



SMSA NATIONAL SPORTING REGULATIONS

PART A: GENERAL PRINCIPLES

Definitions and Abbreviations

FIA (Fédération Internationale de L'Automobile): The International Federation of Recognised Automobile Clubs.

FIM (Fédération Internationale de Motocyclisme): The International Motorcycling Federation.

The Code (Code Sportif International):

International Sporting Code of the FIA/FIM.

CIK-FIA (Commission Internationale de Karting): The FIA Commission responsible for Karting.

ASN: A National Automobile Club or other national body recognised by the FIA or the CIK-FIA as sole holder of sporting power in a country.

FMN: A National Motorcycling Club or other national body recognised by the FIM as the sole holder of sporting power in a country.

SMSA (The Singapore Motor Sports Association): The sole body to which the FIA, FIM and the CIK-FIA has delegated the control of motor sport in Singapore.

GC (General Committee): The General Committee of the SMSA.

Club: Any body recognised by the SMSA as a Club.

National Court of Appeal: The SMSA National Court of Appeal.

International Control of Motor Sport

1(a) INTERNATIONAL CONTROL OF AUTOMOBILE COMPETITIONS

The Federation Internationale de L'Automobile (FIA) is the sole international authority entitled to make and enforce rules and regulations for the encouragement and control of automobile competitions (including records) and is the final international court of appeal for the settlement of disputes arising therefrom. (FIA Statutes - Article 4, Rule 1 - International Sporting Code, Rule 3 - National Sporting Regulations)

1(b). INTERNATIONAL CONTROL OF MOTORCYCLE COMPETITIONS

The Federation Internationale de Motocyclisme (FIM) is the sole international authority entitled to make and enforce rules and regulations for the encouragement and control of motorcycle competitions (including records) in so far as vehicles with less than four wheels are concerned, and as the final international court of appeal for the settlement of disputes arising therefrom. (FIM Statutes – Article 3, Rule 1 – International Sporting Code, Rule 3 – National Sporting Regulations)

International Sporting Code

1.1 That the above powers may be exercised in a fair and equitable manner, the FIA and the FIM have adopted an International Sporting Code, hereinafter called the "Code" which provides (among other things):

1.1.1 That each National Sporting Authority [ASN (FIA) or FMN (FIM)] shall be presumed to acquiescence in and be bound by the Code.

1.1.2 Subject to such acquiescence and restraint, one single Club or one single Federation per country, hereafter called ASN (FMN), shall be recognised by the FIA and the FIM as the sole International Sporting Power for the enforcement of the present International Sporting Code and control of motorsport and motorcycling in its own country. The ASN (FMN) for this country is the SMSA.



SMSA NATIONAL SPORTING REGULATIONS

1.1.3 Each ASN (FMN) shall have the right to delegate the whole or part of the powers conferred by the Code to another, or several other clubs of its country, but only after obtaining the approval of the FIA or FIM. Withdrawal of Delegation: An ASN (FMN) may withdraw the delegation of its powers provided it notifies the FIA or FIM of such withdrawal.

1.1.4 National Competition Rules: Each ASN (FMN) may draw up its own National Sporting Regulations but such Regulations shall be in conformity with the Code and shall be approved by the FIA and the FIM.

NATIONAL CONTROL OF MOTOR SPORTS

2.1 The SMSA, having been delegated power to control the sport of Automobilmism by the FIA and the sport of Motorcycling by FIM in Singapore, and having acquiesced in and declared itself to be bound by the Statutes of the FIA and FIM and their Codes, now therefore declares its sole right, as a National Sporting Authority (ASN/FMN), to control automobile and motorcycle competitions in accordance with the respective Codes throughout Singapore, such territory being hereafter referred to as the "territory of SMSA."

THE NATIONAL SPORTING REGULATIONS

2.2 That the above powers may be exercised in a fair and equitable manner, SMSA has drawn up these Regulations to be known as "The National Sporting Regulations" and hereinafter referred as the "NSRs," which are in conformity with the respective Codes and to be approved by the FIA or FIM.

Application of these Regulations

2.2.1 These rules, including the Technical Rules of FIA and FIM shall govern all competitions (as hereinafter defined) in which an automobile (as hereinafter defined) and motorcycle (as hereinafter defined) may take part, organised in the territory of SMSA.

Interpretation of Rules

2.2.2 The GC shall be empowered to decide any question raised within the territory of SMSA concerning the interpretation of the Codes or of these Regulations. In interpreting any regulation the word 'his' is deemed to include 'her' and persons referred to in the singular includes where the context so admits, the plural.

2.2.3 The GC shall be empowered to decide and adjudicate on any question raised within the territory of SMSA, which is not covered by the Codes or these Rules.

2.2.4 Insofar as they do not conflict with these Rules, any Supplementary Rules or Official Instructions/Bulletins applicable to a competition shall be deemed to form part of these Rules.

International Events

2.3 Events run under an International Permit issued by SMSA must comply with the relevant International Sporting Code (FIA/FIM) and will only refer to these Rules in respect of any matter not covered by the Codes.



SMSA NATIONAL SPORTING REGULATIONS

Exemption From Rules

2.4 The GC has the right to grant an Exemption from these Rules to suit special conditions or to enable unusual features to be included in the competition.

Alteration of Rules

2.5 The GC may, at any time alter these rules and periodically to revise any Appendices thereto. Notice of such amendments or additions will be published in an official announcement, subject to approval by the SMSA.

Stability of Regulations

2.5.1 Any new Sporting Regulations proposed by a Specialist Commission must be approved by the GC at least three months before it comes into force. New or amended regulations can only come into force on the 31st of January, in any year except in respect of any urgent safety matter, correction of error or as exceptionally agreed by the GC.

Compliance with Rules

2.6 At all times the onus is on the organisers of the event to ensure compliance with SMSA requirements. It is a condition of approval that all laws of the land shall be complied with and breach of this condition may invalidate any approval, which may have already been given.

Club Recognition

3.1 SMSA approval for the organisation of an event is reserved for those motor clubs recognised by the SMSA as 'Registered to organize Competitions' (Recognised Clubs).

3.2 In order to be recognized, a club must make a formal application to the SMSA for affiliation, and must be approved by the GC. Upon approval, the club must register itself with the Registrar of Societies under the Societies Act 1966, before it can be accepted as an affiliate. The Club must undertake to comply with all Rules and requirements of the SMSA and to pay the annual affiliation fee.

3.3 A newly affiliated club shall be on probation for a minimum period of 12 months or more as decided by the GC.

Other Bodies

4.1 In addition to these Recognised Clubs, the SMSA may register certain other organisation or bodies as responsible organisations in the sphere of motor sport, as promoters, and on a special case-to-case basis allow these organisation or bodies to be organisers.

4.2 For purposes of rule 4.1, circuit owners or circuit management companies may be affiliated, but only to organise motor sports events at the circuits under their control.

4.3 The continued affiliation of any recognised club or body shall be subject to compliance with these Rules and payment of all fees and charges due to the SMSA.



SMSA NATIONAL SPORTING REGULATIONS

Recognition of Authority

5.1 Any club or corporate body (by special permission) organising, or any individual, or licence holder, participating in a meeting, is deemed to be conversant with the Code(s), as well the National Sporting Regulations, and the Supplementary Regulations of the meeting, and undertakes to submit, without reservations to all provisions and consequences thereof. Furthermore any club, organisers or competitor, renounce the right to all legal proceedings before a civil court.

Acquaintance with and submission to regulations

6.1 Every person, or group of persons, etc., promoting, organising a competition or taking part therein shall by doing so or by and upon applying for an organising permit, or by and upon applying for a licence from the SMSA and/or upon entering a competition, be deemed to have and recognised that they:

6.2 Have made themselves acquainted, with the National Sporting Regulations of the SMSA, and the Statues of the FIA and or FIM, and their Codes.

6.3 Shall undertake to submit themselves without reserve to the above and to the decisions of the sporting authority and to the consequences resulting therefrom. In case of non-compliance with these provisions, any person or group which organises a competition or takes part therein, will have the licence which has been issued to them withdrawn, and any manufacturer shall be excluded from any Championship on a temporary or permanent basis.

6.4 Shall submit themselves without reserve to the consequences resulting from these Rules and any subsequent alteration thereof and agree to pay as liquidated damages any fines imposed upon them within the maximum set out in Appendix 1.

6.5 Shall renounce, under pain of disqualification the right to have recourse except with the written consent of the SMSA to any court, arbitrator or tribunal for matters not provided for in these Rules.

Tribunals

7.1 The hearing of appeals or the determination of the penalty to be imposed for a breach of these Rules may be exercised by the GC or by a tribunal specially or generally appointed by the SMSA consisting of not more than five and not less than three persons comprised of:

7.1.1 Serving or past members of the General Committee;

7.1.2 Serving or past members of any of the Commissions of the General Committee;

7.1.3 Other suitably qualified persons.

7.2 The exercise of such judicial powers and functions shall be final and not subject to review - except on appeal in accordance with these Rules.

No person shall act in a judicial capacity if he has taken part as a competitor, driver or official in the competition concerning which a decision is to be given or if he has already participated in a decision on the matter in question, or if he is directly or indirectly concerned in such matter.

7.3 The GC shall be empowered at its sole discretion to arbitrate between a competitor and a club, or another competitor, on any matter directly connected with Motor Sport, but excluding any dispute in connection with matters, which are, or have been the subject of Protest or Appeal. This arbitration can be requested by either party, or initiated by the President of the General Committee and conducted by a Tribunal of at least three members appointed by the GC. Liability



SMSA NATIONAL SPORTING REGULATIONS

for the costs of the arbitration may be ordered by the Tribunal, who are also empowered to make such order in respect of the subject of the arbitration as they think fit. Any party requesting arbitration must deposit a fee as detailed in Appendix 1.

7.4 Power of GC Following Stewards' Report: If it appears to the GC from the Stewards Report or otherwise that there may have been a breach of the Rules, the results of a competition may have been improperly or incorrectly made out, or that any breach of condition or permit, defect, default, omission or other irregularity may have occurred, the GC will be entitled to inquire into the matter, and after giving the interested parties an opportunity to be heard, make such order as it deems proper, and if it concludes that a breach of the Rules may have occurred, either order that the matter be referred to a subsequent Tribunal, or, it may deal with the matter itself and impose such penalty as it thinks fit. Provided that no such inquiry shall be ordered after the expiration of 60 days after the publication of the results of an event. The findings of such an inquiry shall be final.

Pending any Tribunal hearing or inquiry, any vehicle or equipment involved may be impounded by the GC for technical examination subject to reasonable right of access by the entrant. The GC may require the entrant to carry out any necessary dismantling and in default the GC may arrange dismantling itself and debit the entrant with the cost thereof.

Notices

8.1 Any communications required under these Rules to the SMSA, shall be addressed to Singapore Motor Sports Association, 20 Maxwell Road, #05-15 Maxwell House, Singapore 069113, or to such other address as may be duly notified from time to time.

8.2 Any communications required under these Rules to be sent to a competitor shall be sent to the address on his entry form or, if he is the holder of a license from the SMSA or other ASN/FMN, to the address on the license application form, or the address on the licence itself.

8.3 Any communications to be sent to an Organiser or Organising Committee shall be sent to the address on the relevant application for an Organising Permit.

8.4 Any communications to be sent to an appellant under the Rule shall be sent to the address upon the notice of appeal.

8.5 Any communications so sent by post shall be deemed to have reached the addressee by normal delivery of post.

Date of Operation

9.1 These Rules shall come into force and be operative from the first day of January of the current year and thereby supersede all previous editions of these Regulations.



SMSA NATIONAL SPORTING REGULATIONS

Health and Safety Policy

10.1 The SMSA is fully committed to a high standard of health and safety management within the organisation and across motor sport in Singapore. The SMSA identifies that a comprehensive Health and Safety Management System and Strategy will help identify and minimise potential risks for employees, volunteer officials, competitors and members of the public involved in motor sport in Singapore. In pursuance of achieving and maintaining such high standards in health and safety:

10.1.1 The offices and activities of the SMSA will be managed in accordance with relevant legislation as applied in Singapore.

10.1.2 All events must be organised by SMSA Recognised clubs and organisations in accordance with the regulations and requirements of the SMSA, taking guidance as appropriate from the FIA/FIM and so as to respect appropriate statutes and legislation as is applicable within Singapore. Identifying clearly defined roles and responsibilities for health and safety within the SMSA, for its Recognised clubs and organisations and generally within motor sport in Singapore enables all parties to meet such responsibilities.

A good health and safety management system and strategy is an asset to all parties involved in motor sport in Singapore.

Code of Conduct

11.1 The Singapore Motor Sports Association expects Competitors, and their associates, at all times to:

11.1.1 Abide by the SMSA regulations.

11.1.2 Respect the decisions of event officials.

11.1.3 Treat all competitors, marshals and officials equally with respect.

11.1.4 Maintain the highest standards of driving behaviour

11.1.5 Conduct themselves in a proper manner at all times and always behave in the best interests of local motor sport.

11.1.6 Make every effort to minimise the impact of their activities on the environment around them.

Abuse

12.2 The Singapore Motor Sports Association will not tolerate any form of abuse or aggression towards officials, marshals, spectators and competitors.

12.2.1 The SMSA and the National Court of Appeal will impose the most stringent sanction against any transgression.

Safety

12.3 Competitors are reminded that participation in motor sport carries an inherent risk and the ultimate responsibility for safety lies with the individual. The SMSA urges competitors to make the maximum possible effort to ensure their own safety at all times.