



**2019**

**Qatar Superstock 600 Championship**  
**Qatar Superstock 600 Trophy**

**Rules & Regulations**



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## **CHAPTER I – GENERAL CONDITIONS**

### **Art.1 – DEFINITION & REGULATIONS**

**Qatar Motor & Motorcycle Federation** organises the 2019, **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**.

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 2018 and their appendices whenever they are applicable. As soon as FIM will release the 2019 version, this one will be used.

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

Round 1: 191.02  
Round 2: 191.03  
Round 3: 191.04  
Round 4- 191.05  
Round 5- 191.06

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 – Regulations**

The English version will be used should any dispute arise as to their interpretation.

#### **1.2 - General undertaking**

All riders/competitors participating in the **2019 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.

#### **1.3 - Modifications to the regulations; Appendices**

The Organiser with the approval of the stewards 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.

#### **1.4 – Application and interpretation of the regulations**

In compliance with the above mentioned FIM Regulations, the Clerk of the Course (COC) is the person who is responsible for applying these Regulations and their provisions throughout the course of the event. However, the Stewards 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 stewards, 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 **2019 QSTK 600** and **QSTK 600 T** or in any way brings it into disrepute, may be excluded from the championship.

## **Art. 2. - ORGANISATION**

### **2.1 – Secretariat of the event**

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

**Losail Circuit Sports Club**  
**Losail International Circuit**  
**PO Box 8708**  
**Doha, State of Qatar**  
**Tel: +974 4437 / Fax: +974 44 72 92 46**

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

**Losail International Circuit,**  
**Control Tower- 1<sup>st</sup> Floor,**  
**North Relief Road, Area NR70, East Al-Wusail,**  
**PO Box 4611, Doha, State of Qatar**  
**Tel. +974 4472 9151 Fax + 974 4472 9246**

## **Art.3 – 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 2018 round: PD/01/170/73/18/003454**  
**For the 2019 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 **2019 QSTK 600 & QSTK 600 T** are not third parties with respect to one another.

**Children under the age of 16 are strictly forbidden from entering the Pit Lane and must be under adult supervision at all times in all areas.**

## **Art. 4 - OFFICIALS**

Chief Steward	Abdulrahman Al Mannai
Steward	Khaled Al Remaili
Steward	Raquel Serrabella
Clerk of the Course	Franck Vayssié
Deputy Clerk of the Course	Cesario Samarita
Secretary of the Meeting	Angelene Lapuz
Technical Director	Scott Smart
Timekeeping	JP Hadarly
Chief Medical Officer	Dr Amr Abulwafa
Environmental Steward	Mohamed Osman

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 2018 and 2019 FIM Regulations.

**All Riders will be represented by: TBC**

All requests concerning the **2019 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 1<sup>st</sup> floor of the control tower.

### **Qatar Motor & Motorcycle Federation**

Championship Director

Franck Vayssié

### **Losail International Circuit**

Security Manager  
Operations Manager  
Paddock Coordinator  
International Press Officer

Fernando Arandigla  
Makki Al Mufti  
Giovanni Bugal  
Neus Ramos

## **CHAPTER II- SPORTIVE REGULATIONS**

### **Art. 5. - LICENCES**

**5.1** - All riders participating in the **2019 QSTK 600 Championship and Trophy** must hold current licences, namely a **2018 valid Road Racing National Licence (issued by QMMF), or a 2018 valid Road Racing Licence (issued by a FIM Affiliated Federation) for the event which take place in 2018 and a 2019 valid Road Racing Licence (issued by QMMF), or a 2019 valid Road Racing Licence (issued by a FIM affiliated Federation) for the events which take place in 2019.**

**No person under the age of 16 may participate in the 2019 QSTK 600 and QSTK 600 T.** Waiver can be granted by Organizer.

QMMF and LCSC reserve the right to accept or reject any entry form without having to justify their decision.

### **Art. 6. – CHAMPIONSHIP EVENTS**

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

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

**6.3** - A maximum of **30** motorcycles will be admitted for the **2019 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.

**6.4** - A round of the **2019 QSTK 600 and QSTK T** can be cancelled if there **are less than 7 motorcycles on the grid.**



**6.5** – 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 **2019 QSTK 600 and QSTK 600 T**.

There will be limited number of motorcycles available

**6.6** - 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 **12<sup>th</sup> lap**. The Finish Line is shown in the appendix 5.

## **Art. 7 – THE CHAMPIONSHIP – THE TROPHY**

**7.0 – 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.

**7.0.1** – 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 QMMF Stewards.

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 off-set, 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 with the top three riders of the Trophy.

### **7.1 – 2019 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:

- 2019 QSTK 600 Champion
- 2019 QSTK 600 Trophy winner

### **7.2 – 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
<b>1<sup>st</sup></b>	25	<b>6<sup>th</sup></b>	10	<b>11<sup>th</sup></b>	5
<b>2<sup>nd</sup></b>	20	<b>7<sup>th</sup></b>	9	<b>12<sup>th</sup></b>	4
<b>3<sup>rd</sup></b>	16	<b>8<sup>th</sup></b>	8	<b>13<sup>th</sup></b>	3
<b>4<sup>th</sup></b>	13	<b>9<sup>th</sup></b>	7	<b>14<sup>th</sup></b>	2
<b>5<sup>th</sup></b>	11	<b>10<sup>th</sup></b>	6	<b>15<sup>th</sup></b>	1

**7.3** – 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).

**7.4** - If two or more riders finish the **2019 QSTK 600** or the **QSTK 600 T** with the same number of points, the highest place in the championship shall be awarded to:

- the holder of the greatest number of first places,
- if the number of first places is the same, the holder of the greatest number of second places,
- 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. 8 – COMPETITOR’S APPLICATIONS AND CONDITIONS FOR ENTRY**

### **8.1 – Registration**

The individual entry form to enter in the **2019 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.

### **8.2 – Registration fees**

Complete Championship	Wild card (request submitted to the QMMF a minimum of 10 days prior to each event) subject to validation
33000 QR	8 000 QR

Registration for the **2019 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.**

### **8.3 – Wild card**

A competitor can enter as Wild Card for one event after acceptance by the organisation 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.

### **8.4 – 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 9.8. 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 organizer/ COC.

**For safety reasons, wild-card and substitute riders will only be accepted if they have participated in a minimum of 2 track day sessions or any other motorcycle activity at Losail International Circuit, and/or by approval from QMMF, LCSC and Clerk of Course.**

## Art. 9 – DOCUMENTATION

### 9.1 – 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.**

### 9.2 – Documents

The following documents must be presented:

- 2018 QMMF licence or a valid 2018 licence from another FIM affiliated Federation with start Permission for the event which will take place in 2018. Same 2019 documents must be presented for the events which will take place in 2019.
- ID Card / Passport with Residence Visa.
- Name and contact details of a team representative who must be available always whilst the competitor is on track. And of an emergency contact person.

### 9.3 – 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.**

### 9.4 – 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.**

### 9.5 – Passes for signalling area (pit lane wall)

**Two (2) 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).**

### 9.6 – Pit garage

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 360 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.**

#### **9.7 - Team office**

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.

#### **9.8 – Deposit**

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.

#### **Art. 10 – SCRUTINEERING**

**10.1- 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 at official events of the championship.

It will be at the discretion of the Jury 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, however if one rider wants to work with his own mechanics, this is possible in addition of the QMMF Mechanics who remain the official championship support team.

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 that their motorcycles comply with the conditions of eligibility and safety throughout practice and the race in accordance with the technical regulations.**

Scrutineers have the right to:

- a) Check the eligibility of a motorcycle or of a competitor at any time during the event.

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

**No motorcycle may be removed from the circuit.**

**10.2 -** The Clerk of the Course can require that any motorcycle be stopped and checked at any time during the event by the scrutineers.

#### **10.3 – 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.

#### **10.4 – Tires**

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

## **Art. 11 – COMPULSORY IDENTIFICATION & ADVERTISING**

### **11.1 – 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.

**11.2** - 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 Jury's discretion.

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

## **Art. 12 – RIDER BEHAVIOUR**

Unsportsmanlike conduct, including disrespect of officials and regulations, will be brought to the attention of the stewards (FIM Disciplinary and Arbitration Code).

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 will be penalised at the steward's discretion.

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. 13 – 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:

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

## **Art. 14 – GENERAL SAFETY – PIT LANE**

**The pit lane** is divided in two lanes. The fast lane on the left side 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.

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.

#### 14.1 – 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 or by a time penalty.

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.

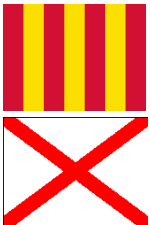
During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him. During the race, the rider concerned is about to be lapped. He must allow the following rider to pass him as soon as possible.



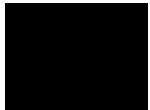
**Yellow & Red Striped flag** - There is oil or another substance which is making the track slippery, does not refer to rain.



**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.



**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.**

**14.2** – 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.

**14.3** – Motorcycles must comply with all safety requirements as laid down in the technical regulations at all times.

**14.4** – 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.

**14.5** - During practices and races, riders may only use the track or the pit lane, and must, at all times, observe the provisions of the 2018 (or 2019) FIM Regulations relating to behaviour on circuits.

**14.6** - 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.

**14.7** – With the exception as specifically authorised by the 2018 or 2019 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.

**14.8 - 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.

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

**14.10** - The Clerk of the Course or the Chief Medical Officer can require a rider to undergo a medical examination at any time during the event.

## **Art. 15 – COMPULSORY BRIEFING**

**15.1** - A compulsory briefing by the Clerk of the Course 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 organiser. 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.

**15.2** - If the Clerk of the Course considers that another briefing is necessary, this will be given at a time and place agreed by the Stewards. The riders will be informed accordingly.

## **Art. 16 - INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS**

**16.1** - In exceptional circumstances, the stewards or Clerk of the Course 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.



**16.2** - 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 on the left of the Paddock General Office (PGO) in the paddock.

## **Art. 17 – DISCIPLINE AND ARBITRATION**

**17.1** – The stewards have the right to penalise all persons involved in any capacity in an event for:

- Infringements of the regulations
- Any voluntary or involuntary action accomplished by a person or persons during a meeting, contrary to current regulations or instructions given by an official
- Any corrupt or fraudulent act or any action prejudicial to the interests of the meeting or sport occurring during an event.

**17.2** - It shall be at the discretion of the Stewards to decide, upon a report or a request by the Clerk of the course, 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 Clerk of Course.

**17.3** - The Clerk of Course and/or the Stewards may impose any one of the following penalties (in substitution or in addition to other available penalties):

- Warnings. Can be unofficial or official.
- Fines, cash penalty up to 8000 QR
- Change of position. The rider must go back a certain number of positions decided by Clerk of Course.
- Time penalties. Imposition of time affecting the rider's actual result, the cancellation of lap time.
- Disqualification, from an event, a race or practice session.
- Withdrawal of championship points in any number.
- Suspension. The loss of right to participate in the Championship. May be applied to one or more events.
- Exclusion. The final and complete loss of all rights of participation in any activity under QMMF control.
- Ride through (see below 17.6)

**17.4** - a) The Stewards shall give written notification of the penalty which has been imposed 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.

**17.5** - Any individual or team affected by a decision, has the right to protest or appeal against that decision. However, no appeal may be lodged against a decision entailing or not:

- A change of position
- A ride through
- Disqualification by means of black flags
- A fine for speeding in the pit lane

### **17.6 - Ride through procedure**

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

He may then re-join the race.

The rider must respect the speed limit 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.

After notification has been made to the team or the contact person (if available) a yellow board displaying the rider's number will be shown at the finish line.

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 a time penalty of 20 seconds.

### 17.7 Change of position procedure

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

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.

## Art. 18 – PRACTICES, SUPERPOLES

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

The pit lane speed limit is 60Km/h. Exceeding the speed limit will be punished by a fine of 620QR during practice sessions and by a ride through penalty during the race.

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

**18.2** - 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.

**18.3** - The maximum number of motorcycles permitted to start a race is set at 39.

**18.4** - 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.

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

a) When it is safe to do so, at the pit lane exit before joining the track.

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.

The first rider arrived 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 the line of three 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.

**18.6** - 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.

**18.7** - 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 stewards, 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.

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

**18.9** - 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. 19 – QUALIFICATION FOR THE RACES:**

**19.1** – 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.

**19.2** – 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.

**19.3** – Any rider with no lap time will be accepted for the race at the Clerk of Course/Stewards discretion. If accepted this rider will compulsorily start from the last grid position.

## **Art. 20 - 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 the abort 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 pits.

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.21 – GRID POSITIONS**

**21.1** – 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.

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

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

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

## **Art. 22 - STARTING PROCEDURE**

**22.1 - 25 minutes before the start of the race the official Safety car will take up position in front of the grid.**

**22.2** - 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.

**22.3 - 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.

**22.4 - 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.

**22.5** – Generators are not allowed on the grid. However, disconnect 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.

**22.6 – 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.

**22.7 - 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.



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

**22.9** - 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.

**22.10** - 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.

**22.11** - 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.

**22.12** - 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.

**22.13** - Any rider who anticipates the start will be required to carry out the ride through procedure (**Art.17.6**)

Anticipation of the start is defined by the motorcycle moving forward when the red lights are on. The clerk of the course and/or the stewards will decide if a penalty will be imposed and must arrange for the team to be notified of such penalty.

**22.14** - 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.

**22.15** - 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. 23 – 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:



- 23.1** - Upon arrival in the pit lane, riders may make adjustment to their machine. Refuelling is permitted.
- 23.2** - When all riders have entered the pit lane the clerk of the course 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.
- 23.3** - 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 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.
- 23.4** - 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.
- 23.5** - 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.**
- 23.6** - 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.
- 23.7** - 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 Direction when the grid is clear, and it is considered safe.
- 23.8** - After 30 seconds have elapsed a green flag will be shown to start the warm up lap.
- 23.9** - 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 remain closed until after the start of the race. The Safety Car will overtake any rider delaying the progress of the warm-up lap.
- 23.10** - Any rider not able to leave the pit exit has a final option of starting the race from the pit exit.
- 23.11** - Upon arrival back at the starting grid the normal procedure will be followed, with the start signal given in the normal manner.
- 23.12** - 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.
- 23.13** - 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. 24 - THE RACE

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

**24.2** - 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. 25 – INTERRUPTION OF A RACE

**25.1** - 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 Clerk of the Course** will order **red flags** to be shown at all flag marshal posts and the **red abort lights** to be shown.

The results will be taken at the last point where the leader and all riders in the same lap than him had completed a full lap without the red flag being displayed.

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

Within 5 minutes after the red flag has been displayed, riders who have not entered the pit lane, pushing or riding on their motorcycle, will not be classified.

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

## Art. 26 - RESUMING A RACE

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

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

**26.3** - The procedure as detailed in **Art. 23** shall then be applied.

**26.4** - 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.

**26.5** - 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.

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

**26.7** - Final race results will be established by adding together the race times for the two races.

**26.8** - 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. 27 - 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:

- More than two-thirds of the original race distance completed = 100% points
- More than three laps, but less than two-thirds of the original race distance completed = 50% points
- 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. 28 – FINISH – PARC FERMÉ**

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

**28.2** - 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.

#### **28.3 – 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. 29 – CLASSIFICATION – PODIUM – PRIZES**

**29.1** - 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 complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.

#### **29.2 – 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.

**29.3** - 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 Road Racing FIM Superbike & Supersport World Championships and FIM Superstock Cup Regulations 2019 and these Sporting Regulations.

#### 29.4 – Podium

For each race there will be two podiums. The riders classified in the 1st, 2nd and 3<sup>rd</sup> 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 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> 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. 30 – PROTESTS & APPEAL

- a) Each protest must refer to a single subject only and must be presented in writing to the Clerk of the Course within 30 minutes after the publication of the results.
- b) The sum of the protest fee is **1000 QR**, which shall not be returned if the protest is judged unfounded.
- c) The sum of the National appeal fee (FMN) is **8000 QR**

#### Art. 31 – 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 direction, before a camera may be mounted to a bike. The technical director decision on the safe mounting of the camera is final. The Clerk of Course has the right to request and to use for any investigation video footage coming from official or personal camera mounted on a bike.

#### Art. 32 – 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 2019 QSTK 600 Championship & Trophy unless otherwise advised.

**Children under the age of 14 are strictly forbidden from entering the Pit Lane.**

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**

### **33.1- Qatar Superstock 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**

### **33.2-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 will be the Kawasaki ZX6R.

For full specification please see Art33. LCSC reserves the right to update the motorcycle specifications at any anytime. Any updates related to performance will be applied to all machines simultaneously.

### **33.3-Engine Configurations and displacement capacities**

600cc

4-stroke

4 cylinders

### **33.4-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.

### **33.5-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:

- a) 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.
- b) The numbers must use the fonts as detailed. All digits must be of standard form.
- d) 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.
- c) Numbers cannot overlap.

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

### **33.6-Fuel**

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

### **33.7-Tyres**

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

## **ENGINE**

### **33.8.1-Fuel injection system**

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

### **33.8.2-Engine**

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

### **33.8.3-Camshaft**

Timing as workshop manual specification

### **33.8.4-Lateral covers and protection**

- a) 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.
- b) Oil containing engine covers must be secured with steel bolts.

### **33.8.5-Transmission and Gearbox**

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

### 33.8.6-Clutch

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

### 33.8.7-Radiator, cooling system and oil cooler

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

### 33.8.8-Exhaust system

- a) The air filter will be the series specified part.

### 33.8.9-Exhaust system

- a) A Championship specified full system will be used.

### 33.9-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.

## CHASSIS

### 33.10.1-Main frame and sub frame

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

### 33.10.2-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.

### 33.10.3-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.

#### **33.10.4-Wheels**

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

#### **33.10.5-Brakes**

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

#### **33.10.6-Handlebars and hand controls**

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

#### **33.10.7-Foot rest / Foot controls**

- a) Foot rest/foot controls will be the Championship specified parts
- b) Foot rests and lever positions may be adjusted by the rider **only** with his nominated QMMF Mechanic.

#### **33.10.8-Fuel tank**

- a) Fuel tank must remain as originally produced by the manufacturer for the homologated motorcycle.
- b) All fuel tanks must be completely filled with fire retardant material (Open-celled mesh, i.e. Explosafe®).
- c) 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.
- d) Fuel caps will be changed. Additionally, they must be securely locked to prevent accidental opening at any time.
- e) A Championship specified tank cover will be fitted.

#### **33.10.9-Bodywork**

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

#### **33.10.10-Fasteners**

- a) 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.

#### **33.11-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

## **APPENDICES**

### **Appendix 1: Calendar**

<b>ROUND 1 -</b>	<b>December 7<sup>th</sup> &amp; 8<sup>th</sup>,2018</b>
<b>ROUND 2 -</b>	<b>December 14<sup>th</sup> &amp; 15<sup>th</sup>,2018</b>
<b>ROUND 3 -</b>	<b>January 25<sup>th</sup> &amp; 26<sup>th</sup>,2019</b>
<b>ROUND 4 -</b>	<b>February 8<sup>th</sup> -9<sup>th</sup>,2019</b>
<b>ROUND 5 -</b>	<b>March 29<sup>th</sup> &amp; 30<sup>th</sup>,2019</b>

**November 30<sup>th</sup> & December 1<sup>st</sup> 2018 will be Championship official practices**

This calendar can be subject to modification



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

2019 QSTK / QTCC Official Timetable				
Day 1 practices & qualifying				
07:30	-	08:00	QSTK 600 Administratives Verifications	Pit box 1
07:45	-	08:15	QSTK 600 Technical Verifications	Pit box 3 to 5
08:30	-	09:00	QTCC Administratives Verifications	Pit box 1
08:30	-	09:15	QTCC Technical Verifications	Pit box 3 to 5
07:30	-	08:00	Chief Marshals briefing	Marshals Area
08:00	-	08:30	Riders Briefing	Pit box 2
	08:30		Track Inspection	
09:00	-	10:00	QSTK 600 Free Practice 1 (60 min timed for qualification)	
09:15	-	09:45	Drivers Briefing	Pit box 2
10:15	-	11:15	QTCC Free Practice (60 min)	
11:15	-	12:45	Prayer time	
13:00	-	14:00	QSTK 600 Free Practice 2 (60 min timed for qualification)	
14:15	-	15:15	QTCC Qualifying Practice (60 min)	
15:30	-	15:45	QSTK 600 Superpole 1 (15 min)	
15:55	-	16:10	QSTK 600 Superpole 2 (15min)	
Day 2 warm-up and races				
	09:30		Track Inspection	
10:00	-	10:20	QSTK 600 Warm-Up ( 20 min )	
10:35	-	10:55	QTCC Warm-Up ( 20 min )	
11:10	-	11:15	Pitlane Open-Close QSTK 600 Race 1 (12 Laps)	
11:15	-	11:30	Grid	
	11:30		QSTK 600 Race 1 - START	
Podium QSTK 600 Race 1				
12:45	-	12:50	Pitlane Open-Close QTCC Race 1 (10 Laps)	
12:50	-	13:00	Grid	
	13:00		QTCC Race 1 - START	
Podium QTCC Race 1				
14:10	-	14:15	Pitlane Open-Close QSTK 600 Race 2 (12 Laps)	
14:15	-	14:30	Grid	
	14:30		QSTK 600 Race 2 - START	
Podium QSTK 600 Race 2				
15:45	-	15:50	Pitlane Open-Close QTCC Race 2 (10 Laps)	
15:50	-	16:00	Grid	
	16:00		QTCC Race 2 - START	
Podium QTCC Race 2				

## 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 Czech 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 Blelo 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

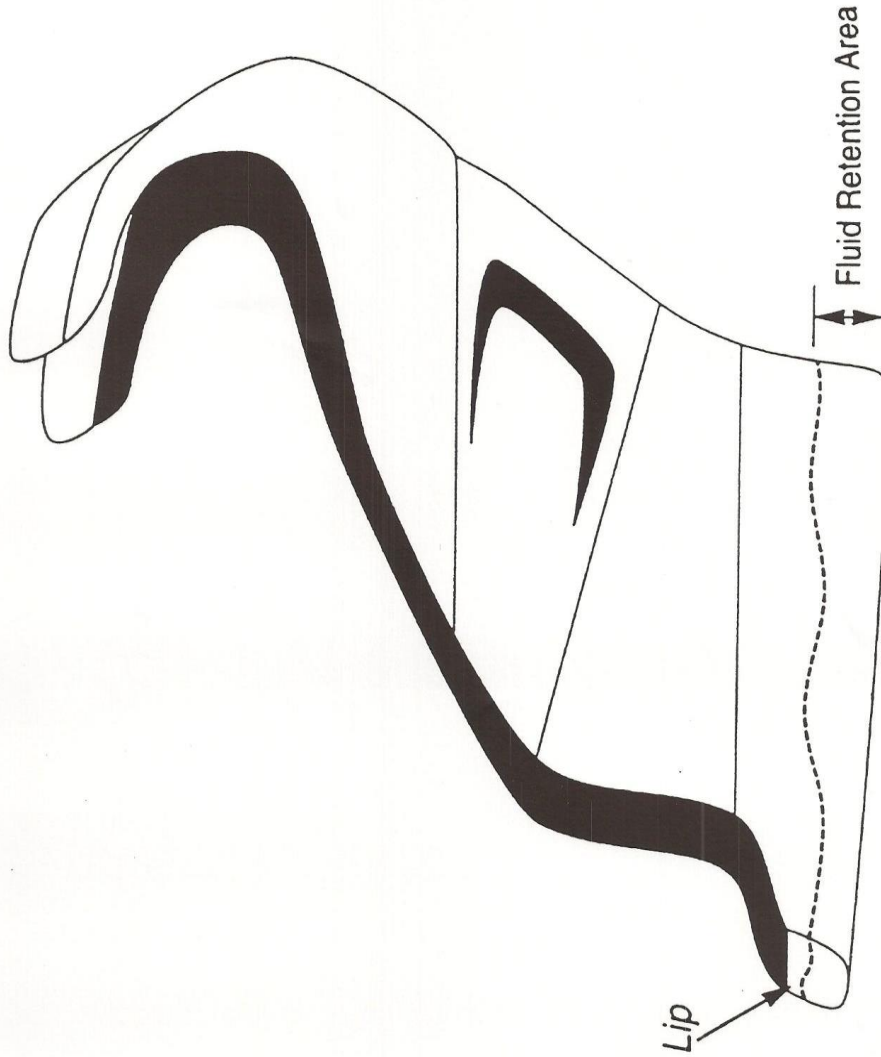


For more details consult the F.I.M. Technical Rulebook



ROAD/ROUTE

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## Appendix 5: LIC Start Finish Line

