



Regulations for Supermoto G-Cup - Hobbycup - 2022

Sign up:

Registration takes place without exception via the G-Cup page and the form set up for this purpose. It is possible to register for all races by registering. (All events are listed in the form, please tick those that apply. Each driver must provide an email address. Information can only be given by email)

After registration, the driver will receive confirmation of the registration together with a request to pay the entry fees .

Attention: The registration alone no longer secures the starting place.

For the annual entry - or the entry only for individual races, the deadline is April 30, 2022 - until then the reduced entry fee applies!! So please pay in by April 30th, 2022. Entries afterwards are still possible!!

If someone is unable to start due to an injury, please send us a short message and the entry fee will be paid back on presentation of a medical certificate!! However, this must be reported by e-mail, SMS or phone call no later than the Friday before the event!

When making the payment, please be sure to state your class, name and event!! (No names of partners, grandmothers, etc. because we cannot assign them and these payments are considered donations to the club). This is very important, as all payments go through one account and we can no longer allocate the entry fees without precise information!!

Account details: Sparkasse Salzkammergut, Supermoto Austria, IBAN: AT78 2031 4055 0001 6570, BIC: SKBIAT21XXX

After receipt of payment, the driver receives his start confirmation with all important information.

Up to 34 starters will be allowed

in the classes in 2022 (depending on the route). Classes 1, 2, 3 will depend on the registrations, ie possible class merging of classes 1+2 or 2+3 or 1+2+3 will be decided according to the registrations and the drivers and parents will be informed. In any case , it is important to find the best solution for everyone here!

Start number:

The start number assigned to a driver in the first race is retained for all further G-Cup races, should he not start once, no other applicant can use this start number!

The numbers must be in **clear writing** - i.e. no "embellishments and double lines" - and must be clearly distinguishable from the background. If this is not the case, the organizer will give you a start number and this must then be glued on!

Timing:

All drivers are timed using transponders. This should be mounted behind the front license plate - split pin at the top.

After a fall, each driver is responsible for whether the transponder is still properly attached and therefore still works well. In the event of loss or damage, this must be paid for by the driver - € 350 !!!

Classification:

The G-Cup promotes youngsters with particularly low entry fees and a division into three classes:

Class 1: Children with motorcycles up to **50ccm, electric and automatic** with an age limit of up to 11 years.
(Children who have their 11th birthday in 2022)

Class 2: Children with motorcycles **up to 65 ccm** and age limit: up to 12 years
(children who have their 12th birthday in 2022)

Class 3: Children with motorcycles **up to 85cc** (no 150cc 4-stroke -) and Age restriction: up to 15 years
(children who have their 15th birthday in 2022) A license is required for this class as it is run as a state championship class.

If there are not at least 8 annual entries per class, these classes will be combined - but evaluated separately!!

Cubic capacity checks are possible for classes 1 – 3. Violation of this will result in cancellation of all previous races.

Parents can go with the children up to the pre-start , but parents are not allowed at the start and on the race site. Parents will have their own places along the route. If an organizer allows parents (class 1 + 2) to enter the route, then only with a "safety vest". If a parent or guardian does not comply , the child will be disqualified and

the race will not start until both have left the race area. Our marshals are instructed to help the children with problems or after falls!!

A starting permit for minors is only granted with the written consent of the parents or legal guardians! Regarding the age limit - if this is required, the parents can apply and this will again be decided by the G-Cup Committee.

Supermoto riders who do not have a license for a two-wheeler motor sport race card or private motor sport accident insurance) start in the following classes:

Class 4: Amateur Beginners

ALL start here without racing experience or ALL with only little racing experience.

The top 5 from the annual ranking then have to start in the Open next year . (Exceptions can be granted here by the committee)

If there are more than 34 entries, there is a elimination.

If someone registers or participates in this class and the G-Cup arbitration board is of the opinion that he belongs in a higher class, this driver can follow the recommendation or he will be excluded from participation. This also applies to drivers who have taken part in all races but are not yet qualified for the elite class. The G-Cup Committee decides here.

Class 5: Amateur Elite: All experienced and fast starters without a license start here. (except club sport license).

The best 3 from this class should then start in the S1 or Prestige class next year to prove their skills there! If there are more than 34 entries, there will be a elimination!

Class 7: Supermoto Crazy Old Boy's : All drivers who were born in 1982 or earlier start here.

Class 7/1: Supermoto Gentlemen -Ü50: All drivers who were born in 1972 or earlier start here.

The classes Crazy Old Boy and Gentlemen Ü50 start together with separate evaluation.

Class 9 – only for Fridolfing : stubble class – everyone can take part with their motocross or enduro bikes.

In classes 4+5+7+7/1, flat track drivers are also permitted – front and rear brakes are a prerequisite as well as all the necessary technical specifications. 19 inches are allowed here.

For everyone under the age of 23 with a license:

Class 6: Supermoto S 3 Juniors - Young racer : All young people from their 13th birthday up to and including the age of 23 start here (1999).

Class 8: Supermoto S1 - PRESTIGE: All drivers with a national or international license start here! We have integrated the class S1 - state championship here - most races are driven here for the state championship, on our smaller routes or if the organizer does not want to hold a championship - the class is run as a prestige class.

When registering, drivers are asked to tick whether they would like to be classified for both classes or only for their preferred class – Prestige or S1.

For classes 3, Young Racer and Prestige, the officially listed regulations of the AMF apply, should there be any differences!

The following regulation applies again: State championship classes S1 and S3 and S youth - 85ccm - - - are reintegrated: All drivers need a license - a national license applies - international is not necessary!!! So a great class is offered again for all young drivers. The official regulations of the AMF apply here.

Technical acceptance: always obligatory for classes S1, S3 and S-Jugend 85ccm - with a Race Card class or if Prestige, Young Racer and Class 3 is driven - according to the organizer's instructions.

At the first event - in Pisek - all vehicles are checked and noise measurements are also possible

Accident protection and insurance :

All starters will be required to take out insurance in 2022 . Either a driver already has private insurance (the policy must be presented here and it must be insurance with motorsport!) or he applies for a race card. This is available in the form of an annual card or on-site day insurance (also RaceCard). This can be applied for before the start of the first training session.

Costs of the Race Card: Annual card 62.00 / daily insurance 26.00

to be requested from the AMF or directly when registering! Daily insurance also on site.

Race card application here: https://www.austria-motorsport.at/media/4235/racecard-anmeldung-2020_v1.pdf

If you have an accident, please see the race doctor , otherwise insurance cover will expire.

The driver must also be cleared by the

race doctor as hidden injuries are possible. Furthermore, Fischer Claus offers very good, individual insurance offers. You can contact him at

<http://www.motorsport-versicherung.de> - he will be happy to put together the right private motorsport accident insurance for you.

Clothing and helmets:

Class 2 - 8: Leather suit with protectors and leather gloves or two-piece suit with a test certificate! Two-piece suits must be connected with a zipper!

Class 1: in class 1 it is necessary to wear protective clothing, but a leather suit is not necessarily required.

All classes: helmet with double-D closure recommended, an integral helmet is mandatory (closed cross or street helmet), no jet helmets! Long hair must be tied back and, if possible, put in the leather suit or helmet. Motocross or Supermoto boots are mandatory. A back protector is compulsory for everyone – it will be checked!

Phone limitation and technical notes:

Volume control according to FIM regulations 115 dB, measured at full throttle (as in Bolzano) or at 94 dB, where this measurement is prescribed by the route operator! A measurement will definitely be taken at the first event.

However, it can be measured at every event, if you are too loud, you have to come to a re-measurement! We ask for your correctness, as the noise is the main problem when obtaining the event permit. Radiator protection - radiator antifreeze is not allowed under the events - however, the radiator additive "MoCool by Motul" has now been released and you can also use it in the radiator - it is not antifreeze, but with all other additives to keep the engine in good condition. An underrun protection (motor protection) must be attached.

All vehicles require sliders for footrests and axles, front (if possible) + rear.

Starting grid:

All starters start in **two** races.

For all classes, the starting grid for the first and second race will be based on the result of qualifying.

All drivers have to be in the pre-start area five minutes before the start, if you are late you have to start from the last place - you lose your starting place!!!

In the S1 and S3 classes, there is a driver presentation right at the starting point, 10 minutes before the start, at all races of the state championship - at the request of an organizer also at the G-Cup races. This will be optionally regulated in 2022 - by the organizer or sports commissioner.

jump start:

There is a "stop & go" penalty for a jump start.
Every start will be monitored by video if possible!

Flag Signals:

All drivers, including parents in the children's classes, are obliged to know the flag signals and their meaning exactly. Parents should always discuss this with their children!

Flag meaning:

black and white flag: checkered flag, this flag shows the end of a race or training session.

Yellow flag: waved or held!

Attention danger, slow down here, no overtaking, no jumping, dangerous situation on the track!

White flag with red cross: displayed in conjunction with the yellow when there is a doctor or paramedic on the route with an accident victim.

Blue flag: Lapping indication, ie if a driver is shown this flag, he must let the driver(s) who are lapping him pass. Overtaking is forbidden for drivers who are behind him in the course of the race!!!

Red flag: race stopped, the race was stopped by the race director, ie slow down and drive slowly into the pit lane / mechanic zone, wait for instructions, no overtaking.

Black flag with number shown: race disqualified!!

If a driver is shown this flag with his number, he must leave the circuit.

Green flag: route clear

If the flag signals are disregarded, the two fastest laps will be discarded during qualifying, and the race will result in a drop of 10 places!

A race director is entitled to stop the race in all situations that appear to him to be extremely dangerous, this also applies to the setting of the black flag for a driver if he believes that the driver is endangering himself and the other participants.

Rating:

Classes 1-9: The points from the 1st run and the 2nd run of an event are added, all events count (no void result) for the overall ranking. If there is a tie, the result of the 2nd run counts. In the annual ranking, if there is a tie, the better placements count.

A 50% clause applies, ie the driver must have driven at least 50% of the race distance. Exceptions apply here in classes 1, 2 and 3 if the driver can push the motorcycle across the finish line alone. The separate regulations apply to classes S1 and S3 and S youth.

The checkered flag is binding for awarding points

If a driver falls and a race has to be stopped, the driver cannot start again when this race is restarted. (Start collisions are excluded). If he is unhurt, he can then start again in other races. However, this only after the release of the race doctor present or after a medical examination by suitable personnel!

If the race is stopped and there is no possibility of restarting, the race will be classified according to the leader one lap before. Full points are awarded for more than half of the race distance, half of the points below that.

Scoring:

Points are awarded up to 20th place in each race:

1st place: 25 points	Rank 6: 15 points	11th place: 10 points	16th place: 5 points
Place 2: 22 points	7th place: 14 points	12th place: 9 points	17th place: 4 points
Place 3: 20 points	8th place: 13 points	13th place: 8 points	18th place: 3 points
4th place: 18 points	9th place: 12 points	14th place: 7 points	19th place: 2 points
5th place: 16 points	Place 10: 11 points	15th place: 6 points	20th place: 1 point

Entry fee:

All events are 2-day events, training day is not obligatory, but entry fee does not change.

Two-day events!!!ATTENTION - there are always 2-day events organized with arrival from Friday!

Classes 1-3 EUR 45 until April 30, 2022,

then EUR 55, classes 4, 5, 6 = S3, 7, 8 = S 1, EUR 130 until April 30, 2022

on-site registration EUR 150,

class 9 (Fridolfing) Euro 80,-

As soon as the registration is activated, there is the possibility to register for an annual entry. An annual entry costs € 130 per race. This must be done and paid in by April 3rd, 2022. There is also the possibility to register for fewer races - also pay here by April 30th, 2022, if you want to take advantage of the cost advantage of € 130.

If you register after April 3rd, 2022, each race costs € 150

(start of training at the latest from noon on the 1st day)

Trophies and prizes:

The top five in each class will receive a trophy. **All** children (grades 1-3) receive a small recognition. Furthermore, it can be handled differently depending on the organizer.

At the end of the year there is a year-end party with a big award ceremony for all classes.

Paddock:

All drivers and their companions are obliged to comply with the various specifications of the organizers.

*All drivers and teams are asked to set up in a space-saving manner!

*If there is a paddock map, please always pay close attention to it.

*Aggregates should be turned off by midnight at the latest, this also applies to music systems so that there is an adequate night's sleep.

If the organizer does not provide a rubbish container, please take your own rubbish with you. Tires, oil cans, etc. should always be taken with you, as these things do not belong in the residual waste. An abandoned racecourse is not a landfill!

*Everyone should have a hand fire extinguisher with them !!

*Please always use underlay mats / liquid-tight on all motorcycles!

The paddock must be set up properly, teams must present themselves in the best possible way, instructions from the stewards must be followed every driver receives two mechanic cards at the first race - these are valid for the entire season and are mandatory in order to get into the mechanic zone- The mechanic's wristband, which is also issued at every event, must have entered the driver's class and start number. A supervisor or mechanic can only enter the mechanic's zone with these two identifications. It is to ensure this with the control of a folder!

*** In the paddock, walking speed with the racing motorcycle is prescribed - disregarding this will be punished**

rigorously - on the training day with the deletion of the two best qualifying laps and on the race day with a drop of 10 places!

*** No motorized vehicle may be driven by children and young people under the age of 16 in the paddock - paddock vehicle - (scooters, e-scooters, quads, etc.) - driving here is far too uncontrolled.**

*** who is in the paddock - please without alcohol as long as he wears the racing clothes!**

*** Respectful interaction is pointed out - this among all officials, drivers and supervisors - disrespect is no longer tolerated.**

If there is a pinch – also for suggestions and complaints:

The decision-making authority in all disputes is incumbent on each organizer / race director, the G-Cup arbitration board is superior. Discrepancies can be contacted on site or by email : austriasupermoto@gmail.com

The G-Cup arbitration board:

Huber Martin X.Moto Racing
Heiner Koeberle AMC FREILASSING
Kevin Zahorak AMC Freilassing
Kloihofner Stefan Emmersdorf
Heinzl Manuel MMRO Minimoto Racing Oberösterreich
Fasl Reinhard BRT-Racing Team
Schnaitmann Manuel Mimimii Racing

Supermoto Austria board:

Renate Stehrer
Florian Eder
Christopher Gerl
Bernd Zahlauer

Driver announcer:

Manuel Stehrer

ready 2 race ??? then proceed to registration under "Registration"