



INTERNATIONAL BIKE CHALLENGE

Rule Book 2016



TRACK RACING AND TECHNICAL RULES

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1. RACING FORMAT

The International Bike Challenge (IBC), organized by the “IBC Organization Committee (IBCOC)”, is a series of 1/5 scale RC-bike races located in Europe. Competitors from all other continents are also welcome.

Participating categories:

- 1/5 Scale “SuperNitroBike”
- 1/5 Scale “SuperBike”
- 1/5 Scale “FutureStockBike”

2. EVENT

2.1 EVENT SCHEDULE

2.1.1 The track surface should be prepared so that good quality practice will be obtained when practice commences. This may be achieved by a spraying and/or cleaning of the track surface, as required.

2.1.2 The schedule for the event will be as follows:

2.1.2.1 1st – 3 rd Event Days Wednesday
Friday “free Qualification” runs and Opening Ceremony on Thursday.

2.1.2.2 4th Event Day Saturday
all finals “SuperNitro” and finals 1/8th and lower for Electro Bikes.

2.1.2.3 5th Event Day Sunday finals 1/4 and higher
Warmup runs for Finalists.

2.1.2.4 6th Event Day Monday (Easter Monday)
Spare Day – to be used to allow for any delay in schedule
Team Event Banquet and Awards presentation
Slowest Lap w/o Crashbars.
Oval-race if possible
Wheely contest
High speed Contest
Fastest Lap opposite direction
3 driver relay contest.

2.2 REGISTRATION

Final deadline for registration: Thursday 10.00. IBCOC may authorise later registration at its discretion. It should be ensured that the competitor is able to drive at least one “free Qualification”.



2.3 DRIVERS' AND TEAM MANAGERS' MEETINGS

- 2.3.1 The Team managers should call regular drivers briefings. Here they inform all their drivers about the Organizers discretion.
- 2.3.2 A Team Managers' Meeting before the start of the first round of qualifying heats is compulsory. All Team Managers must attend. They must be able to understand, speak and read English.
- 2.3.3 Further Team Managers' Meetings are recommended but are called only by the Race Director or a Member of the OCE

2.4 PRACTICE

- 2.4.1 Monday and Tuesday the Track is open for all Bike classes. (If there are too much drivers it will be controlled in a simple way)
- 2.4.2 All drivers will have the chance to participate in controlled practice on Saturday.

2.5 OPENING CEREMONY

- 2.5.1 An Opening Ceremony will take place on Thursday. The time must be published in the time schedule. Competitors will participate in a welcoming procession.
- 2.5.2 Each national team is asked to wear some similar insignia.
- 2.5.3 A flag and sign bearing the name of each country will be provided by the organiser for each nation.

2.6 QUALIFYING

- 2.6.1 The Qualifying will be held as "free Qualifying". The three fastest consecutive Laps will give the start positions for the Finals. You don't have to drive from the first to the last Minute.
- 2.6.2 Minimum four (4) up to eight (8) "free Qualifying" heats will be run. (depends on count of competitors)
- 2.6.3 All "free Qualifying" runs are 12 to 15 minutes (depends on count of competitors)
- 2.6.4 All "free Qualifying" runs consist of ten (10) drivers up to a maximum of fifteen (15) if the track and facilities permit.



2.7 FINALS

- 2.7.1 All sub-finals and final consist of ten (10) drivers in exceptional cases (for example: eleven (11) competitors in a Class etc...) the race Director and the IBCOC are allowed to raise the number of Drivers up to twelve (12) if the track and facilities permit.
- 2.7.2 The sub-finals and finals will be 10 minutes.
- 2.7.3 The A and B Sub-finals up to the semi-finals will be held in a single run. The two (2) best drivers from each sub-final A and B go up to the next level (A-1/32 to A- 1/16 to – A- 1/8; B-1/32 to B- 1/16 to B- 1/8 and so on).
- 2.7.4 Semi-finals will be started 3 times and the 2 best results count. The two (2) first of each semi-final A and B and the two (2) fastest collectively of semi- final A and B move up to the Final grid to positions 5 to 10.
- 2.7.5 Main finals will be held 3 times and the 2 best results count.
- 2.7.6 Point system will be used for the finals.
- 2.7.7 The first four (4) from “free Qualifying” are fixed for the finals.
- 2.7.8 In case of different weather conditions, even if it is just only one run of the relevant class, during sub-finals the final classification will be as follows: The first three (3) of each semi-final A and B move up to the Final grid to positions 5 to 10.

2.8 RACE INTERRUPTIONS

- 2.8.1 In the case of a race which is interrupted for more than sixty (60) minutes for reasons beyond the control of the organiser, the IBCOC will decide whether to cancel or continue the meeting.
- 2.8.2 In the case of an interruption of a heat the entire heat will be re-run after the “RAIN-BREAK”.
- 2.8.3 In case of a complete cancelling of the Championship the last full driven heat, onwards the first “free Qualifying”, of each class is the final result.



2.9 RAIN PROCEDURE

- 2.9.1 The Race Director and the IBCOC are jointly responsible for the decision to stop a race in the event of rain.
- 2.9.2 The Race Director has to announce, for everyone to hear, a thirty (30) Minute “RAIN-BREAK” for all Drivers to prepare a Rain-bike.
- 2.9.3 If a heat starts in dry conditions and cannot be completed in dry conditions the Race Director has to stop the heat immediately– see 2.9
- 2.9.4 On the result sheets the Race Director must mark a heat “WET” when the heat was raced under wet conditions. The Race Director together with the IBCOC will decide in case of doubt.
- 2.9.5 When weather, time and possibilities permit, the Race Director and the IBCOC may decide to schedule or re-schedule qualification heats to allow those affected by wet conditions to participate in dry conditions.

2.10 MATERIAL PROVIDED

2.10.1 RACE PACKAGE

During registration, every driver will be given an envelope which includes: A detailed schedule including starting times of each heat 3 sets of numbers for the Bike – black on white 1 badge for the driver 1 badge for the mechanic and 1 badge for the country's Team Manager will be issued.

2.10.2 NUMBERING OF BIKES

Bikes will be numbered 1 to 10 (at times up to 15) in each heat. Each bike must have 3 numbers: - one in front, one on the right side, one on the left side. They must be well seen when the bike is in an upright position. These numbers may change after each “Free Qualifying” (re-seeding). The organiser will provide other numbers for altered heats and for sub-finals and final. Drivers must use numbers provided by the organiser with no modifications.

- 2.10.3 Fluorescents jackets will be provided by the organization and are available, for marshalling, at each marshalling point.



2.11 BADGES

2.11.1 DRIVERS, MECHANICS AND TEAM MANAGERS

Three badges will be given to each competitor, blue for the driver, yellow for the mechanics. The designated Team Manager from each country will receive an orange badge upon registration of his drivers (Pt 2.11.1).

2.11.2 ACCESS TO PITS AND TRACK

2.11.2.1 Orange badges/team managers:

pits, staging area, special viewing area Blue badges/drivers: drivers' stand, pits, staging area

2.11.2.2 Yellow badges/mechanics:

pits, staging area

2.11.2.3 Green badges/Press:

pits, staging area, special viewing area Red badges/race officials: all areas

2.11.2.4 Grey badges/IBC officials:

all areas

2.12 PADDOCKS

2.12.1 Places are allocated for the duration of the IBC races.

2.12.2 Places are grouped by pre reservation and marked by sign plates.

2.12.3 Paddocks are covered.

2.12.4 Every competitor will have a 90 x 150 cm (3 x 5 feet) table space.

2.12.5 Places are equipped with either 120 V/60 Hz or 220 V/50 Hz AC.

2.12.6 Limited quantity of transformers will be available

2.13 TRANSMITTERS

2.13.1 TRANSMITTER IMPOUND

Transmitter must not be impounded but has to be switched off. There will be random inspections. A switched on Transmitter at the Paddocks will give a noted warning.

2.13.2 TRANSMITTER MODIFICATIONS

Any extensions and/or additions to the antenna on a transmitter are forbidden. Any modifications of the power pack (higher voltage) are forbidden.

2.13.3 USE OF 2.4GHz DSM/DSS/FHSS SYSTEMS

These systems can be used, if permitted in the organising country. However, due to the way they operate, a driver using such a system cannot ask for any delay in case of radio problems.



2.14 LAP COUNTING AND TIMING

- 2.14.1 Automatic lap counting will be in place for each bike.
- 2.14.2 Competitors are required to install a transponder into their bikes according to the organiser's instructions.
- 2.14.3 Every competitor has to use his own personal transponder.
- 2.14.4 The driver has to ensure that his personal transponder is the right transponder for the lap counting system.
- 2.14.5 AMB lap counting system or IFMAR approved equivalent must be used in duplicate.
- 2.14.6 A suitable working computer with proper race proven software must be provided to sort lap times, print results from heats and sort final positions from each round of heats within 15 minutes of the completion of the round of heats.
- 2.14.7 Chronometers must give time to 1/100th of a second, in all cases, the hundreds will be utilised.
- 2.14.8 In the case of equal results, the following best heat will separate the competitors.
- 2.14.9 If both the primary and support lap counting systems fail during a qualifying heat or final, the heat or final will be re-run as soon as practicable.
- 2.14.10 Under no circumstances will any lap score or time, other than those from the official time keeping equipment, be accepted for any purpose to do with the running of the IBC race.

2.15 DISPLAY AND DISTRIBUTION OF THE RESULTS

- 2.15.1 The display of the positions in a specific heat or final will be done in the pits and in the Team Managers/Press stand.
- 2.15.2 At the end of each heat (every 15 minutes) or of the finals, a copy of each competitor's lap sheet will be available for checking and information.
- 2.15.3 Copies of the time-lap sheets of all bikes of the heat or the final will be displayed with the result.
- 2.15.4 At the end of each round results of the general classification will be available.



2.16 SAFETY

- 2.16.1 The safety of the spectators is of prime importance and must be considered when laying out track and spectator areas.
- 2.16.2 The safety of officials, helpers, competitors and accompanying people are of equal importance, but it is assumed that they are more aware of any potential danger.
- 2.16.3 Track markers must be shaped and placed in a way that prevents bikes from being projected into the public when hit at full speed.
- 2.16.4 Technical inspection must always include the safety aspects of the bikes. No sharp edges or other protruding parts of bikes that may cause serious injuries in case of an accident are permitted.
- 2.16.5 First Aid supplies must be available throughout the event (including practice) in case of necessity.
- 2.16.6 Police and emergency services must have access to all areas, both public and restricted.
- 2.16.7 An insurance against accidents and legal liability is compulsory. A copy of the Insurance Certificate must be enclosed with the Contract for the event.



3. TRACK SPECIFICATIONS

3.1 SURFACE

Track surface should be unsealed asphalt or coarse finished concrete with smooth joints, if any.

3.2 LENGTH

The minimum length is 250 metres/820 feet race line. Advised is 300-350 metres/984 feet-1148 feet.

3.3 WIDTH

3.3.1 The minimum width of the track is 4.5 metres/15 feet between marking lines.

3.3.2 The maximum width is 6.5 metres/ 21 feet.

3.3.3 The marking lines must be 8-10 centimeters/3-4 inches wide.

3.4 PODIUM

3.4.1 Maximum distance from the middle of the drivers' podium to the furthest point of the track is 60 meters/197 feet.

3.4.2 Minimum height of the drivers' podium is 3 metres/9 feet from track level

3.4.3 The podium is at least 10 metres/33 feet long. (10 Drivers)

3.5 VISION

No obstacles may interrupt the vision from the drivers' podium to all parts of the track.

3.6 MARKING

A broken line may be painted in the middle of the straight to increase vision.

3.7 PITS

3.7.1 The (refueling) and pit area should be clearly distinct and separated from the main track and as close as possible to the drivers' podium.

3.7.2 A fire-extinguisher is mandatory.

3.7.3 Exit from and entrance to the main track is advised to be on a slow section of the track.

3.7.4 Drivers have to reduce speed while entering the pit area.



3.8 DESIGN

Track design must include both right and left turns and must have a straight of minimum 60 metres / 164 feet

3.9 OUTSIDE BARRIERS

3.9.1 Outside barriers must provide positive means of stopping a bike when missing a corner or out of driver's control.

3.9.2 The consideration at selection of the outside barriers shall be the protection of the spectators and not the bikes, although, if both can be obtained, it is ideal.

3.9.3 The outside barriers must be at least 40 centimetres/16 inches away from the marking lines of the track.

A solid fence of one (1) meters/3.30 feet in height must be placed behind the outside barriers made from a material to stop an out of control bike.

3.10 INSIDE BARRIERS

3.10.1 Inside barriers must avoid short-cutting of corners or bikes getting on other parts of the track.

3.10.2 Inside barriers must be positioned and dimensioned to avoid bikes flying over the outside barriers into the public.

3.10.3 Inside barriers must be smooth and must be 20 cm/8 inches away from the marking lines on the track.

3.11 DOTS

No dots will be used on high speed sections.

3.12 SURROUNDINGS

The inner and outer surroundings of the track must have grass or other suitable materials, such as concrete. The object of these surroundings is to slow down the bike that leaves the track.

3.13 LE MANS START

3.13.1 The grid will be painted on the track, preferably on the straight. One (1) row of numbered boxes will be located on the track side with approximately 2.5 metres-3 metres distance.

3.13.2 The boxes should have a width of 50 centimetres/19.68 inches.



4. RACE PROCEDURES

It is not allowed to drive a model bike on any other place than the track and the marked pit lane.

4.1 POSITIONING

- 4.1.1 Mechanic must be positioned under his driver's position.
- 4.1.2 During finals, positions will be selected by drivers in order of qualifying position, i.e. No. 1 qualifier has first choice, No. 2 qualifier has second choice, etc. Only one (1) mechanic is allowed per bike.
- 4.1.3 The use of all electronic communication devices between drivers and mechanics is banned.

4.2 GENERAL STARTING PROCEDURE

No heat will start before every marshal is in place

- 4.2.1 Qualifying
 - 4.2.1.1 There must be a 10 minute gap between the end of one heat and the start of the next.
 - 4.2.1.2 An audible warning will be given in English language at 1 minute and at 30 seconds during the warm up period. At the starting time an audible and visible signal will be given for a rolling start.
- 4.2.2 SUB-FINALS AND FINALS
 - 4.2.2.1 No refuelling allowed on the track only at the pits.
 - 4.2.2.2 At 5 seconds, the starter will lower the starting flag and at 3 seconds, the flag will be down, touching the ground. At this time, bikes must be brought into start position by the mechanics who will move behind the side line. The bikes must remain in the boxes, no part of the bike touching the starting line.
 - 4.2.2.3 From 3 seconds, the counting stops and the start signal must be given by the time keeping between 0 and 5 seconds.
 - 4.2.2.4 If the grid is not to the satisfaction of the time keeping, he may command a re-start, beginning count down from 30 seconds.
 - 4.2.2.5 The official starting signal will be audible by means of a horn operated by the starter. This signal will also start the timing systems.
- 4.2.3 Early starts - ALL FINALS ONLY
 - 4.2.3.1 Early start will be penalised with a ten (10) second penalty. This penalty is issued by the starting official or the time-keeping official and has to be announced immediately after the start. The penalty will be marked on the result sheet.



- 4.2.3.2 Under no circumstances will the race be stopped due to a jumped start.
- 4.2.3.3 Only the Race Director may interrupt the race and order a restart in the event that he considers the starting procedures or the start were not carried out correctly.
- 4.2.4 DELAYED START
 - 4.2.4.1 As long as the starter has not called the bikes to the starting positions, every participant of the sub-finals, semi-finals and the finals may request a delay of ten (10) minutes for repairs on his bike. The delay will be granted only once for each sub-final, semi-final and final.
 - 4.2.4.2 The driver requesting the delay for whatever reason, except an error in frequencies by Race Control, must start from the back of the grid (last position). His starting position is left free.
 - 4.2.4.3 The track shall be closed to all bikes during the delay period.
 - 4.2.4.4 When the frequency problem was created by Race Control, the driver keeps his starting position.

4.3 MARSHALS/MARSHALLING

- 4.3.1 The marshaling is part of the driver's heat. Therefore the driver's heat will not be counted, if a driver fails to marshal. After his heat the driver leaves the podium and deposits his bike and transmitter in the pit lane or if called for technical inspection at the technical inspection. Without leaving the track the driver occupies his marshal position (Driver number equals marshal position number. If there are more drivers than marshal positions, drivers without a marshal position shall leave the track or are directed by the race director to special marshal positions.
- 4.3.2 In the Qualifying the drivers of the running group are the marshals of the following group respect less of a driver participating in his heat or not. The last group of the day is the first marshal group for the next day.
- 4.3.3 Marshal technique, duties and etiquette will be specified at the drivers briefing at which attendance is mandatory for all entrants.
- 4.3.4 The marshal has to be on her/his numbered place three (3) minutes before start of the next heat until Race Control indicates that the race is over and all bikes have finished.
- 4.3.5 Marshals must wear high visibility jackets. Security gloves should be used but they are in personal responsibility of each marshal.
- 4.3.6 Marshals must recover and launch the machines as instructed at Drivers Briefing.
- 4.3.7 Under no circumstances, the marshal is allowed to touch the Bike anywhere other than on the rider. In case that a push in, handled at the rider, is not possible, he must place the Bike beside the track and the mechanic has to take care of it.
- 4.3.8 Marshals are not allowed to repair the bikes beside the track.
- 4.3.9 No heat will start before every marshal is in place.



- 4.3.10 In the perimeter of the detection loop the marshal should take care that the bike is set in in front of the loop.
- 4.3.11 Marshals may be penalized for misconduct or late appearing
- 4.3.12 Closed shoes are mandatory for all marshals. The marshal shall not smoke or/and use his mobile phone during marshaling.

4.4 ACCIDENTS/CRASHES

- 4.4.1 The Race Director has to inform the drivers if an accident occurs. (This must be a yellow flash-light combined with an audible signal (for example “attention on the straight”), that can be operated by the time-keeping official or the Race Director). Bikes are required to slow down in this section so that they are able to dodge if it's necessary.
- 4.4.2 Racing will recommence at racing speed following display of a green flag or the official announcement "track is clear“. Signals given by flags have to be visible for all drivers.
- 4.4.3 One mechanic for each driver or the driver himself is allowed to enter the track to save the bike. Neither mechanic/driver nor marshal are not allowed to repair the bike beside the track. The mechanic/driver may not disturb the progress of other bikes in the race.
- 4.4.4 Mechanics or spectators entering the track from outside the pit lane to save a bike will produce a penalty for that particular bike. (Penalties will be given as one lap penalty.). If a spectator intervenes then this bike should remain stationary until touched by the mechanic or a marshal to prevent a penalty.
- 4.4.5 Closed shoes are mandatory for all mechanics and marshals.

4.5 TECHNICAL INSPECTION

- 4.5.1 Only Bikes which conform to all regulations will be accepted for racing.
- 4.5.2 Under all circumstances it is the responsibility of the driver that her/his bike is within the IBC rules during a race meeting.
- 4.5.3 Technical inspections carried out by random or by suspect
- 4.5.4 From “free Qualifications” onwards, each driver leaves the the drivers' stand has to bring their Bike to the Technical inspection if its Number is shown at the Blackboard.
- 4.5.5 At any time, the Race Director may ask the competitors to present their bikes to the Technical Inspector.
- 4.5.6 Free technical inspection will be done on Tuesday.
- 4.5.7 Random inspection will occur on the start line for numbers.
- 4.5.8 No race will be delayed because of non-compliance by a competitor.
- 4.5.9 Technical inspection may take place when you finish your heat. In “free Qualifying” it is possible when you make a break!



- 4.5.10 Any race damage will be taken into account.
- 4.5.11 At the end of finals, all bikes will be impounded and may be inspected.
- 4.5.12 Any infringement will cause disqualification from that heat.
- 4.5.13 A second infringement will cause total and immediate disqualification from the entire event. The disqualified driver will be placed on the last position of the final positions' results and he will be noted as a disqualification.
- 4.5.14 If a bike is found illegal during Qualifying, semi-finals or final, its result will be made void and the bike has to stay in technical inspection until the result is published and the protest time is over.
- 4.5.15 Bikes will be used as much as you want (for example Rain-Bike)

4.6 FREQUENCIES

- 4.6.1 In the case of two drivers using the same frequency and qualifying for the same final, the higher placed driver may keep his frequency and the lower placed driver must change. The time allowed for frequency change will be ten (10) minutes.
- 4.6.2 The lower placed driver who cannot or will not change his frequency may not take part in the final for which he qualified.
- 4.6.3 If a driver must change his frequency before the start of a semi-final or a final, due to an organiser's error, he will be allowed ten (10) minutes.
- 4.6.4 If a driver has made an error in the selection of his frequency at the start of a final, the race will not be delayed.
- 4.6.5 For the entire duration of the event, the frequencies in use by all drivers will be known only by the Race Director and each individual driver.
- 4.6.6 All frequency changes must be authorised by the Race Director before the change is made.
- 4.6.7 The organiser shall not display any driver's transmitter frequency on any heat sheets, result sheet or race schedule to preserve the security of the frequency control systems.
- 4.6.8 Each driver in the Main Final shall be permitted to change his frequency before the start of the race. Only the Race Director is permitted to know the frequency used by the main finalists.



4.7 LAP COUNTING TRANSPONDERS

- 4.7.1 Each participant is responsible for attaching the lap counting transponder to his bike.
- 4.7.2 The timekeeping will announce a missing transponder during the warmup laps.
- 4.7.3 During qualifying or during the final, any bike starting without a lap counting transponder will not be counted.
- 4.7.4 If a lap counting transponder fails or falls off during a final, the vehicle will be timed and counted manually, if possible. In this case, the Race Director will verify the results and his decision will be final.
- 4.7.5 Under no circumstances will a heat or a final be re-run due to a bike not having a lap counting transponder or failure of the same. This also applies to a bike not having the correct numbers and placement of these numbers.

4.8 FLAGS

- 4.8.1 Start green flag or national flag
Finish chequered flag for final only
Blue the bike which is blue flagged must allow the bike behind her/him to pass
Yellow Danger on the track - slow down (Must be a yellow flash-light visible for all drivers on the rostrum)
Black & white Official warning to the bike which is flagged (diagonal)
Black The bike in question must stop immediately in the pits
Green Track open
Red Track closed. All bikes must stop immediately.
- 4.8.2 The black and white diagonal and the blue flags are recommended but are not compulsory.
- 4.8.3 All flags are under the direction of the Race Director who can delegate and authorise their use.
- 4.8.4 **USE OF THE BLACK FLAG**
 - Drivers who impede the progress of other participants
 - Unsportsmanlike racing and behaviour of driver/mechanic
 - Participants driving in a manner deemed to be dangerous by the Race Director
 - Bikes judged by the Race Director to be in an undriveable or dangerous condition. These bikes, after the repairs have been carried out, may be allowed to resume.
 - Bikes which lose their bodies or silencers must immediately stop and carry out the necessary repairs after which they may restart.
 - Bikes which have been black flagged may re-enter only with permission from a Race Official.



4.9 RACING REGULATIONS AND PROTESTS

4.9.1 PROTEST AGAINST A COMPETITOR OR THE ORGANISER

Protest must be entered by the Team Manager, in writing, in English language, within ten (10) minutes after the display of the result or after the incident it concerns, with a deposit of € 50.-- or equivalent.

The moment of protest will be displayed on the result sheet.

The deposit is forfeited if the protest is not upheld and the deposit is returned if protest is justified.

Protests may be handed to the Race Director or an IBC Official.

Protests are processed by the Race Director and, if necessary, by the IBCOC. Protests must be decided immediately.

For example: There is a protest because of violation against the rules in 1/8 Final B. If the decision is positive the up climbers would change. That means the decision must be made before the start of the 1/4 final B.

4.9.2 REQUESTS FOR LAP COUNTING CHECKING

Requests do not need to be written and need no deposit. The Team Manager will show the time-lap sheet in question (the one given or displayed by the organizer) to the Race Director and will indicate where he thinks an error has been made.

The Race Director will resolve the problem by checking with the second lap counter and, if necessary, with the manual record of stops.

If the request is justified, the result will be modified immediately and the Race Director will advise the Team Manager, in writing, of the result. After checking, if the Team Manager persists with his request, he will have to present a written protest within ten (10) minutes, including a € 50 deposit.



4.10 PENALTIES AND SANCTIONS

- 4.10.1 During finals and qualifying's , participants will be allowed to change the bikes providing the bodies are painted in the same color scheme and are right numbered.
- 4.10.2 Any illegal modification or change made to the bikes which is found during the technical inspection will automatically entail disqualification of the participant.
- 4.10.3 **EXCEPTIONS:** Tolerances allowed in technical inspection dimensions +-1%.
- 4.10.4 Any damage incurred during a heat or final will not entail a forced stop or disqualification of the participant except in the following cases:
- loss of a body
 - loss of the silencer or its ability to silence the engine
 - a bike which becomes dangerous or undriveable.

The bike in question may re-start after the repairs have been carried out.

- 4.10.5 All participants must strictly observe the instructions given by the Race Director and IBCOC. The bad sportsmanship and behaviour of any competitor, even outside the official race meeting, which could injure the image and promotion of the sport, may become the object of an official, national or international sanction.

4.11 OFFICIAL ANNOUNCEMENTS

All official announcements concerning the race must be made in the English language in the pit area, drivers' stand and mechanics' area.

4.12 GUIDELINES REGARDING OFFENCES

- 4.12.1 Bad sportsmanship during racing, i.e. impeding progress of other participants, contact with a driving Bike during "stand up rotation" on the track, deliberate short- cutting of corners and reckless driving in general.
- 4.12.2 Unsportsmanlike behaviour of drivers, mechanics, marshals and Team Managers involved in the racing.
- 4.12.3 Not doing the Marshalling in right time.
- 4.12.4 Incorrect use of entry and exit of the pits.
- 4.12.5 Repairs outside the appointed pit area.
- 4.12.6 Any combination of three warnings will cause disqualification.
- 4.12.7 All warnings will be announced in the English language with the words: "*Bike numberWarning*".
- 4.12.8 Each competitor must be able to understand English words and statements.



4.13 TIME-KEEPING

- 4.13.1 The Time-Keeping is responsible for recording all the individual lap times and total laps plus finishing time of all drivers during all heats and finals. She/He is responsible for the classification of the results and for selecting of the finals. The Race Director must verify this classification and selection.
- 4.13.2 After the finish of any heat or final, the results of the first and second time-keeping systems are compared by the Time-Keeping and, in case of difference between the two systems, the Time-Keeping investigates both results and makes the decision of the final result.
- 4.13.3 In case of a request for checking of the results, the Time-Keeping, together with the Race Director, will check on the questioned result and will make the decision.

4.14 INTERNATIONAL JURY

- 4.14.1 The International Jury consists of official representatives of each Bloc, which will furnish a minimum of one representative and a maximum of two representatives to serve on the International Jury.
 - 4.14.1.1 Bloc 1:
Race Director
 - 4.14.1.2 Bloc 2:
IBCOG
 - 4.14.1.3 Bloc 3:
The Team Manager of the Country with the most Competitors (in case of a pat situation the one with the more years of age)
 - 4.14.1.4 Bloc 4:
The Competitor with the most years of age
 - 4.14.1.5 Bloc 5:
The female Driver with the most years of age
- 4.14.2 Each Bloc will have a total of one vote, regardless of the number of representatives it supplied.
- 4.14.3 The relevant IBCOG member shall always act as Chairman during International Jury Meetings and exercise a casting vote, if necessary.
- 4.14.4 All decisions are taken by simple majority vote. The International Jury may request evidence and/or presence of drivers involved or Team Managers.
- 4.14.5 Prior to the commencement of an International Jury Meeting, any mobile telephones in the meeting room must be turned off and placed on the meeting table until after the completion of the Meeting.



4.15 RESPONSIBILITIES OF THE INTERNATIONAL JURY

- 4.15.1 To decide in unforeseen situations.
- 4.15.2 To handle protests not covered by the Race Director's or IBCOC's responsibility
- 4.15.3 The Chairman of the International Jury will make official the result.
- 4.15.4 When necessary, the Race Director calls the International Jury to meet. The International Jury may also be called by IBCOC.
- 4.15.5 The organiser will provide a room for the International Jury to meet where no-one can interfere with the meeting.
- 4.15.6 Jury members may act as a competitor but cannot be part of the Jury when the decisions are about her/him.

4.16 RACE DIRECTOR

- 4.16.1 The Race Director is responsible to follow the schedule of the event.
- 4.16.2 The Race Director ensures that various tasks under his responsibility are well done, including:
 - Time-keeping
 - Starts
 - Marshalling
 - Display of results
 - Comments to the public
 - Comments to the drivers
 - Technical inspection
 - Frequency control
- 4.16.3 The Race Director receives the protests and decides if the International Jury has to meet.
- 4.16.4 He takes urgent decisions or stops a race for safety, rain or any other unforeseen situation.
- 4.16.5 He is under the authority of IBCOC.

4.17 ASSISTANT RACE DIRECTOR

The Assistant Race Director will represent the host country or organisation and will assist the Race Director to co-ordinate all race matters with host organisation officials.



4.18 TEAM MANAGERS

- 4.18.1 The Team Manager, or a nominated deputy, must be present during all official racing.
- 4.18.2 The Team Manager is appointed by her/his drivers.
- 4.18.3 The responsibilities of the Team Manager are:
- To look after the welfare and behaviour of her/his team and take care that they all receive proper accommodation in the pit area
 - To attend the Team Managers' Meeting and any driver briefing/s that the Organizer may call.
 - To act as an agent for his team members in case of any problems. (eg. language)
- 4.18.4 The Team Manager is the link between the national team and the race direction by receiving all information referring to timetable changes, frequency changes, results of heats, sub-finals and finals and all other information referring to the race.
- 4.18.5 She/He is allowed to stay in the pit area when a race has a participant from her/his team and is in progress.

4.19 TEAM MANAGERS COMMITTEE

Each country will have a Team Manager who is responsible to pass on protests from her/his team to the Race Director. The Race Director will then decide whether a Team Managers' Meeting should be called. If the Race Director does call such a meeting and the majority of the Team Managers support the matter raised, the Race Director must then refer to the International Jury for final decision.

5. GENERAL TECHNICAL SPECIFICATIONS

The official measurements in the Technical Specifications are the metric measurements.

There is one series to recognise in accordance to the 1:1 scale series:

„MotoGP“

The optic of the motorcycle must be nearly realistic to a MotoGP bike. The body shell (including rider with legs, arms and helmet) has to be painted or wrapped with realistic decals (wind shield, excluding)

Fairing, body shell and rider parts must be 1/5th scale size.

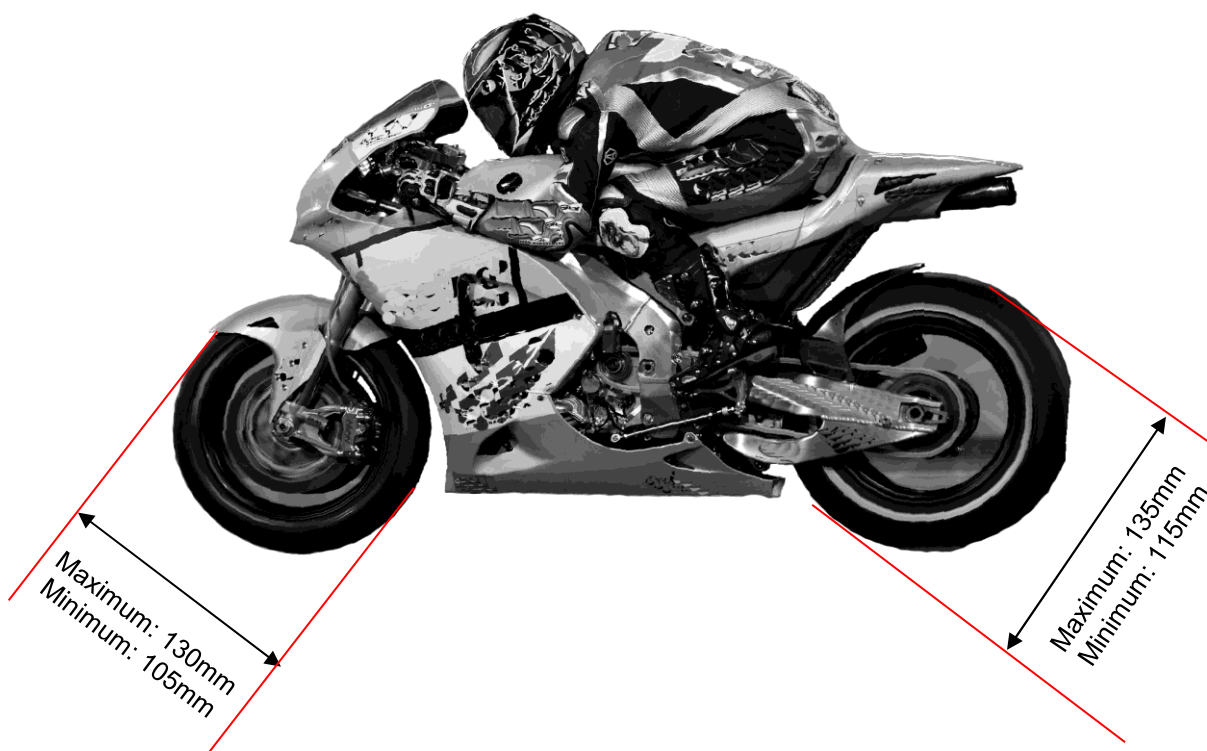
During the championship, the rider appearance must be complete for each race start.

5.1 SIZES

5.1.1 Wheel diameter

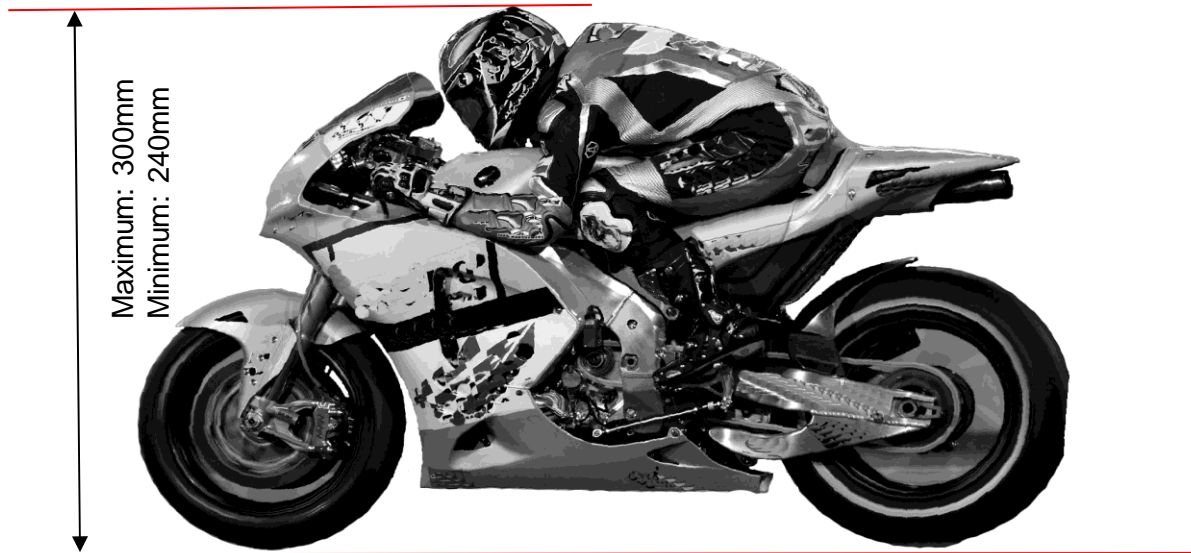
Front max: 130mm, min: 105mm

Rear max: 135mm, min: 115mm



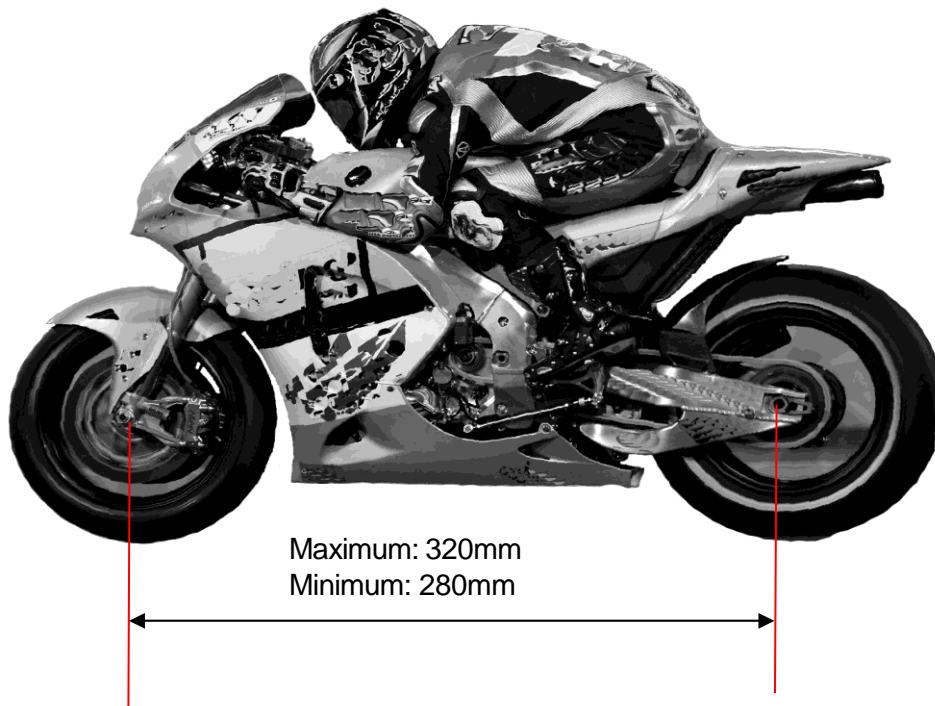
5.1.2 Height including rider:

Maximum height: 300mm
Minimum height: 240mm



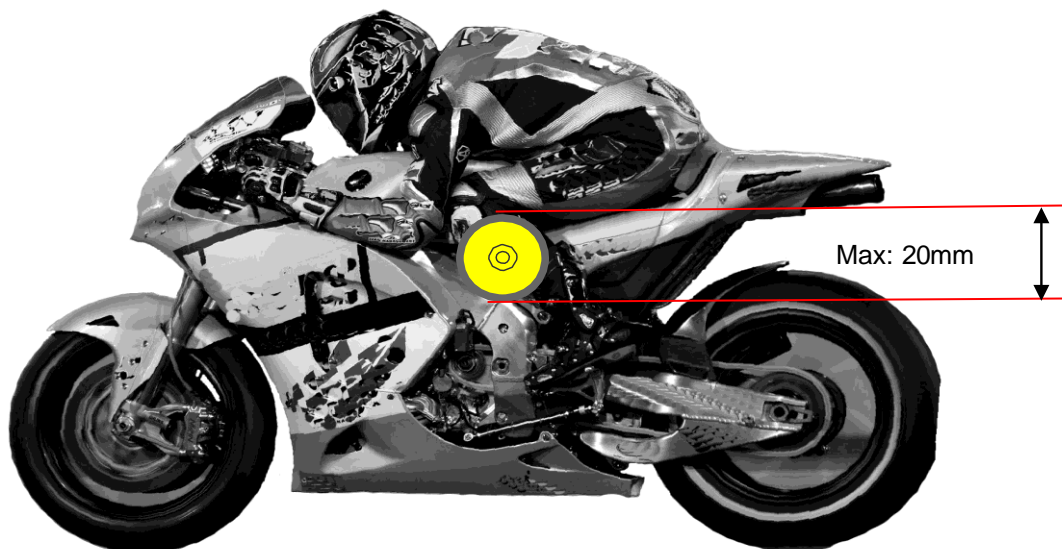
5.1.3 Wheelbase:

Maximum distance: 320mm
Minimum distance: 280mm



5.1.4 Crash-bar wheel based system:

Maximum wheel diameter: 20mm



5.2 RIDER

5.2.1 It is mandatory to mount the Rider fixed to the rest of the Bike that you can lift it only at the Rider.

5.2.2 The material is basically free but it must be so designed that it does not become unstable when being pushed in.

5.2.3 No one will touch the bikes anywhere else than on rider.

5.3 CHASSIS

5.3.1 Any type of chassis is welcome if it complies to 5.1

5.4 BRAKES

5.4.1 SuperBike and NitroBike must be fitted with a mechanical braking system, front and/or rear, to slow the bike down even if the motor connection breaks down. On FutureStockBike a mechanical front wheel brake should be fitted.

5.5 GEARING/GEARBOX

5.5.1 Every kind of gear shift innovations are allowed, taking into account of safety



5.6 TIRES/WHEELS

- 5.6.1 The tires must be specifically designed for 1/5th scale motorcycle use and commercially available. Tires must feature an embossed manufacturer ID on the sidewall. Every type of tire insert is allowed.
- 5.6.2 Beginning from the qualifying rounds, every driver has to use marked tires. Tire marking can be done between the heats by the technical inspection
- 2 set of front and rear tires for dry conditions
 - 1 set of front and rear tires for wet conditions.
Wet tires are only allowed if the officials call out “rain race”
- 5.6.3 Foam tires are prohibited.
- 5.6.4 Tire warmers and/or coolers are allowed for all racing classes.

5.7 TIRE ADDITIVE/TRACTION IMPROVING TREATMENTS

- 5.7.1 All tyre additives are allowed except if prohibited by regulations of the track.
- 5.7.2 It is recommended that the chemical components of these products must be harmless for people, environment and made no track damage.
- 5.7.3 Liability for the use of tyre additives lies at the user and manufacturer.

5.8 TRANSMISSION

Chain or belt drive is allowed.

5.9 AERODYNAMICS

Any aerodynamic spoilers which does not conform to the real aspect is prohibited.

5.10 EXHAUST

- 5.10.1 Each SuperNitroBike must be equipped with an exhaust system and an inlet silencer to reduce the amount of noise generated by the Motor.
- 5.10.2 The maximum noise level for a muffler is 83 dB's, measured at ten (10) meters distance and one (1) meters high for a single bike.
- 5.10.3 The exhaust system must be fixed under the body shell of the motorcycle, because that the mechanics and track marshals cannot be hurt. The promoter provides the gloves for the marshals.



5.11 BATTERIES

5.11.1 Every kind of NiMh, NiCd, LiPo and LiFe batteries up to 7.4V nominal Voltage are allowed.

5.11.2 Additional battery packs:

SuperNitroBikes and **SuperBikes** are allowed to use an additional pack to power the receiver and/or servo.

FutureStockBikes are not allowed an additional pack to power the receiver and/or servo.

Other than any battery in the electronic timing device (transponder), the above are the only additional batteries that are allowed and under no circumstances are they allowed supplying any power to the drive motor.

5.11.3 Modification to the original battery case by removal of material or any modification that could be deemed to affect safety is not allowed.

5.11.4 All LiPo/LiFe packs must be charged with a LiPo/LiFe-capable charger using the industry standard CC/CV. (Constant Current/Constant Voltage) charge profile.

5.11.5 Any competitor found to be charging Lithium based cells using a charger that is not specifically designed for LiPo/LiFe cells or using a charge profile other than the industry standard CC/CV, will be disqualified from the event.

5.11.6 LiPo/LiFe drive batteries MUST be charged in a closed 'LiPo sack' or a comparable box at all times. LiPo sack is defined as a receptacle designed for the purpose of charging LiPo/LiFe batteries and of a suitable construction as to contain a LiPo/LiFe fire. Any competitor found to be contravening this ruling will get a noted warning.

5.11.7 2S LiPo/LiFe batteries may be charged to a maximum of 8.40v (LiPo) resp. 7.40v (LiFe).

5.11.8 Any competitor found to have charged LiPo/LiFe batteries to above the voltages detailed in Pt. 5.11.6 may be disqualified from the event.

5.11.9 Overcharging is a safety hazard and will not be tolerated.

5.12 FUEL

5.12.1 Fuel may contain a maximum of 25% of Nitro methane. The specific gravity of the fuel may not be higher a 0.91 grams/cc at 20 degrees Celsius. Measurement will be done with a nitro max 25% in the pit lane and/or anywhere inside the venue. Any fuel detected heavier than 0.91 will means that the driver will have the result deleted from the heat or final where the fuel was found to be too heavy.

5.12.2 The following additives are strictly prohibited; Hydrazine, Hydrogen Peroxide, Toluene, Propylene Oxide.

5.12.3 Random fuel tests will be made at any time during the Championship. Samples and counter samples will be collected for analysis and any competitor found to be using any of the above additives will be disqualified and any race result obtained will be null and void.



5.13 CRASHBARS

5.13.1 The crash bars must not be dangerous for the marshals.

5.13.2 The system to fix the crash bars to the chassis must not be articulated (use of hinges, springs, dampers is prohibited).

5.13.3 Allowed systems:

5.13.3.1 Standards bars (nylon, steel, etc....) with one or two fixing points on each side.

5.13.3.2 Wheel based system.

Material of the wheels used as crash bars must have no grip at the track:

- **Allowed:**
wood, steel, hard plastic etc. are allowed while
- **Not allowed**
foam, O-rings, rubber, etc. are forbidden.

6. PARTICULAR REGULATIONS FOR EACH CLASS

6.1 SuperNitroBike

6.1.1 Must be powered by a combustion engine

6.2 SuperBike

6.2.1 Must be powered by an electric motor

6.3 FutureStockBike

6.3.1 The bike must be powered by an electric motor listed below.
Any modification of the motor is prohibited.

- 1/10 Competition MMM series 13.5R Brushless #[SP000038](#)
The motor timing must be fixed in middle position.
Sensor-Unit: #SP000034
Rotor: #RS13802
- 1/10 Competition V3.0 Brushless Motor - 13.5R #[138135V3](#)
The motor timing must be fixed in middle position.
Sensor-Unit: #SB218
Rotor: #RS13803NA
- REELY Brushless-Motor TC-04 /EB-04 #[237096-62](#)
- IBC Lehner Stock Motor # [Art.Nr.: StockBike](#)

6.3.2 Electronic speed controller (ESC)

- Speed Passion "Cirtix Stock Club Race ESC" #[12280](#)
- Speed Passion 'Reventon "Stock Club Race" ESC' #[SP000048](#)
Optional Bluetooth module is only allowed during free practice.
- REELY Brushless-Regler Figter 45A #[704788-62](#)