



SMSA NATIONAL SPORTING REGULATIONS

PART B: NOMENCLATURE AND DEFINITIONS

Phraseology

The following nomenclature, definitions, and abbreviations shall be adopted and used in all Supplementary Regulations and for general use.

FIA: Federation Internationale de l' Automobile.

The Code: Code Sportif International - International Sporting Code or the FIA and FIM including any Appendices to the Code, which may be in force.

FIM: Federation Internationale Motorcyclisme.

Recognised Automobile Club - ASN or FMN.

ASN: A national governing body of automobile competitions, recognized as such by the FIA.

FMN: A national governing body of motorcycling competitions, recognized as such by the FIM.

The Rules made by such a body for the control of Competitions shall be referred to as the National Competition Rules of the country concerned.

In this document, the term "motorsport" is used to refer to both automobile and motorcycling activities and ASN shall also mean FMN.

SMSA: Singapore Motor Sports Association, the recognized ASN and FMN for Singapore

GC: The General Committee of the SMSA.

Club: Any body recognized by the SMSA as a club to organize motorsports activities.

Registered Member of a Club: Any duly elected member of a club other than a Temporary or Honorary Member.

No one other than a Registered member of a Club or with written permission of the SMSA, a Temporary or Honorary Member, shall be eligible to take part in a Closed Competition promoted by or open to members of this Club.

Vehicle: Automobile and or Motorcycle.

Automobile: A land vehicle propelled by its own means, running on at least four wheels not aligned, which must always be in contact with the ground; the steering must be ensured by at least two of the wheels, and the propulsion by at least two of the wheels.

Land Vehicle: Vehicle propelled by its own means in constant contact with the ground either directly by mechanical means or Indirectly by ground effect, and the motive power and steering system of which are constantly and entirely controlled by a driver on board the vehicle.

Special Vehicle: Vehicle on at least four wheels which are propelled otherwise than through their wheels.

Ground Effect Vehicle: Vehicle whose bearing on the ground is maintained by means of a pressurised air cushion.

Motorcycle: A mechanically propelled vehicle having less than four wheels, all of which are normally in contact with the ground. Motorcycles are divided into Categories:



SMSA NATIONAL SPORTING REGULATIONS

- (a) **Group A1:** Two wheeled vehicles making only one track on the ground.
- (b) **Group A2:** Motorcycles with special characteristics commonly known as scooters.
- (c) **Group A3:** Motorcycles with special characteristics commonly known as underbone.
- (d) **Group B1:** Vehicles with three wheels making two tracks on the ground, consisting of a motorcycle making one track and a side car for a passenger making the other track.
- (e) **Group B2:** Vehicles comprising motorcycle and sidecar making three tracks on the ground, two tracks being made by the front and rear motorcycle wheels whose center lines in the direction of forward travel are displaced by a maximum of 75mm.

Cylinder Capacity: Volume generated in cylinder (or cylinders) by the upward or downward movement of the pistons. This volume is expressed in cubic centimeters and for all calculations relating to cylinder capacity the symbol Pi will be regarded as equivalent to 3.1416.

Classification: Grouping of vehicles according to their engine cylinder capacity or by any other means of distinction.

Competition: An event in which automobiles or motorcycles take part and which has a competitive nature or is given a competitive nature by the publication of results.

Competitions are "International" or "National". Moreover, they may be "Restricted" or "Closed".

A National or International Championship is considered as a competition.

Event: A single event with its own results. It may comprise (a) Heat(s) and a Final, free practice and qualifying practice sessions or be divided in some similar manner, but must be completed by the end of the meeting.

An event is considered to have begun as from the time scheduled for the beginning of administrative checking and / or scrutineering and shall include practice and the competition itself. It shall end upon the expiry of one or other of the following time limits, whichever is the later:

- time limit for protests or appeals or the end of any hearings;
- end of administrative checking and post event scrutineering carried out in accordance with the NCRs.

Circuit Race: An event held on a closed circuit between two or more vehicles, running at the same time on the same course, in which speed or the distance covered in a given time is the determining factor.

Drag Race: An acceleration contest between two vehicles racing from a standing start over a straight, precisely measured course in which the first vehicle to cross the finish line (without penalty) achieves the better performance.

Hill Climb: An event in which each vehicle takes the start individually to cover the same course ending with a finish line situated at a higher altitude than the start line. The time taken to cover the distance between the start and finish lines is the determining factor for establishing the classifications.

Test: An authorized competition in which each competitor may select his own time for carrying it out within a period determined by the regulations.



SMSA NATIONAL SPORTING REGULATIONS

Autotest: A meeting including only events designed to test the acceleration, braking and general maneuverability of the automobiles and the skill and judgment of the crewmembers. Autotests may be conducted on sealed or an unsealed surface, and shall not be or include, a speed event. The term Autotest, shall include the terms “autokhana”, “gymkhana”, “motorkhana” and the like.

Race: A competition in which speed is the essential factor for classification (See also SMSA NSR Part D: “Common Regulationd for Organisers”).

Autocross: A speed event on a grass or unsealed surface in which several automobiles start simultaneously.

Motocross: A cross-country race for motorcycles presenting irregularities of surface and terrain.

Speed Event: An event in which vehicles run individually (even through two or more individual runs may be taking place simultaneously) and in which the relative performance of the competitors are assessed by timing them over a given distance.

Cross Country Event: An event intended for cross-country vehicles, which may be defined as follows:

(a) **Cross Country Vehicle Timed Trial:** A trial taking place on one area of private ground in which the marking during the event is mainly based upon the ability of Competitors to climb hills or traverse difficult sections non-stop, but where the results are decided predominantly by the time taken to traverse those sections.

(b) **Cross Country Vehicle Trial:** A trial in which the marking for the event is mainly based upon the ability of Competitors to climb hills or traverse difficult sections non-stop, and in which the mileage upon a public highway does not exceed 50 miles.

(c) **Point-to-Point:** An event the object of which is for a team of vehicles to seek and visit points spread out on open ground. The points must be accessible by vehicle(s) and it may require team effort to reach and pass through the points. Public highways must not be used.

(d) **Team Recovery:** An event, the object of which is for a team of vehicles, by self-recovery or team effort, to proceed through an observed section in the shortest possible time.

Gymkhana: An event held wholly on private ground and in which no test is determined solely by the speed of the competing vehicle, or by the skill of the driver in controlling the vehicle, and in which if there are to be timed tests, there will be at least an equal number of untimed tests. No test may be timed to an accuracy of less than 5 seconds.

International Event: An event is International when it is open to competitors and drivers of various nationalities. The “Nationality” of a competitor is that of the ASN (FMN) which issued him with his licence. It is compulsory that an International Competition be entered on the International Sporting Calendar of the FIA or the FIM.

National Status Competition: An event is National when it is open only to competitors and drivers holding an appropriate licence issued by the SMSA under whose organising permit such event is held. A National Competition held under the National Sporting Regulations of the SMSA must be entered on the annual SMSA Sporting Calendar.

Restricted Competition: A Competition is 'Restricted' when the competitors or drivers who take part in the competition have to comply with particular conditions of eligibility for instance:

(a) Membership of an Invited Club or Championship.

(b) A Competition confined to vehicles of a particular make.

It is compulsory that an International Restricted Event be entered on the International Sporting Calendar.



SMSA NATIONAL SPORTING REGULATIONS

Closed Event: A competition is called closed when it is confined solely to members of a Club who themselves hold Licences (competitor or driver) issued by the SMSA. Such a competition must be authorised by the SMSA, which may, in exceptional circumstances, grant its agreement to several clubs promoting jointly the competition.

Rallies:

All motoring events utilising the Public Roads in Singapore are subject to the Road Traffic Act. A Rally will comply with at least one of the following categories and must meet the organizational requirements laid down by the SMSA. The Regulations must clearly indicate the category of Rally that is being organised.

(a) **Rally of the (first category, sporting event):** Road event with an imposed average speed, which is run entirely or partly on roads open to normal traffic. A "rally" consists either of a single itinerary which must be followed by all cars, or of several itineraries converging on a same rallying-point fixed beforehand and followed or not by a common itinerary.

The route may include one or several special stages, i.e. events organised on roads closed to normal traffic, and which together determine the general classification of the rally. The itineraries which are not used for special stages are called road sections. Speed must never constitute a factor determining the classification on these road sections. Rallies of the first category must be listed on the International Sporting Calendar in the section "Regularity Events". Rallies of the first category may admit FIA "Grand Prix graded drivers". However, if a rally includes special stages on permanent or semi-permanent circuits for more than 10% of the total mileage of the rally, the participation of Grand Prix graded drivers is subject to the entry of the event on the speed events Calendar as a "Full International Event". The simultaneous entry on the rallies Calendar may be maintained if the organisers so desire.

Events partly using roads open to normal traffic, but including special stages on permanent or semi-permanent circuits for more than 20% of the total mileage of the rally, cannot be entered in the Regularity Events section of the International Sporting Calendar, and must be considered, for all questions of procedure, as speed events.

Cars authorised in international rallies of the first category:

The power of all cars is restricted to approximately 300 hp in all international rallies. The FIA shall, at all times and under all circumstances, take all the measures necessary for the enforcement of this power restriction.

Only the following may participate in international rallies:

- Touring cars (Group A) unless there is an indication to the contrary on the homologation form excluding certain evolutions.
- Production cars (Group N).

Unless there is an indication to the contrary on the homologation form excluding certain evolutions, Group A and N cars are permitted, during a further period of four years following the expiry of their homologation, to participate in international rallies other than those of the World Rally Championship on the following conditions:

- the FIA homologation papers are produced at administrative checking and at scrutineering.
- the cars are in conformity with the technical regulations (Appendix J) valid at the date of the expiry of their homologation and are in a sound condition to participate, at the discretion of the scrutineers.



SMSA NATIONAL SPORTING REGULATIONS

The size of turbo restrictors used on these cars and the minimum weight must be those currently valid.

(b) **Rally (second category, Touring Assembly):** Events organised with the sole aim of assembling participants at a point determined beforehand.

To distinguish these from first category rallies, second category rallies must bear as a subtitle the words 'Touring Assembly'.

The itinerary(ies) of a second category rally may be compulsory, but only with simple passage controls and without any average speed being Enforced on participants during the run.

One or several additional events, except speed events, can be included in the programme of a 2nd category rally, but these additional events may only take place at the point of arrival. These 2nd category rallies must not be allotted any prize money.

A second category rally is exempt from entry on the International Sporting Calendar even if the participants therein are of different nationalities, but it cannot be organised in a country without the agreement of the ASN who must approve the regulations. The regulations must be drawn up in the same spirit as those for competitions.

If the route(s) of a second category rally run(s) through the territory of one ASN only, the participants in the said rally are not obliged to have licences.

In the opposite case, the rally must conform to the prescriptions of Article 81 of the ISC (International courses), and the participants therein must possess the necessary licences (see ISC Articles 108 to 118).

(c) **Economy Rally:** Designed to assess the fuel economy of competitors' cars and in which the overall results are based on the relative fuel consumption of these cars.

(d) **Navigational Rally:** A Rally designed to test the navigational skill of the crew.

(e) **Road Rally:** A Rally in which the competition on the Public Highway does not qualify for an alternative category and in which marking for maintaining a time schedule forms a substantial part of the competition.

(f) **Special Stage Rally:** A Rally containing Special Stages joined by linking sections which may utilise the Public Highway.

(g) **Vintage Rally (or Run):** A Rally complying with one of the above categories and restricted to vehicles built prior to 1st January 1941 (including Post-Vintage).

(h) **Veteran Rally (or Run):** A Rally or Run restricted to vehicles built before 1st January 1919.

(i) **Historic Special Stage Rally:** As (e) above, but participation is limited to cars complying with the appropriate Technical Regulations for Historic or Post-Historic Special Stage Rally Vehicles.

(j) **Historic Road Rally:** As (c) above, but participation is limited to cars complying with the appropriate Technical Regulations for Historic or Post-Historic Road Rally Vehicles.

(k) **Hill Rally:** An event of which the main portion of the route is cross-country, and in which the marking for maintaining a set time schedule shall form a substantial part of the competition. A Hill Rally may include tests or observed sections.

(l) **Rallycross:** An event with several cars starting simultaneously which takes place on a closed circuit with a combination of sealed and unsealed surfaces.

Rally for Motorcycle Events

A rally may be either competitive or social.

(a) **A competitive rally** is a trial, taking place over various routes converging on rallying point fixed in advance and in which the average speed is limited.

(b) **A social rally** is an event organised with the primary object of assembling tourists at a point fixed in advance.



SMSA NATIONAL SPORTING REGULATIONS

Meeting or Competition: An assembly of competitors and officials including either one or more competitions or several record attempts.

Test: An authorised competition held on private ground, in which a competitor is required to complete a maneuver, or series thereof, as laid down by the relevant instructions (see also Autotest).

Race: A competition in which speed is the determining factor for classification.

Organising Committee: A committee authorised by the organising club to act on their behalf. The organising committee will take the place of such club for the purpose of these Regulations except that the club will be responsible for the acts and omissions of such organising committee as if such acts and omissions were their own.

Organising Permit: The documentary authority to organise and hold a competition, granted solely by the SMSA.

Supplementary Regulations: Compulsory official document issued by the organisers of a sporting competition with the object of laying down the details of a competition.

Programme: A compulsory document prepared by the Organisers of a meeting for the purpose of giving informing to the participants and spectator about such meeting.

Course: The route to be followed by a competitor in a competition.

Track: A permanent or temporary course used for competitions or record attempts.

Autodromes: Certain permanent tracks, especially those having raised bends, and facilitating high speeds, are called autodromes.

Mile and Kilometer: For all conversions of Imperial to Metric measurements, and vice versa, the mile shall be taken as 1.609344 kilometers, and the kilometer shall be taken as 0.62137 miles.

Record: A best result obtained in particular conditions prescribed by the regulations.

Local Record: A record established on a permanent or temporary track approved by the ASN/FMN whatever the nationality of the competitor.

National Record: A record established or broken in conformity with the rules established by an ASN/FMN on its territory or on the territory of another ASN with the prior authorisation of the latter. A national record is said to be a class record if it is the best result obtained in one of the classes into which the types of cars eligible for the attempt are subdivided, or an absolute record if it is the best result, not taking the classes into account.

International Record: The best performance accomplished in a determined class or group. There are International Records for Automobile or Motorcycle.

World Record: A record recognised by the FIA or FIM as the best performance achieved by a vehicle irrespective of category, of class of group, or any other means of subdivision.



SMSA NATIONAL SPORTING REGULATIONS

Holder of Record: If the record is one established in the course of an individual attempt, the holder is the person to whom permission to make the attempt was granted and who made a formal application for such permission.

If the record is one established in the course of a meeting the holder is the competitor in whose name the vehicle with which the performance was achieved was entered.

Start: the start is the moment when the order to start is given to a competitor or to several competitors starting together.

Control line: Is a line, at the crossing of which a vehicle is timed.

Starting line: Is the first control line, with or without timing.

Finishing line: Is the final control line, with or without timing.

Parc Ferme: This is the place to which the competitor is obliged to bring his vehicle(s) as foreseen by the Supplementary Regulations.

(a) Inside the parc ferme, only the officials assigned to surveillance may enter. No operation, checking, tuning or repair is allowed unless authorised by the same officials.

(b) The parc ferme is compulsory in those competitions in which scrutineering is provided for.

(c) The Supplementary Regulations of the competition shall specify the place where the parc(s) ferme(s) will be set up.

(d) The parc ferme must be in close proximity to the finishing line/starting line, if such is provided for. At the end of the special stage covered, the area between the finishing line and the parc ferme entrance shall be placed under the parc ferme regulations.

(e) The parc ferme shall be of adequate dimensions and well closed off to ensure that no unauthorised persons may gain access while cars are in the enclosure.

(f) The surveillance shall be carried out by officials appointed by the organisers.

(g) These officials are responsible for the operation of the parc ferme and only they are authorised to give orders to the competitors.

(h) The control areas of rallies will be considered as a parc ferme. No repairs or assistance may take place within the control area.

Handicap: A method laid down in the Supplementary Regulations of a competition with the object of equalising as far as possible the chances of the competitors.

Competitor: Any person or body accepted for any competition whatsoever, and necessarily holding a competitor's licence issued by an ASN/FMN.

Entrant: The person or body responsible for making an Entry into a Competition and responsible for all matters pertaining to that Entry.

Driver: A person nominated as the driver of a vehicle in any event.

Co-Driver: The second member of each crew competing in Special Stage Rallies.

Passenger: A person, (not less than 18 years old) other than the driver, conveyed on a vehicle and weighing with personal equipment not less than 60 kg.

Navigator: The second member of each crew competing in Rallies, or other events, held on public highway or private land.



SMSA NATIONAL SPORTING REGULATIONS

Licence: A certificate of registration issued under the Code by an ASN/FMN to any person or body wishing to participate in competitions held under the Code. The holder of a licence is presumed to know and abide by the Code and these Rules.

(a) No one can take part in a sporting event, set or break a record, if he does not possess a licence issued by an ASN/FMN.

(b) The licence must be renewed annually from the 1st of January of each year.

(c) Each national automobile club shall issue Licences to its countrymen in compliance with the FIA/FIM regulations.

(d) The licence can be issued under a pseudonym, but no one may make use of two pseudonyms.

(e) A charge may be made for the issue or the renewal of a licence.

(f) An ASN/FMN can issue a licence to a foreigner belonging to a county not yet represented on the FIA or FIM with the prior agreement of FIA/FIM.

(g) Each ASN/FMN must, at the time of its admission to the FIA or FIM, undertake to recognise and keep a register of Licences thus issued.

Licence-Holders' Register: The list held by SMSA of those persons to whom the SMSA has issued a licence.

Licence Number: The numbers allotted annually by SMSA to the competitors or to drivers entered on its register.

Exclusion: Exclusion forbids the person concerned to take part in any particular competition, or in several sporting competitions of a same meeting.

Suspension: A person or body shall be said to be suspended when they have for a certain period been forbidden to take part in any competition either within the territory of the ASN/FMN which has pronounced the sentence of suspension or in that of any country acknowledging the authority of the FIA and or FIM.

Disqualification: A person or body shall be said to be disqualified when he/it have been permanently forbidden to take part in any competition whatsoever.

Pace Notes: Any information, in any recorded form, relating to a Special Stage, which has not been provided to all competitors by the organisers of that event.

Special Stage: A section of a Rally, on road or private land for which the event has exclusive excess, or on public roads closed by Government legislation specially permitting closure for motor sporting purposes where the marking for maintaining a schedule forms a part of the competition.

Sponsor: A person or body making contribution, financially or in kind, towards the promotion of a competition, or of a competitor.

Advertisement: Any lettering, additional trademark or symbol appearing on a vehicle including any border or background which is distinguishable from the underlying surface on which it appears.

Championship: An event or series of events organised for the purpose of establishing the right to an individual or collective title.

Competition Numbers: Numbers displayed on vehicles in competition for identification purposes.



SMSA NATIONAL SPORTING REGULATIONS

Control-point or Checkpoint: Any point, which competitors must visit during an event. A Control-point will be manned by officials; a Checkpoint may or may not be manned. If the term Time Control is used this will imply that the competitor's time of arrival at or departure from this point is recorded.

Cross Country Vehicle (CCV/4X4): Four wheeled drive or similar vehicle intended to traverse rough terrain.

Handicap: A method laid down in the SR's for the purpose of equalising the chances of the competitors.

Open Car: Any vehicle having not less than two seats and which is not classified as a Saloon or Closed car.

Organising Club: A club registered with the SMSA and responsible in all respects for the organisation of an event.

Paddock: An area provided by the organisers for the parking of competing and support vehicles, and for the purpose of servicing competing vehicles.

Pit Lane: That part of the track, which provides competing vehicles with access to and from the pits, subject to all the regulations governing the event.

Pits: An area which may be provided by the organisers for competitors and their authorised personnel, for the purpose of servicing competing vehicles, in accordance with the SR's, and which has direct access to the Pit Lane.

Practice: That part of an event intended to enable a competitor to familiarize himself with the course. In certain events, the competitors' performance during practice may be used by the organisers to determine starting order or position. Practice is subject to all the regulations governing the event.

Practicing/Training Event: An event organised for the purpose of enabling drivers to gain experience of their vehicles. To qualify, as a practicing/training event there must be no element of competition, no awards, times may be recorded but not published and cars may start simultaneously. There may be no revenue other than from entry fees.

Production Car: Any car, which is or has been in series production and on general catalogued sale, available from stock through normal retail dealer outlets.

Road Book or Route Card: A document supplied to competitors, containing such information as to the controls and checks which they are to visit during the event, how they will establish that they have visited checks not manned by officials, details of tests, etc. The term, Route Card, is reserved for a document, which also instructs competitors in detail as to how to proceed from one point to another, and may or may not contain other information appropriate to a road book.

Road Section: Any section of the route of a Special Stage Rally (excluding control and service areas) whether on the public highway or not, which links Special Stages.

Saloon Car: A vehicle equipped to seat at least four normal size adults in comfort, fitted with a non-detachable roof integral with the body, and having a windscreen, side and rear windows. The door windows must be integral with the doors and must be equipped with close fitting safety glass



SMSA NATIONAL SPORTING REGULATIONS

or plastic. Drophead or convertible coachwork if permanently attached to the main bodywork, falls within the definition of a saloon car and must be erected whilst in competition.

Scheduled Speed: The average speed calculated from the time allowed to competitors to cover a certain distance.

Section: That portion of the route of a competition between two controls, or that portion of a route of a competition to which specific requirements apply.

(a) **Competitive Section:** Any section of a Rally where a penalty is imposed for late arrival or arrival before Scheduled Time.

(b) **Non-Competitive Section:** Any section of a Rally which does not qualify as a competitive section or on which the requirements for a competitive section do not apply, but where the organiser must impose an early arrival penalty and, where applicable, a maximum lateness penalty, or any section where a competitor is supplied with supplementary information by the organizer which requires the crew to observe special restrictions as to their driving behaviour.

(c) **Observed Section:** A section of a Trial, which has to be traversed non-stop to avoid penalty.

(d) **Regularity Section:** A section of a rally in which competitors are required at all times to adhere to a set speed and in which adherence to that speed may be checked at intervals during the section. The start and finish must be clearly defined.

Servicing: Work carried out on the car by any person, other than the competing crew, or the use of any part or tools not carried in the competing car.

Shortest Route: The shortest route between two points using only Public highways, unless specific permission has been obtained for the use of private property and all competitors so informed.

Special Test: A test, which takes place off the public highway, in which a competitor is required to perform a maneuver or series of maneuvers set by the organisers. If timed, the competitor shall not be required to exceed an average speed of 50 kmh. No benefit shall accrue to any competitor exceeding the set average speed.

TECHNICAL DEFINITIONS

Adequate Strength: That the component concerned is of sufficient strength to fulfill the function for which it was intended.

Aerofoil: Any device or part of a vehicle (excepting normal and conventional styled bodywork), which has a principal effect of creating aerodynamic downforce. Within this definition should be included forward facing gaps or openings in the bodywork, but will not include spoilers in the form of raised surfaces continuous with the body surface and not wider than the body surface. It is not permitted to mount aerofoils on unsprung parts of the vehicle.

Approved Formulae: A set of Regulations, approved by the SMSA, providing the parameters for a vehicle to be used in a specific competition or series of competitions.

Ballast: Non-functional material added to increase vehicle weight. Any ballast must be permanently fixed to the structure of the vehicle and sealed by Scrutineers' seals.

Bodywork/Coachwork: Fixed External: side, front, rear and top surfaces of the vehicle licked by the air stream, excluding the underside.

Drag Racing/Sprint Vehicle: Vehicle designed and prepared to obtain maximum acceleration over a straight course.



SMSA NATIONAL SPORTING REGULATIONS

Forced Induction: Any device capable of augmenting atmospheric pressure to increase the induction of air or fuel/air mixture into the combustion chamber (Superchargers, Turbochargers etc.). Any means of artificially reducing induction air temperature (e.g. packing with solid CO₂ etc) is prohibited. Ram effects entirely due to the forward motion of the vehicle or tuning of induction or exhaust pipe length are not included within this definition.

Fuel: (see Pump Fuel). All substances fed into the combustion chambers of an engine excepting only:

- (a) *Atmospheric air and water vapor contained naturally therein,*
- (b) *Lubricating oil exceeding in viscosity 5 cS at 100°C,*
- (c) *Anything recommended in the relevant vehicle manufacturer's instruction manual as normal treatment for the specific type of recognized production car.*

Ground Clearance: Under no circumstances, can any part of the bodywork or of the suspended part of the car be below a horizontal plane passing 4cm above the ground, the car being in normal racing trim with the driver aboard. A gauge of 4cm may be used by scrutineers before or after races or practice to check the ground clearance.

Hard Top. An accessory manufactured in rigid material used in place of or to replace collapsible fabric cockpit hoods on open cars. When a hard top is fitted to a vehicle (even temporarily) the vehicle is then defined as closed and must have a rear window installed, unless otherwise stated in SR's.

Light Alloy. Any alloy containing more than 10% aluminum, magnesium or titanium.

Main Chassis Structure

- (a) Single seater racing cars - the fully sprung structure of the vehicle to which the suspension and/or spring loads are transmitted, extending longitudinally from the foremost front suspension mounting on the chassis to the rearmost one at the rear.
- (b) Other vehicles - the entire original shell supporting chassis frame of the original body/chassis structure from which nothing may be removed except by normal removal of nuts and/or bolts. No part may be removed by cutting, fracturing or deriveting.

Modification. Any change in the design, material, shape, dimensions and/or surface finish of a component, except for basic manufacturing processes, normal wear and published service or repair procedures.

Number Plate. The plate that would normally carry the registration number of the vehicle, were it to be run on public roads.

Original Equipment. Parts fitted to new vehicles within the selling specification excluding alternatives.

Period Defined Vehicles

- (a) Veteran Cars - built prior to 1905.
- (b) Edwardian Cars - built prior to 1919.
- (c) Vintage Cars - built prior to 1931.
- (d) Post Vintage Thoroughbred Cars - built prior to 1941.
- (e) Historic Racing Cars - Formula 1 cars built 1939 to 1965.



SMSA NATIONAL SPORTING REGULATIONS

- (f) Historic Single Seater - built to comply with International Grand Prix, Voiturette, Formula 2, Formula 3, Formula Junior, Regulations, 1931-1965.
- (g) Historic Sports Racing Cars - cars must have proven international competition history and be built after 1939 and before 1961.
- (h) Thoroughbred Sports Cars - built 1946 to 1959.
- (i) Post Historic Sports and Sports Racing Cars - less than 500 built or imported and used in International competition after 1960 and before 1965.
- (j) Historic Group 4 Sports and Sports Racing Cars - less than 500 built or imported and used in International competition after 1964 and currently over seven years old.
- (k) Historic Production Sports Cars - more than 500 built or imported, more than twelve years old and out of production for seven years.

Ports. Openings and passages in components forming or housing the combustion chambers and/or cylinders through which ingoing and exhaust gases pass.

Pump Fuel

- (a) Petrol: Gasoline of the type on sale to the general public at roadside filling stations in the Singapore.
- (b) LPG. Liquefied Petroleum Gas.
- (c) Diesel: Automotive Gas Oil on general sale to the public at roadside filling stations in Singapore. The SMSA reserves the right to amend these details to reflect any change occurring in the quality of fuel on general sale to the public in Singapore.

Notes:

1. The use of power boosting or octane boosting additives by competitors in any fuel is prohibited. Some power/octane boosters cause cancer.
2. Avgas is not 'Pump Fuel'.
3. The octane number scale is the standard method for quoting anti-knock quality of gasoline. Research Octane Number (RON) is derived from a test simulating acceleration from relatively slow speeds, Motor Octane Number (MON), on the other hand, is derived from a test which simulates driving at high speed and is therefore particularly appropriate for Motor Sport.

Radiator. For cooling engine coolants or lubricants (cooler). NOT a tank or reservoir.

Restrictor. Any device with stated orifice and minimum thickness 3mm of (non-porous material, imposed or inserted in an inlet tract for the purpose of controlling the passage of air/fuel mixture into the induction system and/or combustion chamber.

Silhouette. The outline of the original body shape, in the side and plan view, of the vehicle above a line drawn through the front and rear hubs.

Single Seater

- (a) The construction of the vehicle must be symmetrical, i.e. when the vehicle is lifted laterally and weighed without the driver, the half weight on either side must be equal to half the overall weight +5%.
- (b) It must be possible to enter or leave the driver's seat without it being necessary to remove or detach any part of the vehicle, other than the steering wheel or seat belts/harness.
- (c) The driver, sitting in the driving position, must face forward.

Spare Wheel. A wheel with tyre suitable to be used as a direct replacement for one in use on the vehicle.

Spoiler. Any device (splitter, trim tab, etc.) other than an aerofoil, fixed as an extra to a vehicle to divert airflow to create an aerodynamic advantage.



SMSA NATIONAL SPORTING REGULATIONS

Suspension. The system(s) by which sprung movement is provided between the main chassis structure and the road wheels. Suspension will be deemed to consist of all the partly sprung components which move relative to the main chassis structure for the purpose of making connection between it and the entirely unsprung parts but not including components exclusively concerned with steering, braking and power transmission.

- (a) Suspension mounting: the member or component attached to the chassis on which the moving element(s) of the suspension is mounted.
- (b) Suspension mounting points - the point(s) on the chassis and the mounting, which forms the centers of attachment to the chassis.
- (c) Suspension locating point - the point in the mounting about which the suspension articulates.
- (d) Suspension bush - considered in relation to a suspension mounting or another suspension member it may have one of two forms:
 - (i) A lining of an external element which rubs directly upon an inner element,
 - (ii) A pre-manufactured and catalogued unit within which all articulation is provided.
- (e) Suspension bush housing - the aperture in the suspension member, which supports and locates the suspension bush. In the case of the MacPherson strut top mountings the bush housing is considered to be the suspension mounting.
- (f) Sprung suspension - a suspension system with the weight of the car supported by discrete springing media none of which may come within the definition of a 'Temporary Part'. Flexible mounting bushes are unacceptable as springing media.

Temporary Part. A part, which differs in type or material from that normally, used on Standard Production cars or which has a short useful life expectancy.

Windscreen. A transparent shield located in front of vehicle occupants to protect from the wind and airborne particles. The requirement can be waived for single seater and open sports cars.