

GENERAL REGULATIONS

***INTERNATIONAL DUTCH
CHAMPIONSHIP***

2024



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General Regulations International Dutch Championship 2024

Version 05-01-2024

1. Organisation and registration

1.1 Organisation

The International Dutch Championship (IDC) is organized by IDC BV.

1.2 IDC licence

Participants can, on presentation of their valid IDC licence 2024, take part in IDC races organised by IDC BV.

1.3 Application for IDC year- or day licence

Digital application for an IDC year- or day licence 2024 and start number is possible for riders who can prove by means of results and lap times that they have participated in motor races in the period of 3 years prior to the application.

Riders with a valid motorbike racing licence from another organisation than IDC BV, and who can prove that they have participated in motorbike races in the past 3 years, can also apply for their IDC year- or day licence 2024.

Riders, who do not have a proven experience in motorbike racing on similar circuits as the TT Circuit Assen, can apply for an IDC year- or day license 2024 but will only receive it when they have successfully completed the CRT motor racing license course or comparable motor racing license course (to be judged by the IDC organization).

It is therefore possible to already reserve a start number for the IDC season 2024.

The IDC license will only be issued after successful completion of the CRT motor racing license course or a comparable motor racing license course.

Digital application of the IDC licence 2024 can be done through the website: www.idcracing.nl

Cost IDC year licence 2024 is € 170,00.

Cost IDC day licence 2024 is € 35,00 per IDC race.

With an IDC day licence it is possible to reserve a fixed start number.

With an IDC day licence you can participate in maximum 3 IDC races plus the IDC Endurance.

Double IDC races during one event count as one IDC race.

If a participant wants to participate in more than 3 IDC races, the IDC year licence 2024 has to be applied for. Remaining costs for the IDC year licence 2024 are € 65,00.

Applicants for an IDC year- or IDC day licence 2024 of 70 years and older have to undergo a medical examination by a doctor. To be eligible for an IDC year- or IDC day licence 2024 the same criteria apply as for obtaining a motorbike riding licence. The medical examination report must be sent at the same time as the application for the IDC licence. In addition to the examination report the medical statement belonging to the application for an IDC year- or day licence 2024, must be completed.

Applicants with a valid motorbike riding licence are exempted from the medical examination by a doctor.

1.4 CRT motor racing licence course

Riders who do not comply with article 1.3 and wish to participate in IDC races must have completed the CRT motor racing licence course or comparable motor racing licence course (to be judged by the IDC organisation).

The 4 mass starts with a minimum of 21 riders, belonging to the CRT motor racing licence course, must also have been made by other comparable motor racing licence courses.

Riders, who did not follow the motor racing licence course at CRT, and cannot demonstrate that they have made 4 starts with at least 21 riders, will start at the rear of the grid at their first IDC race regardless of their qualifying time.

1.5 IDC races and IDC classes

IDC races are held in several classes with a minimum age limit and personal lap times (reference lap time dry TT Circuit Assen).

Depending on the license applications the class limit times are reserved.

Merging of IDC classes at IDC races is possible. In case of a double start number the rider of the less fast class must ride this IDC race with another start number.

IDC class	Age limit	Lap time TT Circuit Assen
Dutch ProClass 600	From 15 year	Between 1.52.0 min. - 2.12.0 min.
Dutch Supersport	From 15 year	Faster than 1.52.0 min.
Dutch ProClass 1000	From 17 year	Between 1.51.0 min. - 2.12.0 min.
Dutch Superbike	From 17 year	Faster than 1.51.0 min.

Riders who were active in the 2023 IDC can apply for the licence using the published classifications. The class-limit times for 2024 have been reset based on the 2023 race times ridden. It is possible to apply for a licence in both the 600 and 1000 classes but not 2 licences in the 600 or in the 1000. The second licence is free of charge.

1.6 Class limit time 2024

Based on the lap times ridden in the 2023 races IDC riders, who were active in 2023, were divided into classes and the 2024 class limit time was determined.

Should a rider ride more than 50% of the race laps faster than the set class limit time in his class in any of his first three races of the 2024 season, that rider will be permanently promoted with immediate effect.

The number of laps for this change is as follows:

- for a race over 6 laps 3 laps apply
- for a race over 7 and 8 laps 4 laps apply
- for a race over 9 and 10 laps 5 laps apply
- for a race over 11 and 12 laps 6 laps apply

The promoted rider must apply for another start number in the new class or his start number must be free. If a rider is promoted, the points gained will not be carried over to the other class and the rider will be removed from the classification in which he was riding. After a rider has taken part in his first 3 races at the TT Circuit Assen, in principle, there will be no further changes in classes.

1.7 Registration for IDC races

Each participant in an IDC race must have a valid IDC day- or year licence for the current year. In case you have a valid IDC race licence you can subscribe digitally via the IDC site for IDC races organised by the IDC BV.

Registrations of IDC year licence holders go before registrations of IDC day licence holders until 4 weeks before event date.

The IDC organisation will inform 5 weeks before an event if classes will be merged.

1.8 Apply for start numbers

IDC year licence holders 2023, who actually participated in IDC events in the 2023, can extend their start number from the 2023 season during the period from 10 November until 24 November 2023.

From 25 November 2023, all remaining available start numbers can be applied for.

IDC daylicence holders 2023 can apply for a fixed, available start number for the IDC 2024 season from 25 November 2023.

The start numbers requested in this period remain reserved until 1 March 2024.

For riders, who have not paid the necessary documents and costs by March 1st 2024 the reservation of the requested start number will expire.

Riders who change class cannot keep their 2023 start number for 2024 unless it is still available after 25 November 2023.

The start numbers 1, 2 and 3 are reserved for the top 3 in the final classification of the IDC Championship 2023. If the top 3 in the final classification 2023 do not ride with the start numbers 1, 2 and 3 these start numbers will not be issued.

Applied IDC year- and day licences 2024 will be issued at the registration of the first IDC race 2024 at the TT Circuit Assen.

1.9 Participation in IDC races with an IDC day licence

Participants with an IDC day licence are not eligible for race honours, points in the IDC ranking and are not included in the overall IDC ranking.

1.10 Personal Accident Insurance

IDC BV has arranged personal accident insurance for its IDC licensees with its insurance partner Interpolis for participants in IDC races.

The insurance conditions are available on the IDC site.

1.11 Participation of IDC licence holders in FIM races

Between IDC BV and the KNMV there is recognition of mutual licences of:

- IDC Dutch Supersport versus KNMV (Dutch) Supersport
- IDC Dutch Superbike versus KNMV (Dutch) Superbike

IDC licences in the Dutch ProClass 600, Dutch ProClass 1000 and Dutch Naked Bike are KNMV recognised. IDC year licence holders 2024, who want to participate in 2024 in races mentioned on the FIM calendar 2024, can apply for a one-time supplement at the KNMV. The cost of this supplement is € 155,00 which must be paid to the KNMV with this they come in possession of an International KNMV Licence 2024.

Costs for KNMV licence holders Supersport/Superbike for an IDC year licence 2024 is € 115,00.

1.12 Registration fee

The yearly registration fee for participation in the 2024 International Dutch Championship is € 55,00 and must be paid at the same time as the licence fee. The registration fee and the licence fee will be shown on one invoice.

In 2024, it is only possible to pay licence, registration and entry fees via bank transfer by invoice or Ideal payment. Payment must be credited to the IDC account 4 weeks before event. Cash payment must be made one event in advance. The licence- and registration fees must be credited to IDC's account by 1 March 2024, if this is not done the licence application will be cancelled without consultation. The event registration fee is due 4 weeks before event date. As soon as the licence application is approved, the invoice and payment option will be visible in your account, as well as all invoices and payment links per event as soon as you have registered for them. The information that needs to be on the invoice can be entered by yourself during registration.

1.13 Entry fee IDC races 2024

Entry fee IDC races 2024 TT Circuit Assen type 3 day = € 270,00.

Entry fee IDC races 2024 TT Circuit Assen type 2 day = € 295,00.

Entry fee IDC 2-day event Friday 12 and Saturday 13 July 2023, double races, TT Circuit Assen, type 2 days = € 450,00.

Entry fee double IDC races Saturday 24 and Sunday 25 August, Motorsport Arena Oschersleben = € 460,00.

Entry fee teams The 7hrs of Assen with half pit box € 1227,50, with whole pit box € 1300,00.

Entry fee IDC races must be received by organiser 4 weeks before event date.

Entry is final only after payment of registration fee is credited to the IDC bank account.

1.14 Cancellation - Moving

If a race is cancelled due to force majeure (bad weather, oil on the track etc.) there will be no refund.

If a participant cancels a race there will be no refund. Moving of booked IDC races is only possible by sending an email to info@idcracing.nl.

1.15 Minors

Under-age riders (riders under 18 years) are obliged to participate in the CRT motor racing licence course and/or IDC races a parental statement of no objection, signed by one of the parents or guardian, has to be submitted to IDC BV.

2. Rules of conduct

2.1. Own responsibility

The rider will behave as can be expected of a good and sporting rider.

First and foremost the rider is responsible for his own safety and that the rider ensures that he does not unnecessarily endanger the safety of other riders.

The rider is at all times responsible for the behaviour of his team members.

Rider, parents and guardians are aware of the fact that they themselves, or the persons for whom are taking part in a sport with an increased risk.

2.2 Officials instructions

The rider must obey the instructions of the officials.

2.3 Rules of the circuit

The rider must abide by the rules of the circuit. Burnouts and wheeling are not allowed in the paddock, on the track or in the pit lane.

If riders do not obey the rules of the track, resulting in penalties / fines and / or costs for repairs, these must be carried out / paid by the rider.

Dogs are not allowed in the paddock, assistance dogs are allowed.

2.4 Test start

A test start on the TT Circuit Assen is only permitted in the pit lane end area. Test starts are only permitted at the start of the qualifications and not at the start of the race.

At all other circuits a test start is not permitted.

3. The motorbike

3.1 Technical regulations International Dutch Championship

The motorbike must comply with the provisions of the IDC 2024 Technical Regulations applicable to the class concerned.

If during practice the motorbike does not comply the fastest training time will be deleted. If the motorbike fails to meet the requirements during the race disqualification will follow.

3.2 Technical control

At each IDC race the motorbike will have to be technically checked before the start of the first training session of the class being raced. Usually the motorbike can be presented for scrutineering at the TT Circuit Assen in the techno centre:

- for races on type 3 days: the evening before the race from 19.30 - 21.30 hrs
- the day of the race from 07.30 hrs
- for races on type 2 days: the evening before the race from 19.00 - 21.30 hrs
- the day of the race from 08.30 hrs
- for other times these will be published prior to the event
- technical checks and post-checks will take place at the TT Circuit Assen in the techno centre, at other circuits at a location to be determined.

3.3 Motorbike change

The rider will ride the training and races on the same motorbike. If the motorbike breaks down due to damage or defects, the technical commission or race director can give permission to use another motorbike. The replacement motorbike has to be checked before participation in training or race.

3.4 Rental transponder TT Circuit Assen

Participant is liable for loss and/or theft of the red rental transponder. If the rental transponder is not returned within 2 weeks after the date of the event, the costs of the rental transponder must be paid by the rider to the TT Circuit Assen. Costs are € 390,00 ex. VAT.

3.5 Tyres

The choice of tyres (profile tyres, rain tyres, slicks) is free and the responsibility of the rider.

Participant must take his own old tyres back with him. If this is found not to be the case a fine of € 25,00 per tyre will follow.

3.6 Control

The race director and/or the technical commission may decide that one or more motorbikes must be checked at the end of a training session or a race.

Rider and his team must co-operate with this. Non co-operation will result in disqualification.

4. Training and races

4.1 Timetable

A race day normally consists of 2 (qualifying) practice sessions and the race.

The organiser shall draw up a time schedule for each IDC race which shall be announced in advance.

The organiser determines whether the race has a run-off lap.

The order in which the classes ride rotates per IDC race according to a predetermined schedule, exceptions to this are possible.

The race director may deviate from the time schedule if this is necessary for the day to run smoothly. Deviations can be the result of calamities and threat of exceeding the maximum allowed noise level.

4.2 Wet race

The IDC races are run as a "wet race". This means that practice sessions and races will not be interrupted due to weather conditions unless the race director decides otherwise in exceptional situations. The rider and/or team are responsible for their choice of tyres during practice and races.

4.3 Start

Start of a practice or warm-up lap takes place from the pre start in the paddock by the last gate or from the rider own pit box.

The rider who has not left the pit lane within one minute after the start of the warm-up lap must start the race at the end of the pit lane as soon as the end of pit lane light has turned green.

Helpers and spectators are not allowed to be at the pit wall during the start, they have to take place behind the coloured lines in the pit lane.

Photographers wearing media badges are allowed to stand at the pit wall at the start.

4.4 Start procedure IDC race

The rider knows the starting procedure used on the track.

It is considered a false start:

- starting from the wrong place.
- passing the Safety Car when it has already stopped behind the starting grid.
- moving forward when the starting lights are red, even if the start line is not exceeded.
- starting before the red start lights are switched off.

A rider who has problems on the starting grid will make this clear immediately by waving both hands above his head. If the start is interrupted the starter will determine the manner in which the start will still take place.

4.5 Signals

The rider must know and apply the rules of the lights, digiflags and flags used on the track.

4.6 Pit lane

The rider must be extra careful in the pit lane. The maximum speed in the pit lane is 60 km/h unless the race director decides otherwise.

4.7 Crash

After each crash the motorbike must be immediately checked at the techno centre and the fallen rider must be examined at the medical centre.

The rider will not be allowed to participate in any training or race again until medical clearance from the medical centre is obtained.

4.8 Interruption

4.8.1 Training

If a practice session is interrupted the race director will determine whether and for how long the training will continue.

4.8.2 Race

If the race is interrupted by a code red, the race director decides if and how the race will be continued.

The race director at the first interruption will use the following schedule as a starting point.

Number of laps completed by rider in position 1	Continuation	Number of laps to be completed	Who may participate
less than 2 laps	Restart	Race director determines, but at least 6 laps	Any rider who is able to do so
2 to 5 laps	Race in 2 parts	Race director determines	Any rider who was still in the race before the reason for the interruption
6 laps or more	End of the race	-	-

If a restart (with at least 6 laps), or a race in two parts with a total of 6 laps is not possible, no points for the classification will be awarded.

In case of a race in two parts race 2 will have the same starting grid as race 1.

4.9 Race cancelled by code red

If the race is interrupted by a code red, a fallen rider who has received medical approval and whose bike has passed the re-check or whose second bike has passed the technical check, may take part in the restart.

If the race is interrupted by a code red, a rider who had retired with a breakdown and whose motorbike was found to be in order at the re-check or whose second motorbike was found to be in order at the technical check, may take part again at the restart.

If the race is interrupted by a code red, the order of passage of the previous lap is valid as the final result.

Fallen rider(s) directly involved in a crash resulting in code red will not be included in the final result.

4.10 Resuming qualifying and race

After a fall it is not allowed to resume free practice, qualification or race.
Exception to this rule is only valid for the IDC Endurance.

4.11 Results

4.11.1 Qualification

At the end of a qualifying session the race director sets the qualifying times.

At the end of the final qualifying session the race director will determine the starting grid and the number of laps for the race based on the qualifying times.

In special circumstances the race director may deviate from this.

4.11.2 Race

At the end of the race the race director determines the result. The transponder time is the only determining factor for the result.

A rider who does not wear the prescribed clothing during the last lap, and who is not in contact with his motorbike when crossing the finish line, will not be included in the result. This rider will get in the final results a DNC (Did Not Classified) behind his name.

A rider with an IDC day licence gets the letter G of guest rider in front of his start number.

Guest rider will be shown on the results under the bar - Not Classified - with DNC and letter G.

During the race the actual position of the rider or team after processing a time penalty is displayed on the monitor in the Current Position column (C pos).

4.12 Protests

Written protests must be lodged with the race director within 30 minutes after the official result of the race. Race director will decide on the protest as soon as possible. Decision is binding and final.

Submitting a technical protest

Procedure for lodging a technical protest concerning the alleged participation in IDC races with a motorbike which does not technically comply with the IDC Regulations.

1. protest must be lodged with the race director during the race. Protest is signed by the submitter.
2. in the protest is described what the protest is about.
3. protest costs € 250,00 which will be handed over to the race director at the same time as the protest is lodged.
4. rider for whom a protest is made will provide a mechanic to do the necessary work on the motorbike for the protest.
In case of dismantling of the motorbike costs and work will be discussed between parties and the organisation.
5. at the inspection, the rider or representative of the rider against whom a protest is lodged, the mechanic, 2 members of the technical commission and the race director(s) will be present.
6. if protest is allowed the protest money of € 250,00 will be returned to the party lodging the protest.
7. if the protest is not accepted the protest money of € 250,00 is returned to the rider against whom the protest was lodged.
8. judgment of the protest is binding and final.

4.13 IDC classification 2024

The point system in IDC races is:

IDC ranking points					
Location	Points	Location	Points	Location	Points
1	100	16	52	31	37
2	85	17	51	32	36
3	75	18	50	33	35
4	70	19	49	34	34
5	66	20	48	35	33
6	63	21	47	36	32
7	61	22	46	37	31
8	60	23	45	38	30
9	59	24	44	39	29
10	58	25	43	40	28
11	57	26	42	41	27
12	56	27	41	42	26
13	55	28	40	43	25
14	54	29	39	44	24
15	53	30	38		

The rider with the fastest lap in the race gets 3 extra points.

In the following IDC classes a ranking is kept: Dutch ProClass 600, Dutch ProClass 600 NG, Dutch ProClass 1000, Dutch Supersport, Dutch Supersport NG, Dutch Superbike.

In the event of an equal number of points in the final standings of the championship the rider with the highest number of 1^e places takes the highest position, then the number of obtained 2^e, 3^e, 4^e places and so on.

If there is still a tie the position at the last race is decisive.

Points are only awarded to riders who have qualified for the race.

5. Violations

5.1 Violations

When a rule is violated, the race director can warn the violator or impose a penalty.

5.2 Penalties

There is always a penalty:

- overtaking under the yellow or white flag without allowing the overtaken rider to pass again shortly afterwards
- not stopping in time at the black flag or the black flag with orange circle
- overtaking under code red
- continuing the free practice/qualifying after a crash
- continuing the race after a crash follows disqualification
- burnout in the paddock or on the circuit: time penalty of 20 seconds
- exceeding the dynamic noise standard of 101 dBA
- exceeding the static noise standard of 102,9 dBA

- riding with a silencer/exhaust system without an IDC sticker 2023, position of IDC sticker determines whether or not a dBA-killer has been mounted during the noise check

The race director can impose the following penalties:

- for violations during practice: cancellation of the fastest training time
- for violations during the race: time penalty of 20 seconds
- disqualification for exceeding the dynamic noise standard
- disqualification for exceeding the static noise standard

The following rules apply when exceeding the max. speed of 60 km/h in the pit lane on the same day

- 1^e violation: warning
- 2^e violation: fastest lap time from qualifying is invalidated
- in case of violation during the race: time penalty of 20 seconds

For violations during the training and the race: disqualification or exclusion from further participation in the IDC race if there is a repeated violation and/or if the seriousness of the violation, in the opinion of the race director, justifies this.

5.3 Penalties Next Generation bikes

Penalties related to offences concerning Next Generation bikes:

- not being able/willing to show the correct Firmware and Manufacturer map after the end of practice or qualification: relegated to the last place on the starting grid
- not being able/willing to show the correct Firmware and Manufacturer map at the end of the race: disqualification

No protest is possible against the requested check, finding by the technical committee and penalty.

5.4 Images, reports of track marshals

Only images recorded by Race Control can serve as evidence of violation. Only reports from the track marshals on duty can be used as evidence of a violation.

6. Race director

6.1 Decisions

Decisions of the race director are binding and are not open to objection or appeal.

6.2 Proper conduct

The race director may take such decisions and measures as he/she deems necessary for the smooth running of the training sessions, qualifications and races.

6.3 Deviations from provisions

The race director may deviate from the rules if circumstances require.

6.4 Unforeseen circumstances

In cases not provided for in the rules the race director may take such decisions and measures as he or she considers appropriate in the circumstances.

7. Commitment and liability

7.1 Binding

Participation in IDC races means that the rider and his team accepts that he or to the regulations and other rules declared applicable by the organiser.

7.2 Regulations

The following regulations apply:

- the IDC 2024 General Regulations
- the IDC 2024 Technical Regulations for the class in which the rider is riding
- a Special Regulation IDC 2024 with additional rules that the organiser draws up for an individual competition day

7.3 Amendment

The organiser may also amend the regulations during the season if he considers that this is necessary for the proper organisation and running of the races.

The organiser shall announce the adjustments in good time to the riders registered with the organiser as riders.

7.4 Damage and liability

Motorsport has risks. The rider realises that and accepts those risks.

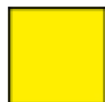
Participation in IDC races means that the rider, (with his or her team), also accepts that the organizer and who is active for the organizer is not liable for damages in any form whatsoever caused by or related to participation, unless according to general standards of motor racing there is gross negligence or intent on the part of the organizer. Natural persons, including officials working for the organiser, cannot be held personally liable unless there is intent to cause damage.

The TT Circuit Assen works with digital flag panels called "digiflags".

The digiflags have been placed at 18 positions along the circuit and a digital information board at the start / finish. Digiflags can be supplemented or accompanied by the flag signals of the trackmarshalls.



Green flag - track clear / end of dangerous situation / end of neutralisation
overtaking is allowed (again), is shown during the first lap of the session to indicate the positions of the digiflags



Yellow flag - incident / dangerous situation next to the track
clearly reduce speed, overtaking is prohibited up to the point where the green flag is shown



Double yellow flag - incident / direct danger on the track
clearly reduce speed, be prepared to change direction or stop, overtaking is prohibited up to the point where the green flag is shown



Yellow / red striped flag - possible reduction of grip in the following sector e.g. due to oil, water or gravel



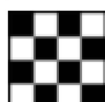
White flag with diagonal red cross - (start to) rain in the next sector
this flag is only used during trackdays with motorcycles



Red flag, shown on all digital flag panels simultaneously - session is interrupted or stopped, clearly reduce speed, overtaking is prohibited, continue to pitlane and wait here for further instructions



Purple flag / code 60, shown on all digital flag panels simultaneously - neutralization, reduce speed to a maximum of 60 km / h, overtaking forbidden, mutual distance must be maintained



Chequered flag, shown on all digital flag panels simultaneously - end of session, overtaking prohibited, enter pitlane at first opportunity, attention when entering pit lane on other riders



Noise dB - noise violation: stop in pitlane
start number shown: obligatory to enter pitlane at the first opportunity and report to official



Technical flag - (possible) technical defect: leave track immediately e.g. due to oil leakage, start number shown: obligatory to leave the track as soon as possible and stop in a safe place



Black flag - stop in pitlane
start number shown obligatory to enter pitlane at the first opportunity and report to official



Enter pitlane - stop in pitlane
obligatory to enter pitlane at first opportunity



Arrow - follow the direction of the arrow: use the short cut
use the short cut at the first opportunity