

MCRCB Technical and Sporting Bulletin (22/05)

20 September 2022

- **Sporting Regulations ammendment - Neutralisation of Races – SAFETY CAR**

for immediate application

NOTE

Text in yellow is highlighted for attention, **text in BOLD is for emphasis**, **text in RED BOLD denotes new text**.

1.4.4 **Neutralisation of Races – SAFETY CAR**

The procedure will be as follows:

If, during a race, an incident, other than rain, puts at risk the safety and renders impossible the normal progress of the competition, the Race Director may decide to neutralise the race.

The following procedure will be respected:

- 1) A Red flag with diagonal White cross must be displayed **motionless** at marshals' posts during the whole of the neutralisation. At circuits equipped with light panels white SC letters will also be shown flashing during the whole neutralisation.
- 2) The riders must slow down. Overtaking is forbidden.
- 3) If at the start of the neutralisation, at the initial showing of the red flag with a diagonal white cross, inadvertent overtaking manoeuvres take place at the front of the group, and are corrected, the Race Director may during the intervention period instruct the display of a board "RESTART ORDER CORRECT" at a predetermined location.
- 4) A black board bearing the letters "SC" in white and an LED Safety Car flag panel will be displayed on the start or finish line during the whole neutralisation.
- 5) When the leading rider approaches the finish line at the end of the lap when the neutralisation was decided, a "Safety Car" equipped with red flashing lights on the roof, will enter the track at the pit lane exit, or other pre-determined location that will be advised by bulletin, with its lights switched on. If the Race Director delays the deployment of the "Safety Car", the riders must continue to circulate in single file with the lead rider dictating the pace.
- 6) The riders catching the "Safety Car" will line up in single file behind, without overtaking it. The leader must maintain a gap of at least **approximately five machine lengths** between their position and the "Safety Car".
- 7) Riders must not ride unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other riders.
- 8) If a rider in the formation suffers a technical problem they must immediately and clearly indicate this to following riders. In this instance riders following are authorised to pass. If the rider with the technical problem subsequently remedies the issue, he cannot take his original position in the formation and must remain in line.

- 9) The "Safety Car" will also be equipped with green rear facing lights. If the green lights are switched on, then the rider immediately following the "Safety Car" is authorised to pass it. This procedure may be repeated in the event of the car entering the circuit in front of any rider other than the race leader with the objective of ensuring that before the end of the intervention period it is the race leader that is immediately following the "Safety Car". Any rider authorised to pass the car must do so at restricted speed and then continue around the circuit with caution to take up his position at the end of the queue of riders following the "Safety Car" fully respecting any warning flag signals and mindful that an incident clearance will be in progress around the circuit.
- 10) Riders may stop at the pits. However, all MCRCB regulations must be adhered to.
- 11) After stopping at the pits, riders must line up in a single file at the pit lane exit and may only rejoin the track when instructed to do so by an official with a green flag or when the green light situated there is turned on. These instructions will be given 10 seconds after the last machine in line behind the "Safety Car" has passed, riders must join the end of this line and not overtake in order to gain their original position. The pit lane exit will then be closed and riders will have to wait for the next lap.
- 12) During the last lap of the Safety Car intervention, the red roof lights will be extinguished on the Safety Car and all flag marshals posts will display a number board with the figure "0" displayed (whilst continuing to show the red flag with a diagonal white cross), and at circuits equipped with digital light panels the white SC letters will also be extinguished, indicating to riders the safety car will enter the pit lane at the end of this lap and that the race will resume.
- 13) **At this point the first rider in line behind the "Safety Car" may dictate the pace and, if necessary, fall more than approximately five machine lengths behind it. In order to avoid the likelihood of accidents before the "Safety Car" enters the pitlane, from the point at which the lights on the car are turned out riders must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other riders or impede the restart. In the event of the lead rider anticipating the restart and not remaining behind the Safety Car prior to it entering the pitlane, the lead rider will be penalised with the minimum of a RIDE THROUGH (or time equivalent) penalty. If any other following rider does not remain behind the Safety Car prior to it entering the pitlane they will be penalised with the minimum of a LONG LAP (or time equivalent) penalty. In all cases the Race Director may impose further penalties if they deem it necessary.** When the "Safety Car" has left the track, overtaking is forbidden up until the finish line, where a green flag will be displayed, waved. The red flag with a diagonal white cross will then be immediately withdrawn. The exit of the pit lane will then be permanently open again after the last rider has passed the point of the pitlane exit and the race will continue normally.
- 14) Each lap completed by the "Safety Car" will be counted as a "race lap". (Exception: Superbike class in the case described in **E 1.4.4.1**).
- 15) All the other rules of the race remain valid.

ENDS.