



**2015 Singapore Motor Sports Association
Race Series**
SPORTING REGULATIONS
MOTORCYCLES

ORGANISER & PROMOTER:	Singapore Motor Sports Association (SMSA)
NAME OF EVENT	: 2015 Singapore Motor Sports Association Race Series
TYPE OF EVENT	: Mass start circuit racing to be held over 3 rounds in 2015.
STATUS	: National Event
VENUE	: The Johor Racing Circuit Jalan Litar, Johor, Jalan Bandar, Kawasan Perindustrian Pasir Gudang, 81700 Pasir Gudang, Johor, Malaysia

1. DATES

Rounds 1 – 31 May 2015 (closing date 22 May 2015)
Rounds 2 – 23 August 2015 (closing date 14 August 2015)
Rounds 3 – 08 November 2015 (closing date 30 October 2015)

2. REGULATIONS

The final text of these Sporting Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

3. GENERAL UNDERTAKING

- a) All Riders, Entrants and Officials participating in the Event undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the FIM International Sporting Code («the Code»), the General Prescriptions («the General Prescriptions»), National Sporting Regulations and these Sporting Regulations.
- b) The Event is governed by the FIM International Sporting Code and these Sporting Regulations and Technical Regulations.
- c) The right to associate the name of a company, or a commercial make to the Event is exclusively reserved for the Organizer.
- d) Only SMSA is entitled to grant waivers to these Sporting Regulations.

4. GENERAL CONDITIONS

- a) It is the Entrant's responsibility to ensure that every person concerned by his entry observes all the provisions of the Code, the Technical Regulations, Sporting and Supplementary Regulations. If an Entrant is unavailable to be present in person at the Event he must nominate his representative in writing. The person having charge of an entered motorcycle during any part of an Event is responsible jointly and severally with the Entrant for ensuring that the provisions are observed.
- b) Entrants must ensure that their motorcycles comply with the conditions of conformity and safety throughout the Event.
- c) The presentation of a motorcycle for Scrutineering will be deemed an implicit statement of conformity.
- d) Entrants, Riders, assistants and guests must at all times wear the appropriate identification credentials, which will be handed to them.

5. INSURANCE

Entrants are required to take up the Group Racing Personal Accident Insurance Policy arranged by SMSA.

6. PRINCIPLE AND RUNNING

- a) The **2015 Singapore Motor Sports Association Race Series** may be conducted over several events at the Johor Circuit.
- b) Each Event will have the status of a **National Championship**.
- c) Each Event will comprise a race in the final phase named «Final». The chequered flag will be shown to the leading motorcycle when it crosses the finishing line («the Line») at the end of the lap during which the decided numbers of laps is reached. The Line consists of a single line across the track. The final classification of the Event will be the classification of the Final.
- d) The Event may be cancelled or merged with another event if the motorcycles of fewer than TEN Riders have passed Scrutineering. If no alternative formula may be found, SMSA will study any palliative solution.

7. CLASSIFICATION

- a) The classification of each Event will be that of the Final.
- b) The title of **Singapore National Champion 2015** of each Class will be awarded to the Rider who has scored the greatest number of points at the end of all rounds.

- c) If the Final is stopped and If the results calculated show that less than two laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be null and void and a completely new race will be run. If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count for the Championship.
- d) If two laps or more have been completed by the leader of the race and all other riders on the same lap as the leader, but less than two-thirds of the original race distance, rounded down to the nearest whole number of laps, then the race will be re-started if it is found impossible to re-start the race, then the results will count and half points will be awarded in the Championship.
- e) If the results calculated show that two-thirds of the original race distance rounded down to the nearest whole number of laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be deemed to have been completed and full Championship points will be awarded.

8. OFFICIALS

- a) The following Officials will be appointed by the SMSA for the Series. Names of these Officials will be published in Additional Supplementary Regulations:
 - 3 National Stewards
- b) The following Officials will be appointed by the SMSA Volunteers & Officials Commission for each Event and their names will be published in Additional Supplementary Regulations:
 - a Race Director
 - a Chief Scrutineer
 - a Secretary of the Event – Janice Tan
- c) In addition, the following Officials will be appointed by Johor Circuit.
 - a Clerk of the Course
 - a Medical Officer
- d) The Race Director, the Chief Scrutineer, and the Stewards must be present at the Event at least one hour before the closing of the Sporting Checks. The Race Director must stay at Race Control and be in contact with all Marshals' posts whenever motorcycles are allowed to drive on the track. The Stewards, Race Director and the Chief Scrutineer must be in permanent radio contact at all times in the circuit.

9. TRACK INFORMATION

Venue : The Johor Circuit
Length of Circuit : Approx. 3.86 Kilometers
Direction : Clock-wise
Pole Position : Left side of the grid

10. ENTRANTS APPLICATIONS

- a) Applicants must hold valid National Circuit Racing License, issued by SMSA. AAM License holders for Class 1 must in possession of a valid license for Road Racing issued by Automobile Association of Malaysia (AAM) – Minimum competition license required: National “C” (Novice).
- b) Applications to participate in the Event must be submitted by the Entrants to the Organizers at the latest 10 DAYS prior to the event by means of the entry form supplied and must be accompanied by the entry fees to the order of the Organizer.
- c) Applications shall include:
 - i. confirmation that the applicant has read and understood the Code, the Technical Regulations and these Sporting Regulations and agrees, on his own behalf and on behalf of everyone associated with his participation in the Event, and to respect them;
 - ii. the name of the Rider;
 - iii. The limit of the number of entries per event / category will be 32 entries.

11. ELIGIBLE RIDERS

Competitors must possess a valid National Circuit Competition License issued by SMSA and AAM. Competitors need to have their competition license done no later than **14 days before the event**.

12. CLASSES:

Class 1: Below to 200cc 2-stroke / 4-stroke
(Categories for SMSA License Holders: Expert/ Novice)

Class 2: Up to 400cc 2-stroke / 4-stroke (Categories: Expert/ Novice)

Class 3: SuperSports (below 600cc) (Categories: Expert/ Novice)

Class 4: SuperBike (above 600cc) (Categories: Expert/ Novice)

The Organizer has the sole discretion to decide on the Expert / Novice status of each and every rider taking part.

13. TECHNICAL REGULATIONS

- a) Any modifications but normally aspirated engines only.
- b) No slick tires.
- c) Oil drain bolts, oil filter housing must be securely fixed and lock-wired.
- d) Throttle twist grips must close automatically when released.
- e) Wet tires may be used during adverse weather conditions (declared by Race Director) provided the rider can meet the event schedule time. In the interest of time management, an additional 15 minutes will be provided for changing of tires.

14. RACE SCHEDULE

- a) Registration / Documentation / Technical Control: Race Days
Scrutineering will commence at 0830hrs and complete by 0930hrs.
- b) Qualifying: Race Days
Conducted over a 5-lap race system.
Grid position for Qualifying will be using a ballot system.
- d) Final Race: Race Days
Conducted over 8- to 10-laps (depending on the number of participants and class) race.
Grid position for the Final Race will be the finishing order of the Qualifying.

The above is subjected to change and any changes will be informed via the publication of Additional Supplementary Regulations (ASRs)

15. RACING NUMBERS & NAME OF THE DRIVERS

- a) The racing number must be affixed to the front of the motorcycle fairing in a central position and rear right side of the motorcycle.
- b) Numbers should be a minimum height of 140 mm.
- c) Numbers must be easily legible, in a clear simple font and contrast strongly with the background colour. The numbers must be of one single colour which contrasts strongly with the background colour. A small outline in a different colour is permitted.
- d) Backgrounds must be of one single colour over an area large enough to provide a minimum clear area of 25mm around the numbers.
- e) In case of a dispute concerning the legibility of numbers, the decision of the organizer will be final.
- f) Replacement numbers can be obtained from the Secretary of the Event's office during event time.

16. SPORTING CHECKS AND SCRUTINEERING

- a) All Riders can register and proceed to technical control for their bikes at race paddocks from 0830hrs to 0930hrs. The organizer reserves the right to impose a penalty fine of SGD50 on late comers.
- b) During the initial Scrutineering and Sporting Checks, each rider and each Entrant must have all required documents and information available.
- c) Unless a waiver is granted by the Stewards in particular circumstances, Riders and Entrants who do not keep to the time limits imposed will not be allowed to take part in the Event.
- d) An Entrant, a Rider or any other person concerned by a motorcycle may not be required to sign a discharge or any other document which has not previously been approved by the Organizers.
- e) The Race Director or the Medical Officer may ask a Rider to undergo a medical examination at any time during an Event.
- f) No motorcycle may participate in an Event unless the Scrutineers have checked it.
- g) At any time during an Event, the Scrutineers may:
 - i. check the eligibility of the motorcycle or of the Rider's equipment,
 - ii. require a motorcycle to be dismantled by the Entrant to make sure that the conditions of eligibility and conformity are fully satisfied,
- h) Any motorcycle which, after being passed by the Scrutineers, is dismantled, modified or mended in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for Scrutineering approval.
- i) The Race Director may require that any motorcycle involved in an accident be stopped and checked.
- j) Checks and Scrutineering shall be carried out by duly appointed officials who shall also be responsible for the organization of the Servicing Parks and/or the Parc Fermé, and who alone are authorized to give instructions to the Entrants.
- k) Submitting a motorcycle to Scrutineering shall be considered as an implicit statement of conformity.
- l) At the Sporting Checks, each Rider will receive a «Technical Passport». All details relating to the full equipment must be entered on this form before submission to Scrutineering. An incomplete «Technical Passport» will be rejected.

- m) Racing numbers and advertising signs shall be on the Motorcycle when the equipment is submitted to Scrutineering. This will include stickers provided by the Organizer reflecting the names and/or logos of official sponsors of the Series.
- n) A Rider shall not be allowed to change his/her equipment after it has been identified at Scrutineering.
- o) At the Event, the event Organizer and the Stewards will control all licenses.

17. BRIEFING

- a) Definition: The Entrants' and Riders' Briefing is a meeting organized by the Race Director for all Entrants and Riders entered in the Event.
- b) Aim of the Briefing: to remind Entrants and Riders of the specific points of the Sporting and Supplementary Regulations concerning the organization of the Event; to remind them of the safety notions, either general, or specific to the circuit used; to give any clarification concerning the interpretation of the Regulations.
- c) The time of the Briefing will be mentioned in the programme of the Event. The time is considered as that of the beginning of the Briefing and the entrance door and access to the Briefing will be closed. Extra meetings may be organized if deemed necessary.
- d) The presence of all concerned Entrants and Riders is mandatory throughout the Briefing under pain of a sanction or even of a possible exclusion from the Event. Attendance Sheets shall be signed.
- e) Before they can be allowed to continue the meeting, a mandatory fine of **SGD200**, which must be paid to the ORGANIZER hosting the event, via the Stewards, will be inflicted on any Entrant and Rider who do not attend the Briefing.

18. GENERAL SAFETY

- a) It is strictly forbidden for Riders to ride their motorcycles in a direction opposite that of the race, unless this is strictly necessary to remove the motorcycle from a dangerous situation.
- b) During Qualifying Practice, and the race of the final phase, Riders may use the track only and must at all times observe the dispositions of the Code relating to driving on circuits.
- c) During Qualifying Practice, and the race of the final phase, a motorcycle that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or be an impediment for other Riders. If the Rider is unable to remove the motorcycle from a dangerous position by riding it, it is the Marshals' duty to help him.
- d) Any repairs with tools are banned outside the Repairs Area. It is forbidden to take any

tools and/or spare parts on board the motorcycle. The rider can receive help only in the Repairs Area determined by the Sporting Regulations or during the Briefing.

- e) Except in cases expressly provided for by the Regulations or by the Code, no one except the Rider and Marshals are authorized to touch a stopped motorcycle unless it is in the Repairs Area.
- f) When the track is closed by the Race Control during and after Practice and after the finish until all concerned motorcycles, whether they are mobile or not, have arrived at the «Finish» Servicing Park or at the Parc Fermé, no one is allowed to accede to the track, with the exception of Marshals carrying out their duties.
- g) During Qualifying Practice, and the race(s) of the final phase, the motorcycle may be restarted only by the Rider himself, except if he restarts from the Repairs Area. The Rider may not receive any outside help on the track during the running of an Event, except in the Repairs Area, which he may reach only by his own means.
- h) A speed limit of 60kmh will be imposed in the pit lane. Any Rider breaking this speed limit will be imposed a penalty provided for in the Regulations or the Code.
- i) If a Rider is faced with mechanical problems during Qualifying Practice, or the Race of the final phase, he must evacuate the track as soon as possible for safety reasons.
- j) If a Rider is involved in a collision, he must not leave the circuit without the Stewards' agreement.
- k) Official instructions will be transmitted to the Riders by means of the signals provided for in the Code. Competitors must not use flags similar to these ones in any way whatsoever.
- l) Any Rider who intends to leave the track, to return to the Servicing Park or to stop in the Repairs Area shall demonstrate his intention in due time and shall ensure that he may do so safely.
- m) It is forbidden to circulate with non-competition motorbikes, scooters or any other motorized devices in the Paddock, Pit Lane and Service Area.
- n) In the case of a «wet race», the choice of tires will be left to the appreciation of the Riders. Riders will be provided 15 minutes for the change to the appropriate tires. The Race Director reserves the right to use the black flag if he deems that a Rider is posing a danger to other riders.
- o) **When a Rider arrives at any place on the track where a waved Yellow flag is shown, he must reduce his speed and hold position. OVERTAKING IS STRICTLY FORBIDDEN until the incident is passed and next designated flag point waves a green flag to resume racing. A waved yellow flag means EXTREME CAUTION. It is the Stewards prerogative to impose any punitive measure on any rider that violates this provision**

18.1 FOOTWEAR - The wearing of OPEN FOOTWEAR BY ANY TEAM PERSONNEL IS NOT PERMITTED IN THE SERVICE PARKS & GRID AREAS AT ANYTIME. Footwear must be of the enclosed type, heel to toe.

18.2 Persons wearing inappropriate footwear in the Service Parks and Grid areas at anytime will be penalized. The Entrant/Competitor may be fined S\$100.

The following drawings are an example what is acceptable and what is not.



19. NUMBER OF MOTORCYCLES ALLOWED ON THE TRACK

The maximum number of Motorcycles allowed on the track is limited to 40 for final phase races and Qualifying Practice.

20. QUALIFYING PRACTICE

Riders who have passed Scrutineering will draw lots in the presence of at least one Steward. 5 laps per session are provided for excluding sighting, warm up and cooling lap. During each session, Drivers will take the start in the grid format of the lot drawn. The final classification of Qualifying Practice will be drawn up in the order of the first rider who take the chequered flag at the end of the 5 lap. The Grid position of the Final phase will be that of the final classification of the Qualifying Practice.

21. TOTAL LAPS / DURATION:

Class	Qualifying	Final
Class 1	5 Laps	8 Laps
Class 2	5 Laps	8 Laps
Class 3	5 Laps	10 Laps
Class 4	5 Laps	10 Laps

22. RUNNING OF THE EVENT

The Event will comprise of Qualifying Practice, and a Final phase as a minimum.

23. QUALIFYING PRACTICE

- i. The discipline applied in the Servicing Parks and on the track as well as the safety measures will be the same for all sessions as those applied for the race of the final phase.
- ii. No Rider may take the start of a Race without having participated in the Qualifying Practice session.
- iii. The Race Director may interrupt sessions as often and for as long as he deems it necessary for the clearance of the track or the removal of a motorcycle. Further, if, in the Stewards' opinion, the stop is deliberately caused by a Rider, the placing he has achieved in that session may be cancelled and he may be refused the authorization to participate further in any other session. The Race Director, with the Stewards' agreement, may decide not to resume the Practice session after any such interruption.
- iv. Should any session be interrupted in such manner, no protest relating to the possible effects of this interruption on the qualification of Riders would be accepted.

24. STARTING GRID

- a) At the end of the final Qualifying Practice session, the list of qualified Riders as well as the starting grid will be officially published.
- b) Only these Riders will be allowed to take the start of the final phase.
- c) Any Entrant whose motorcycle(s) is (are) unable to take the start for any reason whatsoever or who has good reasons to believe that his motorcycle(s) will not be ready to take the start must inform the Secretary of the Event as soon as he has the opportunity.
- d) Access to the grid will end five minutes before the time scheduled for the start of the race. Any motorcycle which has not taken its position on the grid at that moment shall no longer be allowed to do so, except under exceptional circumstances left to the appreciation of the Panel of Stewards.

25. STARTING PROCEDURE

- a) The start signal shall be given by means of lights, or in its absence, a waved green flag.
- b) As soon as the Race Director/Starter indicates that the motorcycles may take the start, the Riders are *under* the orders of the Race Director/Starter and may no longer receive any outside help. Any Rider who has not placed himself at the orders of the Race Director/Starter in time, with his motorcycle in working order, will be allowed to leave the Assembly Area only at the orders of the Race Director or of the Officer-in-charge of the Assembly Area.
- c) Motorcycles will cover approximately one warm up Lap before the start may be given.

d) Any motorcycle that attempts to jump the start or delay it shall be given a 10 second penalty, which will be added to the total time of the motorcycle for the particular session.

e) As soon as the start has been given, racing conditions are applied and, irrelevant of the position of a motorcycle on the track, it is forbidden to give it any assistance, except for parking it to a safe location. In order to regain one's position, it is forbidden to use any course other than the track used during the race.

Start: At the end of the warm up Lap, Riders will proceed forward at a reduced speed towards the Starting Line, lined up in grid position. When the motorcycles approach, the red flag is displayed stationary in the middle of the grid by a Marshal. Under no circumstances should a motorcycle accelerate or overtake before the start is indicated. If he is satisfied with the grid formation, the Race Director/*Starter* will give the start by switching on the red lights for between 2 to 5 seconds. When the red lights are switched off the race commences.

26. STEWARDS

The Stewards may use any video or electronic system likely to help them to take a decision. The Stewards' decisions may supersede those taken by Judges of Fact. Any infringement to the provisions of the Code or of these Sporting Regulations relating to the starting procedure may entail the exclusion of the motorcycle and of the Rider concerned from the Event.

27. STOPPING THE RACE

a) Should it become necessary to stop the Race or Practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director shall order a red flag to be shown on the Line.

b) Simultaneously, red flags will be shown at Marshals' posts provided with these flags. The decision to stop the race or practice may be taken only by the Race Director (or, if he had to leave, the Clerk of the Course).

c) If the signal to stop racing is given:

i. During Practice, Qualifying and Final: all motorcycles shall immediately reduce speed and go back slowly to the «Finish» Servicing Park, and all motorcycles abandoned on the track shall be removed;

ii. Rescue vehicles may be on the track,

iii. The circuit may be totally blocked because of an accident,

iv. The weather conditions may have made it impossible to drive at high speed on the circuit.

- d) The classification of the Final will be the classification at the end of the lap prior to that during which the signal to stop was given.

28. RESTARTING THE RACE

- a) If less than 2 laps have been covered, a new start will be given within 30 minutes after presentation of the red flag. The length of the new race will be the full original race distance. The original start will be deemed null and void. The starting grid will be the same as for the original race. Those Riders having crossed the Finish Line at the end of the lap prior to that during which the race was stopped and those who were in the Repairs Area when the red flag was shown will be eligible to take the restart, in their original motorcycle. Unoccupied places on the grid shall remain vacant.
- b) If more than 2 laps but less than 75% of the total distance have been covered, it will be a 2 part race. The start of the 2nd part will be given within 30 minutes after presentation of the red flag. The length of the 2nd part of the race will be equal to the difference between the scheduled number of laps and the number of laps covered in the first part. The Riders who have crossed the Finish Line at the end of the lap prior to that on which the race was stopped and those who were in the Repairs Area (except in a final phase Race) when the red flag was shown will be allowed to take the new start, in their original motorcycle.
- c) Grid positions will be determined by the finishing order at the end of the lap before the one on which the race was stopped and a new grid will be formed.

29. FINISH

- a) The signal indicating the end of the race shall be given on the Line as soon as the leading motorcycle has covered either the full race distance or the greatest distance during the time scheduled for the race.
- b) Should, for any reason other than Stopping the Race, the signal indicating the end of the race be given before the leading motorcycle completes the scheduled number of laps or before the prescribed time has elapsed, the race will be deemed to have finished when the leading motorcycle last crossed the Line before the signal was given. Should the signal indicating the end of the race be delayed for any reason, the Race will be deemed to have finished when, under normal circumstances, the end of the race would have been decided if there had been no delay.
- c) After having received the signal indicating the end of the race, all motorcycles shall directly go to the Parc Fermé, without stopping and without any help (except that of marshals if necessary).
- d) Any classified motorcycle unable to reach the Parc Fermé by its own means will be placed under the exclusive control of marshals, who will supervise the taking of the motorcycle to the Parc Fermé in a regular manner.

- e) For a finish to be considered valid, a Rider must have crossed the Finish Line on the motorcycle's own power, whilst seated on his motorcycle.

29. PARC FERMÉ

- a) Only Officials charged with the checks may enter the Parc Fermé. No intervention whatsoever may be carried out therein without the authorization of these Officials.
- b) As soon as the chequered flag is displayed (Finish), the Parc Fermé regulations will apply for the area between the Finish Line and the entrance to the Parc Fermé.
- c) The Parc Fermé shall be large and protected enough to ensure that no unauthorized person may have access to it.

30. TRACK CLOSURE

After the track inspection by the Race Director and Stewards of the Meeting, no one except officials and marshals shall be allowed on track at all times including lunch times.

31. FINAL CLASSIFICATION

The final classification shall be the classification of Riders in the Final.

32. INSTRUCTIONS AND COMMUNICATIONS TO ENTRANTS

All classifications and results of qualifying practice and the race of the final phase, as well as any decisions of the Officials of the Event will be posted on the official notice board.

33. INCIDENTS

- a) An «Incident» means a fact or a series of facts involving one or several Riders (or any Rider's action reported to the Stewards by the Race Director or noted by the Stewards and reported to the Race Director for investigation), who:
 - i. provoked the stopping of a Race
 - ii. violated these Sporting Regulations or the Code;
 - iii. had jumped the start;
 - iv. had not respected flag signaling;
 - v. had caused one or several motorcycles to take a false start;
 - vi. had caused a collision;
 - vii. had forced another Rider out of the track;
 - viii. had illegally prevented a legitimate passing maneuver by a Rider;
 - ix. had illegally impeded another Rider during a passing maneuver.
- b) It will be the responsibility of the Stewards to decide, further to a report or a request from

the Race Director, if one or several Rider(s) is/are involved in an Incident; he/they must not leave the circuit without the Stewards' agreement.

- c) If a Rider is involved in a collision or an Incident, and if he was informed of this by the Stewards within thirty minutes after the end of the Race, he must not leave the circuit without their agreement.
- d) The Stewards shall inflict a 10-second time penalty on any Rider having caused an Incident. However, considering its serious nature, the Stewards may decide, instead of the 10-second time penalty, of a sanction among those provided for in the penalty scale of Article 3.1.3 of the Code.

34. CREW CONDUCT

The onus of responsibilities for the conduct of the service crews will at all times be on the Entrant. **Any misbehavior on the part of any service crews will not be tolerated and the Rider will be liable to exclusion from the event for any breach of these regulations or refusal to obey instructions from Officials of the Meeting.**

No service crew is permitted on the circuit at any time without the express permission of the Race Director. Once the warm up lap has commenced, all service crew must return to the Pits or Paddock.

Smoking in the Pit and Paddock is strictly forbidden. Anyone caught smoking in the Pit and Paddock will be imposed with a SGD500 fine. The Organizer reserves the right to refuse entry for any member of a Pit Crew into the circuit, Pits and Paddock and all areas under its jurisdiction without assigning a reason. Failure to comply with such a request will render the Rider liable to exclusion from the event.

THE DRINKING OF ANY ALCOHOLIC BEVERAGES OR INTOXICATION BY ANY OTHER MEANS (e.g. NARCOTICS) IS ABSOLUTELY FORBIDDEN AND ANY RIDER AND CREW FOUND GUILTY OF SUCH OFFENCE WILL BE IMMEDIATELY EXCLUDED FROM THE COMPETITION AND REMOVED FROM THE TRACK. THE ORGANISER RESERVES THE RIGHT TO CONDUCT DOPING TESTS AS PER FIM MEDICAL GUIDELINES.

As a condition of participation in any SMSA Championship, Teams may be required to undergo doping control tests. Teams participating in any championship should be aware that the use of certain drugs, medication, and method of treatment for an illness or injury may be banned in sport. To ensure that the drug, medication or methods of treatment are permitted in sport, please visit www.antidoping.org.sg or www.wada-ama.org for more information.

35. PROTESTS AND APPEALS

- a) The right to protest lies only with Entrants. They must be presented in writing to the Race Director within 10 minutes after the posting of the results of the Qualifying Practice, and within 30 minutes after the posting of the classification of the races of the final phase. Protests shall be accompanied by a SGD500 protest fee. The deposit will be refunded if the protest is judged founded.

Protest against Eligibility : SGD1, 000.00
Appeal Fee : SGD2, 000.00

- b) In the absence of the Race Director, they shall be addressed to the Stewards of the Event or to one of them.
- c) It will be possible to appeal against the Stewards' judgment. Appeal against the decision of the stewards shall be submitted to the ASN in writing. An Appeal Fee of S\$2000 is payable upon submission of the appeal. An appellant must inform the stewards of the event in writing his intention to appeal within one hour of the publication of the stewards' decision. Failure to do this will result in the forfeiture of his right to appeal.
- d) For National events, the National Court of Appeal shall be the final court of judgment for national license-holders of the ASN. For the purposes of this competition, 'territory' as defined under the first paragraph of the International Sporting Code shall be taken to cover J-Circuit.
- e) Any footage from non-official sources will not be allowed as evidence in the event of protest and/or appeals. Any competitor and/or team members found posting such footage in a public domain and soliciting opinions and comments in a manner considered to be detrimental to the officials, organizer or ASN shall face disciplinary action. The Stewards may use any Video or Electronic systems to assist them in reaching a decision.

In the event of a contradiction between respective FIM regulations and local event regulations, the local event regulations shall stand.

36. POSTPONEMENT

At the discretion of the Organiser, the meeting or part may be postponed or cancelled. In the event of complete cancellation or postponement of more than 48 hours, entrants will have no right to claim against the Organiser for loss or expenses incurred.

37. ADVERTISING

Advertising is permitted on motorcycles and Rider's apparel including helmets and overalls, provided that the placing of such advertisements in no way obscures or affects the legibility of competition numbers.

The Organiser reserves the right to remove or obliterate any advertisement that they consider in bad taste or conflicts with any of the race sponsors.

The Organiser will indicate the positioning of sponsors decals and these decals shall not be placed anywhere else. If this space is not made available, the Organiser reserves the right to remove or obliterate any existing decals in order to attach the decals of the meet sponsors. Failure to comply under pain of a sanction or even of a possible exclusion from the Event.

The Organiser reserves the right to place sponsor logos measuring a minimum of 15cm by 7cm on all competing motorcycles.

Advertising of any product or company in competition with the Sponsors' product per motorcycle will be permitted subject to the following rejection fees payable to SMSA.

Sponsorship	Full Rejection Per Sponsor
Main Sponsor	SGD2,000.00
Co Sponsor	SGD1,200.00

38. FINES

A fine may be inflicted on any Entrant, Rider or Assistant who does not respect the prescriptions of the officials of the Event. A fine may be inflicted by the Panel of Stewards of the Event. All fines must be paid immediately.

39. PODIUM CEREMONY

Attendance of the podium ceremony is compulsory for the Riders classified 3rd, 2nd and 1st in the Final. They shall mount on the podium one after the other under the instruction of the Master of Ceremony. A fine of SGD500 will be imposed for infringement of this regulation.

40. AWARDS

Prizes for each Round will be presented on race day after all the results have been posted and become final. Prize trophies will be awarded to the **1st**, **2nd** and **3rd** placing respectively (depending on number of entries for each category).

Class 1 - Awards to overall top 3 (depending on entries)

Awards also to top 3 Singaporean riders in each category (Novice/Expert - depending on entries)

Class 2 - Awards to top 3 riders in each category (Novice/Expert - depending on entries)

Class 3 - Awards to top 3 riders in each category (Novice/Expert - depending on entries)

Class 4 - Awards to top 3 riders in each category (Novice/Expert - depending on entries)

The overall Champion (based on points) of each category will receive a Championship trophy at the end of the 3 rounds in a separate ceremony which will be made known at a later date.

41. ENTRY FEES

All details requested in the entry form must be duly filled and endorsed by the Organizer. Entry fees and entries must be paid and sent by the Entrant. The Event Organizer must have received the entries at the latest on the closing date of entries set. The Entry Fee per Rider for one round per weekend is SGD180. **Late entries submitted after the closing date will be charge with an additional SGD100.**

All cheques/ M.Os,/ Bank Drafts, etc. must be crossed and made payable to:
Singapore Motor Sports Association
Please do not send cash in the mail

Operating hours: SMSA Counter Service Hours

Monday to Thursday 1:00pm – 5.30pm

Friday 11am – 5.30pm (Closed on Saturday, Sunday and Public Holidays)

The Organizer reserves the rights to reject any late entries.

A total of 3 passes will be issued, 1xCompetitor and 2xPit Crew. Additional passess can be purchased from J-Circuit Management.

Pit Rentals and customs arrangement for the importation of an off-road motorcycle will be managed by J-Circuit Management. Interested competitors are advised to contact J-Circuit.

Please contact: Rosli or Linda at 07-2521313

42. POINTS SYSTEM

Points below will be garnered after every round. The total of all rounds will be computed cumulatively. The Rider with the highest points after all rounds wins the championships.

CHAMPIONSHIP POINTS

Position	Points
1 st	25
2 nd	20
3 rd	16
4 th	13
5 th	11
6 th	10
7 th	9
8 th	8
9 th	7
10 th	6
11 th	5

12 th	4
13 th	3
14 th	2
15 th	1

43. Definition of “No Show”: Rider did not take part in the race. Except for technical or/and Rider’s health issue and subject to Scrutineer or/and Doctor Approval

44. For a Rider to score points that will count towards the championship, he must complete at least 50% of the total number of laps in the Final race and cross the Finish Line on the motorcycle’s own power, whilst seated on his motorcycle.

45. RESERVATION OF RIGHTS

The Organizers may at their discretion and with the consent of the Stewards of the Meeting:

- a) Abandon, cancel or postpone the event due to unforeseen circumstances.
- b) Distribute the awards at their discretion if through unforeseen circumstances the competition is stopped before its scheduled completion.
- c) Exclude or not permit to start any competitor who is found to have misbehaved or have cheated.
- d) Require the entrant to undertake any dismantling and to do this as and when directed, to make available any components or samples required and to bear any costs arising out of any eligibility checks.
- e) In the event of complete cancellation or postponement of more than 48 hours, the entry fees will be refunded and no further claims against the Organizers for loss or expenses incurred shall be entertained.
- f) To amalgamate classes should the minimum of 10 entries are not achieved.

46. FLAG SIGNALS

- a) **GREEN FLAG** – It is used by the Race Director or the Clerk of the Course to indicate the start of a warm up lap or the start of a practice session.

It may also be used to indicate that the track is clear and should be waved at the observation post immediately after the incident that necessitated the use of one or more yellow flags

- b) **RED FLAG** - This flag must be used at the start line when it has been decided to stop a practice session or a race. It may also be used by the Race Director or in his absence, the Clerk of the Course, to close the circuit.

- c) **BLACK & WHITE CHECKERED FLAG** - This flag must be waved. It signifies the end of a practice session or a race.
- d) **BLACK FLAG** - This flag is used to inform the Rider concerned that he must stop at the pit or at a place designated in the Sporting Regulations. If a Rider fails to comply with for any reason, this flag should not be shown for more than 4 consecutive laps. The decision to show this flag rests solely with the Steward of the Meeting. The entrant concerned will be informed of the decision.
- e) **BLACK FLAG with an ORANGE DISK (40 cm diameter)**- This flag should be used to inform the Rider concerned that his motorcycle has mechanical problems likely to endanger himself or others and means that he must immediately evacuate the track. If a Rider fails to comply with this flag after having been shown to him for 3 consecutive laps, the Rider concerned will be shown the BLACK FLAG and will be excluded from the race.
- f) **BLACK & WHITE FLAG divided Diagonally** - This flag should only be shown once and is a warning to the Rider concerned that he has been reported for unsportsmanlike behaviour.
- g) **YELLOW FLAG** - This is a signal of Danger and should be shown to the Riders in two ways.
 - Single waved ; reduce your speed, do not overtake and be prepared to change direction. There is a hazard on the edge or part of the track.
 - Double waved ; reduce your speed, do not overtake and be prepared to change direction or stop. There is a hazard wholly or partially blocking the track.Yellow flags should normally be shown only at the marshalls post immediately preceding the hazard. Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.
- h) **YELLOW FLAG WITH RED STRIPES** - This flag should be shown waved to inform Riders that there is a deterioration of adhesion due to any reason such as oil or water on the track in the area beyond the flag. This flag should be displayed for at least 4 laps unless the surface returns to normal before hand. However, it is not necessary for marshalls in the sector beyond the place where the flag is being shown to show the green flag.
- i) **BLUE FLAG** - This flag should normally be waved as an indication to a Rider that he is about to be overtaken.

Note: All other Matters not covered will be brought to the attention of the Organizer.

----- **END** -----