

QATAR SUPERSTOCK 600

Qatar Superstock 600 Championship
Qatar Superstock 600 Trophy

2020 season Rules & Regulations



الاتحاد القطري للسيارات والدراجات النارية
QATAR MOTOR & MOTORCYCLE FEDERATION



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CHAPTER I - GENERAL CONDITIONS

Art.1.1 – DEFINITION & REGULATIONS

1.1.1 Qatar Motor & Motorcycle Federation organises the 2020, **Qatar Superstock 600 Championship (QSTK 600)** and the **Qatar Superstock 600 Trophy (QTSK 600 T)**. Both series will be composed of five events. All **QSTK 600** and **QSTK 600 T**, practices, warm-up and races will be merged. Each event will be comprised of two races. All the points obtained from each race will count towards the **QSTK 600 Championship, and the Trophy**.

1.1.2 The Event shall be deemed to commence at the scheduled time for Technical and Sporting Checks and finish after all the races at the expiry of the deadline for the lodging of a protest and the time at which technical or sporting verifications have been concluded, whichever is the latest.

The race control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all Officials and marshals must remain available at the circuit to the Race Direction and FIM Stewards during that period.

Every event will take place in accordance with the **QSTK 600** General Rules and Regulations and its appendices. For any cases not covered by these regulations, a decision will be made by the stewards of the event based on the FIM Sporting Code and the Road Racing FIM Superbike and Supersport World Championship and Superstock Cups Regulations 2019 and their appendices whenever they are applicable. As soon as FIM will release the 2020 version, this one will be used.

The QSTK 600 is registered in the FIM International calendar and the IMN number are:

Round 1: 191/139

Round 2: 191/14

Round 3- 191/15

Round 4- 191/16

Round 5- 191/17

All races will be held at the Losail International Circuit (LIC), which is 5380 metres long. The competitors will race in a clockwise direction.

1.1.3 Regulations

Whilst these Regulations may be translated into other languages, in case of any dispute regarding interpretation the Official- English text will prevail.

1.1.4 General undertaking

All riders/competitors participating in the 2020 QSTK 600 and QSTK 600 T undertake, on behalf of themselves, their employees, agents and team members to observe all the provisions, as supplemented or amended, of the regulations stated in Art. 1 above.



1.1.5 Modifications to the regulations; Appendices

The Organiser with Race Director's approval reserves the right to modify the provisions that are contained in these Regulations depending on circumstances and any cases that might arise. The participants will be informed as soon as possible.

Information about any modifications that might be made or supplementary provisions that might be added will be given by bulletin. These will be written on yellow paper of dated and numbered appendices and will form an essential part of these Regulations. These appendices will be put on the notice board that is located on the left side of the main entrance of the Paddock General Office (PGO) in the Paddock.

1.1.6 Application and interpretation of the regulations

In compliance with the above mentioned FIM Regulations, the Race Director is the person who is responsible for applying these Regulations and their provisions throughout the course of the event. However, the QMMF Steward Panel must be informed about any major decision that is taken when applying the general or specific event regulations.

Any disloyal, incorrect or fraudulent acts committed by the participants or their team members will be judged by the Race Director, who will apply the relevant FIM Disciplinary and Arbitration Code.

Any competitor who fails to operate his team in a manner compatible with the standards of the 2020 QSTK 600 and QSTK 600 T or in any way brings it into disrepute, may be excluded from the championship.

It is the responsibility of the team to ensure that all persons concerned with its entry observe all the requirements of the Regulations. The responsibility of the rider, or any other person having charge of an entered machine during any part of the Event with respect to observance of the Regulations is joint and several with that of the team.

All persons concerned in any way with an entered machine or present in any capacity whatsoever in the Paddock, Pits, Pit lane or Track, must wear an appropriate pass at all times during the Event.

Art. 1.2 - ANTIDOPING CODE – MEDICAL CONTROL

All the persons concerned must at all time observe the FIM Anti-Doping Code and may be penalised accordingly. www.fim-live.com

<http://www.fim-live.com/fr/fim/les-commissions/medical/ride-clean/>

The procedure for Medical Control is described in the FIM Medical Code.

At all time during the event the Race Director and/or the Chief Medical Officer can ask a rider, or any personal involved in the event to undergo a Medical check.

Failure to attend this check, will be penalized by the exclusion from the circuit property.

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Art. 1.3 - ORGANISATION

Qatar Motor & Motorcycle Federation Organizing Committee

QMMF Board of Directors member	Mr. Abdulrazaq Al Kuwari
QMMF Chief Steward	Mr. Amro Al Hamad
Championship Director/Race Director	Mr. Franck Vayssié

Losail International Circuit

Security Manager	Fernando Arandigla
Operations Manager	Makki Al Mufti
Paddock Coordinator	Danielle Nortje
Championship Press Officer	Neus Ramos

1.3.1 – Secretariat of the event

Before and after the meetings, the Secretary of the Organisation can be located at the address shown below:

Qatar Motor & Motorcycle Federation

Lusail Sport Arena

PO Box 8708

Doha, State of Qatar

Tel: +974 4472 8177 / Fax: +974 4477 9761

During the events, the secretariat of the meeting will be located at the address shown below:

Losail International Circuit,

Control Tower- 1st Floor,

North Relief Road, Area NR70, East Al-Wusail,

Doha, State of Qatar

Tel. +974 4472 9151

Fax + 974 4472 9246

Contact: Alind@gmmf.com.qa

Art.1.4 – INSURANCE

The company providing the third-party liability insurance cover is:

Islamic Insurance Company, PO Box 22676, Doha, State of Qatar

Policy Number: For the 2019 rounds: TBC

For the 2020 rounds: TBC

All competitors, their personnel, guests, etc. must be covered by third party insurance.

Third party insurance arranged by Losail Circuit Sports Club shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the event.

Riders taking part in the 2020 QSTK 600 & QSTK 600 T are not third parties with respect to one another.

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Children under the age of 14 are strictly forbidden from entering the Pit Lane and must be under adult supervision at all times in all areas.

Art. 1.5 – OFFICIALS

1.5.1 Permanent Officials:

All permanent Officials shall be appointed for the Championship by the QMMF Board of Directors. The following Officials will be appointed to perform supervisory and executive roles. Except in cases of illness or Force Majeure the Officials will be expected to be present at each event.

Chief Steward	Amro Al Hamad
Steward	TBC
Steward	TBC
Race Director	Franck Vayssié
Deputy Race Director	Cesario Samarita
Secretary of the Event	Ardelle Lind
Technical Director	Scott Smart
Timekeeping	David Escribano
Chief Medical Officer	Dr Amr Abulwafa
Environmental Steward	Mohamed Osman

The Race Director – is responsible:

- To take decision as provided in the Regulations and ensure that the event is run within the Regulations.
- To oversee operational matters to ensure the safe, efficient, and timely running of the event according to the QSTK Regulations.
To impose penalties for any infringements of the Regulations.
- To make changes in the conduct and/or format of a race and/or a practice session based on safety considerations and provided that such decision is absolutely necessary to resolve a situation not foreseen in the Regulations. In such exceptional cases, such decision may prevail over specific provisions of the Regulations.
- To ensure that the circuit is suitably prepared for and maintained during the Event and that all legal requirements applicable for the running of the event have been complied with.
- To ensure that all Officials and services are in place.
The stationing of all track personnel and equipment (i.e. marshals, fire-fighting services, Moto-taxi, recovery and intervention vehicles, flags, etc.) alongside the Circuit no later than 30 minutes prior to the beginning of all practice sessions and warm-ups.
The Race Director and the Chief Medical Officer will make the final inspection of the Circuit to ensure this regulation is complied with, 30 minutes prior to the beginning of the day's first practice sessions and/or warm up.



During the final inspection lap, the yellow flag must be waved at each flag marshal post together with the display of other flags and equipment requested by the Race Director.

- f) Imposing instant penalties for any sportive infringement happening on track during any session or race.
- g) Receiving the notification of protests against race results or against penalty decision and forwarding to the QMMF Stewards panel.
- h) Immediate approval and signature with time of provisional results (practices, warm-ups, starting grids and races) and presentation of reports to the Event Management Committee.

The Chief Medical Officer – Is appointed by the organizer he must ensure the compliance with the Medical Code.

The Championship Technical director – Is appointed by the organizer and must ensure that the bikes are prepared according to the championship rules. He must report to the Race Director any infringement or safety issue with any machines. He can at all time during the event stop a bike for technical check.

THE QMMF Stewards Panel - There will be a panel of up to three QMMF Stewards (with QMMF or FIM Sporting Steward licence) supervised by the Chief Steward, who will chair the meetings.

The QMMF Stewards Panel is responsible for enforcing the Regulations.

The quorum for a meeting of the QMMF Stewards is two persons.

If the Chief Steward is indisposed during the Event, then the second QMMF Steward will fill the vacancy.

Each member has one vote. Decisions are based on a simple majority. In the case of a tie, the Chairman will exercise a casting vote.

The QMMF Stewards Panel has no executive role in the running of the events except for the imposition of penalties and the adjudication of protests as per Article: 4.5.3

The QMMF Stewards Panel will meet at any time required during the event.

They are responsible for:

- a) Imposing penalties for any infringement of the Regulations.
- b) Adjudicating on any protest race results or against penalties decided by the Race Director.

All QMMF Stewards Panel decisions must be communicated in writing to the Race Director and all affected parties.

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The Secretary – Is responsible for:

- The Championship registration process
- Write and publish all bulletins, communications, change of rules, or any official documents requested by the Race Director.
- Effecting communications between the various Officials and the competitors.
- Providing secretariat support to the Race Director and the Event Management Committee.
- After the event, files, classified and send to whom it may concerns all necessary documents and results.

The location of Official's offices will be on the first floor of the control tower

The duties of the Officials will comply with the descriptions as laid down in the above mentioned.

1.5.2 Other Officials

Marshals, Technical Scrutineers, Security Personnel, Medical personnel etc., as required for the efficient running of the event.

All communications between the individual Event Officials must be made via the relevant Permanent Officials.

1.5.3 The Event Management Committee

The management of the event will be carried out by the Event Management Committee which will comprise the following delegates, with voting right.

The Race Director - who will chair the meetings,
The Chief Medical Officer
The QMMF Chief Steward

The Technical Director must attend all EMC meetings without voting right.
Other Officials or guest may be invited to attend EMC meetings without voting right.

At any time, the duties of the members of the Event Management Committee are:

- To ensure the smooth and efficient running of the event.
- To make recommendations to the Race Director concerning any organizational matter in order to ensure compliance with the regulations.

The Event Management Committee will meet at any time required during the event, either in person or via electronic meeting. Meetings will be held, in principle: but at least:

- Prior the first practice session.
- At the end of each practice day.
- At the end of the event.

The quorum for a meeting of the Event Management Committee is two persons.

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Each member has one vote. Decisions are based on a simple majority. In the case of a tie, then the Race Director will exercise a casting vote.

The Race Director may also invite other Officials or other persons to provide assistance. However, these invited persons will not have voting right

Art. 1.6 – RIDERS REPRESENTATIVE

All Riders will be represented by: Mr. Saeed Al Sulaiti

5581 8034

saeedalsulaiti11@gmail.com

All requests concerning the 2020 QSTK 600 or QSTK T Regulations must be presented only by the designated representative within a minimum of 10 days prior to the event concerned. During each event riders must present their own petition directly to the secretary's office on the 1st floor of the control tower.

CHAPTER II – SPORTIVE REGULATIONS

Art. 2.1 - ELIGIBLE COMPETITORS

2.1.1 - All riders participating in the 2020 QSTK 600 Championship and Trophy must hold current licences, namely a 2019 valid Road Racing National Licence (issued by QMMF), or a 2019 valid Road Racing Licence (issued by a FIM Affiliated Federation) for the event which take place in 2019 and a 2020 valid Road Racing Licence (issued by QMMF), or a 2020 valid Road Racing Licence (issued by a FIM affiliated Federation) for the events which take place in 2020.

No person under the age of 16 may participate in the 2020 QSTK 600 and QSTK 600 T. Waiver can be granted by Organizing committee.

Organizing committee reserves the right to accept or reject any entry form, to confirm and publish the entry list without having to justify his decision.

Each rider accepted for the QSTK 600 & the Trophy will be allocated a specific starting number which will be valid for the whole season.

Art. 2.2. – CHAMPIONSHIP EVENTS

2.2.1- The number of events in the Championship is set at **Five (5)** Rounds at Losail International Circuit, Doha, State of Qatar (Appendix 1).

2.2.2 – Schedule

The event schedule will be published before each event.

The schedule, including the date of the event, can only be varied as follows:

- i) Prior to the event by the organizer;
- ii) During the event by the Race Director and/or the Event Management Committee

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2.2.3- All races (including restarted races) will be defined as DRY. In the case of rain, a decision will be taken by the Race Director whether to proceed or not.

2.2.4 – As per track homologation a maximum of 49 motorcycles will be admitted for the 2020 QSTK 600 and QSTK 600 T. However, QMMF reserves the right to allow wild-card entrants per Event and as per the approval of the organiser.

2.2.5 - A round of the 2020 QSTK 600 and QSTK T can be cancelled if there are less than 7 motorcycles on the grid.

2.2.6 – Only the motorcycles provided and approved by QMMF may participate; and only after having been checked and approved by the Technical Director. To be accepted every motorcycle must comply with the technical rules of the 2020 QSTK 600 and QSTK 600 T. There will be limited number of motorcycles available

2.2.7 - Each round will be made up of two races with a distance of 12 laps. The leader will be shown the chequered flag when the finish line is crossed at the end of the 12th lap. The Finish Line is shown in the appendix 5.

Art. 2.3 – THE CHAMPIONSHIP – THE TROPHY

2.3.1 – Entry list: To enter in the championship it is necessary to achieved before the first event a lap time of 2'09"00 or faster with a 600 CC bike or 2'07"00 or faster with a 1000 CC bike. Those riders will not be accepted in the Trophy.

All riders whose best lap time is slower, will be allocated to the Trophy and it will not be possible for them to enter the Championship during the season.

If for any reason, (trophy spirit, safety, or whatever...) the Organizing Committee decides to allocate one rider in a different class the decision will be final. The Championship final entry list will be published before round 1.

2.3.2 – The QSTK 600 T winner will be automatically registered in the QSTK Championship for the three seasons following his victory in the QSTK 600 trophy.

The distribution of the riders in both groups will be made before to start the first event and cannot be changed during the season; regardless of lap time improvements that have happened during the season.

Unless case of force majeure duly recognized and approved by the Event Management Committee. After each practice session, warm-up and races, an overall classification will be issued according the lap time or the race timing of each riders regardless which group he belongs to.

Both grids will be offset, according the Qualifying Results.

After Race 1 and Race 2, there will be a QSTK 600 Championship podium with the top three riders of the championship and a QSTK 600 Trophy podium with the top three riders of the Trophy.

2.3.3 –2020 Winning Rider

The rider who has scored the highest number of points (taking into consideration all the results obtained during the events, which have taken place) will be declared:

- 2020 QSTK 600 Champion
- 2020 QSTK 600 Trophy winner

2.3.4 – Points

For each race, points will be awarded to the top 15 riders according to the final classification. Otherwise if a grid is set with less than 7 bikes, no points will be awarded for this race.

PLACING	POINTS	PLACING	POINTS	PLACING	POINTS
1 st	25	6 th	10	11 th	5
2 nd	20	7 th	9	12 th	4
3 rd	16	8 th	8	13 th	3
4 th	13	9 th	7	14 th	2
5 th	11	10 th	6	15 th	1

2.3.5 – If a race is suspended under Article 25, and cannot be resumed under Article 26,

- no points will be awarded if the leader and all the other riders on the same lap as the race leader have completed less than three laps.
- half points will be awarded if the leader and all the other riders on the same lap as the race leader have completed more than three laps but less than two-thirds of the original race distance (after laps are rounded down).
- full points will be awarded if the race leader and all other riders on the same lap as the race leader have completed more than two-thirds of the original race distance (after laps are rounded down).

2.3.6 - If two or more riders finish the 2020 QSTK 600 or the QSTK 600 T with the same number of points, the highest place in the championship shall be awarded to:

- a) the holder of the greatest number of first places,
- b) if the number of first places is the same, the holder of the greatest number of second places,
- c) if the number of second places is the same, the holder of the greatest number of third places, and so on until a winner emerges

If this procedure fails to produce a result, then the holder of the best position on the starting grid for Race 1 Round 1 will be declared the winner.

Art. 2.4 – COMPETITOR'S APPLICATIONS AND CONDITIONS FOR ENTRY

2.4.1 – Registration

The individual entry form to enter in the **2020 QSTK 600 Championship and Trophy** must be submitted to the QMMF **before the end of registration for the first round**, accompanied by the entry fees specified below and the documents requested on the entry form (**Licence, ID Card, photo, and insurance**).

The application will not be accepted if the form is not totally completed and accompanied by the requested fees and documents.

Any rider registered for the entire season and who will not attend two rounds in a row will be excluded for the rest of the season. (except being declared unfit by the CMO)

2.4.2 – Registration fees – Deposit

Complete Championship	Wild card (request submitted to the QMMF a minimum of 10 days prior to each event) subject to validation
20 000 QR for Kawasaki ZX 6	5000 QR for Kawasaki ZX 6

Registration for the **2020 QSTK 600 Championship / Trophy** AFTER THE DEADLINE will be permitted as long as the entry list is not fully booked. **However, a penalty of 2000 QR will be charged.**

A deposit of 5000 QR will be asked to each participant. This deposit will cover all the different items which have to be covered. Transponder, Team office, bike spare parts.... As soon as a part of the deposit is used to cover anything (loss, damage, repair after a crash....) the rider must provide the same amount to keep the deposit to 5000 QR permanently.

2.4.3 – Wild card

A competitor can enter as Wild Card for one event after acceptance by the Organizing Committee of the entry. These wild cards are submitted to the bike's availability and a maximum of two wild cards will be available. For each event the competitor must send the entry form and pay the fees a minimum of 10 days before the event concerned with all the documents requested. In case of more demand the first come/first serve process will be applied.

2.4.4 – Substitute rider

In the case where a full season registered rider cannot attend any of the rounds (because he is unfit, or any other reason), he can propose a substitute rider for any number of rounds.

The substitute rider must be registered in a normal way and provide the deposit as indicated in Art.10.6 the substitute rider's deposit will be used if necessary, for the round (rounds) in which he will participate.

The main rider deposit will not be returned before the end of season.

The acceptance of the substitute rider is at the discretion of the organizing committee.

For safety reasons, participation of wild-card and substitute riders is submitted to the decision of the Organizing Committee.

Art. 2.5– DOCUMENTATION

2.5.1 – Documentation

For each round, documentation & scrutineering will take place at Losail International circuit.

The opening hours will be specified on the timetable of each round and **must** be respected (Appendix 2).

A penalty of 500 QR will be charged for late documentation.

A penalty of 500 QR will be charged for late scrutineering.

2.5.2 – Documents

The following documents must be presented:

- 2019 QMMF licence or a valid 2019 licence from another FIM affiliated Federation with start Permission for the event which will take place in 2019. Same 2020 documents must be presented for the events which will take place in 2020.
- ID Card / Passport
- Name and contact details of a team representative who must be available always whilst the competitor is on track. Details of an emergency contact person.

2.5.3 - Transponders

One personal identified transponder will be given out at documentation. It is imperative that it is returned to the Timekeeping Office on the control tower second floor at the end of each event to be charged for the next event.

The transponder must be fixed in the recommended position according to the scrutineer's requests. The competitor is responsible for the transponder. If the transponder is lost or damaged the rider is liable for the cost of replacement.

2.5.4 - Bracelets

Bracelets given at documentation must be worn for the duration of the event. The pit lane marshals may stop a rider to check his bracelet at any time during the event.

2.5.5 – Passes for signalling area (pit lane wall)

Passes for the pit lane will be issued to each competitor. These passes must only be used by crew members working in the signalling area (pit lane wall).

Art. 2.6 – TECHNICAL CONTROL

All rider's equipment must be checked by the Technical Scrutineers prior to first participation in practice on safety aspects, according to the published schedule. Motorcycles will be checked by technical director staff.

Technical control which will be carried out according to the published schedule prior to the first practice.

Unless a waiver is granted by the Race Director, teams/riders who do not comply with the schedule for technical or medical controls will not be allowed to take part in the event.

2.6.1- Only motorcycles provided by QMMF can be entered. A specific motorcycle will be assigned for each rider, the frame and engine serial numbers will be recorded by the Technical Director. The allocated machine may only be used during QMMF Official- practices, test or race.

It will be at the discretion of the Race Director with EMC confirmation to reassign bikes during the season without justification.

It is not allowed to lend a bike to another rider; only the registered rider may use the motorcycle.

QMMF will provide support mechanics.



It is the rider's responsibility to ensure that their riding equipment is placed with the allocated bike before the start of scrutineering.

Competitors must ensure at any time during the event that their motorcycles comply with the conditions of eligibility and safety in accordance with the technical regulations.

No motorcycle may take part in the event until it has been passed by the scrutineers.

No motorcycle may be removed from the circuit at any time during the event.

2.6.2 - The Race Director can require that any motorcycle be stopped and checked at any time during the event by the scrutineers.

Technical Director has the right to check the eligibility of a motorcycle or of a competitor's equipment at any time during the event.

2.6.3 – Fuel & Pit Stop

Only fuel provided by the organiser can be used. Other type of fuel will not be accepted, and it will not be allowed to bring in the paddock or pit boxes any drums of fuel different from ones provided by the organiser.

A maximum of 200 litres may be stored outside the rear of the pit box.

Refuelling during a race is not allowed.

Art. 2.7 – TIRES

There will be an Official- tire supplier. Only tires provided by this supplier will be allowed.

Art. 2.8 – COMPULSORY IDENTIFICATION & ADVERTISING

2.8.1 – Race numbers

The Organisation will determine the starting numbers from 1 up to 99. The Organiser will allocate every motorcycle that is registered for the event with a number that will be valid for the whole championship.

Each motorcycle must carry the race numbers allocated by the organiser. The Organiser will supply 3 adhesive plates with the number and compulsory advertising. Numbers are allowed to be painted as per the specifications laid down in the technical rules. The compulsory advertising must be present.

2.8.2 - Any competitor who fails to comply with this standard may not be authorised to take part in the practice sessions and/or the race. The removal of any advertising material that is handed over by the organization could lead to the qualifying times obtained during the practice sessions not being taken into account or exclusion from the placings, at the Race Director discretion.

2.8.3 – Rider's personal sponsors are not allowed to be display on the bikes unless waiver has been granted by the organizer.

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Art. 2.9 – RIDER BEHAVIOR

Unsportsmanlike conduct, including disrespect of Officials and regulations, will be brought to the attention of the Race Director who will apply any sanction in accordance with QMMF Judicial Rules.

Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit lane. Any infringement of this rule may be penalised.

Riders should use only the track and the pit lane. However, if a rider accidentally leaves the track then he may re-join it at the place indicated by the Officials or at a place which does not provide him any advantage.

The track is defined as the tarmac between the two solid white lines, which are on both sides throughout the circuit.

Any infringement of this rule may be penalised by the Race Director.

Furthermore, every rider and every person must behave in a responsible manner in all Losail International Circuit areas. The rider is responsible for all the persons who accompanied him. The rider shall be penalised for any disrespect behaviour coming from a person of his group (team members, guest, friends....).

Art. 2.10 - GENERAL MOTORCYCLE REQUIREMENTS

No signal of any kind may pass between a moving motorcycle and anyone connected with the motorcycle's rider with the exception of the following:

- Legible messages on a pit board
- Lap time/ place on a pit board
- Body movement by the rider

Art. 2.11 - GENERAL SAFETY – PIT LANE

The pit lane is divided in two lanes. The fast lane on rider's left that the motorcycle must use to move from pit lane entry to pit lane exit.

The working area, which is the lane in front pit garages where the motorcycles can stop in front of their own pit box.

It is strictly prohibited to stop at any time on the fast lane.

The pit entry is located after Turn 16 on the right-hand side at the place where the solid white line becomes dotted line. This is the place that riders must use to enter pit lane.

From the point where there is a solid white line across the pit lane, a 60 Km/h is enforced at any time during the entire event.

Approximatively one meter before the pit exit light, there will be another solid white line across the pit lane, showing the end of the 60 Km/h speed limit.

The pit lane exit is defined by the dotted white line at the end of the solid line (riders left). Riders are allowed to join the track only crossing this dotted line.

Exceeding the speed limit will be punished by a fine of 620QR during practice sessions and by a ride through penalty during the race.

Except where these Sporting Regulations require otherwise, pit, track discipline and safety measures will be the same for all practice sessions and races.

FOR DANGEROUS RIDING IN THE PIT LANE OR PADDOCK THE RIDER WILL BE EXCLUDED FROM THE EVENT

The signalling wall located between the fast lane and the track is a very restricted area where team members wearing a specific pass only are allowed to go.

Marshals and other Officials display flags or lights to provide information and/or instructions to the riders.

2.11.1 – Flags & Signals

It is strictly forbidden for competitors to use flags similar in any way whatsoever to those below



Green flag – The track is clear. Waved at each flag marshal post for the first lap of each practice session and of the warm-up; for the sighting lap and for the warm-up lap. This flag must be waved at the flag marshal post immediately after the incident that necessitated the use of one or more yellow flags. When the pit-lane exit is opened, this flag can be waved at the pit-lane exit.



Yellow flag can be:

- Waved at each row of the starting grid, this flag indicates that the start of the race is delayed.
- Waved as single yellow flag at all the flag marshal post and indicates that there is a danger ahead beside the track.
- Waved as two yellow flags together at the flag marshal post and indicate that there is a hazard wholly or partly blocking the track.

During a yellow flag situation (single or double) riders must slow down and be prepared to stop. Overtaking is forbidden until the point where the green flag is waved.

Any infringement of this rule during a practice session will result in the cancellation of the time of the lap in which the infraction occurred.

Any infringement of this rule during a race will result in the rider being penalised by a drop of position, by a time penalty or by any penalty at the Race Director discretion.

In both cases, further penalties may also be imposed.

If immediately after overtaking, the rider realises that he committed an infraction, he must raise his hand and let pass the rider(s) that he overtook. In this case, no penalty will be imposed.

During the inspection lap, this flag must be waved at the exact place where the flag marshal will be positioned during the practices, the warm-up and races.



Red flag and Red Lights - Will be shown if the race or practice session is interrupted. The red lights around the track may also be switched on. All riders on the track must return to the pit-lane slowly. If a red flag is being shown at pit lane exit, riders cannot exit the pit-lane.



Blue flag - Waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken. During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him. During the race, the rider concerned is about to be lapped. He must allow the following rider to pass him as soon as possible.



Yellow & Red Striped flag - There is oil or another substance which makes the track slippery, does not refer to rain.



White flag, diagonal red cross - 'Drops' of rain are on the section of the track where it is shown.



Yellow & Red Striped flag shown with White flag, diagonal red cross - Rain on this section of track.



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Black flag - Shown in conjunction with a rider's number means that the rider must stop at the pits on the next lap and may not restart. The rider's team must be notified prior to the flag being shown. This flag can also be presented to a rider for a reason other than a penalty (i.e. for checking or changing a transponder), in this case he can restart.



Black flag with orange disk - The rider has a mechanical problem considered dangerous and must **immediately** leave the track.



Black & White Chequered flag - Race or practice session is finished.

Green light: This light must be switched on at the pit lane exit to signal the start of each practice session, of the warm-up, the start of the sighting lap and of the warm-up lap. During the starting procedure the green light will be switched on for 30 seconds to allow riders which are in the pit lane to join the lap. At the start of the race the green light will be on, up to the arrival on the straight line of the leader, and then will be turning to blue flashing.

Flashing Blue Light: Will be switched on at the pit lane exit at all times during practices and races. Indicates to the riders that they are allowed to access the track under their own responsibility considering that another bike may approach on the straight line.

Red Light: This light will be switched on when pit exit is closed.

In addition, of the marshal's flag, LED light panels may be used. However, the marshal flag is, and remain the only Official- signal.

2.11.2 – Riders taking part in practice and the race must always wear the following: Helmet with FIM approved standard (Appendix 3), Racing suit, Gloves, Boots and Back protector. None of all these safety items can be removed as long as the riders is on track or in front the first line of protection.

2.11.3 – Riders are strictly forbidden to ride their motorcycle in the opposite direction to the race unless this is absolutely necessary in order to move the motorcycle from a dangerous position, including in the pit lane. A motorcycle may only be pushed to remove it from a dangerous position as directed by the marshals.

2.11.4 - During practices and races, riders may only use the track or the pit lane, and must, at all times, observe the provisions of the 2019 (or 2020) FIM Regulations relating to behaviour on circuits.

2.11.5 - Repairs to a motorcycle may only be carried out in the Pit Box. Test runs may only be performed on the track, during an Official- session.

2.11.6 – With the exception as specifically authorised by the 2019 or 2020 FIM Regulations or these Sporting Regulations, no one except the rider may touch a stopped motorcycle unless it is in the paddock, the team's designated garage area, the pit lane or on the starting grid.

2.11.7 - Riders with serious mechanical difficulties during practice or race must immediately leave the track. Those riders must go as fast as possible to a safe position in service road and follow the marshal's instructions.

2.11.8 - Only two (2) team members per participating motorcycle are allowed in the signalling area during practices and after the start of the race with appropriated pass.

2.11.9 - The Race Director or the Chief Medical Officer can require a rider to undergo a medical examination at any time during the event.

Art. 2.12 – COMPULSORY BRIEFING

2.12.1 - A compulsory briefing by the Race Director will take place for each round before the first practice. All entered riders must be present throughout the briefing at each round. Any absence must be explained through a letter addressed to the Race Director. Non-acceptance of the excuse will result in exclusion from the event. Acceptance will result in a penalty of 1000QR and the participant starting the race from the last position on the starting grid.

2.12.2 - If the Race Director considers that another briefing is necessary, this will be given at a time and place agreed by the EMC. The riders will be informed accordingly.

Art. 2.13 - INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

2.13.1 - In exceptional circumstances, the QMMF Stewards Panel and /or Race Director may give instructions to competitors by means of special circulars. These circulars (it can be communications, notifications of sanctions, warning, or whatsoever) will be distributed to all the competitors, who must acknowledge receipt.

2.13.2 - All classifications and results of practice and the race, as well as all decisions issued by the Officials, will be signed and posted on the Official- notice board located in the paddock.

2.13.3 - It shall be at the discretion of the Race Director to decide, if a rider or riders involved in an incident shall be penalised. When a case is under investigation a message will be displayed on the monitor and from that time the concerned persons are not allowed to leave the circuit without a clear authorisation from the Race Director.

2.13.4 – Any penalty decided by the Race Director or QMMF Stewards Panel shall be notify in writing to the concerned person or one of his team members and shall make sure that this information is countersigned, with a note of the time, or display it on the timing monitors. If nobody of the team is present to sign the notification, the penalty will be applied without signature.

Art. 2.14 – RIDERS BEHAVIOR DURING PRACTICE AND RACE

2.14.1 - No rider may start in a race without taking part in practices, except in a case of “force majeure” duly recognised as such by the Officials.

2.14.2 - Practices & Superpoles procedures: There will be two free practice sessions (FP 1 and FP 2) of 60 minutes each. These two sessions will be timed to access the superpole sessions. The 6 fastest riders will enter Superpole 2 (SPP 2) All the other riders will be entered Superpole 1 (SPP 1)

There will be a Superpole 1 session (SPP1) of 15 minutes. The 3 fastest riders of this session will be invited to join Superpole 2.

The Superpole 2 session (SPP 2) will take place exactly 10 minutes after the end of SPP 1 for a duration of 15 minutes.

For all practice sessions, five minutes prior to the start of the session, countdown boards showing 5 minutes, 4 minutes, 3 minutes, 2 minutes, and 1 minute will be displayed accompanied by an audible warning. At 0 minute the GREEN LIGHT will be displayed at the pit lane exit to indicate the start of the practice session, and a horn will be sounded.

For the three minutes prior to the end of the session, minute countdown boards (3-minute, 2 minute and 1 minute) will be shown at the starter cabin. The chequered flag being waved at the finishing line will indicate that the practice session has come to an end. Passing the chequered flag more than once is strictly prohibited and will be penalised.

2.14.3 - During the practice and warm up sessions; practice starts are permitted;

a) When it is safe to do so, at the pit lane exit after the pit exit light on the right side. Where a practice start line is painted.

b) After passing the chequered flag at the end of practice sessions and warm-up, when it is safe to do so, off the racing line and only at the designated Practice Start Zone and following the procedure.

Any rider found to have infringed this rule will be subject to an instant fine of 500 QR.

Further penalties may be applied.

Practice start zones are located after turn 15 on the left-hand side, and at the pit exit area after the pit exit light level, on the right side.

To practice start at pit exit, if there is one rider performing a practice start, the next one must stay behind; waiting in a safe position for the other bikes exiting the pit lane.

The first rider arriving at the practice start zone will perform his practice start, followed by the next one and so on. A Maximum of three (3) riders can stop side to side. Any riders arriving when a line of three bikes is completed must stop behind, setting another row.

When the rider has a free space in front of him, he must perform his practice start as soon as possible and finish his lap to come back to the pit.

A second practice start is not permitted.

2.14.4 - If a motorcycle stops during practice it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the rider is unable to drive the motorcycle from a dangerous position, it shall be the duty of the marshals to assist him.

2.14.5 - Practices may be interrupted as often and for as long as deemed necessary to clear the track or to allow the recovery of a motorcycle. In the case of free practice only, there will be no prolongation of the practice period after an interruption of this kind. Furthermore, if, in the opinion of the Race Director, a stoppage is caused deliberately, the rider concerned may have his times from that session cancelled (in substitution or in addition to other available penalties) and may not be permitted to take part in any other practice session.

2.14.6 - All motorcycles abandoned on the circuit during any session will be brought back to the pits as soon as possible.

2.14.7 - Should the qualifying session be interrupted; no protest can be accepted as to the possible effects of the interruption on the qualification of riders admitted starting.

Art. 2.15 – QUALIFICATION FOR THE RACES:

2.15.1 – To qualify for the races, a rider must achieve a time at least equal to 127% of the time recorded by the fastest rider in any of the practice sessions.

2.15.2 – Riders with no qualifying time will start the race from the back of the grid, according to their free practice and/or warm-up lap times.

2.15.3 – Any rider with no lap time will be accepted for the race at the Race Director /Event Management Committee discretion. If accepted this rider will compulsorily start from the last grid position.

Art. 2.16 - STOPPING THE PRACTICE

Should it become necessary to stop the practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the red flag and red lights will be shown at the Start/Finish line. Simultaneously, red flags will be shown at all the flag marshals' posts.

When the signal is given to stop, all motorcycles shall immediately reduce speed and proceed slowly back to their respective pit box.

All motorcycles abandoned on the track will be removed to a safe place. At the end of each practice session, all riders may only cross the line once.

Art. 2.17 – GRID POSITIONS

2.17.1 – Grid positions will be determined by the fastest lap time recorded by each rider during Free practices (FP) and Two Superpole (SPP) sessions. Only qualifiers will be accepted on to the grid.

2.17.2 - The starting grid will be the same for both races.

2.17.3 – All starting grids will be staggered taking the form of 3-3-3.

2.17.4 - The fastest rider will start the race from the pole position on the grid on the left side of the LIC track.

Art. 2.18 - STARTING PROCEDURE

2.18.1 - 25 minutes before the start of the race the official Safety car will take up position in front of the grid.

2.18.2 - 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. Under no circumstances may they push their machine onto the grid from the pit lane.

2.18.3 - 20 minutes before the start of the race the pit lane will be opened for sighting lap. A green flag and green light will be displayed. A 5-minute board will be shown and then a countdown board for each minute accompanied by an audible warning until the pit lane is closed; red flag and red light at the pit lane exit. Riders must leave the pit lane to cover a sighting lap.

Riders may complete more than one sighting lap by passing through the pit lane where they may make adjustments or refuel. At the end of this lap, they must reduce their speed on approach to the grid to ensure the safety of other riders and personnel on the grid. The performance of any exhibition riding is strictly forbidden. The rider must stop on the grid in starting position order. Engines must be stopped.

Having taken up their grid position, riders must take off their helmets, except in the case of a restart.

2.18.4 - 15 minutes before the starting time, the pit exit will be closed, and a warning signal will be given. Failure to leave the pit lane within this time will result in the rider joining the warm-up lap from the pit lane after the last motorcycle passes the Start/Finish line, but only under the direction of the marshals. The rider will then join the grid in last position and will start the race from this last position as well.

2.18.5 – Generators are not allowed on the grid. However, disconnected tyre warmers may be used on the grid. Up to the three minutes board.

Starter engines may be also used on the grid.
Refuelling or changing the fuel tank on the grid is forbidden.

2.18.6 – 5 minutes before the start of the warm-up lap, a 5-minute board will be shown accompanied by an audible warning. The Official- safety car will do a lap and will stop at the back of the grid.

2.18.7 - A 3-minute board with horn will then be given. All work on motorcycles must cease. Riders requiring further mechanical work must remove their bikes to the pit lane.

Trolleys must be removed as quickly as possible.
Immediate removal of tyre warmers from machines on the grid.

At this point all persons except maximum two mechanics per machine, the person holding the umbrella for the rider, the television crew and essential Officials must leave the grid.

No person (except essential Officials) can go on the grid at this point.

2.18.8 - At the 1-minute board all engines must be started, and all personnel must leave the grid.

2.18.9 - A 30 second board will then be displayed.

No further assistance from the mechanics is permitted. Any rider who is not able to start his machine must remove it to the pit lane, under the control of the grid marshals, where he may make further attempts to start it. Such riders may start the warm-up lap from the pit lane and will start the race from the back of the grid.

2.18.10 - At 0 second a green flag will be shown at the front of the grid.

In the interest of safety, should a rider stall his machine, he may be assisted to restart. If after a reasonable period, the engine does not restart, then the rider will be pushed into the pit lane where his mechanic may provide assistance.

All motorcycles will begin a warm-up lap at unrestricted speed, followed by the safety car. As soon as the riders have passed the pit lane exit, the pit lane exit light will be turned green, and any rider waiting in the pit lane will be permitted to join the warm-up lap. Thirty seconds later, the light will turn red and marshal will display a red flag closing the pit lane exit.

2.18.11 - At the end of the warm-up lap the riders must go to their starting position on the grid. The front wheel of their motorcycle up on or behind the front line and between the side lines defining the grid position, and keep their engines running.

If two or more riders must start from the back of the grid, they will take up position in the order in which they qualified for the race.

Any rider who encounters a problem with his machine on the warm-up lap may return to the pit lane and repairs.

Any rider who stalls his engine on the grid or who has other difficulties must remain on his bike and raise an arm. It is not permitted to attempt to delay the start by any other means.

The safety car will stop at the back of the grid.

2.18.12 - The red lights will be switched on for a short while between 2 and 5 seconds and then will be disconnected to indicate the start of the race.

The Safety car will follow the first race lap.

2.18.13 – Jump Start: Any rider who anticipates the start or who is deliberately not placed in his starting box will be required to carry out the ride through Procedure described at article 4.3. 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, Race Director will be the sole judge of whether an advantage has been gained.

The Race Director will decide if a penalty will be imposed for taking advantage by anticipating the start and must communicate the penalty to the rider as soon as possible.

2.18.14 - After the riders have passed the exit of the pit lane, the Official situated at this exit will display a green light to start any riders still in the pit lane.

2.18.15 - If there is a problem on the grid during starting procedure a Start Delayed Board will be shown at starter podium with a red flag as well. If the lights are already on, it will stay on. Yellow waved flag will be shown at each row of the grid.

The start procedure will then be resumed from the 1-minute board before the warm-up lap.

Art. 2.19 – QUICK RESTART PROCEDURE

When a race is red flagged. Riders must return slowly to the pits, unless otherwise instructed by the Officials. If there is to be a second part of the race, minor repairs may be carried out. The following procedure will be applied:

2.19.1 - Upon arrival in the pit lane, riders may make adjustment to their machine. Refuelling is permitted.

2.19.2 - When all riders have entered the pit lane the Race Director will announce the remaining time to the re-opening of the pit exit. This time will never be less than 10 minutes. A countdown will be displayed on all timekeeping monitors and countdown boards will be displayed at pit exit from 5 minutes to green light.

2.19.3 - When the time period has elapsed, the pit lane will be opened for SIXTY SECONDS only. Riders will make one lap at unrestricted speed to the starting grid, followed by a Safety Car. Any rider delaying the progress of the sighting lap will be overtaken by the Safety Car. Any rider arriving at pit entry level behind the Safety Car must go into the pit lane. Such riders will have to start the warm-up lap from the pit lane exit and the race from the back of the grid.

2.19.4 - Any riders remaining in the pit lane after it has been closed will have to start the warm-up lap from the pit exit and start the race from the back of the grid.

2.19.5 - One mechanic only, per rider, may go onto the grid (without tools) to primarily indicate to his rider his position on the grid. In the case of a race impacting new grid position, the mechanics should avail himself of his rider's position from the classification displayed on the timing screens or from Officials who will be positioned at the entry point to the grid with the revised starting grid information. When the rider takes his grid position, the mechanic must immediately leave the grid.

2.19.6 - Back to the grid the riders must stop their machine with engine running. No adjustment may be made. Any rider encountering difficulties on the out lap from the pit exit must enter the pit lane.

2.19.7 - As soon as the Safety Car arrives at the back of the grid, a 30 seconds board will be shown. These 30 seconds may be reduced at the discretion of the Race Director when the grid is clear, and it is considered safe.

2.19.8 - After 30 seconds have elapsed a green flag will be shown to start the warm-up lap.

2.19.9 - The warm-up lap will be completed at unrestricted speed, followed by the Safety Car. When the last rider has passed the pit exit it will be opened for a period of 30 seconds to release any rider waiting. The pit lane exit will then remain closed until after the start of the race. The Safety Car will overtake any rider delaying the progress of the warm-up lap.

2.19.10 - Any rider not able to leave the pit exit has a final option of starting the race from the pit exit.

2.19.11 - Upon arrival back at the starting grid the normal procedure will be followed, with the start signal given in the normal manner.

2.19.12 - Riders who started the warm-up lap from the pit lane must start the race from the back of the grid as directed by the Officials. If two or more riders must start from the back of the grid, they will take up position in the order in which they qualified for the race. In case of a restarted race, according they qualified in the previous red flagged race.
Any rider arriving after the Safety Car will also start from the back of the grid.

2.19.13 - After the start signal has been given and the last rider has passed the pit exit, the pit exit will be opened. Any riders still in the pit lane may then start the race up until the point when the leader has crossed the finish line to complete his first racing lap.

Art. 2.20 - THE RACE

2.20.1 - A race will not be suspended in the event of rain unless the circuit is blocked, or it is dangerous to continue (Art. 25).

2.20.2 - If a motorcycle stops during the race, it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the rider is unable to move the motorcycle from a dangerous position, it shall be the duty of the marshals to assist him.

Art. 2.21 – INTERRUPTION OF A RACE

2.21.1 - Should it become necessary to interrupt a race because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director will order red flags to be shown at all flag marshal posts and the red abort lights to be shown.

The results will be established considering main and secondary time keeping points. The order of classification shall be based upon the total number of completed laps and the order of last crossing point for each individual rider prior red flag has been displayed.

For any rider who is inside the pit lane (not in the garage) when the red flag is displayed, the following procedure will be applied:

- If the rider has crossed the virtual finish line inside the pit, that time will be used as finish line time.
- If the rider has not crossed the virtual finish line inside the pit lane, he will be assigned a finish line time calculated using the pit in time plus the time to reach the virtual finish line inside the pit at 60 Kph.

At the time the red flag is displayed, riders who are not actively competing in the race will not be classified.

Only classified riders will be allowed to enter the second part of the race if the race needs a second part to be completed.

To be classified a rider must have:

- Completed 75% of the laps of the race leader rounded down to the nearest whole number of laps.
- Enter the pit lane using the designated track pushing or riding on their motorcycle within 5 minutes after the red flag has been displayed.

2.21.2 - When the red signal is given the pit exit will be closed. All motorcycles must proceed slowly to the pit lane.

Art. 2.22 - RESUMING A RACE

2.22.1 - The delay in resuming the race will be kept as short as possible which, conditions permitting.

2.22.2 - The results of the first part of the race must be available to the teams before the second part may be started.

2.22.3 - The procedure as detailed in Art. 24 shall then be applied.

2.22.4 - If less than three laps were completed ALL MOTORCYCLES may restart with their original grid positions being used. Motorcycles may be repaired or refuelled. The grid starting order will be the same as for the first part of the race.

2.22.5 - If more than three laps, but less than two thirds of the race distance were completed, only those riders classified as finishers in the first part of the race may restart. Motorcycles may be repaired or refuelled. The grid position will be based on the finishing order of the first part of the race.

2.22.6 - The number of laps will be the number required to complete the original race distance with a minimum of 5 laps.

2.22.7 - Final race results will be established by adding together the raced times for the two part of the race.

2.22.8 - If more than two thirds of the race of the race distance was completed, the race will be considered as completed and will not be restarted.

Art. 2.23 - SHORTENING OF A RACE DISTANCE

Should, for whatever reason, the scheduled race distance not be completed in a race, the following points will be awarded:

- a) More than two-thirds of the original race distance completed=100% points
- b) More than three laps, but less than two-thirds parts of the original race distance completed=50% points.

c) Less than three laps of the original race distance completed= 0 point.

Only race laps will be taken into consideration for the calculation of the distance completed. Formation and slow-down laps do not count towards the race distance.

Art. 2.24 – FINISH – PARC FERMÉ

2.24.1 - The end-of-race signal will be given at the line as soon as the leading motorcycle has completed the full race distance.

2.24.2 - Should for any reason (other than under Article 26) the end-of-race signal be given before the leading motorcycle completes the scheduled number of laps, the race will be deemed to have finished when the leading motorcycle last crossed the line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

2.24.3 – Parc Fermé

The first three placed motorcycles must enter the podium parc fermé after passing the finish line and entering the pit lane for each race. Only authorised personnel may enter the parc fermé.

The remaining motorcycles must be positioned in the pit lane immediately in front of their allocated pit garages. The bike must be facing a 45° into the pit lane.

Parc fermé will be for 15 minutes after Race 1 and 30 minutes after Race 2 from the time of the signing of the results. No work may be carried out on the machines during this period.

Art. 2.25 – CLASSIFICATION – PODIUM – PRIZES

2.25.1 - The rider placed first will be the one having covered the scheduled distance in the shortest time. All motorcycles will be classified taking into account the number of completed laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.

2.25.2 – To be counted as a finisher and be included in the results a rider must:

- Complete 75% of the race distance
- Cross the finish line on the track (not in the pit lane) within 5 minutes of the race winner. The rider must be in contact with the machine.

2.25.3 - The official overall classification will be published after the second race. These will be the only valid results subject to any amendments which may be made under the 2019 FIM Superbike & Supersport World Championships and FIM Superstock Cup Regulations (or 2020 according the concerned round) and these Sporting Regulations.

2.25.4 – Podium

For each race there will be two podiums. The riders classified in the 1st, 2nd and 3rd position of the QSTK 600 championship must attend the prize-giving ceremony on the podium which will be held after each race.

The riders finishing 1st, 2nd and 3rd position of the QSTK 600 Trophy must attend the prize giving ceremony on the podium which will be held after each race.

Those riders will receive trophies during the podium ceremony. No children are allowed on the Podium.

At the final round the 'Rookie of the Year' must attend both the podium to receive the trophy. His presence at the press conference is also compulsory.

Art. 2.26 - PIT GARAGE – TEAM OFFICE

The organiser will supply a pit garage to the competitors, circumstances allowing. The competitor is responsible for all invited guests, team members and equipment within the pit box. Any damage must be paid for.

SMOKING IS STRICTLY FORBIDDEN WITHIN THE PIT GARAGE. A FINE OF 400 QR WILL BE IMPOSED ON ANY PERSON CAUGHT SMOKING IN NON-SMOKING AREAS.

Any rider who has an unpaid fine will not be allowed to enter the track for any kind of event before the fine being paid.

Throughout all practice sessions, races and track activities one side of the pit box must be completely closed to prevent unauthorized access to the pit lane.

The pit garage areas are solely for the preparation of the Motorcycles; however, it is not allowed for safety reasons to run the engine when the doors of the pit garage are closed. It is strictly forbidden for this space to be used as a hospitality or trade site area.

Pit boxes are equipped with the following fire extinguishers; 1 X 6 kg capacity dry chemical powder NP6, and 1 X 5kg Carbon Dioxide (CO2). Pit lane side 1 X 25 kg dry powder NP6, and Paddock side 1 X 25kg dry powder NP6.

Water dispensers are available for rent from the paddock office manager:

- Water dispenser rental: 130 QR.
- 5 Gallon water refill: 25 QR.

Support vehicles are forbidden from entering the paddock. LCSC staff and trolleys will be available for the movement of racing materials.

Team offices are available for the duration of the event. The competitor must register at documentation and make sure that all belongings are removed at the end of each round. No material can be stored at the Circuit between rounds.

Art. 2.27 – CAMERAS - VIDEO FOOTAGE - PHOTOGRAPHS - IMAGES

The organizer has the right to use and license the use of video footage, photographs, images and representations of the vehicles and competitors for the purposes of producing merchandise, exploiting and/or promoting the series.

Furthermore, Qatar Motor & Motorcycle Federation & Losail Circuit Sports Club have the right to place and use on-board cameras on any motorcycle entering any round of QSTK 600 Championship. This is obligatory if requested.

Permission must be granted by the Race Director, before a camera may be mounted to a bike. The technical director decision on the safe mounting of the camera is final. The Race Director has the right to request and to use for any investigation video footage coming from Official or personal camera mounted on a bike.

Art. 2.28 – PASSES

Five passes will be issued for each rider. These passes will give access to pit box, pit Lane, Service road and Grid.

Two of these passes will have specific stickers to give access to the signalling area of the pit wall. Paddock will be open for everyone.

All passes will be valid for all the rounds of the 2020 QSTK 600 Championship & Trophy unless otherwise advised.

All the passes issued by the Organiser remain the property of the organiser and must be returned on demand.

All passes must be clearly displayed. Security personnel have the right to examine passes at any time.

CHAPTER III-TECHNICAL REGULATIONS

Art. 3.1- QSTK 600 CHAMPIONSHIP AND TROPHY TECHNICAL SPECIFICATIONS

The following rules are intended to permit limited changes to the homologated motorcycle in the interests of safety and improved competition between various motorcycle concepts.

EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULE IS STRICTLY FORBIDDEN

3.1.1 -Motorcycle specifications

All parts and systems not specifically mentioned in the following articles must remain as originally produced by the manufacturer for the homologated motorcycle.

The machinery is Kawasaki ZX6. Nonetheless according Art. 2.2.6 – Only the motorcycles provided and approved by QMMF may participate.

QMMF reserves the right to update the motorcycle specifications at any anytime. Any updates related to performance will be applied to all machines simultaneously.

3.1.2 -Engine Configurations and displacement capacities

600cc

4-stroke

4 cylinders

3.1.3 - Minimum weight

The minimum weight for all machines will be the same and specified in the Championship machines specification.

There is no tolerance on the minimum weight of the motorcycle.

During the final technical inspection at the end of the race, the selected motorcycles will be weighed in the condition they finished the race, and the established weight limit must be met in this condition. Nothing may be added to the motorcycle. This includes all fluids.

During the practice and qualifying sessions, riders may be asked to submit their motorcycle to a weight control. In all cases the rider must comply with this request.

3.1.4 - Numbers and number plates

The numbers will be the Championship specified numbers.

The sizes for all the front numbers are: Minimum height: 140 mm
Minimum width: 80 mm
Minimum stroke: 20 mm
Minimum space between numbers: 10 mm

The size for all the side numbers is: Minimum height: 120 mm
Minimum width: 70 mm
Minimum stroke: 20 mm
Minimum space between numbers: 10 mm

The allocated number (& plate) for the rider must be affixed on the motorcycle as follows:

- Once on the front, either in the center of the fairing or slightly off to one side. The number must be centered on the red background with no advertising within 25 mm in all directions.
- The numbers must use the fonts as detailed. All digits must be of standard form.
- Numbers cannot overlap.
- Any outlines must be of a contrasting color and the maximum width of the outline is 3 mm. The background color must be clearly visible around all edges of the number (including outline). Reflective or mirror type numbers are not permitted.

In case of a dispute concerning the legibility of numbers, the decision of the Technical Director will be final.

3.1.5 - Fuel

All machines must use the Championship supplied fuel. Random fuel test will be performed.

3.1.6 - Tyres

There will be an Official- tire supplier. Only tires provided by this supplier will be allowed.

Art. 3.2 - ENGINE

3.2.1 - Fuel injection system

Must be the originally fitted and homologated part with no modification allowed.

3.2.2 - Engine

Must be the originally fitted and homologated part with no modification allowed.

3.2.3 - Camshaft

Timing as workshop manual specification

3.2.4 - Lateral covers and protection

- All lateral covers/engine cases containing oil, and which could be in contact with the ground during a crash will have a series specified FIM approved cover.
- Oil containing engine covers must be secured with steel bolts.

3.2.5 - Transmission and Gearbox

- Series specified quickshifter will be supplied, only the supplied quickshifter or no quickshifter may be used.
- Countershaft sprocket, rear wheel sprocket, may be changed with championship specified and supplied parts.

3.2.6 - Clutch

Must be the originally fitted and homologated part with no modification allowed.

3.2.7 - Radiator, cooling system and oil cooler

- The only liquid engine coolants permitted will be water.
- A Championship specified racing specification radiator and protective mesh will be used.

3.2.8 - Exhaust system

A

- The air filter will be the series specified part.

3.2.9 - Exhaust system

a) A Championship specified full system will be used.

3.2.10- Electrics and electronics

a) Must be the originally fitted and homologated parts. No competitor reprogramming, only the Technical Director may alter any ECU setting, and this will be altered for all machines in the series. The ignition switch and key may be moved.

b) The rider may fit a lap timer to the bike. It must be self-powered.

Art. 3.3 - CHASSIS

3.3.1 - Main frame and sub frame

Must be the originally fitted and homologated part with no modification allowed.

3.3.2 - Front Forks

a) Standard forks and damping system will be used.

b) The pre-load, damping adjusters (clickers) and front ride height (fork drop) may be adjusted by the rider **only** with his nominated QMMF Mechanic.

c) Fork oil height may be altered overnight or between races, not between sessions. It may **only** be adjusted by the nominated QMMF Mechanic. The fork oil will be the championship specified oil or the original oil.

d) The Championship specified steering damper will be fitted to the machines, it may be adjusted by the rider freely.

3.3.3-Rear suspension unit

a) Rear suspension unit (shock absorber) will be the standard unit with standard damping system.

b) The pre-load, damping adjusters (clickers) and rear ride height may be adjusted by the rider **only** with his nominated QMMF Mechanic. Note: the rear ride height may only be adjusted by the use of championship supplied top shock mount spacers.

c) Championship specified stand bobbins will be fitted to the swingarm.

3.3.4 - Wheels

Wheels must remain as originally produced by the manufacturer for the homologated motorcycle. The wheel spacers will be made captive.

3.3.5 - Brakes

- Brake pads will be the Championship specified parts.
- Brake Lines front and rear will be the Championship specified parts.
- Brake Levers will be the Championship specified parts and/or the originally fitted levers.
- The rear caliper and hanger will be made captive to make easier wheels changes.

3.3.6 - Handlebars and hand controls

- Handlebars/clip-ons will be the Championship specified parts
- Handlebars and lever positions may be adjusted by the rider only with his QMMF Mechanic.

3.3.7 - Foot rest / Foot controls

- Footrest/foot controls will be the Championship specified parts
- Footrests and lever positions may be adjusted by the rider **only** with his nominated QMMF Mechanic.

3.3.8 - Fuel tank

- Fuel tank must remain as originally produced by the manufacturer for the homologated motorcycle.
- All fuel tanks must be completely filled with fire retardant material (Open-celled mesh, i.e. Explosafe®).
- Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.
- Fuel caps will be changed. Additionally, they must be securely locked to prevent accidental opening at any time.
- A Championship specified tank cover will be fitted.

3.3.9 - Bodywork

- Fairing, bodywork, seat fenders and screen will the Championship specified parts.

3.3.10- Fasteners

- Standard fasteners

- b) Specific fasteners will be drilled for safety wire.
- c) Thread repair using inserts of different material such as Heli coils and timeserts.

Art. 3.4 - THE FOLLOWING ITEMS MUST BE ALTERED

- a) Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right-hand handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine, the button or switch must be red.
- b) All drain plugs must be wired. External oil filter(s) screws and bolts that enter an oil cavity must be safety wired (i.e. on crankcases). It is the rider's responsibility to ensure that this is done.
- c) All motorcycles must have a closed breather system. The oil breather line must be connected and discharge

CHAPTER IV – DISCIPLINARY - SANCTIONS AND PROTESTS

Art. 4.1 - PRINCIPLES

The obligations incumbent upon the participants, officials and organisers are set out in the Regulations published by the FIM. www.fim-live.com

Proven violation or non-observance of these obligations will be subject to the penalties laid down in this chapter.

Without prejudice to this Chapter IV, Protests processes and appeal rules applicable before the National Disciplinary Committee (NDC) are governed by the QMMF Judicial Rules as published from time to time by QMMF on its website <http://www.qmmf.com/>

Art. 4.2 - PENALTIES

The following penalties maybe decided by the competent disciplinary bodies defined in these regulations below.

- warnings
- fines
- change of position
- ride through
- time penalties
- grid penalty
- disqualification
- withdrawal of Championship points
- suspension
- exclusion

Art. 4.3 - DEFINITION AND IMPLEMENTATION OF PENALTIES

Warnings:

Can be made privately or publicly and can be made without a hearing.

Fines:

Cash penalty up to 20'000 QR

A fine of up to 5'000 QR can be imposed without a prior hearing being necessary.

Ride through:

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

The rider must respect the speed limit (Art.15) in the pit lane. In case of infraction of this speed limit, the ride through procedure will be repeated; in case of a second infraction of this speed limit, the black flag will be shown to the rider.

In the event of a restarted race, the above regulation will also apply.

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

In the case of a rider carrying forward a penalty for anticipation of the start, into the second part of an interrupted race, and subsequently found to have anticipated the second start, the rider will be shown the black flag.

A yellow board (100 cm horizontal x 80 cm vertical) displaying the rider's number (black colour) will be shown at the finish line and the information will also be displayed on the time keeping monitors.

Failure by the relevant rider to ride through, having been shown the board 5 times, will result in that rider being shown the black flag. In the case where the organisation has been unable to carry out the ride through penalty before the end of the race, the relevant rider will be inflicted with an automatic time penalty.

If the infraction is committed during the last five laps, and the rider will not be able to enter the pit lane for complying his ride through, therefore an automatic time penalty will be applied.

This automatic time penalty cannot be subject of any protest or appeal.

This automatic penalty will be calculated thus: The time to pass through the pit lane from pit entry to pit exit at 60 km/h + 20% rounded down to the nearest second.

Change of position procedure

The rider will be requested to go back a certain number of positions decided by the Race Director.

A yellow "change of position" board will be displayed at the start/finish line level for the concerned rider during 5 laps. If the rider did not go back after the board has been presented 5 times, he will be penalised by a ride through.

Further penalties may also be applied.

Time penalties:

The imposition of time affecting the rider's actual result and/or the cancellation of time.

Grid penalty:

The imposition of a drop of any number of grid positions or the imposition of starting the race from the pit lane exit at the rider's next race or next event.

A grid position penalty may be imposed without a prior hearing being necessary.

Disqualification:

Entails automatically, and independently of any other penalty, the invalidation of the results obtained in an event, practice, race or ranking.

An immediate disqualification from an event, a practice session (black flag, black flag with orange disc), or a race may also be pronounced by means of a black flag, black flag with orange disc. or from its results.

Withdrawal of championship points:

The loss of points from the Championship races already run.

Suspension:

Entails the loss of rights to participate for a specified period of time in any activity under QMMF control.

Suspension may be decided for the championship, for one or more practice sessions (or part thereof), or races.

Exclusion:

The final and complete loss of all rights of participation in any activity under QMMF control.

Art. 4.4 - PLURALITY OF PENALTIES

Any offender may have several penalties pronounced against him according to the circumstances

Art. 4.5 – DISCIPLINARY OFFICIALS DURING AN EVENT**4.5.1 The Race Director**

Has the authority to penalise riders, team's personal, officials, and all persons involved in an event, and / or in the championship for

- Infractions of the Regulations.
- any voluntary or involuntary action or deed accomplished by a person or a group of persons during a meeting, contrary to the current Regulations or instructions given by an official of the meeting.
- any corrupt or fraudulent act, or any action prejudicial to the interests of the meetings or of the sport, carried out by a person or a group of persons occurring during an event.

For minor offences a hearing is not necessary. It will be at the Race Director discretion to decide if a hearing is necessary or not prior to penalize a rider.

4.5.2 Penalties that may be pronounced by the Race Director:

- warning
- fine
- change of position
- ride through
- time penalty
- grid penalty
- disqualification
- withdrawal of Championship points
- suspension

Furthermore, the Race Director may at its sole discretion refer the case to the QMMF Steward panel in order to impose a higher penalty.

4.5.3 – The QMMF Stewards panel:

The QMMF Stewards panel as set out in accordance with Chapter I, Art. 4, is competent to:

- a) adjudicate upon a protest relating to penalties decided by the Race Director.
- b) impose penalties for any infringement of the Regulations as requested by the Race Director or on their own initiative;

Art. 4.6 – PROTESTS AND APPEALS:

4.6.1 - Right of protest

Any legal entity or any individual, rider, team, manufacturer, official ... Affected by a penalty decision taken under QMMF authority has the right to protest that decision, provided such legal entity or individual justifies a direct and personal interest in that protest.

No protest may be lodged against an immediate decision entailing or not:

- A fine resulting from a pit lane exit speeding, pit lane exit, or practice start violation.
- A drop of position
- A time penalty given in lieu of any penalty not subject to appeal.
- A ride through
- A cancellation of the lap time concerned for a rider exceeding the track limits during the practices
- A disqualification from the practice sessions or race by means of black flag or black with orange disc flag.

No protest may be lodged against a decision of whether a rider is actively competing in the case of an interrupted race.

All protest must be submitted in accordance with the QMMF Judicial Rules.



4.6.2 – Right of appeal

Only QMMF Stewards Panel decision are subject to appeal in accordance the QMMF judicial Rules as published on QMMF Website. www.qmmf.com

4.6.3 - Fees:

- a) The sum of the protest fee is **1500 QR**, which shall not be returned if the protest is judged unfounded.
- b) The sum of the appeal fee before the NDC is **18 000 QR**.



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www.qmmf.com

APPENDICIES

Appendix 1: Calendar

- ROUND 1 - December 13th & 14th, 2019
- ROUND 2 – January 10th & 11th, 2020
- ROUND 3 – January 24th & 25th, 2020
- ROUND 4 – February 7th & 8th, 2020
- ROUND 5 – March 20th & 21st, 2020

الاتحاد القطري للسيارات والدراجات النارية
December 6th 2019, will be Championship Official Practice
QATAR MOTOR & MOTORCYCLE FEDERATION

This calendar can be subject to modification



Appendix 2: Timetable (Timings can be subject to modification)



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Appendix 3: International Helmet Standards

INTERNATIONAL HELMETS STANDARDS NORMES INTERNATIONALES DES CASQUES

ECE 22 - 05 "P" (EUROPE)

The ECE mark consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval.



E1 for Germany, E2 for France, E3 for Italy, E4 for Netherlands, E5 for Sweden, E6 for Belgium, E7 for Hungary, E8 for Czeck Republic, E9 for Spain, E10 for Yugoslavia, E11 for UK, E12 for Austria, E13 for Luxembourg, E14 for Switzerland, E15 (- vacant), E16 for Norway, E17 for Finland, E18 for Denmark, E19 for Roumania, E20 for Poland, E21 for Portugal, E22 for the Russian Federation, E23 for Greece, E24 for Ireland, E25 for Croatia, E26 for Slovenia, E27 for Slovakia, E28 for Bielo Russia, E29 for Estonia, E30 (- vacant), E31 for Bosnia and Herzegovina, E32 for Letonie, E34 for Bulgaria, E37 for Turkey, E40 for Macedonia, E43 for Japan, E44 (- vacant), E45 for Australia, E46 for Ukraine, E47 for South Africa, E48 New Zealand.

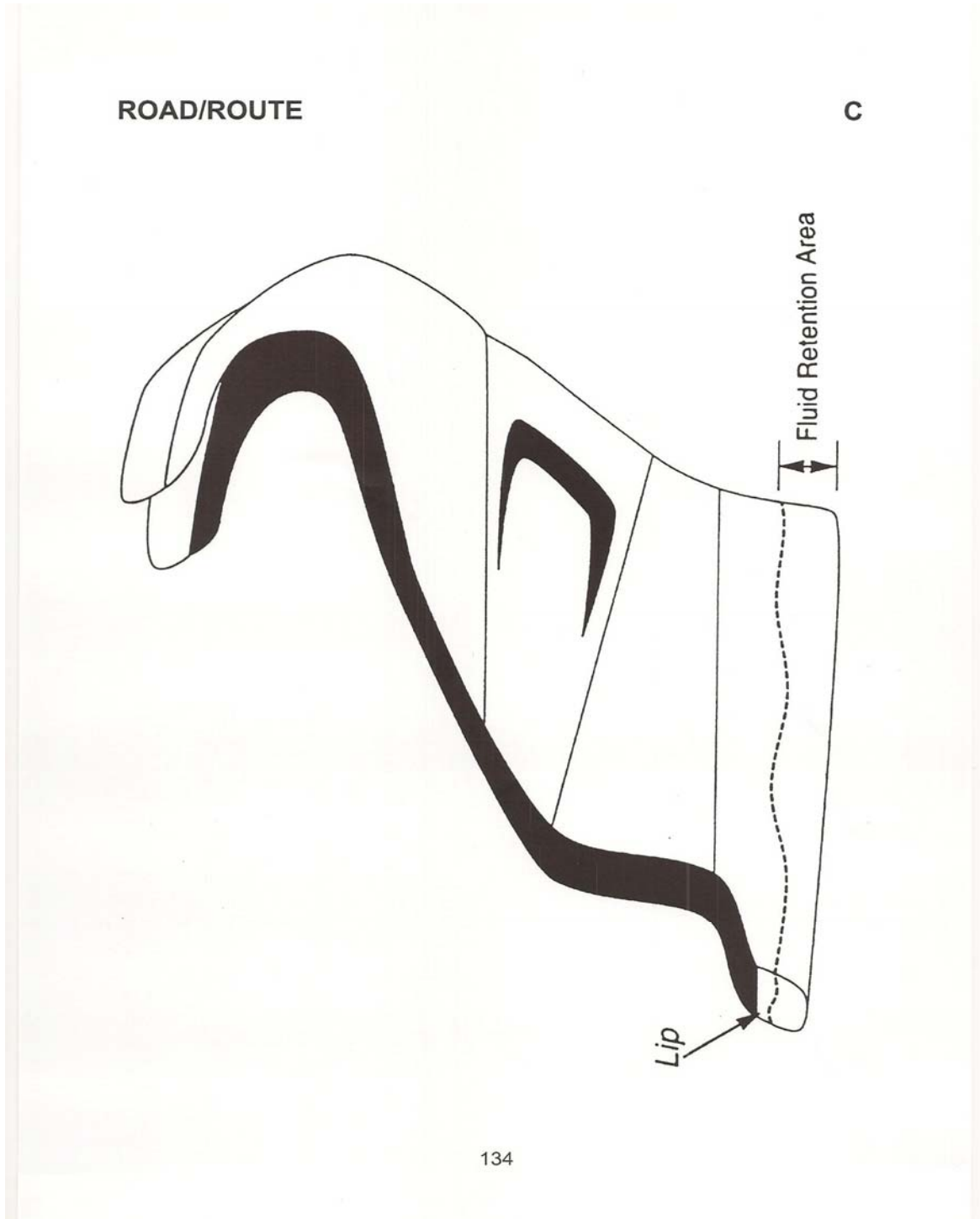
Below the letter E, the **approval** number should always begin with 05. Below the approval number is the serial production number. (Label on retention system or comfort interior).



(JAPAN) JIS



For more details consult the F.I.M. Technical Rulebook



Appendix 5: LIC Start Finish Line

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