



2011/2012
THE LOSAIL ASIAN ROAD
RACING SERIES
(LARRS)

General Rules and Regulations

IMN:



CONTENTS

<u>CHAPTER I - GENERAL CONDITIONS</u>		2
Art.1	DEFINITIONS & REGULATIONS	2
Art.2	ORGANISATION	3
Art.3	INSURANCE	3
Art.4	OFFICIALS	3
 <u>CHAPTER II – SPORTIVE REGULATIONS</u>		5
Art.5	LICENCES	5
Art.6	SERIES EVENTS	5
Art.7	THE SERIES	5
Art.8	COMPETITOR'S APPLICATIONS AND CONDITIONS FOR ENTRY	6
Art.9	DOCUMENTATION & SCRUTINEERING	7
Art.10	COMPULSORY IDENTIFICATION & ADVERTISING	9
Art.11	RIDER & MOTORCYCLE	9
Art.12	GENERAL MOTORCYCLE REQUIREMENTS	10
Art.13	GENERAL SAFETY	10
Art.14	COMPULSORY BRIEFING	12
Art.15	INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS	12
Art.16	DISCIPLINE & ARBITRATION	12
Art.17	FREE & QUALIFYING PRACTICE	13
Art.18	QUALIFYING TIMES	14
Art.19	STOPPING THE PRACTICES	15
Art.20	THE WARM UP	15
Art.21	THE GRID	15
Art.22	STARTING PROCEDURE	15
Art.23	THE RACE	17
Art.24	SUSPENDING A RACE	17
Art.25	RESUMING A RACE	18
Art.26	SHORTENING OF A RACE DISTANCE	18
Art.27	THE FINISH	18
Art.28	CLASSIFICATION- PODIUM- PRIZES	19
Art.29	PROTESTS AND APPEALS	20
Art.30	VIDEOS AND CAMERAS	20
Art.31	PASSES	20
 <u>CHAPTER III TECHNICAL REGULATIONS</u>		21
Art.32	TECHNICAL REGULATIONS AND SPECIFICATIONS	21
Art.33	SCRUTINEERING	21
Art.34	GENERAL SAFETY RIDER	21
Art.35	GENERAL SAFETY MOTORCYCLE	21
Art.36	TECHNICAL SPECIFICATIONS	22
 APPENDICIES		
	Appendix 1: 2011/2012 LARRS CALENDAR	25
	Appendix 2: SCHEDULE	26
	Appendix 3: FIM RECOGNISED HELMET STANDARDS	27
	Appendix 4: DIAGRAM OF LOWER FAIRING	28

CHAPTER I – GENERAL CONDITIONS

Art.1 – DEFINITION & REGULATIONS

QATAR MOTOR AND MOTORCYCLE FEDERATION (QMMF) organises the 2011/2012 **THE LOSAIL ASIAN ROAD RACING SERIES (2011/2012 LARRS)**. This Series will be composed of seven events. Each event will be comprised of two races. All the points obtained from each race will count towards The LOSAIL ASIAN ROAD RACING SERIES.

Every event will take place in accordance with the LARRS General Rules and Regulations and its appendices. For any cases not covered by these regulations, a decision will be made by the Jury of the event based on the FIM Sporting Code.

The meeting number is IMN: **TBA**

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 2011/2012 LARRS 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 Jury 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 is the person who is responsible for applying these Regulations and their provisions throughout the course of the event. However, the Jury 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 Jury, who will apply the FIM Disciplinary and Arbitration Code.

If, in the opinion of the QMMF, a competitor fails to operate his team in a manner compatible with the standards of the 2011/2012 LARRS or in any way brings the 2011/2012 LARRS into disrepute, QMMF may exclude such competitor from the 2011/2012 LARRS.

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:

Qatar Motor and Motorcycle Federation

Salwa Road 24, PO BOX 8708, Doha, State of Qatar

Tel: +974 43 79 884

Fax: +974 43 79 799 / +974 73 79 761

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,

PO Box 4611, Doha, State of Qatar

Tel. +974 472 9151

Fax + 974 472 9246

Art.3 – INSURANCE

The company providing the third party liability insurance cover is:

Doha Insurance Company, PO Box 7171, Doha, State of Qatar

Policy Number: TBA

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

Third party insurance arranged by QMMF 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 2011/2012 LARRS are not third parties with respect to one another.

Children under the age of 16 are strictly forbidden from entering the Pit Lane.

Art. 4 - OFFICIALS

Jury President

Jury Member

Jury Member

FMNR Steward

Clerk of the Course

Deputy Clerk of the Course

Secretary of the Meeting

Technical Steward

Timekeeping

Chief Medical Officer

Environment Steward

Mr Nasser Khalifa Al-Atya

Mr Rashid Al-Sulaiti

Mrs Marielou Cruz

Mr Bambang Gunardi

Mr Franck Vayssié

Mr Clive Jacobsen

Ms Raquel Serrabella

Mr Iain Black

Mr Fahmi Khatab

Dr Amr Abuwafa

TBA

The location of the office of the Officials 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 FIM Regulations 2011.



**The LARRS Riders will be represented by:
TBA Phone:**

All requests concerning the 2011/ 2012 LARRS 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.

Losail International Circuit

Security Manager
Operations Manager
Paddock Manager
National Press Officer
International Press Officer

Mr. Karl Heinz-Holz
Mr. Makki Al Mufti
Mr. Abdul Adam
Mr. Magdi Zahran
Mrs. Neus Ramos

CHAPTER II- SPORTIVE REGULATIONS

Art. 5. - LICENCES

5.1 - All riders participating in the 2011/ 2012 LARRS must hold current licences, namely a **2011 valid Road Racing National Licence to enter the events in December 2011 & a 2012 valid Road Racing Licence for the rest of the season (issued by QMMF), or a 2011 valid Road Racing Regional Licence to enter the events in December 2011 & a 2012 valid Road Racing Regional Licence for the rest of the season (issued by an FIM Regional Federation).**

The riders must also be in possession of a current medical certificate of aptitude for competition to obtain his licence.

No person under the age of 16 may participate in the 2011/2012 LARRS.

Art. 6. – SERIES EVENTS

6.1- The maximum number of events in the Series is set at **seven (7)** Rounds at Losail International Circuit, Doha, State of Qatar (Appendix 1).

6.2- All races will be defined as **DRY**. In the case of rain a decision will be taken by the Jury whether or not to proceed.

6.3 - A maximum of **49** motorcycles will be admitted for the 2011/2012 LARRS. 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 2011/2012 LARRS can be cancelled if there **are less than 7 motorcycles on the grid.**

6.5 – Only Yamaha R6 motorcycles provided by Losail International Circuit may participate.

6.6 - A round of the Series will be made up of two races each with a distance of **15 laps**. The leader will be shown the chequered flag when the finish line is crossed at the end of the **15th lap**. The Finish Line is the single white line which crosses the track.

Art. 7 – THE SERIES

7.1 – 2011/2012 LARRS Winning Rider - Points

The 2011/2012 LARRS rider's title will be awarded to the rider who has scored the highest number of points, taking into consideration all the results obtained during the Events which have taken place.

7.2 – POINTS

The top 15 LARRS riders, excluding wild card entrants, will be awarded points for each Race according to the following scale:

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

7.3 – If a race is suspended under **Article 24**, and cannot be resumed under **Article 25**,

- no points will be awarded if the leader has completed less than three laps.
- half points will be awarded if the leader has 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 2011/2012 LARRS with the same number of points, the highest place in this Series 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, the holder of the best position on the starting grid for Race 1 will be declared winner.

Art. 8 – COMPETITOR’S APPLICATIONS AND CONDITIONS FOR ENTRY

8.1 – Registration

The individual application form to enter in the 2011/2012 LARRS must be submitted to the QMMF, **before the deadline**, accompanied by the entry fees specified below and the documents requested on the entry form (**Licence, ID Card or passport, driving licence, photo, insurance and medical certificate**). **The deadline is TBA**

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 Series	Wild card (request submitted to the QMMF a minimum of 10 days prior to each event) subject to validation.
\$10000 per 2 riders per FMN	\$3000 per rider

Competitors registered for the full 2011/2012 LARRS will be charged 500 QR for each non-participation of round.

Registration for the 2011/2012 LARRS **AFTER THE DEADLINE** will be permitted until the administrative verifications of the First Round. **However, double entry fees will be charged, as per the approval of the organiser.**

A deposit of **500 QR** for the transponder must be paid along with the entry fees. **This deposit will be refunded at the end of the 2012 season for undamaged transponders.**

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

For safety reasons, the wild-card riders will be accepted only if they have participated in a minimum of 2 trackday sessions at Losail International Circuit.

8.4 – QMMF reserves the right to reject the registration of any participant without specifying the reason.

8.5 - Team entries: An additional entry form must be completed and accompanied by the individual forms of the competitors concerned, with an entry fee of 7000 QR (complete series). A 2011 **and** a 2012 Team Licence must be obtained from QMMF. In this case, the entrant's name will be mentioned with the Team name.

Art. 9 – DOCUMENTION AND SCRUTINEERING

9.1 – Documentation

For each round, documentation & scrutineering will take place at Losail International circuit (Pit box 0).

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:

- 2011 QMMF licence and 2011 QMMF Team licence (if applicable), or a valid 2011 FMNR licence for the rounds to be held in 2011.
- 2012 QMMF licence and 2012 QMMF Team licence (if applicable), or a valid 2012 FMNR licence for the rounds to be held in 2012.
- ID Card / Passport with Residence Visa
- Driving licence
- FMN start permission to race.
- Name and contact details of the team representative who must be available at all times whilst the competitor is on track.

9.3 - Transponders

One personal identified transponder will be given out at documentation. It is imperative that it is returned to the Secretary's Office on the first floor of the control tower 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 damaged, the deposit will be not refunded and the competitor will have to give another deposit in order to be allowed to enter the next round.**

9.4 - Bracelets

Bracelets given at documentation must be worn for the duration of the event. **This must be shown to the pit lane marshals on each exit of the pit lane to enter the track.**

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 360QR WILL BE IMPOSED ON ANY PERSON CAUGHT SMOKING IN THE PIT GARAGE. NON-PAYMENT WILL RESULT IN EXPULSION FROM THE CIRCUIT.

The pit garage areas are solely for the preparation of the Motorcycles. It is strictly forbidden for this space to be used as a hospitality or trade site area.

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. LIC staff and trolleys will be available for the movement of racing materials.

9.7 - Team office

Team offices are available for rent for the duration of the event. The competitor must register at documentation and pay 750 QR for 2 days.

9.8 – Scrutineering

Only motorcycles provided by LIC can be entered. Only ONE motorcycle per entrant may be presented for 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.
- b) Require a competitor to supply them with such parts or samples as they may deem necessary.

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

No motorcycle may be removed from the circuit once it has been passed by the scrutineers.

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

9.10 – Fuel & Pit Stop

Only commercially available fuel may be used.

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



Pit stops are only permitted during the race to resolve safety issues. Refuelling and tyre changing during a pit stop is not allowed.

Art. 10 – COMPULSORY IDENTIFICATION & ADVERTISING

10.1 – Race numbers

The Organisation will determine the starting numbers. Where possible, the Organiser will allocate every motorcycle that is registered for the event with a number that will be valid for the whole season

Each motorcycle must carry the race numbers allocated by the organiser. The Organiser will supply the 3 adhesive plates with the number and compulsory advertising.

One plate number must be placed on the front and either one on each side of the tailpiece, or one of the same large size as the front being placed across the tail with the top of the facing the rear of the ride. These must be placed prior to presenting the motorcycle for technical scrutineering. It is the competitor's responsibility to correctly place these on the motorcycle. Any sticker with damage to the advertising must be replaced. It is strictly forbidden to remove any advertising without written permission from QMMF.

10.2 - 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.

Art. 11 – RIDER & MOTORCYCLE

Unsportsmanlike conduct, including disrespect of officials and regulations, will be brought to the attention of the Jury and may result in sanctions, including exclusion (FIM Disciplinary and Arbitration Code).

Riders must not attempt to make any form of short cut during free and qualifying practices, warm up and race. Any use of a different route except the track will be penalised. The track is defined as the tarmac between the 2 solid white lines which are on both sides throughout the circuit.

Art. 12 - 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. 13 - GENERAL SAFETY

13.1 – Flags

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



Green flag – This flag must be shown motionless at each post it means the track is clear and riders may overtake. It must be shown also for the first lap of practice session, for the sighting lap and for the warm-up lap. When the pit-lane exit is open, this flag must be waved at the pit-lane exit. It must be shown motionless at the flag marshal post immediately after the incident that necessitated of one or more yellow flags.



Yellow flag – This flag indicates that there is a **danger ahead**. Riders must **slow down** and prepared to stop. **Overtaking is forbidden**



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



Blue flag - Shown 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 motionless 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.



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.

13.2 – 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.

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

13.4 – 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.

13.5 - During practice and the races, riders may only use the track and must, at all times, observe the provisions of the FIM Regulations 2011 relating to behaviour on circuits. The track is defined as the tarmac between the two white lines which are on both sides throughout the circuit.

13.6 - 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.

13.7 – 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.

13.8 – With the exception as specifically authorised by the FIM Regulations 2011 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.

13.9 - Riders with serious mechanical difficulties during practice or the race must immediately leave the track and/or return to his pit box adhering to the instructions of the Race Direction and/or Marshals.

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

13.11 - 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. 14 – COMPULSORY BRIEFING

14.1 - A compulsory briefing by the Clerk of the Course will take place for each round before the free practices in the press conference room, 1st floor. All riders entered in the 2011/2012 LARRS 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.

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

Art. 15 - INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

15.1 - In exceptional circumstances, the Jury or Clerk of the Course may give instructions to competitors by means of special circulars. These circulars will be distributed to all the competitors, who must acknowledge receipt.

15.2 - 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. 16 – DISCIPLINE AND ARBITRATION

16.1 – The Jury 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.

16.2 - a) It shall be at the discretion of the Jury 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.

b) If an incident is under investigation by the Jury, a message will be sent to the team(s) from which rider or riders are involved.

16.3 - The Jury may impose any one of the following penalties (in substitution or in addition to other available penalties):

- Warnings
- Fines
- Change of position
- Time penalties
- Disqualification
- Withdrawal of Championship points
- Suspension
- Exclusion
- Ride through (see below 16.6)

16.4 - a) The Jury shall give written notification of the penalty which has been imposed to an official of the team concerned and shall make sure that this information is countersigned, with a note of the time, or display it on the timing monitors.

b) Any breach of or failure to comply with **Article 13.4** may result in the motorcycle being excluded.

16.5 - 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 flag
- A fine for speeding in the pit lane

16.6 - Ride through procedure

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

He may then rejoin the race.

16.6.2 - 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.

16.6.3 - After notification has been made to the team or the contact person 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.

16.6.4 - 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.

Art. 17 - FREE & QUALIFYING PRACTICES

17.1 – Only motorcycles registered for LARRS or 600CC CLUB Class may participate in the LARRS practices.

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

The pit lane speed limit is 60Km/h. Exceeding the speed limit will be punished by a fine of 360QR during practice sessions and by a ride through penalty during the race.

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

17.3 - No rider may start in a race without taking part in qualifying practice, except in a case of "force majeure" duly recognised as such by the Jury.

17.4 – The maximum number of motorcycles permitted to start a race is set at 49. However, up to a maximum of 59 motorcycles may participate in practices in order to determine a starting grid of up to 49.

17.5 - There will be one free practice sessions of **45** minutes. For the 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 minutes the GREEN LIGHT and a GREEN flag** will be displayed at the pit lane exit to indicate the start of the practice sessions, and a horn will be sounded.

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

17.6 - There will be one **30 minute** qualifying session.

17.7 - 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.

17.8 - 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 Jury, 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 that day.

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

17.10 - 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 to start.

Art. 18 – QUALIFYING TIMES

Any rider whose best qualifying lap time exceeds 135% of the fastest time in the Qualifying practices may not be allowed to take part in the warm up or in the race.

Qualifying times will be the same for the 2 categories of LARRS and 600CC Club.

Art. 19 - 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. 20 – Warm Up

One free practice session of **20** minutes will be scheduled for the morning of the race. Only qualified motorcycles from LARRS and 600CC Club may join the warm up session. However, in the case of 'force majeure' Jury may allow a rider to participate. **The warm up session is not compulsory.**

Art.21 - THE GRID

21.1 - At the end of the qualifying practice, the fastest time achieved by each rider will be published officially.

21.2 - The starting grid for both races will be drawn up in the order of the fastest time achieved by each rider in the qualifying practice session. Should two or more riders have set identical times, priority will be given to the one who set it first.

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

21.4 - The fastest MOTORCYCLE 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 - 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.

22.2 - 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 will 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.

22.3 - 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.

22.4 – Tyre warmers may be used on the grid. Only one generator is permitted and must be of the 'hand carried' type having a maximum output capacity of 2 KW and noise limit of 65db/A.

Starter engines may be also used on the grid.

Generators and starter engines should be located to the rear of the bikes.

Refuelling or changing the fuel tank on the grid is forbidden.

22.5 – 5 minutes before the start of the warm up lap, a **5 minute** board will be shown accompanied by an audible warning.

22.6 - 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.

Generators must be disconnected and removed from the grid as quickly as possible

Trolleys must be removed as quickly as possible.

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) is allowed to go on the grid at this point.

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

22.8 - A **30 seconds** board will then be displayed and at 0 seconds a green flag will be shown at the front of the grid.

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.

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.

22.9 - All motorcycles will begin a warm up lap at unrestricted speed.

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.

22.10 - 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.

22.11 - The red lights will be switched on and after a 2-5 second delay the red lights will be disconnected to indicate the start of the race.

22.12 - Any rider who anticipates the start will be required to carry out the ride through procedure (**Art.16**)

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

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

22.14 - If there is a problem on the grid during starting procedure a **Start Delayed** Board will be shown with a waved yellow flag and flashing amber lights switched on.

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

Art. 23 - THE RACE

23.1 - A race will not be suspended in the event of rain unless the circuit is blocked or it is dangerous to continue (**Art. 24**).

23.2 - 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. 24 - SUSPENDING A RACE

24.1 - Should it become necessary to suspend the 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 at the Line.

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

Art. 25 - RESUMING A RACE

25.1 - The delay in resuming the race will be kept as short as possible which, conditions permitting, should not be more than 20 minutes after the red flags were first displayed.

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

25.3 - The procedure as detailed in **Art. 22.3** shall then be applied with the exception that the pit lane will be opened 15 minutes before the rescheduled start.

25.4 - 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.

25.5 - 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 new grid order will be given according to the classification established by the last passage over the line prior to the red flag being shown.

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

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

25.8 - 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. 26 - 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. 27 – FINISH – PARC FERMÉ

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

27.2 - 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.

27.3 – Parc Fermé

The first 3 placed motorcycles in LARRS must enter the parc fermé after passing the finish line and entering the pit lane for each race. Motorcycles in parc fermé will be held for 30 minutes from the time of the signing of the results. Only authorised personnel may enter the parc fermé

Any additional motorcycles may also be directed to parc fermé at the discretion of the Clerk of the Course.

Art. 28 – CLASSIFICATION – PODIUM – PRIZES

28.1 - 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.

28.2 – 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.

28.3 - 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 FIM Sporting Code and these Sporting Regulations.

28.4 - Podium

For each round, the riders classified in the 1st, 2nd and 3rd positions must attend the prize-giving ceremony on the podium which will be held after each race.

These 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 and also the press conference.

28.5 - Prize Money- Race

For the final classification of the 2011/2012 LARRS at each round the top three riders will receive the following prize money:

2011 LARRS Rank	Prize Money
1 st	3000 QR
2 nd	2000 QR
3 rd	1000 QR

28.6 - Prize Money

For the final classification of the 2011/2012 LARRS at the final round the top three riders of the 2011/2012 LARRS will receive the following prize money:

2011 LARRS Rank	Prize Money
1 st	50000 QR
2 nd	30000 QR
3 rd	20000 QR
Rookie of the Year	NA

Art. 29 – 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 **5000 QR**, which shall not be returned if the protest is judged unfounded.
- c) The sum of the National appeal fee (ASN) is **8000 QR**

Art. 30 – CAMERAS, VIDEO FOOTAGE, PHOTOGRAPHS & IMAGES

QMMF has the right to use and license the use of video footage, photographs, images and representations of the vehicles and competitors entering in the 2011/2012 LARRS for the purposes of producing merchandise, exploiting and/ or promoting the 2011/2012 LARRS.

Furthermore, QMMF has the right to place and use on-board cameras on any motorcycle entering any round of LARRS 2011/2012. This is obligatory if requested.

Art. 31 – PASSES

Permanent passes will be issued to each registered competitor as following:

- 1 Rider pass (red)
- 1 Team Manager pass (red) with Media access
- 4 Mechanic/ timekeeping area passes (red)
- 5 Guest passes (green)

No parking pass is necessary to access to P1

All passes will be valid for all the rounds of the 2011/2012 QNRRCH unless otherwise advised.

Children under the age of 16 are strictly forbidden from entering the Pit Lane.

All the passes issued by the Organiser of the championship 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.32 - All LIC 2005 Yamaha YZF-R6 motorcycles must conform to FIM homologation documents.

32.1 - Amendments to the technical regulations may be made at any time to ensure fairer competitions.

32.2 - If a motorcycle is found not to be in conformity with the technical regulations during or after practices, the rider will be given a ride through penalty for the next race. Further penalties may also be imposed.

32.3 - If a motorcycle is found not to be in conformity with the technical regulations after a race, the rider will be disqualified. Further penalties may also be imposed.

Art. 33 - SCRUTINEERING

33.1 – All entered motorcycles must be visually examined in the paddock or designated scrutineering area at the time stated in the event timetable.

33.2 – Competitors must report for scrutineering with their motorcycles clean and complete in all respects and their protective equipment.

33.3 – Identification stickers will be issued for:

- Helmets meeting requirements
- Motorcycles meeting safety and technical requirements.

These stickers **MUST NOT** be removed or covered. Entrants will not be allowed to exit the pit lane onto the track without displaying these.

ALL COMPETING MOTORCYCLES MUST BE PROFESSIONALLY PRESENTED

Art.34 - GENERAL SAFETY- RIDER

Riders must wear a complete leather suit with additional protection on the principal contact points.

Linings or undergarments must not be made of synthetic material which may melt to the riders' skin.

Use of a back protector is highly recommended.

Riders must wear leather gloves and boots which with the suit provide complete coverage from the neck down.

Riders must wear a helmet which is in good condition, provides a good fit and is properly fastened.

Helmets must be full face and conform to one of the following international standards (Appendix 3):

- **Europe ECE 22-05 'P'**
- **Japan JIS T 8133 : 2000-(accepted until 31.12.2011)**
- **Japan JIS T 8133 : 2007**
- **USA SNELL M 2005- (accepted until 31.12.2011)**
- **USA SNELL M2010**

Art. 35 - GENERAL SAFETY- MOTORCYCLES

Handlebars - Exposed handlebar ends must be plugged with a solid material or rubber covered.

Minimum rotation of the handlebars must be 15 degrees.

Solid stops (other than steering dampers) must be fitted to ensure a minimum clearance of 30mm between handlebars and tank when on full lock to prevent trapping of the rider's fingers.

Control levers - All handlebar levers must be ball-ended (diameter of ball must be at least 16mm), or ball may be flattened with rounded edges (minimum thickness 14mm).

Crankcase/ Gearbox housing and lateral covers - All lateral covers containing oil and which could be contact with the ground during a crash, must be protected by a second cover made from composite materials, type carbon or Kevlar. Plates and/ or bars from aluminium or steel are also permitted. All these devices must be designed to be resistant against sudden shocks and be fixed properly and securely.

Exhaust system - For safety reasons, the exposed edge(s) of the exhaust pipe(s) must be rounded to avoid any sharp edges.

The noise limit will be 107 dB/A (with a 3dB/A tolerance after the race).

Rear Fork (Swingarm) - A chain guard must be fitted in such a way to reduce the possibility that any part of the rider's body may become trapped between the lower chain run and the rear wheel sprocket.

Handlebar controls - Engine stop switch must be located on the handlebars.

Footrest/ controls - Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to normal position.

The end of the foot rest must have at least an 8mm solid spherical radius.

Non-folding foot rests must have an end (plug) which is permanently fixed, made of aluminium, Teflon, or equivalent type material (min. radius 8mm). The plug surface must be designed to reach the widest possible area of the footrest. The Technical director has the right to refuse any plug not satisfying this safety aim.

Fairing/ Bodywork - the lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine (min. 5 litres). The lower edge of openings in the fairing must be positioned at least 50mm above the bottom of the fairing.

The lower fairing must incorporate one hole of 25mm in the bottom of the front lower area. This hole must remain closed in 'DRY' race conditions.

Art. 36 - TECHNICAL SPECIFICATIONS

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

36.1 – MACHINE SPECIFICATIONS

All items not mentioned in the following articles must remain as originally produced by the manufacturer for the homologated machine.

36.2 – NUMBER PLATE

The background colour and figures are **RED** background and **BLACK** numbers.

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

- once on the front, either in the centre or off to one side;
- once on each side of the motorcycle **OR** once across the rear section (this number must have the same (larger) size as the front number).

In case of dispute concerning the legibility of numbers the decision of the Technical Director is final.

36.3- EXHAUST SYSTEM

Exhaust silencers may be modified.

36.4- BRAKES

Front and rear hydraulic brake lines may be changed.

Front and rear brake pads may be changed.

36.5- HANDLE BARS AND HAND CONTROLS

Handle bars, throttle assembly and associated cables, hand controls and levers may be replaced (does not include brake master cylinder).

Handle bars and hand controls may be relocated.

Throttle controls must be self-closing when not held by hand.

Electric starter switch and engine stop switch must be located on the handle bars.

36.6- FOOT REST/ FOOT CONTROLS

Foot rest/ foot controls may be relocated, but brackets must be mounted to the frame at the original mounting points.

36.7- FAIRING/ BODYWORK

- a) fairing, front mudguards and body work must appear to be as originally produced by the manufacturer for the homologated machine.
- b) Fairing and body work may be replaced with cosmetic duplicates of the original parts. The material may be changed. The use of carbon fibre or Kevlar or associated materials is not allowed in fairing, fuel tank cover, seat, seat base, and associated body work construction.

36.8- SEAT

Seat, seat base and associated body work may be replaced with parts of similar appearance as originally produced by the manufacturer.

The top portion of the rear body work around the seat may be modified to a solo seat.

The appearance for front and rear profile must conform in principle to the homologated shape.

All exposed edges must be rounded.

36.9- The following MUST BE removed

Headlamp, rear lamp, turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.

Rear view mirrors

Horn

License plate bracket

Tool box

Helmet hooks and luggage carriers

Passenger foot rests

Passenger grab rails

Safety bars, centre and side stands must be removed (fixed brackets must remain).

36.10- The following MUST BE altered

Motorcycles must be equipped with a functional ignition kill switch or button mounted on the handlebars (within reach of the hand while on the hand grips) that is capable of stopping a running engine.

Throttle controls must be self closing when not held by hand.

ALL drain plugs must be wired. External oil filter(s) screw and bolts that enter an oil cavity must be safety wired (i.e. sump plug, oil filler cap, bracket to hold oil filter)

All motorcycles must have a closed breather system. The oil breather line must be connected and discharge in the airbox.

APPENDICES

Appendix 1: LARRS Calendar

ROUND 1 -	TBA
ROUND 2 -	TBA
ROUND 3 -	TBA
ROUND 4 -	TBA
ROUND 5 -	TBA
ROUND 6 -	TBA
ROUND 7 -	TBA

This calendar can be subject to modification



Appendix 2: Timetable

TBA

Appendix 3: International Helmet Standards

INTERNATIONAL HELMETS STANDARDS
NORMES INTERNATIONALES DES CASQUES

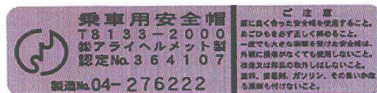
ECE 22 - 05 "P" (EUROPE)

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 T 8133 : 2000

(Label affixed inside the helmet).



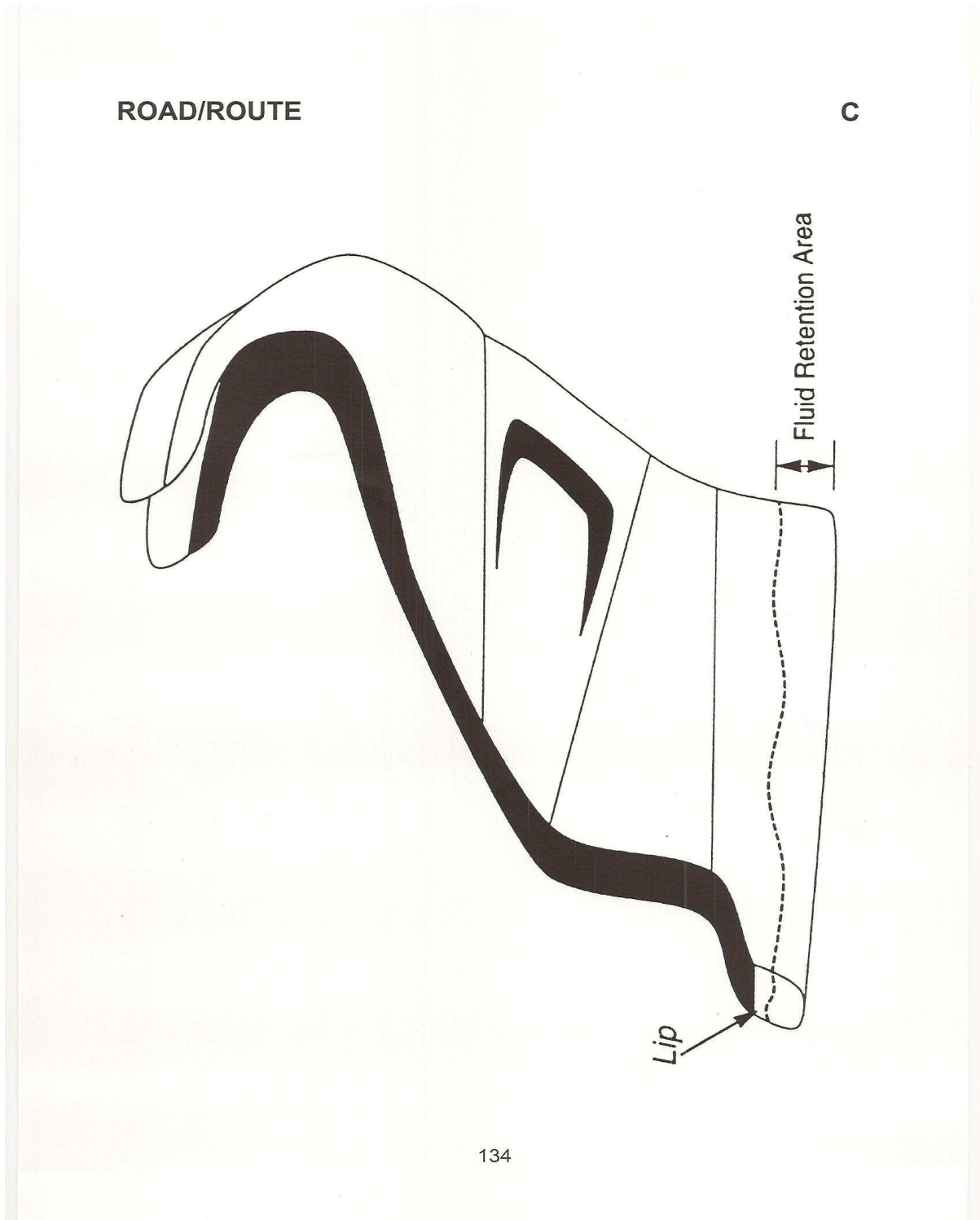
(USA) M2005

(Label affixed inside the helmet).



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

Appendix 4: Fluid Retention Area of fairing





THIS PAGE IS INTENTIONALLY BLANK