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## DMSB Sporting Regulations 2025

### Internationale Deutsche Motorradmeisterschaft

As per [28.01.2025](#) – Modifications are shown in *italic type*

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

Any references to the male gender in this document are made solely for the purpose of simplicity and refer also to the female or neuter gender except when the context requires otherwise.

In the current Regulations, the word “rider” also means “passenger” unless articles are otherwise specified.

#### 1. Event

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

#### 2. Classes

Classes will be for the following categories:

- IDM Superbike  
minimum age: 17 years
- IDM Supersport  
minimum age: 16 years
- *IDM Sportbike*  
*Minimum age: 15 years*
- IDM Sidecar  
minimum age rider: 17 years, passenger: 16 years

The limit for the minimum age starts on the rider's birthday.

For races of the class IDM Sidecar within the framework of FIM Sidecar World Championship races, the sporting and technical Regulations of the FIM apply exclusively ([www.fim-moto.com](http://www.fim-moto.com)).

#### 3. Participants

##### 3.1 Riders / Passengers

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

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

- FMN A-License for Road Racing
- FIM National Meeting open to Foreign Participation (NMFP) – Circuit Racing – License
- CCR Continental Championships - License
- DMSB V-License (only guest starter)
- Passengers in the class IDM Sidecar also: FMN-B-License

##### 3.2 Competitors

Holders of a National Competitor's / Sponsor's licence issued by the DMSB.

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Moreover, the series organiser may announce titles of Teams/Sponsors/Clubs without holding a competitor's license in the official documents. These titles are not subject of rights and duties in comparison with holders of Competitor's licenses.

## **4. Entries / Registrations**

### **4.1 Championship Registration**

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

Championship registrations are only accepted until the entry closing date of the penultimate event. Only permanent registered riders are eligible receiving points for the Championship starting with the date of the registration. To be accepted, all registrations must be confirmed by the series organiser. According to Appendix 1 of the Rules of Procedure, the IDM Commission can reject registrations for sporting reasons in the interest of fairness. An algorithm is used, which consists of factors such as lap time relative to other competitors, performance of the individual riders and passengers, race results, laps led, and championship successes.

If an originally registered rider withdraws, the Team has the right to enter a substitute rider. The registration for this substitute rider must be submitted to the series organiser in writing. Registrations of substitute riders later must be submitted to the series organiser directly until one hour before the beginning of the qualification practice.

In addition to these Championship Regulations, the current version of conditions issued by the series organiser for the Registration are applicable.

### **4.2 Individual Entry (guest starter)**

Riders submitting an individual entry will not be awarded for the Championship classification. In one season, the upper limit of individual entries by a rider is 3.

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

### **4.3 Replacement of riders / passengers**

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

### **4.4 Multiple entry**

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

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

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

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

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

The series organiser is authorised to limit the number of participants, if necessary. Entries may be refused with reference to the reason of this decision after the entry closing date. The series 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.

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#### **4.6 Permanent start numbers**

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

#### **4.7 General provisions**

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

The series organiser alone is responsible for the allocation of pits for registered participants.

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

#### **4.8 Riders Briefing**

A compulsory Riders Briefing will be held for all riders at each event. Additionally, the Race Director may call a Riders Briefing at any time he considers appropriate.

The starting times for the Briefing will be published in the Supplementary Regulations and the Time Schedule. Failure to attend the briefing result in a notification to the Stewards.

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

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

The One-Motorcycle-Regulations are applicable for all classes all over the events duration.

Each participant is allowed to use and present to Technical Control only one motorcycle. The technical Stewards may grant waivers (e.g., frame damage). Only the motorcycle presented for the technical check is allowed in the pit box at any time. The series organiser may grant waivers due to marketing activities.

For safety reasons, it is not permitted to start and run the engine of racing motorcycles inside the pit box (permanent or temporary box) at any time. Engines must be started in the pit lane or other location outside of the pit box. The motorcycle must be in a position completely outside of the pit box.

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

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

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

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

The penalty for unauthorised breaking of seals (also without manipulation) may be the start from the last grid position in the first race for the infringement following possible event. Moreover, the engine will be considered as not complied within the rules and all imposed penalties will be applied retrospectives for all races this engine was used with this seal.

In the classes Superbike and Supersport an engine limitation for the whole season applies, valid all over the duration of every event according to the Technical Regulations. Every used engine more than the

limited number will be penalised with starts from the last grid position in the next two races following the infringement.

Regardless of chassis each engine change must report to the Chairman of the Technical Stewards. To be eligible, all motorcycles must comply with the Technical Regulations of the FIM or DMSB and have passed scrutineering under the name of the corresponding rider. The Chairman of the Technical Stewards is responsible for any kind of interpretation. He is also responsible for any interpretation regarding eventual modifications which do not result in an advantage, but which are not in compliance with the original homologation. The IDM Commission must be informed of any such decision, including the vehicle type, and this decision must be approved and subsequently published in a press release at least one week before an event.

To be eligible for the competition in the classes Superbike, Supersport and *Sportbike*, all motorcycles must be approved by the DMSB and in addition comply with the Technical Regulations. Furthermore, the approved brands must have entered into a promoter agreement with the series organiser, except guest starters (in accordance with the conditions of the series organiser). Subject to final technical checks during the current season, the IDM Commission may introduce technical restrictions. Any exchange of motorcycles beyond the options described above – e.g., including an exchange of motorcycles amongst the riders in a class - is prohibited.

Every motorcycle must be equipped with a rear safety light, according to the Technical Regulations. This must be switched on as long as at least 1 rain tyre is installed and the motorcycle is ridden in the pit lane and on the track, as well as in races generally declared “wet” *from the beginning of the warm up lap*, regardless of the tyre choice.

For races of the class IDM Sidecar within the framework of FIM Sidecar World Championship races, the technical Regulations of the FIM apply exclusively ([www.fim-moto.com](http://www.fim-moto.com)).

## 6. Tyre stickers

### 6.1 Tyres limitation / Tyre Stickers

A corresponding number of tyre stickers which are mandatory for the qualifying practices, the Superpole Pre-Practice and the Superpole sessions in class Superbike and the races (also re-started races) will be provided by the series organiser for the classes Superbike, Supersport and *Sportbike*. Tyre stickers are not mandatory for free practices, warm-up and for rain tyres.

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

Number of tyre stickers for each event:

Superbike	- 4 front tyre stickers + 5 rear tyre stickers (+ 1 rear tyre sticker for the first three riders in Superpole 1)
Supersport	- 8 tyre stickers
<i>Sportbike</i>	- <i>6 tyre stickers</i>

In the case of an infringement in qualifying practices, in the Superpole Pre-Practice and the Superpole sessions in class Superbike, the penalty will be a drop of 3 grid positions on the starting grid for the infringement following race. An infringement in a race will result in a drop of 3 positions on the race results by class for the first offence and in disqualification in case of recurrence.

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

*The Chairman of the Technical Stewards may decide of providing additional tyre stickers.*

### 6.2 Brand Tyre Sticker

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

## 7. Distances

### *Scheduled are:*

- Sportbike	2 races	<i>minimum distance of 45 km</i>
- Supersport	2 races	minimum distance of 55 km.
- Superbike	2 races	minimum distance of 65 km.
- Sidecar	Sprintrace	minimum distance of 25 km
	Race	minimum distance of 50 km

In case of declared "Wet Race", the race distance will be reduced.

## 8. Practice, eligibility to start and testing ban

### *Scheduled are:*

- Sportbike	2 free practice	<i>minimum 20 minutes each</i>
- Supersport	2 free practice	minimum 25 minutes each
- Superbike	3 free practice	minimum 90 minutes over all
- Sidecar	1 free practice	minimum 20 minutes

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

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

## 9. Transponder / on-board cameras

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.

At any time using the race track it is mandatory having a transponder installed at the motorcycle.

The use of on-board cameras is only permitted in free practice sessions. Use outside of free practice sessions will only be approved by the series organiser in exceptional cases.

The proper fixation must be approved by the scrutineering *in accordance with the Technical Regulations*.

A first infringement may be penalised with a fine of EUR 200, every recurrence will additionally result in a classification penalty. In addition, the series organiser reserves the right to impose further penalties.

## 10. Qualification

The riders who qualify for the race will be determined according to the following qualifying criteria based on the results of the qualifying sessions which are also decisive for the starting grid.

In the event of a tie, riders' second-best time will be considered.

Each row on the grid for solo classes will be arranged of 3 riders and for sidecar classes 3 respectively 2 vehicles alternatively. For sidecars, the grid in echelon 2x2x2 is also permitted when a car grid is already drawn on the starting grid and provided that it meets the FIA requirements.

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 (except if using FIA grid markings for sidecars).

To be eligible, riders must complete at least 1 lap in the qualifying practice (class Superbike: in Superpole Pre-Practice) and fulfil the qualification time of the corresponding class (average of the three fastest practice times + 10 % and for the sidecar class the fastest practice time + 15 %).

Should a rider fulfil *one of* these criteria only in the free practice, the Race Director may decide on request to let him start from the back of the grid (class Superbike: start in Superpole 1).

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

*If more than one rider is affected by this measure, the Race Director will decide on the starting positions to be taken at the back of the grid.*

*Requests to the Race Director for authorisation to start must be made up to 30 minutes before the publication of the starting grid, or for the Superbike class, up to 30 minutes before the start of Superpole 1. The Race Director's decision on the authorisation to start is final and not subject to legal recourse.*

In the case of a qualifying or Superpole session being interrupted and unable to restart, the following will apply:

If the session has run for at least 50% of the allocated time, the session will be considered to be complete and the results valid. If the session has completed less than 50% of the allocated time, the session will be considered to be cancelled. In the case where all qualifying practices or Superpoles have been cancelled, the grid position will be based on the fastest time recorded by the riders in all free practices (excepted class Superbike).

Double starters must comply with the prescribed qualification in each class for which they are entered. Practice results also showing the riders qualified will be posted at the official notice board, at latest 1 hour after the end of practice.

An exchange of qualified riders after the end of practice (e.g., in the case of an injury) and the resulting modification of the published starting grid is only possible until one hour before the race start of the corresponding class. The final starting grid will be published *latest* 1 hour before the respective race.

Supersport and *Sportbike*:

2 qualifying sessions with a minimum duration of 25 minutes each *should* be scheduled. The starting grid for both races will be based on the qualifying practice results.

Superbike:

1 Superpole Pre-Practice with a duration of 30 minutes, Superpole 1 and Superpole 2 session with a duration of 15 minutes each *should* be scheduled.

The grid positions for both races will be determined as follows:

Based on the results of the Superpole Pre-Practice, the 12 fastest riders go directly through to Superpole 2. All other riders take part in Superpole 1. The fastest 3 riders from Superpole 1 progress to Superpole 2.

The results of Superpole 1 and Superpole 2 must be considered as one coherent part of competition. The period provided for the lodging of a protest for both Superpoles starts with the publishing time of the Superpole 2 results.

The 15 riders in Superpole 2 will take the first 15 grid positions in both races according to their fastest lap time in Superpole 2.

The riders not in the first 3 positions of Superpole 1 will take grid positions 16 and onwards in both races according to their fastest lap times in Superpole 1.

If a rider does not record a lap time in Superpole 2 he will start from 15<sup>th</sup> grid position. In case of more than one rider not recording a Superpole 2 time, their grid positions from 15<sup>th</sup> upwards will be determined by their fastest lap times in the Superpole Pre-Practice.

*In the case of riders qualifying for Superpole 2 and subsequently withdrawing from the event until 30 minutes before the start of the Superpole 1, the list of riders to take part in Superpole 2 will be revised with the next fastest riders from the Superpole 1, taking the place of the withdrawn rider in Superpole 2.*

If any riders do not record a lap time in Superpole 1 they will start from the back of the grid, in order of their fastest lap times in the Superpole Pre-Practice.

In the case where Superpole 1 being cancelled, the grid positions 16 and onwards will be determined by the fastest lap times in the Superpole Pre-Practice and the 15 fastest riders will go through Superpole 2. In the case where Superpole 1 and Superpole 2 both are cancelled, the grid positions will be determined by the fastest lap times recorded by the riders in the Superpole Pre-Practice. In the case of the Superpole Pre-Practice being interrupted and unable to be restarted at less than 50% of the allocated time and considered to be cancelled, the combined results of the 1<sup>st</sup> and 2<sup>nd</sup> free practice *may* be determined for participation of either Superpole 1 or Superpole 2, *or the grid positions*.

Sidecar:

At least 1 qualifying session with a minimum duration of 20 minutes *should* be scheduled. The starting grid for both races will be based on the qualifying practice results.

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## 11. Warm Up

A „Warm up“ session of at least 10 minutes *should* be *scheduled* for the classes

- *Sportbike*

- Supersport

- Superbike

following the order of their respective races.

## 12. Practice Start

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

## 13. Riding Standards

### 13.1 Pit Lane Speed Limit

A speed limit of 60 km/h is always enforced in the pit lane. The speed limit applies from the 60 km/h speed limit board and ends with a crossed out 60 km/h speed limit board at the pit lane exit. Any infringement in practice will result in a fine or classification penalty. An infringement in the race will result in two "Long Lap Penalties" according to Art. 15.6 for the first offence and in disqualification in case of recurrence *during the race*.

### 13.2 Pit Exit Rejoin Lane

The solid white lines defining the pit exit rejoin lane must be respected, it is forbidden to cross these lines until after the end of the lines where the pit exit road joins the race track. Re-joining the race track must be done under caution paying attention the riders on the race track.

### 13.3 Leaving the track

Riders should use only the track and the pit lane. However, if a rider accidentally leaves the track, it must not provide any advantage to him. The limits of the track must be respected.

## 14. No Practice Result

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

## 15. Start preparation / Start

### 15.1 General

The start preparations and the race start of the classes Superbike, Supersport and *Sportbike will be carried out* in standing position with engines running. The start preparations and the race start of all other classes (including Cups or other additional classes) will take place according to Art.17.4 (Quick Start Procedure) and begins 7 minutes before the start of the race with the opening of the pit lane exit for one minute to cover the mandatory sighting lap.

All races will be categorized as either wet or dry. If, in the case of wet track or in the case of changing weather conditions, the Race Director declares the upcoming race “wet race”, a board “wet race” will be displayed to the riders 8 minutes before the start of the Warm Up Lap.

A race classified as wet, usually commenced in varying or wet conditions, will not be interrupted for climatic reasons and riders who wish to change tyres or make adjustment must enter the pits and do so during the actual race.

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

In the case of serious different weather conditions between training sessions and races, the Race Director may determine an additional warm up lap and reduce the race distance by at least one lap.

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

### 15.2 Start preparation

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

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

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

Only riders who have completed at least one sighting lap will be permitted to start the race from their position published on the final grid. Riders failed to complete a sighting lap shall start the Warm Up Lap from the pit lane. Under no circumstances riders may push their machine onto the grid from the pit lane. The riders take up their positions on the starting grid. To assist them in locating their grid position on the starting grid, official boards showing the number of the corresponding row will be displayed from the side of the track at the level of the various rows on the grid.

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

#### 8 minutes before the start of the Warm Up Lap

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

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

Refuelling on the grid is forbidden.

#### 5 minutes before the start of the Warm Up lap

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

#### 3 minutes before the start of the Warm Up lap

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

All adjustments must be completed. All motorcycles which are unable to start must be removed from the starting grid into the pit lane. The riders concerned are subject to the same provisions as for late riders. Generators must be disconnected from tyre warmers and removed from the grid as quickly as possible. Riders shall put their helmets on.

All auxiliaries and equipment must be removed from the starting grid, except tyre warmers and motorcycle stands.

At this point, only two team members and one person who may hold an umbrella are admitted. All other team members and personnel must immediately leave the starting grid.

1 minute before the start of the Warm Up lap

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

Immediate removal of tyre warmers from machines on the grid.

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

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

30 seconds before the start of the race

Display of the "30-seconds-board":

Any rider whose engine is not running during the starting procedure for the Warm Up lap may further attempt to start the engine, respecting the Race Director's instructions and only with the support of the organisers' staff. If it is possible to start the engine immediately, the rider may follow the field.

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

2 minutes before the start of the race

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

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

The Safety Car will follow the riders and will overtake slow riders. Any rider who arrives at the pit lane entry point at any time after the Safety Car must enter the pit lane and start the race from the pit lane exit.

When the riders return to the grid from the Warm Up lap(s), marshals will show the start row boards. In addition, an official displaying a motionless red flag stands on the start line in front of the field.

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

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

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

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

### **15.3 Start**

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

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

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

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

### **15.4 Start delayed procedures**

#### **15.4.1 Start Delayed**

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

Should there be a problem that might prejudice safety at start, the Starter will invoke the Start Delayed procedure. A red flag is waved from the Starter's rostrum and the red light stays on. The "Start Delayed"

board is displayed from the Starter's rostrum and a marshal will wave a yellow flag at each row of the starting grid. Riders should stay in their grid position with helmets on, engines may be switched off. A maximum of one mechanic per rider is allowed on the starting grid to assist his rider. Riders who have entered the pit lane with their machine or whose machine was pushed into the pit lane for repair may not re-join their position on the starting grid. Such riders must line up at the back of the grid after the additional Warm Up Lap.

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

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

#### **15.4.2 Start Delayed Quick Start**

In case of displaying the board "Start Delayed Quick Start", a maximum of four mechanics per rider are allowed on the grid. The start procedure will be re-commenced at the 5 minutes board. An additional Warm Up Lap will be performed, and the race distance will be reduced by at least one lap.

#### **15.4.3 Start Delayed Box / Rain on Grid**

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

If the pit lane is opened for the sighting lap with the track dry but the track becomes wet during or after the sighting lap, the Race Director may invoke the Rain on Grid procedure. The board "Start Delayed BOX" is displayed. All machines must be pushed off the grid with wheel changes and adjustments being made in pit lane/pit box. Approx. 10 minutes after the board being shown, the pit lane opens for 60 seconds for one mandatory sighting lap. ONE mechanic only, per rider, may go onto the grid (without tools) to primarily indicate to his rider his position on the grid. No work may be carried out on the grid. Tyre heating devices, refuelling and/or any other devices are prohibited. Engines must not be switched off. As soon as the last bike arrives to the grid, a board "1 minute" followed by a board "30 seconds" will be displayed. The green flag will be shown to start the warm up lap. Riders who started the warm up lap from the pit lane must start the race from the back of the grid.

The race distance will be reduced by the Race Director.

#### **15.5 Jump Start:**

The motorcycle must be stationary at the time the red lights are turned off. Anticipation of the start is defined by the motorcycle moving forward at the time the red lights are turned off. In the case of a minor movement and subsequent stop whilst the red lights are on, the Race Director will be the sole judge of whether an advantage has been gained.

If a rider occupies a wrong position to his advantage on the starting grid at the end of the warm up lap, the Race Director imposes a penalty considering the gained advantage.

Any rider who anticipates the start to a race will be required to carry out two "Long Lap Penalties" according to Art. 15.6.

#### **15.6 Long Lap Penalty (LLP) Procedure**

During a race, a rider may be instructed to complete the Long Lap Penalty procedure. The rider must ride through the pre-defined route, usually painted on an asphalt runoff area.

The penalty will be communicated via a board displaying the corresponding rider's number for maximum 3 laps at the start/finish line and in addition, via information on the time screen. If the rider does not comply after the board has been presented 3 times the rider will be penalised with a 2 x Long Lap Penalty.

In the case of a 2 x Long Lap Penalty being given, these 2 long laps must be completed within 5 laps of the penalty notification. If the rider does not complete this 2 x Long Lap Penalty after the board has been presented 5 times, they will be penalised with a pit lane ride through.

The rider must stay within the lines defining the Long Lap route, infractions may result in the penalty being repeated. The rider carrying out the Long Lap penalty is responsible for leaving and re-joining the track to follow the designated route, in a safe manner without disturbing or endangering other riders, overtaking is forbidden within the Long Lap route. Infractions will be penalised by the Race Director.

The penalty should not be carried out when there are yellow flags covering the penalty area, in this case extra lap(s) will be added to the number of laps allowed to comply *and the board will be maintained for the additional laps* if the area is unusable due to yellow flags.

In the case where the organisation has been unable to *display* the long lap penalty before the end of the race, the relevant rider will be inflicted with an equivalent time penalty, or other penalty as decided by the Race Director.

In the case of a race interrupted prior to a long lap penalty being carried out, the relevant rider will be required to carry out a Long Lap Penalty in the second part of the race if the race is restarted.

The Long Lap route and equivalent time penalties will be notified to the teams via the Supplementary Regulations.

### 15.7 Ride Through

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

A yellow board (100 cm x 80 cm) displaying the rider's number will be shown at the finish line for maximum 3 laps and the information will also be displayed on the time keeping monitors.

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

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

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

Depending on the circuit and pit lane design ride through penalties maybe replaced by "stop and go" penalties.

### 15.8 Pit stop

All assistance during a pit stop from the beginning of the first lap until the end of a race must be provided in front of the pit boxes. Any *motorcycle which* enters the pit box or the paddock during the race must not re-enter the track. *If the race is interrupted, the motorcycles may be moved to the pit garages or paddock until the race is restarted.*

## 16. Finish of a race

The chequered flag will be shown to the winner when he crosses the finish line and to all following riders. This is the signal that the corresponding race is finished.

In case of a photo-finish between two or more riders, the decision shall be taken in favour of the competitor whose motorcycle leading edge crosses the plane of the finish line first.

In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.

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

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

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

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

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

The machines will be released upon instruction of the Chairman of Technical Stewards only, even if the protest time limit has expired. All the other classified motorcycles must remain in the paddock until the

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

## 17. Interruption and re-starting a race

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

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

Once this signal is given, all the riders must immediately stop the race and proceed slowly and with caution return to the pits. Their positions in the race will be determined according to their position at the end of the last full lap preceding the interruption of the race (last crossing of the finish line by the race leader).

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

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

### 17.1

If the results calculated show that less than three laps have been completed by the leader of the race, then the race will be null and void and a completely new race will be run.

All the riders which have participated at the first start are eligible for the Re-Start on their original motorcycle. Motorcycles may be repaired, refuelling is permitted. The Re-Start will take place as a Quick Start according to Art. 17.4.

The grid positions will be as for the original race. The grid position of the rider who is unable to attend the re-start will remain free. The new start will be a completely new race so therefore existing start position penalties will apply.

If it is found impossible to re-start the race, then it will be declared cancelled, and the race will not count for the Championship.

### 17.2

If three laps or more of the defined number of laps have been completed by the leader of the race, but less than two-thirds of the race distance, rounded down to the nearest whole number of laps (Example: 19 laps are defined;  $2/3$  hereof = 12.67 laps must be completed, rounded down = 12 laps. Stopping of the race in 12<sup>th</sup> lap = 11 full laps,  $2/3$  = 12 laps are not completed):

- a) The Race Director may decide in agreement with the Clerk of the Course if it is found possible to re-start the race. The classification of the first part will be based on the position of the riders at the end of the last full lap completed by the race leader before the interruption.
- b) The minimum race distance is 5 laps.
- c) The grid positions will be based on the classification of the first race.
- d) Only riders who are classified in the original race (completed 75% of the race distance covered by the leader of the race) may re-start. To be *classified and* eligible to re-start the rider must enter pit lane, riding or pushing his motorcycle, within 5 minutes after the red flag was displayed in the interrupted race (using the homologated track).
- e) Motorcycles may be repaired, refuelling is permitted. The change of a motorcycle is strictly prohibited.
- f) If the race is held in more than one part, the final race classification will be established according to the positions of the last part of the race.
- g) If it is found impossible to restart the race, then the results under consideration of paragraph d) will count, and half points will be awarded in the Championship.
- h) The Re-Start will take place as a Quick Start according to Art. 17.4.
- i) Any start position penalties applying to a rider in the first race will not apply to the re-started race.

**17.3**

If the results calculated show that two-thirds, rounded down to the nearest whole number of laps, of the defined race distance have been completed, then the race will be deemed to have been completed in any case and full Championship points will be awarded. The classification will be based on the positions of the riders at the moment when the race leader had completed his last lap before the interruption of the race. To be counted as a finisher in the race and to be included in the results a rider must complete 75% of the race distance covered by the leader of the race and enter the pit lane using the designated track within 5 minutes after the red flag has been displayed, pushing or riding on his motorcycle.

**17.4**

In the case of a re-start, the following start procedure (Quick Start) will take place:

- a) As soon as Race Control has declared the track to be clear, the pit lane exit will be opened for SIXTY SECONDS only. Riders will make one mandatory sighting lap.
- b) ONE mechanic only, per rider, may go onto the grid (without tools) to primarily indicate to his rider his position on the grid. No work may be carried out on the grid. Tyre heating devices, refuelling and/or any other devices are prohibited. Engines must not be switched of.
- c) As soon as the last rider has arrived in the grid, the one-minute-board will be ordered by the Clerk of the course. The grid must immediately be cleared, and the start will be carried out according to Art. 15.2 following on the stage of the one-minute-board.

**18. Event Classification / Results**

*The winner of a race is the participant who has covered the distance completed with his motorcycle in the shortest time, taking into account all penalties.*

*All participants who have started will be counted as long as they have covered at least 75% of the winner's distance.*

Championship Points for the participants in one of the Championship events and eligible to score points will be allocated for each race in accordance with the following scale:

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

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

Riders 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 will be published on the Official Notice Board as soon as possible after the end of each practice session or each race.

## 19. Protests and Appeals

The protest deposit is: 250,00 €

The appeal deposit is: 500,00 €

The right to protest or appeal as well as their inadmissibility supplementary arise from the German Motorcycle Sports Rules (DMSG, Chapter X) and the DMSB's Disciplinary and Arbitration Regulations (RuVO).

Moreover, no protest and appeal may be lodged against a penalty decision resulting from:

- Jump Start or wrong starting position
- Track Limit violations
- Pit Lane Speeding
- Tyre Sticker violations
- Onboard camera violations
- Exceeding the limited number of engines
- Official warnings imposed by the Steward Panel

In addition, protests and appeals against long lap penalties imposed by the Steward Panel or the Race Director/Clerk of the Course and possible resulting time replacement penalties are not subject to legal recourse and are therefore inadmissible.

## 20. Titles

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

**“Internationaler Deutscher Meister Superbike 2025”**

**“Internationaler Deutscher Meister Supersport 2025”**

***“Internationaler Deutscher Meister Sportbike 2025”***

**“Internationaler Deutscher Meister Sidecar 2025 – Rider”**

**“Internationaler Deutscher Meister Sidecar 2025 – Passenger”**

In a case where a rider changes his passenger during the season, it is the name of the passenger with whom he has obtained the largest number of points that will appear in the final classification. In case of a tie with another passenger, the name of the one who has raced the most rounds will appear in the final classification.