



NORASPORT SUPERMOTO/SUPERLITE STANDING REGULATIONS

1. DEFINITION

Supermoto (this is deemed to include Supermotard) is a sport where Competitors of Motorcycles, "Superlites" or Mini Bikes compete in massed start races on closed circuits, which may be flat or undulating. Each circuit will normally have a mixture of tarmac and natural (or shale) sections. The ideal ratio being 70% tarmac and 30% natural surface, although other ratios may be used depending on availability at the venue.

2. LICENCES

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

3. MINIMUM AGES

Solo Machines

Up to 150cc 4-stroke and 85cc 2-stroke machines	(11 years and over)
Up to 150cc 2-stroke machines	(12 years and over)
Up to 250cc 4-stroke machines	(12 years and over)
Up to 499cc 4-stroke and 250cc 2-stroke machines	(14 years and over)
Greater than 499cc 4-stroke and 251cc 2-stroke machines	(16 years and over)

Superlites

Superlite 600cc Class	(15 years and over)
Superlite 900cc class	(16 years and over)

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

4. SIGNING ON AT MEETINGS

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.

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 deemed to be under the control of these signals at all times.

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.

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.

8. START PROCEDURE

- a) When instructed by the pit lane/pre-grid marshal, all competitors must proceed to the grid and take up their official allocated grid position.
- b) No mechanics or tyre warmers are allowed on the start grid unless stated otherwise in Championship Conditions or Final Instructions.
- c) Any competitor who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm to alert the start line officials, who will remove him to a place of safety. There will be the minimum of delay. It is not permitted to attempt to delay the start deliberately by any other means.
- d) When the grid is assembled correctly an official at the rear of the grid will display a green flag and the official at the front of the grid will raise the red flag. The starter will then instruct the official with the red flag to move to the side of the grid, having indicated to the competitors that they are to watch the lights/starter's national flag.
- e) The red light(s) will then be illuminated for up to 5 seconds. The red light(s) will then be extinguished simultaneously to start the race. Any alternative start signal will be mentioned in the Championship Conditions or Final Instructions or verbal briefing.
- f) After the last competitor has passed the pit lane exit, the official there may show the green flag/light to start any duly qualified competitors still in pit lane.
- g) Should there be a problem on the grid that might prejudice the safety of the start then the official in charge of the start may display a yellow flag or yellow flashing light. Any competitor deemed responsible for the delay may be directed to the back of the grid or to the pit lane on the instructions of the Race Director or Clerk of the Course.
- h) 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 (this is dependent upon circuit length) 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.

i) Anticipation – if a competitor/s starts before the red light is extinguished he will have deemed to have anticipated (jumped) the start, the penalty for this will be 10 seconds added to the total race time. Once this penalty has been issued it will be deemed a matter of fact and no protest against this decision will be allowed.

9. 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.

10. 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. "Superlites" will have an off-set formation in accordance with the Championship Conditions or Final Instructions depending on track width and track conditions and agreed by the Race Director at the final track inspection before any racing begins.

11. 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.

12. 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.

13. 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.

14. 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 14 may be detailed in individual Championship Conditions by the organisers.

Any competitor who is deemed to have deliberately caused a red flag incident, ridden 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.

15. CHAMPIONSHIP STICKERS

Competitors may be required to carry championship decals/logos on the front and side number boards. This requirement and the correct placement of these stickers if required will be confirmed in the Championship Conditions and/or Final instructions.

16. 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.

17. 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 14.