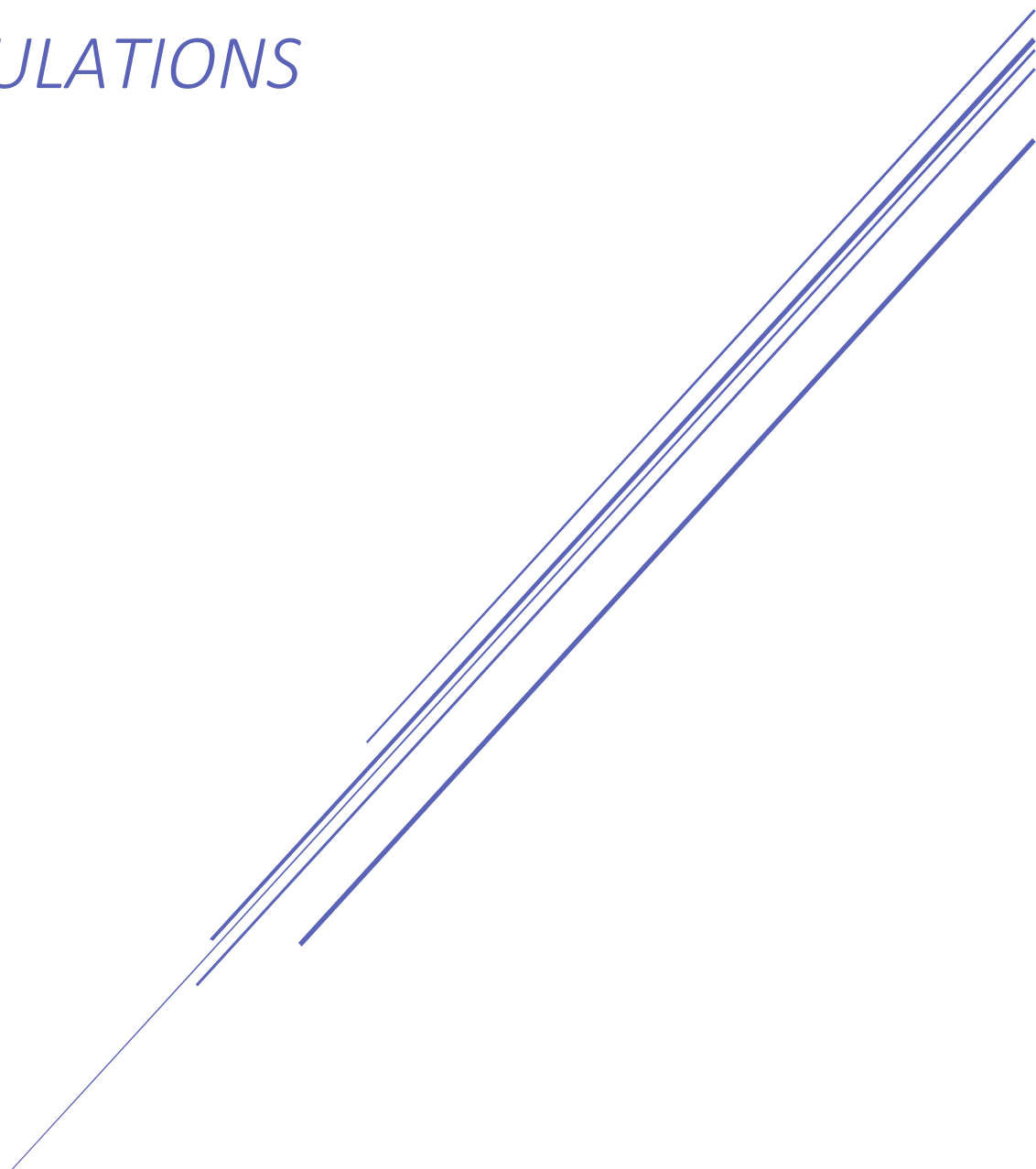




*2024 SCOTTISH SUPERMOTO
CHAMPIONSHIP CONDITIONS,
STANDING AND TECHNICAL
REGULATIONS*



1.	DEFINITION.....	3
2.	TITLE AND JURASDICTION.....	3
3.	CHAMPIONSHIP CONDITIONS	3
3.1	CHAMPIONSHIP OFFICIALS.....	3
3.2	CHAMPIONSHIP CLASSES	3
3.2.1	SUPERMOTO AND TAR ONLY CHAMPIONSHIP DETAILS	3
3.2.2	MULTIPLE RACES	4
3.2.3	CHAMPIONSHIP CLASS AGE/ENGINE RESTRICTIONS.....	4
3.2.4	NEW JUNIOR RIDERS	5
3.3	ELIGIBILITY AND LICENCES.....	5
3.3.1	SCOTTISH SUPERMOTO RACE MEMBERSHIP.....	5
3.3.2	SACU SUPERMOTO COMPETITION LICENCES	5
3.4	ENTRIES	5
3.5	CHAMPIONSHIP ROUNDS.....	6
3.6	CHAMPIONSHIP RACES	6
3.7	POINTS SCORING	6
3.8	FINISHING OF A RACE.....	6
3.9	AWARDS.....	6
3.10	SIGNING ON AT EVENTS	7
3.11	TECHNICAL INSPECTION	7
3.12	REPLACEMENT MACHINES	7
3.13	BRIEFINGS.....	7
3.14	RESULTS.....	7
3.15	MEDICAL.....	7
3.16	TYRE WARMERS.....	7
3.17	DUMMY GRID	7
3.18	PADDOCK AND SPECTATOR AREAS	7
3.19	TRANSPONDERS.....	8
3.20	ADVERSE WEATHER CONDITIONS	8
3.21	PENALTIES	8
3.22	MARSHALS.....	8
3.23	FLAGS AND LIGHTS.....	8
3.23.1	FLAGS USED TO GIVE INSTRUCTIONS:	9
3.23.2	FLAGS USED TO CONVEY INFORMATION:	9
3.24	START METHODS	9
3.25	START PROCEDURE	9
3.26	ANTICIPATION OF THE START.....	10
3.27	PRACTICE/QUALIFYING	10
3.28	GRID FORMATION.....	10
3.29	STARTS	10

3.30	FINISH OF A RACE	10
3.31	STOPPING AND RE-STARTING A RACE	11
3.32	RESULTS.....	11
3.33	WET & DRY RACES	11
4.	TECHNICAL REGULATIONS	11
4.1	TECHNICAL CONTROL.....	11
4.2	PROTESTS - MACHINE ELIGIBILITY	12
4.3	ADDITIONAL TECHNICAL REQUIREMENTS	12
4.4	GENERAL.....	12
4.5	FIRE EXTINGUISHER	12
4.6	NUMBER BOARD REQUIREMENTS.....	12
4.7	PERSONAL PROTECTION.....	12
4.7.1	PERSONAL CLOTHING	12
4.7.2	HELMETS.....	13
4.7.3	PERSONAL VIDEO EQUIPMENT.....	13
4.8	ALL ADULT CLASSES	13
4.8.1	ENGINE AND FRAME NUMBERS	13
4.8.2	EXHAUST PIPES	13
4.8.3	SUPERCHARGERS AND TURBOCHARGERS	13
4.8.4	THROTTLE CONTROL.....	13
4.8.5	CLUTCH AND BRAKE LEVERS.....	14
4.8.6	BRAKES	14
4.8.7	OIL SUPPLY PIPES.....	14
4.8.8	OIL CATCH TANKS, PETROL AND OIL BREATHERS.....	14
4.8.9	PETROL AND OIL FILLERS/FILTERS	14
4.8.10	ADDITIVES TO WATER IN RADIATORS	14
4.8.11	FOOTRESTS	14
4.8.12	CRASH BOBBINS AND FOOTREST SLIDERS.....	14
4.8.13	BATTERIES.....	14
4.8.14	FRONT SPROCKET GUARDS	14
4.8.15	FUEL.....	14
4.9	CLUBMAN/ELITE AND NOVICE SUPERMOTOS	14
4.9.1	ELIGIBILITY	14
4.9.2	CONTROL OF EXHAUST SOUND LEVEL.....	14
4.9.3	HANDLEBARS.....	15
4.10	ADULT MINIBIKE SUPERMOTO, ADULT TAR ONLY SUPERMINI, MINI GP AND PITBIKE.....	15
4.10.1	ELIGIBILITY	15
4.10.2	CONTROL OF EXHAUST SOUND LEVEL.....	15
4.10.3	HANDLEBARS.....	15
4.10.4	ENGINE RESTRICTIONS	16
4.11	ALL JUNIOR CLASSES	16
4.11.1	JUNIOR SM 90 BAMBINO / GP90 CLASSES	16
4.11.2	JUNIOR SM 140 / MINI GP 140 / GP50	17
4.11.3	ACADEMY SUPERMOTO	18
4.11.4	BEGINNER JUNIORS	19
5.	SAFETY	19
6.	INTERPRETATION OF THE RULES.....	19

7.	PROTESTS AND APPEALS.....	19
8.	CHANGES/REVISIONS TO CONDITIONS.....	19

1. DEFINITION

Supermoto (also known as Supermotard) is a sport where competitors of motorcycles or supermoto style minibikes compete in massed start races on closed circuits, which may be flat or undulating. The ESKC circuit will normally have a mixture of tarmac, natural and shale sections. The ideal ratio being 70% tarmac and 30% natural surface, although other ratios may be used depending on track layout.

2. TITLE AND JURASDICTION

The SACU Scottish Supermoto Championships are promoted and organised by Scottish Supermoto in accordance with the Scottish Supermoto Sporting Code and these Scottish Supermoto Championship Conditions, Standing and Technical Regulations and any further instructions issued, or official announcements made during the championship.

3. CHAMPIONSHIP CONDITIONS

3.1 CHAMPIONSHIP OFFICIALS

RACE DIRECTOR/CLERK OF COURSE	DEAN EWEN / DARYL MCCALL
CHAMPIONSHIP SECRETARY	ANNE SAVAGE
CHIEF MARSHAL	DEAN EWEN
CHIEF TIMEKEEPER	JADE BREMNER
STEWARDS	RAB DUNCAN / DEBORAH MARSHALL / JENNIFER ROSS / ANNE SAVAGE
CHIEF TECHNICAL INSPECTOR	CEEJAY DAVIES
JUNIOR CLASS REP / ASSISTANT TIMEKEEPER	LISA ROSS
ENVIRONMENT OFFICER	ANNE SAVAGE
OTHER RACE OFFICIALS	IAN BREMNER / WILLIAM MARSHALL / OWEN O'NEILL / IAN ROSS

3.2 CHAMPIONSHIP CLASSES

3.2.1 SUPERMOTO AND TAR ONLY CHAMPIONSHIP DETAILS

A minimum of 5 competitors are needed for a valid championship. A minimum of 3 riders are needed for a class to run on the day. Less than this and points & prizes will be awarded at the Race Director's discretion.

Minimum ages: Birthdays must fall within the main championship season.

Tar Only Championship Classes: Races do not include any off-road, dirt or jumps.

Supermoto Championship Classes: All Supermoto class races include off-road, dirt and jumps sections unless adverse weather renders it unsuitable to use.

Junior Supermoto: Junior classes Bambino & JNR 140 Pitbike will race in the same session but awarded race points in their individual championship classes.

Academy Supermoto / Supermini Class: 9 - 15 yrs can ride any supermoto style minibike up to 85cc 2stroke/150cc 4 stroke. Max 65cc 9 -12 yrs

No GP style bikes in Supermoto classes.

Big-Wheel Supermoto Championships: There will be 4 Supermoto championship classes for big wheel bikes; Overall, Clubman class, Novice class and under 21's. The Novice class is aimed at riders competing in their first full Scottish, British or any Supermoto championship season on a big-wheeled Supermoto bike. All riders will be seeded after the warm-up round or practice session on a subsequent race day and is based on experience, past results and observation. Riders may stay in their current class at end of year, or choose to move up, riders typically finishing top 3 in their respective class will be expected to move up. Riders may move down a class at their request and approval of the Race Director.

3.2.2 MULTIPLE RACES

Riders are permitted to enter any races they meet the requirements for, only one entry fee is charged per round regardless of extra class. This may change if entries exceed track limitations for any race group, 20 bikes.

3.2.3 CHAMPIONSHIP CLASS AGE/ENGINE RESTRICTIONS

2024 SUPERMOTO CHAMPIONSHIPS		
CLASS	AGE	ENGINE SIZE
ELITE SUPERMOTO CLUBMAN SUPERMOTO NOVICE SUPERMOTO UNDER 21'S SUPERMOTO	18 yrs +	Any Supermoto up to 500cc 2 stroke / 950cc 4 stroke
	16 yrs +	Any Supermoto up to 250cc 2 stroke / 450cc 4 stroke
	14 yrs +	Any Supermoto up to 150cc 2 stroke/250cc 4 stroke
ADULT MINIBIKE SUPERMOTO	16 yrs +	Any Supermoto style minibike up to 115cc 2stroke / 200cc 4 stroke. Max 12" wheels
ACADEMY SUPERMOTO	9 yrs - 15 yrs	Any Supermoto style minibike up to 65cc 2 stroke
	12 yrs - 15 yrs	Any Supermoto style minibike up to 85cc 2stroke/ 150cc 4 stroke. Max 12" wheels
JNR 140 PITBIKE SUPERMOTO	9 yrs - 15 yrs	Any Supermoto style pitbike, maximum seat height of 84cm Up to 140 CC pitbike engine. Max 12" wheels
BAMBINO / BEGINNER SUPERMOTO	6 yrs + *see 4.11.1	Any supermoto style pitbike YX 88cc or Lifan 88cc semi auto, fully auto or manual engine. Max 12" wheels

2024 TAR ONLY CHAMPIONSHIPS		
CLASS	AGE	ENGINE
SENIOR SUPERMINI/GP	16 yrs + 13 yrs with SACU/ACU road race license *(1)	Any Supermoto or GP style minibike up to 112 cc 2stroke / 200cc 4stroke Max 12" wheels
JUNIOR SUPERMINI	9 yrs - 12 yrs	Any Supermoto style minibike up to 65cc 2 stroke
	12 yrs - 15 yrs	Any Supermoto or GP style minibike up to 85cc 2stroke / 150cc 4stroke Max 12" wheels
SENIOR PITBIKE	15 yrs +	Any pitbike up to 160cc 4 stroke Max 12" wheels
JSM 140	9 yrs - 15 yrs	see section 4.11.2 page 17 of this document
JNR MINI GP140 / GP50	9 yrs - 15 yrs	see section 4.11.2 page 17 of this document
BAMBINO SM90 / GP90	6 yrs + *see 4.11.1	see section 4.11.1 page 16 of this document

*(1) From 2026 younger riders (13 -15) Maximum 85cc 2 stroke, 150cc CRF, 200cc pitbike in order to align with Academy Supermoto.

3.2.4 NEW JUNIOR RIDERS

If new to racing, junior riders should wear a hi-viz for their first 3 races or until signed off as competent by the race director. This is for their own safety and to alert other riders of a new or inexperienced rider.

3.3 ELIGIBILITY AND LICENCES

All competitors must possess appropriate competition licences to compete at a Scottish Supermoto event.

To compete in any championship, riders must hold both a 2024 Scottish Supermoto Race membership and SACU or ACU Supermoto competition licence (*see 3.3.2).

3.3.1 SCOTTISH SUPERMOTO RACE MEMBERSHIP

To compete in any championship, riders must hold a 2024 Scottish Supermoto Race Membership. Non-members can compete once, but championship points will not be allocated. Annual fee £20. Membership enables application for SACU competition licences through Scottish Supermoto. Race memberships can be purchased at the track, but we encourage all to join before. Link to purchase: <https://eskc.alphatiming.co.uk/shop> available from 01.01.2024

3.3.2 SACU SUPERMOTO COMPETITION LICENCES

All championship races are licenced under Scottish Autocycle Union. *All riders must hold a 2024 SACU / ACU **Supermoto** Competition Licence or current local FIM associated motorsport license if resident outside SACU / ACU jurisdiction and have start permission and repatriation insurance to compete if they wish to compete in the Scottish Championship races. Licences must be presented or available for inspection upon request (Supermoto discipline can be added to an existing SACU license for £10 via your SACU account). Annual SACU licenses start from 1st Feb 2024 and are only available online at: <https://sacu.justgo.com/Account.mvc/SignIn>

- SACU One-Event licences can be issued on the day at £15 per rider.
- Competitors may be fined or refused permission to start if they are unable to verify that they possess a valid license. Any monies from fines imposed will be donated to the SACU Benevolent Fund.
- All machines must comply with Scottish Supermoto Technical Regulations.

3.4 ENTRIES

- All entries must be made online via the event entry link on Alphatiming. Entries close 10pm Thursday before the event. Late entries may be accepted with valid reason please contact ESKC@scottishsupermoto.club

- Penalties may apply for late entries, entry not guaranteed after the closing date.
- Link to enter: <https://eskc.alphatiming.co.uk>
- Refunds of entry fees will be made in the event of a competitor's non-participation in the event.
- For clarification of doubt, If the competitor successfully passes Technical Inspection but does not make the practice or qualifying sessions, they will be deemed not to have participated in the event and are eligible for a refund. Where a competitor suffers a mechanical failure or an accident during practice or qualifying, even if this is within the first lap of the practice or qualifying session, they will be deemed to have participated in the event and will therefore not qualify for a refund.
- All refunds via Alphatiming will be either to original method of payment, or to Alpha account for future purchases.

3.5 CHAMPIONSHIP ROUNDS

Please visit the Scottish Supermoto www.scottishsupermoto.club or ESKC website www.eskc.net for the 2024 Race Calendar.

3.6 CHAMPIONSHIP RACES

For 2024 all the Scottish Championships will consist of 6 rounds, the 5 rounds with the highest points total will be used to calculate championship positions. If a competitor is suspended from competing, then any rounds that may occur during the suspension period CANNOT be used as a dropped round and the lowest round outside the suspension period will be discarded. The final round will have double points in all classes.

Each round will start with practice and / or qualifying followed by three championship races. The qualifying session will be timed to determine grid positions for the first race of the day. Grids for the following races are determined by the results of the previous race. For split races (A + B's) split will be decided by timing, winner of B race will be offered to move up to A race. If due to climatic or other force majeure the full-time table cannot be completed, then championship points will be awarded as decided by the Race Director whose decision will be final.

3.7 POINTS SCORING

Points will be scored in each class for each championship race, the aggregate number of points accumulated in the 3 races will determine the overall result. In the event of a tie, the winner will be determined by the best result achieved in the final race of the day. If that race was a dead heat, then the preceding race will determine the result. If dead heats occur in all three races, then the best qualifying time on the day will be the determining factor.

Championship points will then be added to the finishing order. If there is a tie at the end of the season, the winner will be decided by the greater number of race wins. If still unresolved, then the greater number of 2nds, 3rds and so on will be considered. If the situation is still unresolved, the earliest win of the season will be the deciding factor.

For 2024 races will be allocated points as follows: 1st - 100, 2nd - 95, 3rd - 91, 4th - 88, 5th - 85, 6th - 82, 7th - 79, 8th - 76, 9th - 73, 10th - 70, 11th - 68, 12th - 66, 13th - 64, 14th - 62, 15th - 60, 16th - 59 then in single point increments. The aggregate number of points accumulated in the 3 races will determine the overall result. The overall positions will then be awarded championship points in the same manner as the individual races.

3.8 FINISHING OF A RACE

For all Championship Races, every competitor appearing on the official race results must have completed a minimum of 75% of race distance, regardless of distance behind the winner, to be classified as a finisher for championship points.

3.9 AWARDS

Trophies will be awarded to the top three competitors based on total points scored on the day in each group/class. Presentation will be at the end of each day's racing. Failure to attend the presentation without notifying race control of the reason not to attend may mean the forfeiture of trophy/award. At the end of the season, Championship trophies will be presented to the top five highest championship points scoring competitors in all classes. Additional place & special award trophies will also be announced. All competitors are expected to attend the season's Championship Awards ceremony in order to receive their awards, non-attendee's trophies may be forfeited.

3.10 SIGNING ON AT EVENTS

Competitors must 'sign-on' using the official forms before taking part in any track activity, whether timed or not. Before signing on competitors must present their machine for technical inspection. Whilst competitors are entirely responsible for the safety of their own machine and protective clothing, the technical officials may refuse to approve any item at their entire discretion on the grounds of safety. Any late comer not able to sign on before signing on has closed will not be able to enter the track under any circumstances until signed on only at the discretion of the Race Director.

3.11 TECHNICAL INSPECTION

Inspections will take place as advised in the Final Instructions. Machines will be checked for eligibility. It is the competitor's responsibility to ensure their machine complies with the regulations and is safe for competition; however, an inspector may refuse to verify a machine on grounds of eligibility/safety. Any machine involved in a serious accident should be re-inspected. No competitor will be deemed to have finished a race until the machine has been submitted and passes a final examination if required by the organisers.

3.12 REPLACEMENT MACHINES

Competitors may change machines during a meeting if the replacement machine is class eligible and has been technically inspected by authorised personnel in compliance with Technical Regulations. The competitor must display the correct race numbers on the machine used otherwise points will not be issued for the respective race. Should exceptional circumstances arise during a meeting that means the correct numbers cannot be displayed then the rider or a representative should inform timekeeping BEFORE taking to the track.

3.13 BRIEFINGS

All competitors must attend the pre-race briefing. This is compulsory, no exceptions. Failure to attend may result in disqualification from the meeting. All competitors must complete a walk of the meeting's track layout before racing commences, bearing in mind the layout is frequently changed.

3.14 RESULTS

All practice timesheets, grids and result sheets are deemed provisional until all machines are released by the Technical Stewards after post practice/race controls and/or after completion of any judicial or technical procedures. In any event, all results are deemed provisional until a period of 30 minutes has elapsed to allow for protests.

3.15 MEDICAL

The organisers reserve the right for the Chief Medical Officer to carry out a medical examination of any competitor, at any time during the meeting, to ascertain his/her fitness to compete. The Chief Medical Officer's decision is final and cannot be removed.

3.16 TYRE WARMERS

Tyre warmers are allowed inside the assembly area but NOT on the start grid unless sanctioned at a specific meeting by the Race Director.

3.17 DUMMY GRID

Travelling in the reverse direction with the engine running is prohibited and may result in disqualification from the meeting as with anywhere on the race circuit. Competitors may be called up to 3 times for their race and may be subject to refusal to the pre-grid if arriving after their final call. All competitors should be in the pre-grid area 2 minutes before the scheduled start of their race. If the warmup lap has started before a competitor has entered the assembly area then they may have to start from the back of the grid.

3.18 PADDOCK AND SPECTATOR AREAS

- Competitors must make themselves aware of the safety of others.
- Race bikes must be pushed through the paddock. Failure to comply with this condition will result in exclusion from the meeting.
- Bikes must not be left on the road through the paddock.
- No rubbish to be left at the track, please take it home with you.

- No spectators allowed on the track, unless a sanctioned parent or guardian in which case a hi vis vest must be worn and be signed on as an official prior.
- All dogs must be kept under control at all times & on lead when track is live.
- No engine to be started before 10.00am (unless at the request of the technical inspector).
- No non race petrol or electric bikes, e-scooters etc to be used within ESKC grounds. Electric assisted pedal bikes ok.
- No Ball games anywhere near track when track is live.

3.19 TRANSPONDERS

A transponder is required for grid positions and to score points, as these are determined by lap times. All riders are required to run a transponder, or they start from the back of the grid. Red and yellow transponders both work at Crail, but NOT orange type.

Type of transponders needed are pictured below. There are a small number available to hire on the day at a cost of £10 payable via Alphatiming when you enter your race. These will be on a first come first served basis; once the allocation is gone, it is the responsibility of the rider to source their own. As a condition of hire; any person with a transponder hired that is not returned, lost or damaged agree to pay, in full, the sum of £220 which will cover the cost to the club of a replacement. This payment will be made prior to leaving the circuit on day of hire.



3.20 ADVERSE WEATHER CONDITIONS

The Race Director may declare a wet session or race if climatic conditions make such action appropriate. In the event of such an interrupted practice session or race, there will be a minimum of delay before the start process begins again. The Race Director may omit the 'off-road' section of the course from the track layout, at any time, if climatic conditions make such action appropriate. Ultimately it is the competitors' responsibility to make sure they are aware of track conditions and make sure their machine and equipment are suitable and ride accordingly to those track conditions. It is the rider's responsibility to ride to the track conditions at all times. Races may be red flagged or ended early due to deteriorating track conditions at Race Director's discretion. Races may or may not be re-run dependant on time.

3.21 PENALTIES

Penalties because of any successful technical protest or, because of any other action by a competitor during the meeting, for which the Race Director has decided that a penalty is applicable, will be implemented immediately.

3.22 MARSHALS

- Flag Marshals – do not leave their posts whilst racing is live. In the event of an emergency marshals will radio control for assistance.
- Parent Marshals – must sign on as an official and wear hi-viz. They are there to assist all riders and should be dispersed round the track near the flag marshals, not in a huddle.

3.23 FLAGS AND LIGHTS

Marshals and other officials display flags and use lights to convey information and give instructions to competitors.

Competitors are always deemed to be under the control of these signals.

3.23.1 FLAGS USED TO GIVE INSTRUCTIONS:

- *Black Flag* – May be displayed with competitor number, or pointed at rider, this instructs the competitor indicated to leave the circuit at once, via pitlane and seek assistance from official.
- *Yellow Flag* - incident which should not require evasive action, i.e., rider fallen but causing no obstruction. Slow down, no overtaking.
- *Waved Yellow Flag* - Danger on this section of track. Slow down, ride with caution, no overtaking. Riders must leave ample space between bikes and be prepared to avoid a potential incident i.e., rider fallen, rider and machine still on track.
- *Red Flag* – The practice or race has been stopped. Stop in a controlled manner and pull to the side and await instructions from the marshals. Do not block any emergency vehicle access routes.

3.23.2 FLAGS USED TO CONVEY INFORMATION:

- *Yellow & Red Striped Flag* - May be shown to give warning of a sudden lack of adhesion on this section (oil, water, etc.).
- *Blue Flag* – May be shown if a competitor is about to be overtaken by another rider at considerable speed. Stick to your line, no sudden evasive action to allow them to pass, even if well-intentioned.
- *National Flag* – May be used to start a race in place of start lights, this will be notified prior to the race.
- *Last lap* - Yellow with black cross. May be indicated by signpost or flag displayed at start/finish line.
- *Chequered flag* – finish of race or practice session. Exit track via pit lane.

3.24 START METHODS

Races may be started by one of the following methods:

1. *Group Starts*
2. *Interval Starts*

Where competitors are started individually or in groups at pre-determined intervals. e.g., Superpole. Starts will be made with engines running unless specified otherwise in the Supplementary Regulations.

3.25 START PROCEDURE

The final choice of motorcycle to be used in a race should be made before the motorcycle is brought into the waiting area.

1. 10 minutes before the start of the Warm-Up laps: The entrance to the waiting area (dummy grid) is open. The motorcycle of each rider must be placed in the waiting area.
2. When instructed by the pit lane/pre-grid marshal, all competitors must proceed to the grid on the track and take up their official allocated grid position. The entrance from the paddock to the waiting area closes. The penalty for arriving late at the waiting area is loss of starting position. Late arriving competitors will be held in the waiting area. The riders concerned must obey the instructions from the officials.
3. On instructions from the Start Line Official the riders will proceed on the warm-up laps. Any rider not completing the warm-up laps will start from the back of the grid.
4. The Start Line Official will stand at the front of the starting grid displaying a red flag. A second Official will stand at the back of the starting grid with a flag and display it when the grid is complete.
5. Any rider who encounters mechanical problems during the warm-up laps may exit via pitlane and make repairs.
6. On returning to the grid the riders must take their position with the front wheel of their motorcycle up to the line defining their starting position and keep their engines running.
7. Once a rider has taken his/her allocated position on the grid, they cannot change it, return to the pit lane or receive assistance prior to the start.

8. *When all the riders have taken up their grid positions the Official at the rear of the grid will raise their flag.*
9. *Any rider who arrives back from the warm-up laps after the Official at the rear of the starting grid has raised their flag, will be considered a "late arrival" and start the race from a position behind the Official at the rear of the grid.*
10. *If a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm.*
11. *If, after the lights are extinguished, a competitor stalls his machine then the Start Line marshals may assist the competitor by pushing him along the track to attempt to start the engine. If after a reasonable time the engine will not start, the competitor must assist the marshals in taking the machine to a place of safety. Only if the machine is pushed to the pit lane, may mechanics assist the competitor in restarting the engine. Under no circumstance will it be permitted to push a machine against the flow of traffic, unless clear of the track.*
12. *Any rider who is unable to start his motorcycle within a reasonable time, must obey the instructions of the officials and remove his motorcycle from the grid.*
13. *If they manage to start their machine, they may start the race after all other machines have left the grid at the start of the race.*
14. *The Start Line Official moves to the side of the track, holding up the red flag pointing at the start lights.*
15. *The Start Line Official puts down the red flag and the start light sequence begins. The red lights remain on for up to five seconds the red lights will then be switched off and the Race starts.*
16. *Any alteration to this Start Procedure will be conveyed to the riders at the Riders Briefing.*

3.26 ANTICIPATION OF THE START

1. *Anticipation of the start is defined as the motorcycle moving forward past the individual's line prior to the start lights going out. Penalty dependant on any advantage gained, at race directors/timekeepers discretion.*
2. *Any competitor who takes up the incorrect grid position will also be adjudged to have anticipated the start.*

3.27 PRACTICE/QUALIFYING

Each competitor must take part in the practice/qualifying sessions. The practice/qualifying schedule may be printed in the final instructions. Grid Positions will be allocated by the organisers in accordance with the qualifying criteria as laid down in the Championship Conditions or Final Instructions. If for any reason a competitor is unable to take part in practice/qualifying then they must start from back of grid.

Just thinking if mechanical issue or someone unable to attend it still be good to allow them to race but start at back.

3.28 GRID FORMATION

The grid formation will be staggered and off-set for all classes. The start officials will guide you to your starting position which will be numbered as per your qualifying/previous race result.

3.29 STARTS

The starting grid will be published as soon as possible. In the event of a rider not knowing their starting position, the grid positions will be available in the dummy grid. The start official will direct riders to their start position. The position given by the start official will be deemed final, regardless of what has been previously published.

3.30 FINISH OF A RACE

The chequered flag will be displayed as the winner crosses the finish line and will be kept flying until the last competitor finishes that lap.

Thereafter, competitors crossing the finish line must leave the circuit at the point described in the Championship Conditions or Final Instructions or verbal briefing, or as directed by the course marshals, those competitors who complete a similar number of laps having their position determined by the order in which they finished.

3.31 STOPPING AND RE-STARTING A RACE

Only the Clerk of the Course or Race Director (or in their unavoidable absence, their deputies) may decide to stop a race prematurely. In the case of climatic conditions, a race may only be stopped once. A red flag will be displayed simultaneously at the start line and at all flag posts. When these signals are displayed all competitors must immediately cease racing and follow the directions of the marshals.

All competitors originally taking part shall be allowed to re-start on either their original machine or their replacement machine provided it has been approved by the technical officials. The re-started race shall be for all competitors who will start from their original grid positions. Riders deemed to have caused the red flag may be excluded from restarting the race, at officials' discretion. Any competitor involved in a red flag incident who is concussed or deemed injured by trackside officials must obtain medical clearance before being allowed to re-start. The place of any competitor unable to take the re-start shall be left vacant. If it is found to be impossible to re-start the race for whatever reason, the result of the shortened race will count, and full Championship points will be awarded for that particular race as per the method laid out below.

If a race is stopped after 50% of its scheduled duration has elapsed, it will be considered to have finished. The order of classification for all competitors shall be based upon the order of the race the last time the leader of the race crossed the finish line prior to the showing of the red flag as recorded on the timing system.

Any competitor who is deemed to have deliberately caused a red flag incident, ridden/driven in a dangerous or unsportsmanlike manner or otherwise gained unfair advantage by the red flag will be removed from the results by the Race Director.

3.32 RESULTS

All qualifying timesheets, grids and result sheets are deemed provisional until any machines detained in Parc Ferme are released by the Timing Officials after post practice/race controls and/or after completion of any judicial or technical procedures. Although results may be posted immediately after a race a period of 30 minutes will be allowed for protest until those results are deemed official.

3.33 WET & DRY RACES

Where possible races will be categorised as 'wet' or 'dry'. If the race is categorised as 'wet', a "WET RACE" notice may be displayed in the dummy grid. The purpose of this classification is to indicate to competitors the consequence of varying climatic conditions during a race. Where possible a race or practice may be defined by the Clerk of the Course or Race Director as 'wet' when the majority of the track is wet during the session. It is the competitor's responsibility to make sure they are happy with any indication offered and make sure their machines and equipment are suitable for the track conditions and ride accordingly. When a race is classified as a 'wet' race a competitor must start & finish the race on whatever tyres his machine was fitted with at the time of entering the grid.

If the race is declared a 'dry' race and climatic conditions change sufficiently that in the view of the Race Director, Clerk of the Course or their Deputy that to continue would be dangerous then the race may be stopped to allow competitors to change tyres.

4. TECHNICAL REGULATIONS

Please read all the documentation provided, taking special care to understand all matters of safety concerning your class of machinery and procedures, ignorance is not an acceptable defence when it comes to discipline protests or litigation.

4.1 TECHNICAL CONTROL

It is the competitor's responsibility to ensure that their machine(s) and clothing/safety equipment presented at technical inspection is in the same condition as for racing. It is the responsibility of the competitor to re-present his machine for technical inspection after any accident damage.

The **SOLE RESPONSIBILITY** for the safety and suitability of his machine and clothing/safety equipment for competition lies with the competitor. The Technical Inspector, Junior Technical Director or Race Director may, at their entire discretion, refuse to allow any machine, or component, or item of protective clothing to be used on the grounds of safety, in any competition, their word shall be final.

4.2 PROTESTS - MACHINE ELIGIBILITY

Any protest against the eligibility of a machine must be made in accordance with the Scottish Supermoto Sporting Code, section 18: Protests and Appeals. If so ordered by the Race Director, competitors must strip their machines to allow adjudication upon the veracity of a protest. Refusal to strip shall be considered a verification of the protest, which will then be upheld.

4.3 ADDITIONAL TECHNICAL REQUIREMENTS

A Championship Organiser/Promoter may enforce additional technical requirements at any time, which shall be published in the Championship Conditions, the Final Instructions or by way of an Official Bulletin.

4.4 GENERAL

All machines offered for technical inspection shall be of a clean, tidy and sporting appearance with no offensive markings that could damage the image of the organisers and promoters or bring the sport into disrepute. Race numbers and backgrounds must be clearly visible, of the correct size and not obscured by any graphics or stickers.

4.5 FIRE EXTINGUISHER

It is a compulsory requirement that all vehicles used for the transport of a racing machine, whether that be internally transported or externally by trailer be equipped with a 2kg (minimum) dry powder fire extinguisher available for immediate use. Failure to comply with this regulation will result in a sanction imposed by the Race Director.

4.6 NUMBER BOARD REQUIREMENTS

All machines must carry the correct allocated race number, **failure to comply with this rule will result in removal of points gained in that race**. Should exceptional circumstances arise during a meeting that means the correct numbers cannot be displayed then the rider or a representative should inform timekeeping BEFORE taking to the track.

Number Boards must be fitted to the front and both sides of the machine in a position that is not obscured by the rider when seated on the machine. The minimum size for number plates is 250mm x 200mm and the minimum figure size for identification numbers is 130mm high x 15mm wide.

- **Scottish Supermoto general standard is white background with black numbers.**
- Other colour combinations are permissible but they must be legible - this is to accommodate riders who compete in other championships where different colour variants are required.
- Previous years club champions may display red background with white numbers**

**The overall Champion of each class shall have first choice of the number one plate (red background with white number); if he does not want that number, he may use the Red-White combination for his chosen cherished number. Other class winners may use the number 1 plate if it isn't claimed.

If there is duplication of rider numbers, the second person to enter will be asked to add an X or extra number.

4.7 PERSONAL PROTECTION

4.7.1 PERSONAL CLOTHING

During practice and racing riders and passengers must wear the following clothing and footwear:

- A complete all in one leather suit of at least 1.2mm in thickness on all parts of the suit, suits zipped together at the waist to a good standard are permitted. Non-leather material may be used if it meets with the following requirements.
- The following characteristics of the material must be at least equivalent to 1.5mm of cowhide (not split leather). Fire retardant quality – Resistance to abrasion – Coefficient of friction against all types of asphalt –

perspiration absorbing qualities – Medical test – non-toxic and non-allergenic – Fabric of a quality that does not melt. It must be non-flammable.

- *The following areas must be padded with at least a double layer of leather or enclosed plastic foam at least 8mm thick: Shoulders, elbows, both sides of the torso and hip joint, the back of the torso, knees.*
- *Competitors must wear complete undergarments if they use suits which are not lined. Suitable undergarments may be of the Nomex type, they may also be of silk or simply cotton. Synthetic materials which may melt, and which could harm the rider's skin in an accident are not allowed, neither for the suit nor for the undergarments.*
- *Competitors footwear must be of leather or Kevlar substitute material and of a minimum height of 200mm to provide, with the suit, complete protection (i.e. no exposed areas).*
- *Competitors must wear suitable leather/Kevlar race gloves of high quality; gloves must cover the gap at the wrist. Fabric short Moto-X gloves are not permitted.*
- *The use of metallic material in any item of clothing or personal protection which regularly comes into contact with the track is prohibited (i.e. metal studs in knee sliders, boots etc.).*
- *A back protector is compulsory (may be integrated within leathers).*
- *Body jewellery: it is recommended that any body piercing studs, ring etc. are removed.*

4.7.2 HELMETS

All Competitors must wear helmets bearing one of the following approval codes and must be in good condition with no damage. Helmets must fit correctly and have a secure means of fastening.

Territory	Marking
UK Only	BS6658:1985 or ACU Gold Label
Europe	ECE22-05 'P' 'NP' or 'J'
Japan	JIS T 8133:2000
USA	SNELL M2005

4.7.3 PERSONAL VIDEO EQUIPMENT

Personal video equipment, i.e. GO-PRO and other similar devices are allowed. However, the mounting of these devices on the riders' helmet is strictly prohibited. If worn on the person, they must be chest mounted on a secure purpose built harness. If mounted on the machine they must be securely fitted, suction mounts are not acceptable. A tether if supplied with the device or if not, cable ties must be added to ensure that if dislodged the camera stays with the competitor and machine.

4.8 ALL ADULT CLASSES

4.8.1 ENGINE AND FRAME NUMBERS

All machines are required to have engine and frame numbers that have not been tampered with or deleted. New unstamped components are permissible, but proof of ownership may be required.

4.8.2 EXHAUST PIPES

The end of the exhaust pipe (silencer), or pipes, must not project beyond the extremity of the fixed cycle parts. The maximum allowed diameter of the exhaust silencer outlet is 33mm.

4.8.3 SUPERCHARGERS AND TURBOCHARGERS

Superchargers and turbochargers are not permitted.

4.8.4 THROTTLE CONTROL

Throttle controls must be self-closing when not held by the hand. This function must apply whether the engine is running or not.

4.8.5 CLUTCH AND BRAKE LEVERS

All handlebar levers must be ball ended (radius ended or flat with no sharp edges). The ends must be permanently fixed and form an integral part of the lever.

4.8.6 BRAKES

Machines must have independent brakes for each wheel. For machines with two front brakes the split of the brake lines must be above the bottom yoke.

4.8.7 OIL SUPPLY PIPES

Oil supply pipes containing positive pressure should be of braided steel construction and be security fastened.

4.8.8 OIL CATCH TANKS, PETROL AND OIL BREATHERS

ALL fluids must be routed into a separate catch tank; where breathers are fitted to engine, gearbox and petrol tanks, these must discharge into a secure container of at least 250cc capacity.

4.8.9 PETROL AND OIL FILLERS/FILTERS

Petrol and oil fillers must lock securely or be suitably security wired to prevent leakage; Oil in and Oil out plugs securely lock wired.

4.8.10 ADDITIVES TO WATER IN RADIATORS

Glycol anti-freeze is extremely slippery when spilt on tarmac and is consequently forbidden. An approved non-Glycol additive may be used, plain water is also permitted. The penalty for non-compliance is disqualification from the meeting.

4.8.11 FOOTRESTS

Footrests should be of the folding type if they can contact the ground when the bike is on its side; the ends of the footrests must be rounded and have no sharp edges.

4.8.12 CRASH BOBBINS AND FOOTREST SLIDERS

Crash bobbins and footrest sliders are mandatory. When these items are affixed to any machine, footrest sliders must be mechanically attached with secure fastenings (not cable ties) and crash bobbins must be secured with nylon type nuts.

4.8.13 BATTERIES

All batteries must be securely fixed and protected from impact. Sealed batteries in a secure steel framework are strongly recommended.

4.8.14 FRONT SPROCKET GUARDS

Front sprocket guards must be fitted and provide adequate protection.

4.8.15 FUEL

Only fuel commercially available from Roadside filling stations is eligible. No Race Fuel or AvGas. Octane booster is permitted.

4.9 CLUBMAN/ELITE AND NOVICE SUPERMOTOS

4.9.1 ELIGIBILITY

Any mass manufactured or specially built Supermoto machine.

4.9.2 CONTROL OF EXHAUST SOUND LEVEL

The biggest challenge facing our sport is the control of noise. All competitors have a duty to ensure their machines comply with approved noise levels and Technical Regulations prior to attending a meeting. The sound output from each machine shall not exceed 96dB/A at the engine revolutions applicable to the machine in the following table:

Engine Size	RPM (Static)
Up to 125cc	7000rpm
126cc to 499cc	4000rpm
Over 500cc	5000rpm

The noise test will be conducted with the microphone placed at an angle of 45degrees from the end of the exhaust, 95cm away from the sound source. **NOISE IS SOCIAL AND ENVIROMENTAL POLLUTION.** Machines found to be excessively noisy during an event may be subject to exclusion.

Black flag will be implemented. Please make every effort to comply. You will be subjected to noise testing at random, which may be going on to the circuit or leaving the circuit after the race. Be helpful and cooperative with all officials.

4.9.3 HANDLEBARS

The width of handlebars must be at least 450mm. Grips must be attached in such a way that at least the minimum width is reached when measured between the outside end of the grips. Any exposed bar ends must be plugged with a rubber covered solid material. Plastic hand guards (aka brush guards) must be fitted to the machine's handlebars, one hand guard on either side. Each individual hand guard must be fixed to the handlebar via two mounting points, one of which must be the end of the handlebar. The minimum angle of movement must be 15 degrees either side of the centre line. Steering must be restricted to ensure that a minimum clearance of 30mm is maintained between the grips and the tank or any other part of the bodywork to prevent the rider's fingers from being trapped.

4.10 ADULT MINIBIKE SUPERMOTO, ADULT TAR ONLY SUPERMINI, MINI GP AND PITBIKE

4.10.1 ELIGIBILITY

Any mass manufactured or special built Pit Bike based on the Chinese horizontal pit bike engine or Honda CRF150 engine or vertical 85cc 2-stroke engine. Maximum Wheel size 12". Open Suspension. Open Tyres.

4.10.2 CONTROL OF EXHAUST SOUND LEVEL

The sound output from each machine shall not exceed 96dB/A at the engine revolutions applicable to the machine in the following table:

Engine Size	RPM (Static)
Up to 125cc	7000rpm
126cc to 200cc	5000rpm

The noise test will be conducted with the microphone placed at an angle of 45degrees from the end of the exhaust, 95cm away from the sound source. **NOISE IS A SOCIAL AND ENVIROMENTAL POLLUTION.** Machines found to be excessively noisy during an event may be subject to exclusion.

Black flag will be implemented. Please make every effort to comply. You will be subjected to noise testing at random, which may be going on to the circuit or leaving the circuit after the race. Be helpful and cooperative to all members of staff.

4.10.3 HANDLEBARS

SUPERMOTO STYLE BIKES

- The width of handlebars must be at least 450mm. Grips must be attached in such a way that at least the minimum width is reached when measured between the outside end of the grips. Any exposed bar ends must be plugged with a rubber covered solid material. Plastic hand guards (aka brush guards) must be fitted to the machine's handlebars, one hand guard on either side. Each individual hand guard must be fixed to the handlebar via two mounting points, one of which must be the end of the handlebar. The minimum angle of

movement must be 15 degrees either side of the centre line. Steering must be restricted to ensure that a minimum clearance of 30mm is maintained between the grips and the tank or any other part of the bodywork to prevent the rider's fingers from being trapped.

MINI GP STYLE BIKES

- *Either wraparound hand guards or crash bobbins must be fitted to handlebar ends (bobbins only permitted for mini-GP style bikes, which must have lever guards in place if not using hand guards).*

4.10.4 ENGINE RESTRICTIONS

Tar Only Pit bike

All bikes must have the original production based horizontal engine with a maximum of 160cc 4 stroke. Z40 cams are allowed.

Open ignition systems. Open carburettor to a maximum of 26mm. Open exhaust. No high compression pistons.

Standard head and base gasket must be used. No porting skimming or gas flowing will be allowed.

Adult Minibike Supermoto / Tar Only Supermini / Mini GP

Any horizontal minibike engine up to 200cc 4stroke, or 112cc 2 stroke. Open Ignition system. Open Exhaust. Open Carburettor.

4.11 ALL JUNIOR CLASSES

SAFETY

- *Oil fill and drain plugs safety wired*
- *Catch tanks fitted for carb overflow and oil breather*
- *Catch tray fitted (JSM) (Belly pan Mini GP)*
- *Crash bobbins fitted to both front, rear axles and footrests. Either wraparound hand guards or crash bobbins must be fitted to handlebar ends (bobbins only permitted for mini-GP style bikes, which must have lever guards in place if not using hand guards).*
- *Bikes must be well presented and prepared, Pre track technical inspection will be performed prior to each event.*

4.11.1 JUNIOR SM 90 BAMBINO / GP90 CLASSES

AGE GROUP: 6 + YEARS

- *Bambino classes are open to all riders aged 6 yrs + (year of their 6th birthday must fall within the main championship season), but they must be able to hold themselves up on the machine when stationary and be able to pull away and stop on their own unaided. Riders over 9yrs who are deemed considerably more advanced than their peers will be moved up.*

PERMISSIBLE BIKES (BAMBINO SUPERMOTO)

- *Any Supermoto style pitbike with a maximum seat height of 84cm*

PERMISSIBLE BIKES (BAMBINO TAR ONLY)

- *Any Supermoto style pitbike with a maximum seat height of 84cm*
- *IMR MGP 10 Ohvale*
- *GPO 10" with non-adjustable forks*
- *Bucci GP 10 with non-adjustable forks*
- *Predator 10 90 with non-adjustable forks*

- GRC MGP 10' with non-adjustable forks

ENGINE

- YX 88cc or Lifan 88cc semi auto, fully auto or manual engine
- Electric start engines will be allowed as long as the Battery is a sealed type and that the battery is contained within a purpose-built box welded to the frame/subframe and held in place with a strap or bracket
- Exhaust open. However, the noise output level must be no more than 96dB/A using the static test method.

SUSPENSION

- Front forks must be non-adjustable upside-down style forks only
- Rear Shock can be replaced.

CONTROLS

- Quick action throttles can be fitted.
- Rear Brake can be either foot or thumb operated.

BRAKES

- Open but both front and rear must be fully operational and work independently of each other

FUEL

- Standard unleaded fuel purchased from a high street forecourt only

TYRES & WHEELS

- Open Tyres / Maximum 12" diameter wheels (mag wheels are allowed)

4.11.2 JUNIOR SM 140 / MINI GP 140 / GP50

AGE GROUP: 9 – 15 YEARS

- The class is open to all riders aged 9 yrs (year of their 9th birthday must fall within the main championship season) to 15 yrs but they must be able to hold themselves up on the machine when stationary and also be able to pull away and stop on their own unaided. Younger riders may be considered by the Race Director

MINIMUM OVERALL WEIGHT

- The combined minimum weight of bike, rider and racing kit when measured post-race must not be less than 101 KG. Additional weight may be added to meet the weight limit up to a maximum of 10 kilos. The weight must be of the purpose-made type similar to that sold by Demon Tweaks Motorsport and must be firmly fitted underneath or behind the engine and must be securely fitted with drilled and lock wired bolts. All fitted ballast must be checked by technical inspector before you take to the circuit.

PERMISSIBLE BIKES (SUPERMOTO)

- Any Supermoto style pitbike with a maximum seat height of 84cm

PERMISSIBLE BIKES (TAR ONLY)

- Any Supermoto style pitbike with a maximum seat height of 84cm
- R MGP 10/12 fitted with a 140 engine
- Ohvale GPO fitted with a 140 engine
- Bucci BR 10/12 fitted with a 140 engine

- Predator MGP 10/12 fitted with a 140 engine
- GRC MGP 10/12 fitted with a 140 engine
- KAYO MGP 150 fitted with original Kayo Upright engine
- Metrakit GP 50 / Derbi 50

ENGINE

- YX140 or Zongshen 140 manual engines. The engine must comply with the maximum output specifications for the class as shown above
- Lightened outer or inner rotor kits are allowed
- Variable ignition systems are allowed
- Carb up to 26mm measured at the venturi. No flat sides
- Jetting open
- Slipper clutches are not allowed
- Exhaust open. The noise output level must be no more than 96dB/A using the static test method.

SUSPENSION

- Open

CONTROLS

- Quick action throttles can be fitted
- Rear brake can be either foot or thumb operated.

BRAKES

- Open but both Front and rear must be fully operational and work independently of each other.

TYRES & WHEELS

- Open tyres / Maximum 12" diameter wheels (mag wheels are allowed).

4.11.3 ACADEMY SUPERMOTO

AGE GROUP: 9 - 15 YEARS

- The class is open to all riders aged 9 yrs (year of their 9th birthday must fall within the main championship season) to 15 yrs but they must be able to hold themselves up on the machine when stationary and also be able to pull away and stop on their own unaided.

PERMISSIBLE BIKES

- Any Supermoto style minibike

ENGINE

- 9 yrs + up to 65cc 2 stroke
- 12 yrs + up to 85cc 2 stroke or 150cc 4 stroke (CRF 150).
- Open Ignition system. Open Exhaust. Open Carburettor.

SUSPENSION

- Open

CONTROLS

- Quick action throttles can be fitted

- *Rear brake can be either foot or thumb operated.*

BRAKES

- *Open but both Front and rear must be fully operational and work independently of each other.*

TYRES & WHEELS

- *Open tyres / Maximum 12" diameter wheels (mag wheels are allowed).*

4.11.4 BEGINNER JUNIORS

All junior beginners up to 15 yrs are welcome to run with the bambino group until they feel confident enough to join another class. At Race Directors' discretion.

5. SAFETY

Safe operation of your machine is your responsibility! Dangerous driving may result in exclusion. See black flag in general regulations. All forms of motorsport are dangerous, and the ultimate responsibility for your safety lies with you – the competitor. All foreseeable steps will be taken to assist you in the understanding of the rules of competition and these Regulations. At Scottish Supermoto we operate an "open door policy" and actively encourage all competitors to discuss any aspect of their concerns or lack of understanding of the way our race series operates.

Any member of the team will always be happy to help or find the answer to your query. Please always ride within your capabilities and get used to expecting the unexpected – incidents do happen. If, in the event of an incident, you leave the circuit onto the outfield/run off area, from there it is your responsibility not to endanger other competitors whilst re-joining the race. Any inconvenience to others or places gained from such manoeuvres will be penalised at the discretion of the Race Director or Clerk of Course. Be aware of the format on the day, and don't be late to the pre-grid area. You will be given ample notice, but the responsibility to be where and when required is down to you – the competitor.

Although we recognise that Motor Sport is a stressful pastime and emotions run high, Scottish Supermoto will not tolerate any physical or verbal abuse against its officials, marshals, support staff, circuit employees or anyone associated with the running of the meeting. Please remember the people involved in the running of the meeting are voluntarily giving up their time to allow you to compete in your chosen sport and any breach of this ruling will result in immediate removal of the offending parties from the meeting.

You are strongly advised to seek your own personal injury and machinery cover.

PLEASE REMEMBER SAFETY IS PARAMOUNT. TREAT OTHERS AS YOU WISH TO BE TREATED YOURSELF.

6. INTERPRETATION OF THE RULES

Any interpretation of the rules for these Championships rest on the decision of the Race Director and any appointed committee for that purpose, this will always be in line with the original spirit intended.

7. PROTESTS AND APPEALS

All results on the day are deemed provisional until a period of 30 minutes has elapsed to allow for protests. There will be a period of 21 days after final Championship standings are announced for protests and appeals which can be made in writing to ESKC@scottishsupermoto.club. Further appropriate written rules for compliance for the above can be found in section 13 of the Scottish Supermoto Sporting Code.

8. CHANGES/REVISIONS TO CONDITIONS

Any requests for changes to these conditions or queries regarding the details should be submitted to ESKC@scottishsupermoto.club All requests will be reviewed and considered for implementation by the committee.

ENJOY YOUR RACING WITH SCOTTISH SUPERMOTO!!