders) of other Federations must show the approval of their respective FMN, unless the competitor and / or rider is in possession of an individual start permission for this event or of a permanent start permission issued by the corresponding FMN (in this case, the individual start permission or a copy of the permanent start permission must be retained). Failure to submit the permission confirmed by the FMN or to submit the start permission until the Administrative Checks at latest will result in the non admission to the start.

4.5 Multiple entry

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

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

4.6 Tickets

The DMSB Ticket Guide is applicable.

4.7 „Paddock-Bikes“

- Any driving with motor driven two-wheel vehicles, quads or similar, as well as with two-wheel vehicles not foreseen for race participation on the complete event area is only permitted if these carry a special identification sticker issued by the DMSB. This identification sticker must be prominently displayed on the front part of the vehicle and shows the start number and the class of the corresponding participant.
- Together with the registration, each registered IDM participant will receive a permanent „Paddock-Bike“ sticker.
- The organisations of the Cups participating in the IDM as supporting events will receive a contingent of permanent “Paddock-Bike” stickers.
- Additional „Paddock-Bike“ stickers are available from the DMSB upon payment of a fee of EUR 80,- for the season of EUR 20,- for one event.
- IDM guest starters will receive a „Paddock-Bike“ sticker valid for one event only. Additional “Paddock-Bike” stickers are available upon payment of EUR 20,- each.
- Participants undertake to generally prohibit children and young persons who are not in possession of a driving permit to drive on the event area (except participants according to age prescriptions WB / classes). It is generally prohibited to drive on the race circuit. See General Prescriptions Article 6.
- In the case of additional Cups and/or supporting classes, the organiser undertakes to apply this point for all the other participants.
- In the case of non respect, the Clerk of the Course, the Stewards or a representative will issue a warning. In case of a repeated offence during the Championship season, the registration will be cancelled and a fine of EUR 200,- will be imposed. The IDM Chief Steward will monitor and register offences and penalties during the complete season.
- For all “Paddock Bikes”, speed is limited to walking speed.
- It is possible to exchange a „Paddock-Bike“ during the season. In this case, the DMSB must exchange the registered sticker.

4.8 Entry Fees

The entry fees for each entry in a class are as follows:

Class	Registered participants	Non registered participants	
IDM 125	EUR 225	EUR 250	with 1 race
IDM 125	EUR 325	EUR 350	with 2 races
IDM Supersport	EUR 225	EUR 250	with 1 race
IDM Supersport	EUR 325	EUR 350	with 2 races
IDM Superbike	EUR 350	EUR 375	
IDM Sidecar	EUR 250	EUR 275	

In addition to the entry fees, the following amounts must be paid for the free practice on Friday:

IDM 125	EUR 150
IDM Supersport	EUR 150
IDM SUPERBIKE	EUR 150
IDM Sidecar	EUR 55

The entry fees must be paid by bank transfer or by cheque until 14 days before the beginning of the event. In this case, a copy of the bank transfer confirmation must be attached to the entry form or the punctual payment must be proved on-site.

If the entry fees are or were not paid in time (14 days before the beginning of the event), an additional fee of EUR 25 will be charged by the organiser (see also Article 48 German Motorcycle Sporting Code).

For Cups with a commercial title an entry flat rate of EUR 8.500 plus VAT will be charged, for Cups exclusively supporting the promotion of juniors (without commercial title) the entry flat rate is EUR 6.000 plus VAT.

4.9 Entry Closing Date / Entry Confirmation / Permanent Entry

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

It is up to the organiser to accept late entries if those can be accepted without any problems for the organisation. An additional administration fee of EU 25 must be paid for any late entry

accepted by the organiser. The date of the corresponding entry is decisive for the payment of the entry fee (see also Art. 48, German Motorcycle Sporting Code).

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

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

In the case of the refusal of an entry, the entry fees eventually paid must be returned at the same time. As for the rest, the provisions of Article 53 of the German Motorcycle Sporting Code are applicable.

4.10 Permanent start numbers

Permanent start numbers will be issued for Championship registrations only and allocated under consideration of the results/ final classification in the previous year. Special request can be considered to a certain extent only.

The list of permanent start numbers for the IDM 2010 races will be communicated to the organisers and published. If the holder of a permanent number fails to take part in an event, this number will remain free in the corresponding class.

4.11 General provisions

Registrations/entries must be signed by the rider/passenger as well as by the competitor or its authorized representative, if applicable. For registrations/ entries of minors the signature of a legal representative and his presence or the presence of an authorised representative of full legal age is in addition required.

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

The entries for the events nominated at the date of registration are considered to be binding and may only be withdrawn in writing or by fax before the entry closing date (the date of receipt of the corresponding information by the organiser is decisive). In the case of a late withdrawal the rider must pay the entry fees and the additional administration fee, if applicable, unless the reasons stated in Article 53 c) or d) of the German Motorcycle Sporting Code are accepted.

5. Division into classes / Licence

–	IDM 125 (125) (250cc 1 cyl.-4-stroke also admitted)	13 years	(Int. Licence)
–	IDM Supersport (SSP)	15 years	(Int. Licence)
–	IDM Superbike (SB)	17 years	(Int. Licence)
–	IDM Sidecar (SC)	Rider: 18 years Passenger: 16 years	(Int. Licence) (Int./ B-Licence)

The licence may be issued for the first time when the rider has achieved the above minimum age, the key date regulation is applicable.

6. Eligible motorcycles / Technical Regulations

The One-Motorcycle-Regulations are applicable for the IDM SUPERBIKE and IDM Supersport classes, the restrictions according to Art. 2 (Classes IDM SBK + SSP) of the Technical Regulations must be respected.

The One-Motorcycle-Regulations for the classes IDM Supersport and IDM SUPERBIKE are also applicable if in addition to the IDM race other races of this class will take place at the same event.

The One-Motorcycle-Regulation is not applicable for the practice taking place before the event.

To be eligible, all motorcycles must comply with the Technical Regulations of the FIM or DMSB (see Part 3 of the present book) and have passed scrutineering under the name of the corresponding driver (see also Article 56 of the German Motorcycle Sporting Code).

To be eligible for the qualifying races in the classes IDM SUPERBIKE and IDM Supersport, all motorcycles must compulsory be homologated and in addition comply with the Technical Regulations. In addition, their manufacturers must have entered into a promotional agreement with the Deutsche Motor Sport Wirtschaftsdienst GmbH.

If a rider presents several motorcycles for scrutineering he may use these machines at his discretion in practice or at the re-start after a race (heat) was stopped.

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

In 2010, machines of class MOTO 2 are admitted in the free practice sessions on Friday. The allocation into classes will be made in agreement with the IDM Commission. All cars must comply with the FIM Technical Regulations for MOTO 2 machines, with the exception of the choice of engines. To be eligible, the engine manufacturer must be registered for the IDM as manufacturer.

7. Identification of the motorcycles

All start numbers must be visibly displayed on the front (1 x in the centre or 1 x on each side) and on each side of the motorcycle.

Height of the front figures: 160 mm (IDM-SSP, IDM-SB, IDM-SC) / 150 mm (IDM-125)

Height of the rear/side figures: 160 mm (also accepted 1 x tail unit in driving direction when seen in driving direction or on both sides of the tail unit) / 150 mm (IDM-125).

Additional positions on pen free, figure height: 150 mm

The colour combinations are as follows:

IDM 125	Black background / white figures
IDM SSP	White background / blue figures
IDM SB	White background / black figures
IDM SC	White background / black figures

Accepted typefaces: Verdana bold
Verdana
Futura Heavy / Bold

Figures may be shaded or surrounded by the maximum of 5mm. Design and colour of the current Champion is free, the background colour may not be modified.

Typeface and figure size must absolutely be respected! The IDM Commission will judge on the correct compliance with the above prescriptions and any eventual irregularity is subject to the IDM Commission's approval! Any such application must be submitted to the IDM Series Manager in writing until the 31st March 2010.

8. Circuits and distances

For class IDM Sidecar, there must be one race over the distance of at least 60 km.

For classes IDM Supersport and IDM 125, there must be up to 2 races over a minimum distance of 70 km. For class IDM SUPERBIKE, there must be two races with a minimum distance of 80 km.

9. Practice and eligibility to start

Participation in practice and race is only permitted to the drivers with the motorcycles which have successfully passed scrutineering under their name and with their start number.

Qualification and the starting grid will be based on the times achieved in practice, complying with and respecting the below provisions. In the case of a tie, the second fastest time will be taken into consideration. Each row on the grid for solo classes will be made up of 4 riders and for sidecar classes 3 respectively 2 vehicles alternatively.

The remaining practice time will be displayed to the participants by means of a count-down clock or, once the last 5 minutes have started, by means of boards with the remaining minutes (5-4-3-2-1) shown at the pit lane exit or track access.

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

The distance between the start rows will be 9 m.

The admission of riders to the race will be based on the results achieved in the timed practice which are also decisive for the starting grid – and eventually under consideration of supplementary conditions.

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

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

The maximum permitted number of starters must be published in the Supplementary Regulations. If the maximum number of starters for practice in a class according to the track permit is exceeded the practice session must be split up into several groups composed of equal numbers of participants and with equal performances, as far as possible.

If the practice in a class is organised in different practice groups taking place under different weather conditions, the Clerk of the Course, in co-ordination with the Stewards of the Meeting, may determine the qualification and the starting grid for the race – under consideration of the results achieved in the different practice groups, based on the practice times in the corresponding groups and under consideration of a qualification time calculated separately for each group in this case. In such a case, the starting positions will be equally allocated to the fastest drivers in each group. If however, under consideration of the generally applicable criteria for admission, not all of the start places can be allocated to one of the two groups, these will be allocated to the qualified drivers in the other group.

Practice results also showing the drivers qualified and the provisional starting grid will be posted in the paddocks, at latest 1 hour after the end of practice.

An exchange of qualified drivers after the end of practice (e.g. in the case of an injury) and the resulting modification of the published starting grid is only possible until 1 hour before the race start of the corresponding class. Any later admission of reserve drivers is not possible. The starting grid for both races of all classes will be based on the practice results.

The starting positions of riders eventually not taking place in the second race will remain free. All the additional regulations are applied correspondingly. All the motorcycles used in a practice session must be available for eventual technical checks to be carried out after the practice period.

Any removal of motorcycles from the paddocks before the time limit for lodging a protest has expired for the corresponding practice period is prohibited, unless approved by the Chief Scrutineer.

For the International German Motorcycle Championship, 2 timed practice sessions over a minimum duration of 30 minutes each must be scheduled for the various IDM classes, except for class IDM SB for which a minimum duration of 40 minutes for each practice is applicable.

There must be a minimum pause of one hour between the practice periods for the different classes.

Any practice with motor driven two-wheel vehicles on the corresponding track is prohibited for all participants in the IDM classes organised from Monday before the IDM event weekend (Friday to Sunday), except for IDM additional practices organised by the organiser, instructors' activities in relation to driving safety and demonstration runs for the supporter of the corresponding event after co-ordination with the DMSW.

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

In the case of different weather conditions, practice/warm up „dry“ and race „wet“, the drivers must be allowed to cover at least 2 additional warm-up laps or a 5 minutes rain practice before the beginning of the official starting procedure. The race distance will be shortened accordingly (minimum 2 laps / in agreement with the IDM Chief Steward).

9.1 No Practice Result

If, due to climatic conditions or due to force majeure, a timed practice cannot take place, the starting grid shall be based on the current Championship standing. Registered drivers without Championship points will be lined up in the order of their qualification times at the previous event. For the first Championship event, the Championship classification of the previous year will be decisive. The positions of new registered drivers and of guest drivers on the starting grid will be decided by ballot and they will be arranged at the back of the grid. Priority will be given to the new registered drivers.

10. Start preparation / Start

10.1 General

The start preparations and the race start will be take place by classes and follow the current FIM Regulations, standing start with the engine running.

A difference is made between so called dry races and wet races. If, in the case of wet track or in the case of changing weather conditions, the Clerk of the Course declares the upcoming race „wet race“, a board „wet race“ will be displayed to the riders 10 minutes before the begin-

ning of the race. The riders may then change tyres before the formation lap but this must not result in a delay of the start.

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

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

10.2 Start preparation

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

15 minutes before the start of the race:

Opening of the pit lane exit or access to the track open to cover one reconnaissance lap, at the discretion of the riders. If a rider wishes to cover a reconnaissance lap, he must have started his lap until 5 minutes after the opening of the pit lane or the access to the track. The count-down of this 5 minutes time window will be displayed to the riders at the pit lane exit or at the track access point on boards showing the remaining time in minutes (5, 4, 3 etc.).

Any rider not wishing to cover a reconnaissance lap may take up their position on the starting grid directly or until 3 minutes at latest before the beginning of the warm up lap; if they fail to do so they must take the start to the warm up lap from the pit lane. This also applies to riders encountering any problem during the reconnaissance lap.

10 minutes before the start of the race (8 minutes before the start to the warm up lap), up to 10 minutes before the start of the race for class IDM-SC:

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

All engines must be stopped as soon as the rider has taken up his grid position.

Pit lane or track access point is closed to prevent any rider from now starting his reconnaissance lap (access to the starting grid positions must however still be possible).

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

The use of open batteries is not permitted.

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

Refuelling on the track is prohibited.

5 minutes before the start of the warm up lap

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

3 minutes before the start of the warm up lap

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

Closing of the access to the starting grid. Late drivers may take the start to the warm up lap or to the race only from the pit lane or from the end of the field, respecting the instructions of the Clerk of the Course.

All the work on the machines must immediately be stopped. Non eligible motorcycles must be returned to the pit lane or removed from the starting grid. The riders concerned are subject to the same provisions as for late drivers. An eventual change of motorcycles (125) is only possible in the pit lane.

Tyre warmers must be removed from the tyres.

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

At this time, only 2 team members are admitted (one of whom may hold an umbrella). The 3rd team member must immediately leave the starting grid.

Any offence will result in the rider moved back to the end of the field.

1 minute before the start of the warm up lap

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

Engines are started.

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

30 seconds before the start of the race:

Display of the "30-seconds-board":

Any rider who is unable to start his motorcycle must push it on the shortest way to the pit lane or behind the grid. The motorcycle may be changed (125) in the pit lane or the mechanics may assist in further attempts to start it.

Further attempts to start the motorcycle may, upon instruction of the Clerk of the Course, also be made for the machines moved to the end of the starting grid, but only with the assistance of marshals. If the attempts to start the motorcycle are not successful, the machine concerned is not allowed to start late to the warm up lap once the field and the organiser's safety car have passed and the track must immediately be cleared. Such riders may start the race from the back of the grid or from the pit lane.

10.3 Warm up lap(s) / Start

The riders will cover one or, in the case of a track distance below 3 km, two warm up laps, followed by the Medical Car which is equipped with a driver who is in possession of a driver's licence issued by the DMSB, who is familiar with the race track and has enough race experience to be able to follow the field and with a doctor qualified in accordance with the BRM and who has race experience. The Medical Car team must wear closed crash helmets and their clothing must be adapted to their duties.

The vehicle should be motorised according to its tasks. It must be marked "Medical Car" or "Doctor" (red on white background) and be equipped with yellow revolving lights. There must be a radio connection to Race Control and to the Chief Medical Officer.

The car will be made available by the organiser, in co-ordination with the rescue services, if applicable.

The Clerk of the Course will give the start to the warm-up lap as mass start (only IDM classes! / no Cups) upon lowering the green flag. Any start before the green flag is lowered will result in a fine of EUR 130.

As soon as the field and the safety car (Medical Car) have passed the pit lane exit (in the case of two warm up lap: for the first time) and a post previously determined by the Medical Delegate and the IDM Chief Steward, a marshal will show a green light or wave a green flag upon which riders eventually waiting at the pit lane exit may start. The pit lane exit will immediately be closed again. The safety car (Medical Car) will follow the field.

The following riders will take up their positions at the end of the field, at the penalty line/s:

- Riders which have started from the pit lane,
- Riders which have dropped back behind the organiser's safety car during the warm up lap,
- Riders with motorcycles on which work was still carried out after the display of the "3-minute-board".

The positions on the starting grid must be taken up upon instruction of a marshal as quickly as possible. Any offence will result in a time penalty of 30 seconds!

Riders joining the pit lane after the first warm up lap in the case of two warm up laps may not join the track for the second warm up lap and must start the race from the pit lane.

Riders which have regularly taken the start from the starting grid and drop back behind the safety car (Medical Car) for whatever reason may not overtake the safety car once the red light on the car has been switched at the end of the warm up lap(s). The post at which the red light is switched on must previously be determined by the Medical Delegate and the IDM Chief Steward under consideration of the track characteristics.

Riders which have dropped back must line up at the end of the grid upon instruction of a start marshal equipped with a red and a green flag or they will be directed to the pit lane. They may then start from a position on the track or from the pit lane as directed by the Clerk of the Course, same as riders which have not completed the warm up lap.

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

The riders take up their positions with the engines running and must strictly respect the marking of their position on the starting grid.

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

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

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

The real starting procedure starts as soon as this official has left the start line and the red light is switched on.

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

After the riders have passed the pit lane exit, the official will start any riders still in the pit lane.

The safety car (Medical Car) will follow these riders until it arrives at its scheduled position.

Start delayed

Each rider who stalls his machine on the starting grid or who encounters other difficulties must stop with his machine on his grid position and raise one arm. The Clerk of the Course will then decide whether he will delay the start, considering the provisions below. If, despite of any such signal given by a rider, the start is not delayed, the rider concerned must nevertheless stand still on his position with the arm raised until the start is given. They may only start upon special instruction of the Clerk of the Course, eventually with the assistance provided by the track marshals. Should, despite several attempts, their engine not start after a reasonable period it will be pushed off the track by the track marshals or, if possible, to the pits on the shortest way where the corresponding mechanics may provide assistance.

Should, in the opinion of the Clerk of the Course, a problem arise on the starting grid which might put into question the safety of the starter, the Clerk of the Course may order a yellow flashing light to be switched on or a yellow flag to be waived and the board "start delayed" be shown. A yellow flashing light will be switched on and the yellow flag waved if the start delayed occurs when the red lights are already switched on.

In both cases, the riders must cut off their engines and one mechanic per rider is allowed on the starting grid to assist his rider. Riders who have joined the pit lane with their machine or whose machine was pushed into the pit lane for repair may not rejoin their position on the starting grid. They must join the penalty line behind the field after the opening of the pit lane.

After rectification of the problem, the starting procedure will be resumed with the display of the „1-minute-board“.

An additional warm up lap will be covered and the race distance be shortened by one lap.

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

Jumped start:

Any rider causing a jumped start will get a time penalty of 20 seconds for the race.

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

Jumped start is defined by the motorcycle moving forward when the red lights are on or if the rider occupies a wrong position on the starting grid to his advantage.

The Clerk of the Course will decide if a penalty will be imposed and must arrange for the team to be notified of such penalty before the end of lap four.

11. **End of the race**

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

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

After receiving the chequered flag, all riders must reduce speed and proceed to the race track exit where they leave the circuit towards and enter the paddocks or the Parc fermé.

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

At least the motorcycles of the top three finishers must be brought to the Parc fermé and remain there until the end of the protest time limit.

The machines will be released upon instruction of the Clerk of the Course only, even if the protest time limit has expired. All the other classified motorcycles must remain in the paddocks

until the end of the protest time limit. No work may be carried out on these machines during that period, the Parc fermé regulations are applicable.

Any rider failing to complete at least 75 % of the distance covered by the winner (total distance in the case of 2 heats, if applicable) or any rider failing to cross the finish line or the pit lane within five minutes after the race winner will not be classified.

12. Interruption and resuming a race

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

All the marshals around the track will also show the red flag or the red lights will be activated.

Once this signal is given, all the riders must immediately stop the race, proceed slowly and return to the pits without overtaking. Their positions in the race will be determined according to their position at the end of the last full lap preceding the stopping of the race (last crossing of the finish line).

The decision to stop a race can only be taken by the Clerk of the Course or – in the case of his absence – his deputy.

A race stopped due to climatic conditions may only be re-started once under respect of the prescriptions of point 12.1.

Normally, there must be a minimum duration of 15 minutes between the stopping of a race and the re-start, except in the case of a jumped start.

This duration may only be reduced upon agreement of the Stewards of the Meeting. The following is in addition applicable for an eventual re-start after the stopping of a race:

- 12.1 Two full laps or less to be considered for the classification: The original start will be declared null and void. All the drivers which have participated in the first start are eligible for the re-start, either on their original motorcycle or on a reserve motorcycle, provided that this reserve motorcycle had been presented for scrutineering under the rider's name and was approved (125). Unless otherwise specified before the race, the race distance of the restarted race will be the original race distance, with the original starting grid. The grid position of the rider who is unable to take the re-start will remain free.
- 12.2 More than 2 laps but less than 2/3 of the scheduled or eventually modified number of laps has been completed (rounded down to the next full lap! Example: 19 laps are scheduled or defined; 2/3 hereof = 12.67 laps must be completed, rounded down = 12 laps. Stopping of the race in 12th lap = 11 full laps, i.e. 2/3 = 12 laps are not completed):
- If the race can be re-started upon decision of the Clerk of the Course in agreement with the Stewards of the Meeting, it will be held in two parts. The classification of the first part will be based on the position of the riders at the end of the last full lap completed before the interruption.
 - The distance of the re-started race is the remaining distance to achieve the scheduled or eventually modified total number of race laps.
 - The starting grid for the re-start based upon the classification of the first part will be published by the chief timekeeper.
 - Only riders which were classified in the first part will be eligible to participate in the second part. Motorcycles may be repaired or replaced before the re-start (provided that the new motorcycle has been presented to scrutineering under the rider's name and was approved; except for classes with one-motorcycle regulations).
 - If the race is held in two parts, the final position of the rider will be determined by adding the laps completed by him in both parts. Riders who have completed an identical number of laps will be placed according to the combined time for the two parts. If this is not sufficient to decide, the better figure resulting from the addition of the position in the 1st part plus the position in the 2nd part will be decisive. Only riders who have been classified in the first part will be eligible to participate in the second part.
 - If the second part of a race cannot be held, the classification of the first part will be the final classification.
- 12.3 More than 2/3 % of the scheduled or eventually modified number of laps has been completed. This race will in any case be deemed to have been completed. The classification will be based on the positions of the riders at the end of the last laps before the stopping of the race.
- 12.4 In the case or a re-start, the start count down will be reduced onto 5 minutes.
- 12.5 From the moment when the red flag is displayed, only those participants are eligible to the re-start which have actively participated in the race and were classified at the end of the classi-

fied lap. Rider (and passengers where applicable) failing to cross the finish line with their machines within 5 minutes (eventually in the pit lane) are not eligible to start and will not be considered in the classification. In classes with single motorcycle regulations, a change of the machine is not permitted! Tyre change for classes SSP and SB is only authorised when using the allocated mepolets. The IDM Chief Steward will decide on the issue of eventual additional mepolets.

13. Classification / Results

Points for the riders participating in a Championship event and eligible to score points will be allocated for each race in accordance with the following scale:

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

If the race distance or number of laps is shortened or in the case of the stopping or a race and if it cannot be resumed after the stopping, the following points, based on the achieved percentage of the original race distance, will be allocated to the riders:

- More than 50 % of the scheduled total number of laps: full points
- More than 25 % of the scheduled total number of laps: 50 % of the points
- Up to 25 % of the scheduled total number of laps: no points.

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

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

All practice and race results must be published on the Official Notice Board as soon as possible after the end of each practice section or each race. A sufficient number of copies for media, riders and competitors must be available.

14. Prize money / Honorary prizes

The following prize money will be awarded at the end of the Championship for the different classes:

Position	IDM 125/250	IDM SSP	IDM SB	IDM Sidecars
1	EUR 2.300	EUR 3.000	EUR 3.400	EUR 2.300
2	EUR 1.900	EUR 2.500	EUR 2.800	EUR 1.900
3	EUR 1.500	EUR 2.000	EUR 2.300	EUR 1.500
4	EUR 1.100	EUR 1.600	EUR 1.900	EUR 1.100
5	EUR 800	EUR 1.200	EUR 1.500	EUR 800
6	EUR 600	EUR 900	EUR 1.100	EUR 600
7	EUR 400	EUR 600	EUR 700	EUR 400
8	EUR 300	EUR 400	EUR 500	EUR 300
9	EUR 200	EUR 300	EUR 400	EUR 200
10	EUR 100	EUR 200	EUR 300	EUR 100

The top three riders of each class will receive honorary prizes. A prizegiving must be organised for each race.

Attendance at prizegiving is compulsory. Non-attendance without claiming a special reason will result in a fine of EUR 250.

15. Title

The title

“International German Champion 2010”

of the class concerned will be awarded to the rider, in the sidecar class eventually also the passenger, having scored the highest number of points at the end of the IDM Championship season.

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

15.1 Classification in the case of a tie

In the case of a tie, the following will decide:

1. the majority of better positions in the points classification,
2. the following succession to be applied: the better positions in the points classification of the last, last but one and so on IDM races of the class.

16. Registration 2010

In addition to these Sporting Regulations, the conditions stipulated by the DMSW in „Registrations 2010“ are applicable.