Competition

Regulations

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1. Wójcik Electric Race Competition Rules

1.1. Administrative Regulations

1.1.1. Following regulations were created for the Wójcik Electric Race competition.

1.1.2. Regulations of dynamic tests are based on FIM, FIM Europe and Polish Automobile and Motorcycle Federation (marked further as PZM) regulations. If rule is not included in these regulations, PZM, FIM Europe or FIM regulations will apply to the competition, in order as mentioned.

1.1.3. Any modifications and interpretations of competition regulations are Competition Promoter's and/or PZM Officials exclusive right.

1.1.4. The Referee Committee, consisting of a minimum of three people, will supervise the whole competition. The Committee has the right to settle any disputes during competition. Decisions will be determined by majority of votes. In case of a draw, The Head Referee has the right to decide.

1.1.5. Dynamic tests will be performed under supervision of professional sport referees from PZM.

1.1.6. Not longer than four weeks before the competition event, Promoter is obligated to publish Supplementary Regulations, consisting of specific organisation regulations.

1.1.7. Promoter is obligated to provide facilities and staff necessary for the smooth and efficient course of the competition in accordance with the approval of the facility and PZM.

1.1.8. English is the only official language of the Wójcik Electric Race competition.

1.2. Objective of Wójcik Electric Race competition

1.2.1. Wójcik Electric Race is an international competition between university teams, and only this type of teams will be classified. Drivers are parts of their teams and they wouldn't be classified separately.

1.2.2. A1 Motorcycle Solo (two-wheeled, single-seater motorcycles) electric motorcycles are part of the competition. Projects will be evaluated and tested through a main event to be held at the Tor Poznań facilities in Poznań, Poland.

1.2.3. Motorcycles that take part in competition have to be designed and built by team members (students) without any help from third-party professional designers, mechanics or race engineers.

1.3. Competition Promoter

1.3.1. Wójcik Electric Race competition is promoted by Wójcik Racing Team

1.3.2. Promoter has exclusive right to add other entities to the event Organisation Committee.

1.3.3. Promoter reserves the right to conduct the event during other sport events, on the same object, at the same time.

1.3.4. Promoter and the Executive Organiser with officials and stuff, do not take responsibility for losses and damage, caused to and by participants both directly and indirectly.

1.4. Referee Committee

1.4.1. Referee Committee consists of:

- Promoter Representative
- Polish Automobile and Motorcycle Federation Representative
- Object or Executive Organiser Representative

Additional participants, that are not directly connected with teams, might be included into the Referee Committee, with or without the right to vote. The decision is made by the Referee Committee by majority of votes.

1.4.2. The Referee Committee has the highest authority during the competition and teams cannot appeal against the committee's decision.

1.4.3. The Referee Committee has the right to sanction teams that don't comply with the rules by

- Time Penalty

- Point Penalty
- Disqualification from Test
- Disqualification from Competition

1.4.4. All disputes defined by regulations and those not included will be settled by the Referee Committee.

2. Team Regulations

2.1. Team

2.1.1. Every team member (except for the driver and team supervisor) has to be an active student during competition event.

2.1.2. Team has to consist of a minimum of 7 members. The Maximum number of team members is 21.

2.1.3. Team has to have a leader that has to be appointed during the registration process.

2.1.4. Every team member has to be registered. All team members are obliged to carry identifiers.

2.2. Driver

2.2.1. Driver has to be at least 18 years old. Age is determined by the birth day.

2.2.2. Driver has to have active racing license:

- Rider CE License with Rider Release Permission of their country Federation and proper insurance
- Rider Continental FIM License with Rider Release Permission of their country Federation
- Rider International FIM License with Rider Release Permission of their country Federation

2.2.3. Drivers are obliged to submit to informations given by flags, light signals and boards.

2.3. Organisation

2.3.1. Every team in the competition must accept and comply with all the rules imposed by the organization, as well as the rules of the sports complex where the event will take place. Signing for the competition

is seen as accepting all regulations. Whole team is responsible for every team member in case of not complying with competition regulations.

2.3.2. All teams are required to be familiar with all publications that organization makes.

2.3.3. Every team must have an official email to contact the organization. The organization will use email systems or other electronic systems to send the news about the event.

2.3.4. Each team has to present two official email addresses to receive information:

- Team University Supervisor email address
- Team or team leader email address

Both email addresses have to be included in the competition registration process.

2.3.5. Every team will have an individual place in the box area. Promoter is obliged to provide an electric network (230V/50Hz) connection for every team. Around electric motorcycles boxes, a five meter wide, fire-protection buffer zone will be spaced to separate electric and petrol vehicles.

2.3.6. All repairs and service are allowed only in the box area and at the pitlane. Leaving the box area with a motorcycle is allowed only with organiser direct permission. Leaving without permission might end up with penalties.

2.3.7. In the box area smoking, cooking and sleeping are not allowed.

2.3.8. Using drones, aircrafts, pyrotechnics or setting up fire, without permission, is forbidden.

2.3.9. Organisers have a right, at any day and any part of competition (with consideration of competition schedule), to perform an anti-doping and soberness inspection of randomly chosen team members. The alcohol limit in the exhaled air is 0.00 per mille. The inspection must always take place in the presence and under the supervision of the Competition Doctor.

3. Competition Registration

3.1. Application

3.1.1. Any university team from around the world can apply for Wójcik Electric Race competition

3.1.2. Registration is possible between 3.01.2022 and 20.04.2022 Applications can be submitted via form on www.wojcikracingteam.pl or www.facebook.com/wojcikelectricrace

3.1.3. Taking part and entry to the competition are free.

3.2. Registration at the object

3.2.1. Team Leader and Team Driver have to show up personally at the event office in time determined by competition schedule.

3.2.2. Team Leader has to present:

- Application for the competition signed with the seal of the university / confirmed by the university
- The current list of team members with university-confirmed student status

3.2.3. Team Driver has to present:

- Passport / ID for identification
- Ride license with Rider Release Permission of their country Federation
- Insurance (if needed)

4. Scrutineering

4.1. General

4.1.1. The hour of the technical inspection will be included in the schedule of the event.

4.1.2. The condition for further participation in the competition is a positive passing of the scrutineering.

4.1.3. No points are awarded for the scrutineering.

4.1.4. During the scrutineering safety of motorcycles and their compliance with the requirements will be checked.

4.2. Procedure

4.2.1. Only two team members and a rider can come with the motorcycle and rider clothes to the technical control area.

4.2.2. The technical staff can check any of the requirements described in the regulation.

4.2.3. If any of the points won't be fulfilled or there are any parts that cause danger, the motorcycle won't pass the scrutineering. It will be possible to make changes and reattempt the scrutineering.

4.3. Rider clothing regulations

4.3.1. The rider suit must be a one-piece type, made of leather with special protection of elbows, knees and back.

4.3.2. Riders must have boots made of leather and leather gloves with finger protection.

4.3.3. Riders must have an integral helmet with certificate FRHPhe-01, ECE R22.05, ECE R22.06, JIS T 8133:2015 or SNELL M 2015 and it mustn't be damaged in any way.

4.3.4. The helmet has to have DD type fastening.

4.4. Mechanical scrutineering

4.4.1. Mechanical requirements involve checking if the motorcycle complies with the rules presented in the regulations by visual inspection and/or measurements.

4.5. Electrical scrutineering

4.5.1. The main switch and the emergency switch will be checked for correct operation. Switching off any of them must open the contacts of the battery disconnecting contactor. The voltage on the dashboard must show zero, when any switch has been turned off. It is allowed to use another method of indicating disconnected voltage, e.g. with a LED indicator.

4.5.2. The temperature sensors will be checked for correct operation. There should be at least two sensors in the battery and at least one in the

engine. The actual values of these temperatures should be provided at the request of the controller.

4.5.3. The safety of the high voltage system will be checked outside of the battery. Each high voltage connection must be waterproof and must protect people from contact. No part of the high voltage system may protrude beyond the motorcycle frame if there is a risk of it being damaged in a fall and creating a risk of electric shock.

4.5.4. The correct operation of the IMD will be checked. If it is impossible to check the IMD without opening the battery, the team may refuse to perform this part of verification. In case of refusal, the team must declare that the IMD is operating correctly. Participation in dynamics tests is unambiguous with the declaration that the IMD works correctly

4.5.5. Any high voltage wire outside the battery case must be orange. There must be no visible damage of the wire insulating.

4.6. Service and repairs

4.6.1. Repair and replacement of motorcycle components after scrutineering may be performed under the supervision of the organisers. However it is possible to replace consumables without supervision

- Drive transmission
- Tires
- Brake pads
- Liquids

4.6.2. It is also possible to make general adjustments to the motorcycle

5. Motorcycle mechanics requirements

The motorcycles taking part in XYZ must be self-made by the university team and have to comply with the rules presented in the regulations.

5.1. Dimensions requirements

5.1.1. The width between the ends of the semi-handlebars must be a minimum 450 mm.

5.1.2. Minimum distance between the ground and lowest part of the motorcycle in rest, upright position must be at least 100 mm.

5.1.3. Any element of the motorcycle cannot protrude from the vertical line drawn in the ends of the tires.

5.1.4. The maximum width of the fairing is 600mm.

5.1.5. The maximum height difference between the seat and the highest point of the motorcycle's rear is 150 mm.

5.1.6. The minimum distance between the tire and any other part of the motorcycle is 15 mm.

5.1.7. The minimum turning angle of the steering must be 15° measured on either side of the longitudinal axis of the motorcycle.

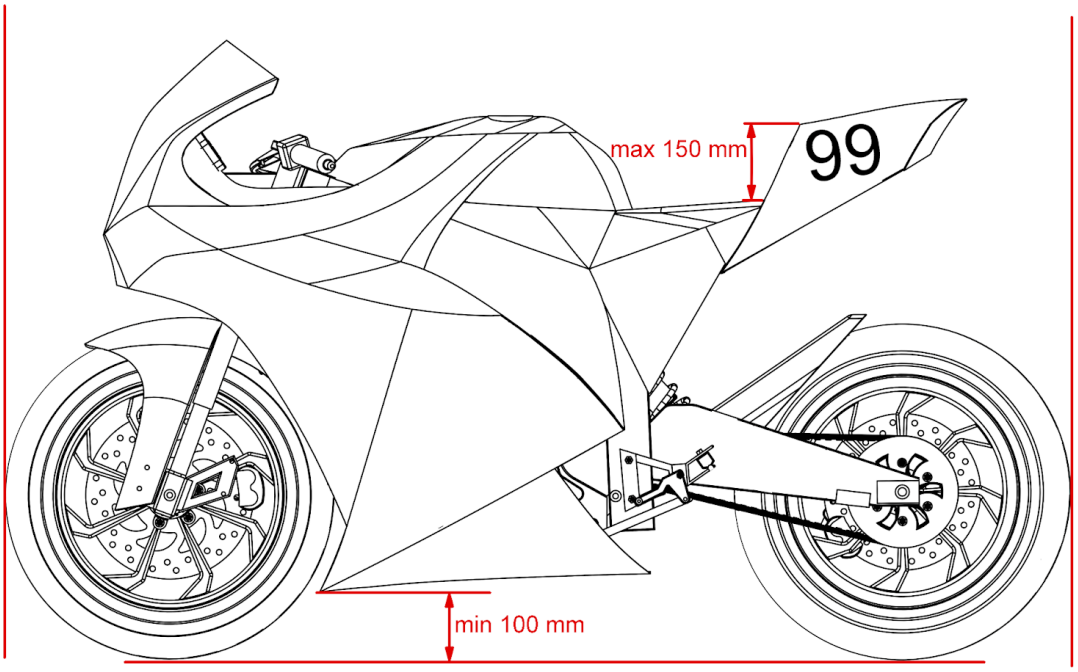

Fig. 1. Dimensional requirements - side view of the motorcycle

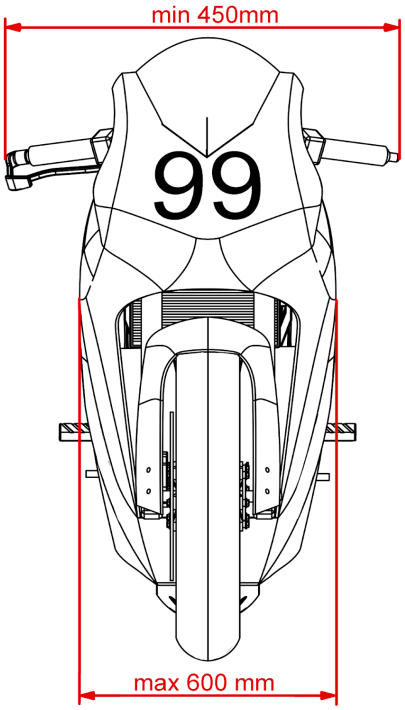

Fig. 2. Dimensional requirements - front view of the motorcycle

5.2. Chassis

5.2.1. The frame, front rack, rear rack and swingarm must be designed and manufactured by the team.

5.2.2. If any of the structural elements is considered by the organisers to be potentially dangerous, the team will be asked to present the results of the finished elements method simulation or other safety confirmation of the element.

5.2.3. Battery and safety systems must be secured by the frame in case of an accident.

5.3. Fairings

5.3.1. Fenders are obligatory

5.3.2. It is obligatory to have a chain guard at the bottom of the rear sprocket.

5.3.3. It is not required to have a closed fairing under the engine.

5.4. Handlebars

5.4.1. Structural elements of the handlebars must have sharp edges rounded to a minimum radius of 2 mm.

5.4.2. The accelerator throttle must return to the closed position by itself to ensure that the power is cut off in the event of an accident.

5.4.3. It is mandatory to use the front brake lever protection against being accidentally activated in case of contact with another motorcycle.

5.4.4. The steering angle must be limited by the steering stoppers.

5.4.5. There cannot be any element within 30 mm around the handles of handlebars and actuators.

5.5. Footrests

5.5.1. The ends of the footrests must end with a sphere with a radius of 8 mm.

5.5.2. There cannot be any element within 30 mm around the handles of handlebars and actuators.

5.6. Brakes

5.6.1. The front and rear brakes must be independent.

5.6.2. Both the front and rear brakes must consist of only one disc and one caliper.

5.6.3. The brake discs must be made of steel-alloys.

5.6.4. ABS is not allowed.

5.7. Suspension and wheels

5.7.1. It is forbidden to use semi-active and active suspensions. Only manually adjusted suspensions are allowed.

5.7.2. The dimensions of the rims must be accordingly

- front rim: 2.5 "x 17"
- rear rim: 3,5” x 17”

5.7.3. Rims must be made of steel, aluminum or magnesium alloys.

5.7.4. There are no official competition tires, but the Bridgestone V02 are recommended.

5.8. Identification

5.8.1. The motorcycle must have the identification number provided in the application located in three places.

5.8.2. The identification number must be displayed on the front of the fairing and on both sides of the rear of the motorcycle.

5.8.3. The font used for the number is unrestricted, as long as it is considered readable by the organizers.

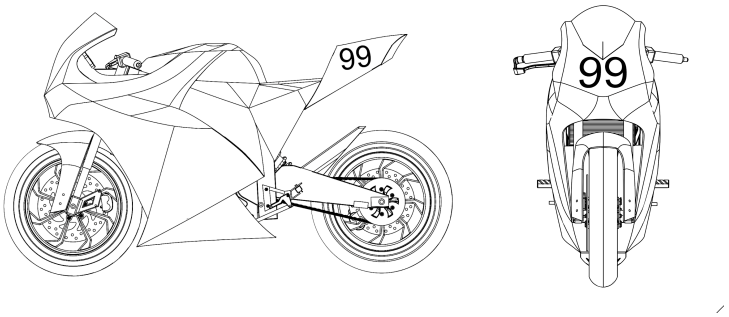

Fig. 3. Motorcycle identification

6. Motorcycle electrical system requirements

6.1. High Voltage System

6.1.1. Any circuit with a potential difference above 40V DC is a part of the High Voltage System of the motorcycle. Any circuit with a potential difference below this voltage is considered as a part of the Low Voltage System.

6.1.2. The High Voltage System includes motor, controller, accumulator and any other electric parts connected to them.

6.1.3. The accumulator can not be directly connected to the motor. The High Voltage System must have a controller connected between motor and accumulator.

6.1.4. The High Voltage System must be electrically separated from the Low Voltage System and the motorcycle chassis.

6.1.5. The maximum voltage of the High Voltage System cannot be higher than 126V DC.

6.1.6. The Voltage of High Voltage System must be displayed on the dashboard at any given time.

6.1.7. All components of the High Voltage System must be located inside a reinforced structure that ensures their integrity in case of a crash. These components must be properly insulated and protected against direct contact. Every high voltage connection must be inaccessible to humans by touch and must be encapsulated in insulating components.

6.1.8. It is mandatory to place labels indicating danger on housings and areas near the components of High Voltage System. The labels must include the text “HIGH VOLTAGE”.

6.2. Low Voltage System

6.2.1. The Low Voltage System is a system in which the voltage doesn’t exceed 40 V DC.

6.2.2. The Ground Low Voltage System consists of any circuit or electrical part of a motorcycle and is not a part of the High Voltage System.

6.2.3. The Low Voltage System must be electrically separated from the High Voltage System.

6.3. Electric motors

6.3.1. The nominal power of the motorcycle’s electric motor must not exceed 13 kW. Only Engiro-MS1920 motors are allowed.

6.3.2. Energy regeneration is allowed using the motor as a generator during breaking.

6.4. Accumulator

6.4.1. The accumulator of the HVS is defined as any cell, battery, or supercapacitor, able to store electric energy for the electric propulsion system.

6.4.2. Any type of battery may be used as an energy storage system, except for fuel cells and thermal batteries.

6.4.3. The maximum voltage supplied by the batteries must not be higher than 126V DC.

6.4.4. The direct connection between cell terminals by means of soldering or welding is not allowed. Welding or soldering is permitted through a conductive material. This rule does not apply to the pouch type cells.

6.4.5. The accumulator must include a normally open line contactor installed in the positive terminal of the accumulator. The contactor can be directly controlled by the disconnection circuit or by the controller.

6.4.6. The accumulator must include at least one fuse inside, whose rated current must be below the cutting limit of the contactor and above the rated maximum battery current.

6.4.7. The closing of the line contactor must be signaled by means of a red-light signal located on the dashboard.

6.5. Accumulator Housing

6.5.1. More than one battery container is allowed on the motorcycle. Each container must meet the requirements of the previous point (regarding the accumulator requirements).

6.5.2. If the container is made of an electricity conducting material, the terminals of the battery must be correctly protected and insulated with an electrically insulating material.

6.6. Battery Management System

6.6.1. The installation of Battery Management System is compulsory. This device must read the voltage of each cell in order to keep them within the voltage limits established by the manufacturer.

6.6.2. The BMS must deactivate the vehicle traction if the voltage of at least one of the cells is below the critical minimum voltage or if the critical maximum temperature of the cell is exceeded. The deactivation must happen at the same time as the line contractor opens.

6.6.3. The BMS must deactivate the recharge system when the maximum voltage is reached or when the maximum battery temperature is exceeded.

6.6.4. The temperature of the hottest point of the battery must be measured. It is mandatory to read the temperature of at least 2 installed cells to prevent overheating of the battery.

6.6.5. It is allowed to progressively limit the electric power to prevent overheating or fully discharging.

6.7. Motor Controller

6.7.1. The controller is a device that controls the speed and torque of the motor. The controller is a part of the High Voltage System and can be part of Ground Low Voltage System.

6.7.2. It is allowed to use, develop, or adapt any type of commercially available controller.

6.7.3. There are no restrictions and additional requirements for the control software of the motor.

6.8. Emergency shut-down button

6.8.1. The emergency shut-down button must be a red and mushroom-type push-rotary button.

6.8.2. It must be located in a place in which it is protected against a crash or accidental contact by the rider, but accessible for the sport marshals.

6.9. Insulation Monitoring Device (IMD)

6.9.1. The installation of Insulation Monitoring Device is mandatory.

6.9.2. This device has to disconnect the High Voltage System when the resistance between the High Voltage System and Ground Low Voltage System is lower than 100 kΩ.

6.9.3. The High Voltage System must be disconnected not later than 30 seconds after the resistance drop.

6.10. Wires

6.10.1. All conducting wires and connectors must be covered with insulating material, except the direct ground connections.

6.10.2. It is not allowed to roll excessive wire lengths.

6.10.3. The wires connected to the High Voltage System must be orange.

6.11. Electronic systems

6.11.1. The electronic control or assistance systems that provide for a clear riding advantage, such as ABS, anti-wheelie systems are not allowed.

6.11.2. On-board cameras are forbidden.

6.11.3. Data recording systems and live reading systems of telemetry are permitted.

6.11.4. Every vehicle must be equipped with a working red light. In case of rainy conditions with limited visibility, the light must be lit continuously. In the pitlane the light may be blinking.

6.11.5. Motorcycle moving by its own power, excluding trial runs, must emit a pulsating warning sound.

6.12. Charging process

6.12.1. The mains connection will be single-phase (230 V AC, 50 Hz).

6.12.2. The connection of the ground conductor to the socket base is compulsory.

6.12.3. During the recharging process of the motorcycle, it is compulsory to have at least one team member present, who is responsible for the safe recharging process.

6.12.4. A fire extinguisher for electric fire must be located not further than 3 m from the motorcycle during the recharging process.

7. Dynamic Tests

7.1. Objectives and procedures

7.1.1. Dynamic testing consists of three types of tasks that aim to provide an assessment of the behaviour, responsiveness and performance of electric motorcycles.

7.1.2. Only the driver presented by the team will perform dynamic tests on the track.

7.1.3. The dynamic tests that will be carried out in the Wójcik Electric Race competition are:

- Brake Test
- Gymkhana
- Acceleration

7.1.4. All the tests will be run twice. Better results of two will count in the final score.

7.2. Brake Test

7.2.1. The brake test will be carried out as follows: the rider will have to assess the distance needed to come to a complete stop of the electric motorcycle from a minimum speed of 80 km/h.

7.2.2. The start of the test will be made by lowering a flag or other signal by the referee at the starting position.

7.2.3. The driver shall have a maximum of 10 seconds from the starting signal to start the test. If the driver does not start by then, he will be excluded from the test.

7.2.4. The total length over which the test will be carried out is 350 m.

7.2.5. The maximum length of a track section intended to achieve a speed equal to or greater than 80 km/h is 200 m. The organizers will place a speed measuring device at the appropriate point on the track to check that the speed has been reached.

7.2.6. After passing the end mark of the acceleration straight line (speed trap point), the driver will have to attempt to stop the motorcycle completely at the shortest possible distance.

7.2.7. At the end of the test, the marshals will measure the vertical tangent point of the front tire where the motorcycle comes to rest.

7.2.8. The distance between the speed trap and the point described in the art. 7.2.7 will be taken as the stopping distance for the evaluation of the test result.

7.2.9. After all teams have recorded the stopping distance, points will be awarded for the test.

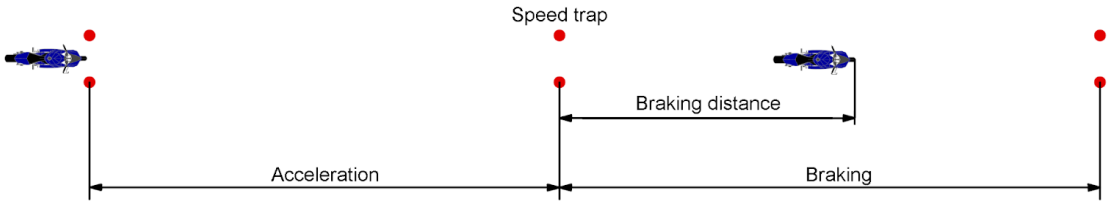

Fig. 4. Layout of brake test

7.2.10. Maximum score during the brake test is 30. Each team receive points according to the formula:

$$Score = 30 \cdot \left(1 - \frac{D - D_B}{D_W - D_B}\right)$$

D-team distance, DB- the best distance, DW- the worse distance

7.2.11. If the driver reaches the speed at the test point less than 80 km/h with the motorcycle, penalties will be imposed in the form of adding an additional value to the stopping distance achieved.

Speed (km/h)	Penalty
79	+2 m
78	+4 m
77	+6 m
76	+8 m
75	+10 m
70-74	+16 m
<70	disqualification

7.3. Gymkhana

7.3.1. The goal is to finish the gymkhana track the fastest possible.

7.3.2. The start of the test will be made by lowering a flag or other signal by the referee at the starting position.

7.3.3. The driver shall have a maximum of 10 seconds from the starting signal to start the test. If the driver does not start by then, he will be excluded from the test.

7.3.4. The driver's total climbed gymkhana time will be recorded at the start and finish points by a timing device.

7.3.5. Time penalties will be imposed for each failure in performing Gymkhana, which will be added to the total test time. The table below shows the values of the penalties:

Failure	Penalty
Moving or pulling cones	+ 3 seconds / cone
Moving or pulling more than 4 cones	Disqualification
Drive over the wrong side of cones	+ 6 seconds / cone
Driving over more than 2 cones on the wrong side	Disqualification

7.3.6. Maximum score during gymkhana is 90. Each team receive points according to the formula:

$$Score = 90 \cdot \left(1 - \frac{T - T_B}{T_W - T_B}\right)$$

T-team time, TB- the best time, TW- the worse time

7.3.7. Gymkhana track layout will be published in supplementary regulations of the competition.

7.4. Acceleration Test

7.4.1. This test will measure the maximum acceleration from a complete stop. The test will be held on a 150 m straight line.

7.4.2. The start of the test will be made by lowering a flag or other signal by the referee at the starting position.

7.4.3. The driver will have to cover the 150 m distance in the shortest possible time.

7.4.4. The organization will record the time needed to complete the acceleration test from start to finish.

7.4.5. The driver shall have a maximum of 10 seconds from the starting signal to start the test. If the driver does not start by then, he will be excluded from the test.

7.4.6. Maximum score during the acceleration test is 30. Each team receive points according to the formula:

$$Score = 30 \cdot \left(1 - \frac{T - T_B}{T_W - T_B}\right)$$

T-team time, TB- the best time, TW- the worse time

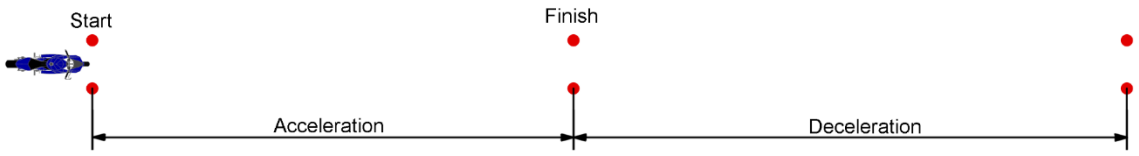

Fig. 5. Acceleration test layout

8. Races

8.1. General

8.1.1. There will be two days of races. There will be three sessions each day: training session, qualifying and the race.

8.1.2. The races will be held on the Poznań track with a length of 4,083 km.

8.1.3. The limit of motorcycles allowed at the start of a race is 24. The referee committee may decide to admit more riders to one race, but not more than that provided for in the track homologation for motorcycle races.

8.1.4. The formation of the starting grid will consist of 3 motorcycles on one line that will be stacked one after the other

8.1.5. The starting order will be determined from the fastest time to the slowest time achieved by the motorcycles in qualifying.

8.1.6. Only registered drivers, team supervisors and registered students will have access to the starting grid. A participant who is not registered in the competition will not be granted access to the starting area.

8.1.7. Driving the opposite direction on the track and pitlane is forbidden. It is only allowed to push the motorcycle.

8.1.8. Start training is allowed only when it is safe to do so. It is when leaving the pitlane before entering the track, or on the in-lap (after showing the checkered flag), outside the optimal track, in the area designated

as the practice start area. This place must be marked with a board and its location will be described in the Supplementary Regulations of the competition.

8.1.9. Measurement transponder - provided free of charge by the organization. The team is obliged to properly mount it on the motorcycle. The sports commissioner may check the correctness of the assembly at any time, also during any training.

8.2. Training session

8.2.1. On each race day, before qualification and race, the 15 minutes free practice session will be held on.

8.2.2. The free practice sessions are not mandatory.

8.2.3. After 15 minutes, a checkered flag will be shown. It is not allowed to enter the track then, and drivers passing the flag must leave the track after completing the next lap.

8.3. Qualification session

8.3.1. The qualification will be held before each race.

8.3.2. Qualifications are time limited to 15 min. Best recorded lap time counts.

8.3.3. The final result of the qualification depends on the order in which motorcycles cross the finish line, determined by the following scoring:

Rank	Score	Rank	Score
1st	**25**	**11th**	**5**
2nd	**20**	**12th**	**4**
3rd	**16**	**13th**	**3**
4th	**13**	**14th**	**2**
5th	**11**	**15th**	**1**
6th	**10**	**16th**	**0**
7th	**9**	**17th**	**0**
8th	**8**	**18th**	**0**
9th	**7**	**19th**	**0**
10th	**6**	**20th**	**0**

8.4. Races

8.4.1. The race will be held for 6 laps (total distance of 24,498 km).

8.4.2. Motorcycles will be brought directly from the pit lane to the starting area (no forming lap).

8.4.3. It is allowed to bring the stands and basic tools necessary to assist the motorcycle before the race into the starting area. Network access is not allowed with any portable generator. Tire heaters may be used to maintain temperature prior to a race, but may not be connected when motorcycles are creating the start grid formation.

8.4.4. Starting procedure (15 minutes in accordance with ZRMWT 2022 PZM):

- 15 minutes to race start - opening the pitlane, and starting area (maximum count of team members on the starting area is 7)
- 10 minutes to race start - closing the access to starting grid (teams that was late will start from the last starting lines)
- 5 minutes to start warm-up lap
- 3 minutes to start warm-up lap - drivers put on and fasten their helmets. Mechanics take off unnecessary tools. Only two mechanics, and a person with an umbrella stays on. Any regulations and repairs of the motorcycle are forbidden on the grid now.
- 1 minute to start warm-up lap - mechanics took off the heating blankets and stands. Everybody, except the driver, leaves the starting grid (30 sekund tolerance)
- Start of the warm-up lap signalized by the green flag. Drivers waiting in the pitlane, track on after green light signal (max 30 s)
- Drivers ride with unlimited speed (it is forbidden to slow-down the group) and restand on the starting lines. Drivers that start from the pitlane, start from the last starting lines.
- Race start will be held after the referee with the red flag leaves the grid. Red lights will turn on, and turn off after 2-5 s. That's the start signal.

8.4.5. Jump Start - if any driver start during red light,referee committee will impose 10 second penalty

8.4.6. Communication between driver and team, while the driver is on the track is forbidden, except the information tables on start-finish lane.

8.4.7. The end of the race is signalled by the black and white checkered flag shown. After that it is one in-lap, and exit to pitlane.

8.4.8. The team is classified in the race, only if the motorcycle and the driver pass the finish line on the track in maximum 5 minutes time, after the winner, and reach a minimum 50% of race distance.

8.4.9. After the race first three motorcycles will stay in parc fermé for 30 minutes. Referee committee can stop another three motorcycles if necessary. Only the driver and one mechanic with a stand can enter the park fermé.

8.4.10. The final result of the race depends on the order in which motorcycles cross the finish line, determined by the following scoring:

Rank	Score	Rank	Score
1st	50	11th	10
2nd	40	12th	8
3rd	32	13th	6
4th	26	14th	4
5th	22	15th	2
6th	20	16th	0
7th	18	17th	0
8th	16	18th	0
9th	14	19th	0
10th	12	20th	0

8.4.11. Race interruption and resumption

- Red flags will be shown on every referee stand along the circuit.
- Drivers must obligatorily exit to the pitlane and wait for the race director’s instructions.
- If every driver reaches more than 2/3 total distance, the final result of the race will be the last full lap standings.

- If not every driver reaches more than 2/3 total distance, the race will be reasumpt, and starting order on the grid will be as last full lap standings.
- Resumed race distance will be to reach primary count of laps minus 1. Final race result is the result of resumed race.
- If it will be necessary to interrupt the race again, it won't be another resumption, and the result will be counted in accordance with PZM rules.

8.4.12. If practices and qualifications are held in dry conditions, and the race will be in wet conditions, teams will have another 5 minutes of practice, before start procedure. Race distance will be 1 lap shorter. Same procedure will be held in opposite situations (wet training, dry race).

9. Summary

9.1. Event schedule

Day 1 - Friday

- 9:00 am – 11:00 am Scrutineering
- 13:00 am – briefing with officials, drivers and team leaders. After that – quick tour of gymkhana track
- 4:00 am – 8:00 pm – dynamic events: braking, gymkhana, acceleration
- 8:00pm – track walk
- 9:00pm – party meeting of all teams

Day 2 - Saturday

- 8:40am – 8:55am – free practice session
- 13:00am – 13:15am – qualification 1 – best lap time counts
- 6:00pm – race 1 (6 laps)
- 7:00pm – group photo

Day 3 - Sunday

- 8:40 am – 8:55 am free practice session
- 12:00 am – 12:15 am – qualification 2 – best time counts

- 5:00 pm – race 2 (6 laps)
- 6:30 pm – prize giving entry

9.2. Final Score

9.2.1. Final score is sum of all points reached in each competition

9.2.2. Maximum score:

9.2.3. As far as possible, the results will be presented and posted on the official notice board after the competition has been completed by all teams as soon as possible.

9.2.4. The time for lodging a protest is limited to 1 hour from the time of publication of unofficial results. After the official results are announced by the referee committee, these results cannot be changed.

9.2.5. Deposit for lodging the protest is 900 PLN (200 EUR).

9.2.6. If the team that lodge the protest is right, the deposit will be refunded. If they're not right, the deposit is passed to the accused team or the promoter (when the protest is about results).

9.2.7. Three best teams will get a cup.