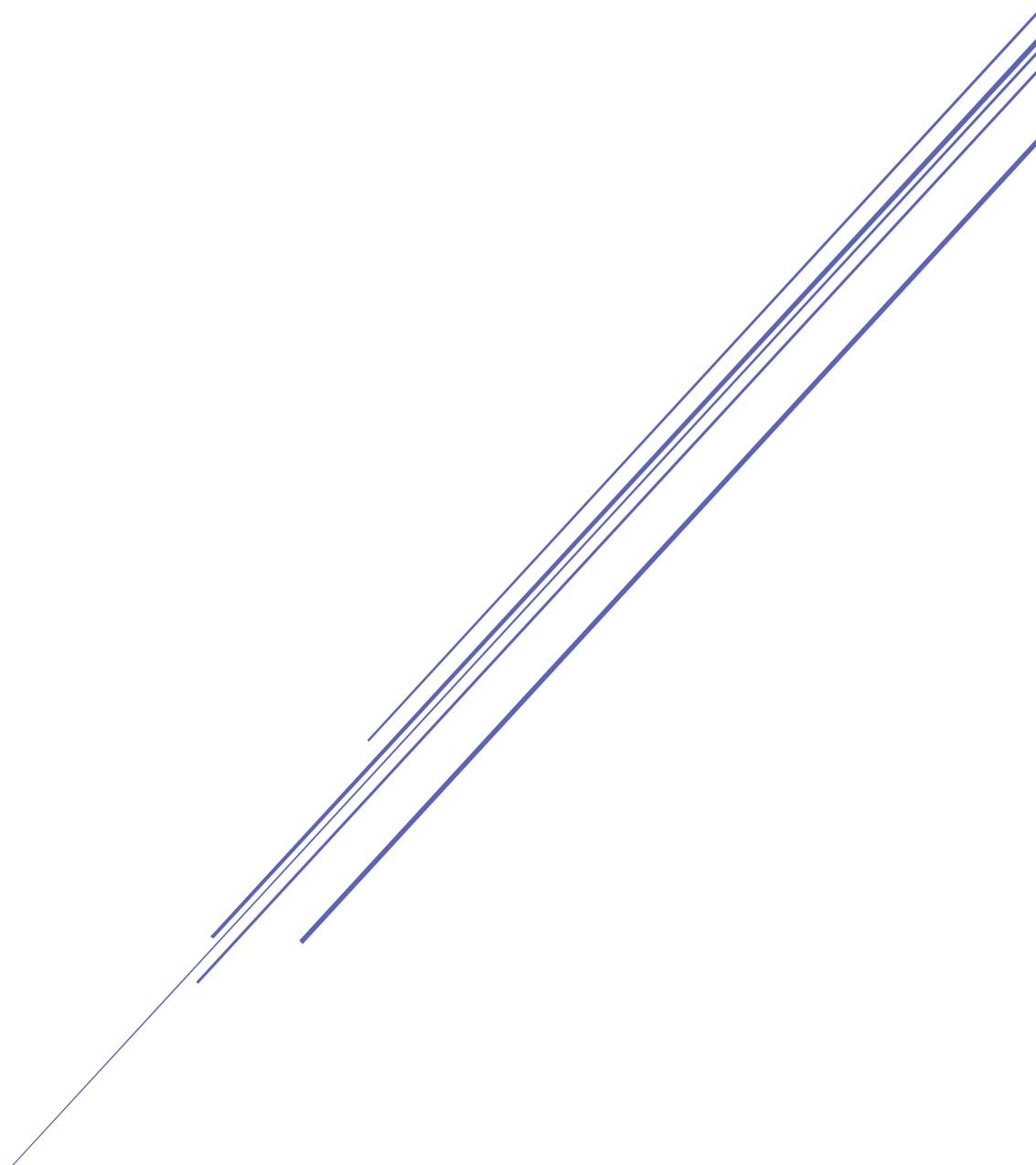




2021 SCOTTISH SUPERMOTO STANDING REGULATIONS



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1. DEFINITION

Supermoto (also known as Supermotard) is a sport where competitors of motorcycles or supermoto style mini bikes 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. LICENCES

All competitors must possess appropriate competition licences to compete at a Scottish Supermoto event. Acceptable types of competition licence are detailed in the Championship Conditions of each Scottish Supermoto affiliated Championship.

3. CAPACITY AND AGE RESTRICTIONS

MIN AGE	GRADE CAPACITY/MACHINE	RESTRICTIONS
TAR ONLY CLASSES		
7-10 years*	YX 88cc or Lifan 88cc semi auto, fully auto or manual engine.	*From aged 7 (year of their 7th birthday must fall within the main championship season) & above, 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.
9-14 years	YX140 or Zongshen 140 manual engines.	
SUPERMOTO		
7-10 years**	Up to 140cc pit bike / 65cc 2-stroke machines	**7-10 year olds must demonstrate sufficient standard of ability, to be decided at discretion of the Race Director
11 years	Up to 150cc 4 -stroke and 85cc 2-stroke machines	
12 years	Up to 250cc 4-stroke machines	
14 years	Up to 499cc 4-stroke machines and 250cc 2-stroke machines	
16 years	Greater than 499cc 4-stroke and 251cc 2-stroke machines	

The above age restrictions are a guide, any deviation from them must be sanctioned by the Race Director.

Check engine restrictions for the classes you wish to enter!

4. SIGNING ON AT EVENTS

Competitors must produce their licences for inspection and then "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. This will normally be during the lunch break, but this is at the discretion of Scottish Supermoto.

5. BRIEFINGS

Organisers may require competitors to attend verbal briefings. Official notification of a briefing may be given in Championship Conditions, Final Instructions, by announcement on the PA system or in writing at signing on. Attendance is compulsory for all competitors to any such briefing.

6. MEDICAL

The Organisers reserve the right for the Chief Medical Officer to carry out a medical examination of any competitor in order to ascertain his/her fitness to compete. The Chief Medical Officer's decision is final and cannot be overruled.

7. 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.

7.1 FLAGS USED TO GIVE INSTRUCTIONS:

- **Black Flag** – May be displayed with competitor number, this instructs the competitor indicated to leave the circuit at once.
- **Yellow Flag** - Danger on this section of track. Slow down, Ride with caution no overtaking.
- **Red Flag** – The practice or race has been stopped, slow down and soon as possible when safe to do so pull to the side and await instructions from the Marshalls.

7.2 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 waved to a competitor who is being lapped and a faster competitor is about to overtake.
- **National Flag** – May be used to start a race in place of start lights, this will be notified prior to the race.
- **Green Flag** – This will be shown on the first lap of practice & races to indicate a clear track.
- **Yellow Flag with Black Cross** – Shown to competitors about to commence their last lap.
- **Chequered flag** – finish of race or practice session.87. START PROCEDURE

8. 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.

9. 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 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 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 motorcycles 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 green flag and display it when the grid is complete.
5. Any rider who encounters mechanical problems during the warm-up laps may go to the repair zone 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 allocated position on the grid, he 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 the green flag.*
9. *Any rider who arrives back from the warm-up laps after the Official at the rear of the starting grid has raised the green 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 ride or push a machine against the flow of traffic.*
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 he manages to start his machine, he 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.*
15. *The Start line Official puts down the red flag and the start light sequence begins. The red lights come on and 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 must be conveyed to the riders at the Riders Briefing.*

10. ANTICIPATION OF THE START

1. *Anticipation of the start is defined as the motorcycle moving forward when the Red Lights are on.*
2. *Any competitor who takes up the incorrect grid position will also be adjudged to have anticipated the start.*
3. *The Clerk of the Course will award a time penalty of up to 20 seconds to any competitor who anticipates the start. The decision as to an anticipated start is a matter of fact with no right of appeal.*

11. 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.

12. GRID FORMATION

The grid formation will be staggered and off-set for all solo classes in accordance with the Championship Conditions or Final Instructions or verbal briefing.

13. STARTS

The starting grid will normally be published as soon as possible, but in any event no less than 30 minutes before the race start and no more than 30 minutes after the completion of practice unless the grid is to be determined by ballot selection, where this will be notified in the Championship Conditions or Final Instructions.

14. 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.

15. 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. It is not permitted for any competitor to start a fresh lap after the chequered flag has been displayed. 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. Only competitors crossing the finishing line within the time limit and/or distance laid down in the Championship Conditions / Final Instructions will be declared finishers.

Should the end of the race signal inadvertently or otherwise be displayed before the leading competitor completes the scheduled number of laps – or before the scheduled race time has been completed, the race will be deemed to have finished. If the chequered flag is given to the leader then a result will be drawn up accordingly, but if the chequered flag is given to a competitor other than the leader then the result will be taken when the leader last crossed the finish line. Should the end of the race signal be delayed for any reason, the race will nevertheless be deemed to have finished at the correct moment and competitors classified accordingly.

16. 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.

If a race is stopped before 50% of its scheduled duration has elapsed, it will be considered null and void. 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 including the competitor(s) who may have caused the red flag. Abuse of this rule may result in exclusion at the discretion of the Race Director or Clerk of the Course. However, 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 have 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. An alternative specification or time limit for rule 16 may be detailed in individual Championship Conditions by the organisers.

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

17. RESULTS

All practice timesheets, grids and result sheets are deemed provisional until any machines detained in Parc Ferme are released by the Technical 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.

18. 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 on the grid and in the pit lane / assembly area. 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 and re-started subject to the conditions in rule 16.

13 TRANSPONDERS

Type of transponders needed are pictured below. There are a small number available to hire on the day at a cost of £10 payable on Alphas timing 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. 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.

