

## 1. DEFINITION

Supermoto (this is deemed to include Supermotard) is a sport where Competitors of Motorcycles, "Superlites" or Minibikes 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 but must include a NoraSport licence (annual or one-event), issued by Nora92.

## 3. MINIMUM AGES

**For each category the tables below indicate the minimum age for a capacity of race machine/class**

### Solo Machines

Up to 150cc 4-stroke and 112cc 2-stroke machines	9 years
Up to 125cc 2-stroke machines	11 years
Up to 250cc 4-stroke machines	11 years
Up to 450cc 4-stroke and 250cc 2-stroke machines	14 years
Greater than 499cc 4-stroke and 251cc 2-stroke machines	16 years

### Superlites

Superlite 600cc (S3) class	15 years
Superlite 900cc (S2) class	16 years
Superlite 1000cc (S1) class	16 years

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

**Important Notice If a participant is under 18 years of age, he/she must be accompanied to every meeting by their Parent or Legal Guardian. The parent or Legal Guardian must attend signing on with the competitor and be available for the duration of the meeting.**

## 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. 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 NoraSport.

## 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

6.a - The Organisers reserve the right for the Chief Medical Officer to carry out a medical examination of any competitor in order to ascertain their/her fitness to compete. The Chief Medical Officer's decision is final and cannot be overruled and is without right of appeal.

6.b - **Concussion/suspected concussion** if a competitor is involved in an incident which results in being diagnosed by the Medical Officer/Paramedic as suffering from concussion/suspected concussion, the competitor is not permitted to participate any further in that event.

The recovery time for anyone diagnosed with concussion/suspected concussion is as follows:

- i. Over 20 years: Excluded immediately and suspended for a period of nine days.
- ii. 16-19 years: Excluded immediately and suspended for a period of twelve days.
- iii. 15 years and under: Excluded immediately and suspended for a period of twenty-three days.

The competitor is not permitted to ride/drive during the obligatory suspended periods outlined above and then only when in possession of a doctor's certificate/letter after the suspended period has expired. A competitor may be signed as fit to ride by the events CMO once they have observed the obligatory suspended period outlined above. If a competitor has been injured on day 1 of a meeting and is intending or scheduled to ride in another event the following day the Organiser will inform the Organiser of the subsequent event so they are aware of the competitors' injuries and therefore can prevent the competitor from competing.

## 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. Ignoring flag signals will result in one or more of the following penalties, fine, disqualification, loss of position, withdrawal of championship points.

### Flags and Lights used to give instructions and provide information:

- **Black Flag** – May be displayed with competitor number, this instructs the competitor indicated to leave the circuit at once and await further instructions, when displayed with an orange disc in the centre this indicates the machine is displaying technical issues and must leave the track immediately.
- **Yellow Flag and lights** – Displayed waved, danger on this section of track, slow down, no overtaking. Displayed static, ride with caution, no overtaking. Displayed waved at the start line, the race start is delayed.
- **Red Flag and lights** – The practice or race has been stopped, slow down as soon as possible when safe to do so pull to the side and await instructions from the Marshalls.

### Flags and Lights used to provide 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. During practice and qualifying the competitor concerned must keep their line but slow gradually to allow the faster competitor to pass safely. During a race the competitor(s) concerned are about to be lapped and must allow the pass when safe to do. If another competitor who is also being lapped takes advantage by passing under a blue flag, they will be penalised by loss of one or more positions.
- **National Flag** – May be used to start a race in place of start lights, this will be notified prior to the race.
- **Green Flag or Light** – This will be shown on the first lap of practice & races to indicate a clear

track. It will also be used to indicate that the track is clear after a yellow flag has been displayed at the proceeding track section.

- **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. The start line officials will then indicate if a warmup lap is to take place and set off competitors in staggered groups. If a competitor has not entered the assembly area by the time the warmup lap has started, they must start from the back of the grid. The only exception to this rule is where competitors share machines, and it is physically impossible due the circuit layout to do this. Any Competitor encountering difficulties on the warmup lap may enter the pits and effect repairs and re-join the race after it has started from the pit lane.
- b) No mechanics or tyre warmers are allowed on the start grid unless stated otherwise in the Championship Conditions or Final Instructions.
- c) Any competitor who stalls their 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 them 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. The red light(s) will have been illuminated for the final formation of the grid.
- e) 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, Clerk of the Course or Start line official.
- h) If, after the lights are extinguished, a competitor stalls their 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 of the Start (Jump Start)** – if a competitor/s starts before the red light is extinguished, they 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 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 & POSITIONS

- a) 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, unless the circuit layout prohibits this. "Superlites" will have an off-set formation in accordance with the Championship Conditions or Final Instructions depending on track width and track conditions. Pole position and grid formations will be determined by the Race Director at the final track inspection before any racing begins.
- b) Where timed practice is used to allocate grid positions and identical times are recorded the competitor setting the first such time will be allocated the better starting position.
- c) A qualifying maximum number of race positions may be specified in the Supplementary regulations or Championship Conditions.
- d) Where a ballot is used to decide grid positions this must be conducted by the competitors at the meeting.
- e) If the grid positions are to be pre-allocated this will be specified in the Supplementary Regulations or Championship Conditions.

## 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. This will usually be 75% of race distance or within two minutes of the race winner.

Should the end of the race signal inadvertently or otherwise be displayed after the leading competitor completes 75% of 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. In the case of a photo-finish or an identical time recorded by the timekeepers the competitor with the fastest lap recorded during the race will be deemed the higher finisher. Once the chequered flag has been displayed to the race winner no competitor may then re-enter the circuit from the pit lane.

## 14.1 INTERRUPTION OF A RACE

If the Race Director/Clerk of the Course decides to interrupt a race, then red flags will be displayed at the finish line and at all marshals' posts and he will switch on the red lights around the circuit, where available.

- a) Competitors must immediately slow down and return to the pit lane, or as directed by the marshals, upon instructions from the Clerk of the Course.
- b) **Only Competitors still racing when the red flag is displayed will be counted as finishers.**
- c) The results will be the results taken at the last point where the leader had completed a full lap without the red flag being displayed.
- d) If the results show that less than three laps have been completed by the leader of the race, then the race will be null and void and a completely new race will be run.
- e) If less than 50% of the race has been completed there will be a new race over a distance decided by the Clerk of the Course.
- f) The grid will be in the order of the last time Competitors crossed the finish line before the red flag was displayed. Competitors will return to the Pit Lane; they may change motorcycles. The Race Director/Clerk of the Course may disqualify any Competitors who in their opinion caused the race to be interrupted.
- g) If it is found impossible to restart the race, then the results will be the order the last time Competitors crossed the finish line before the red flag was displayed. Only Competitors still racing when the red flag is displayed will be counted as finishers.
- h) If the race was interrupted on the first lap, and there is no time to complete the race then the finishing order for points allocation will be determined by the results of the previous race or if no races have been able to be completed then from qualifying.
- i) If more than 50% of the race distance has been completed by the leader when the red flag is displayed the race will be considered completed. The Clerk of the Course may disqualify any Competitors who in their opinion caused the race to be interrupted.

## 14.2 INTERRUPTION OF A RACE AFTER THE CHEQUERED FLAG

If the race is interrupted after the chequered flag, the following procedure will apply:

- a) For all the Competitors to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
- b) For all the Competitors to whom the chequered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.
- c) The complete classification will be established by combining both partial classifications as per the lap/time procedure.

## 14.3 RE-STARTING A RACE THAT HAS BEEN INTERRUPTED

If a race must be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. as soon as the Competitors have returned to the pits the Race Director or Clerk of the Course will announce a time for the new start procedure to begin which, conditions permitting, should not be

later than 10 minutes after the initial display of the red flag.

- a) The results of the first race must be available to teams before the second part of a race can be started.
- b) The start procedure will be identical to a normal start with sighting lap(s), warm-up lap etc.
- c) Conditions for the re-started race will be as follows:
  - i) **Only competitors who are classified as finishers in the first race may re-start (see note)**
  - ii) Race machines may be repaired or changed. Refuelling is permitted.
  - iii) The race distance will be announced by the Clerk of the Course.
  - iv) The grid position will be based on the finishing order of the first race.

***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 issuing of the red flag will be removed from the results by the Race Director or their deputy. Note referring to rule 14.3.c.i If in the opinion of the Race Director, Clerk of the Course, or their deputy the competitor causing the red flag was a victim of Force Majeure then they will be allowed to re-start the race re-run or be placed in the results in the position where they crossed the line on the lap immediately preceding the Red Flag. Examples of Force Majeure could be a sudden change of climatic conditions during a "dry race". The collapse or severe degradation of the racetrack. Misadventure caused by the failure of another competitor's machine.***

## 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 most 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/drive accordingly. When a race is classified as a 'wet' race a competitor must start & finish the race on whatever tyres their 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.

## 18. SUPERPOLE

- a) The Competitors, as detailed in the Supplementary Regulations, will take part in the Superpole.
- b) Each Competitor will have one warm-up lap, one timed lap and one slowing down lap.

- c) The Competitor with the fastest timed lap will have pole position for the race, the second fastest the second grid position and so on. Any Competitor that does not complete the Superpole will start the race from the last grid position allocated to Superpole Competitors.
- d) If there is a tie for positions the fastest lap during the normal timed qualifying will be used.
- e) Superpole competitors must be in the designated assembly area within four minutes of the chequered flag.
- f) Only the machine that the competitor finishes the qualifying session on can be used in Superpole.
- g) Competitors cannot return to the paddock & must make any machine adjustments in the designated pit area.
- h) If a competitor returns to the paddock (not designated pit area) they will have deemed to have forfeited Superpole and will be allocated the lowest place of the Superpole group regardless of their qualifying time. Unless the competitor reaching Superpole has done so in an earlier qualifying session.
- i) Tyre warmers are permitted in the designated holding area only.
- j) If climatic conditions dictate the need to change tyres for safety reasons the race director may permit this but only in the holding area. If Superpole is cancelled, then the final qualifying session will apply for grid positions.

## 19. COMPETITORS BEHAVIOUR DURING PRACTICE, QUALIFYING AND RACES

**COMPETITORS MUST OBEY THE FLAG SIGNALS, THE LIGHT SIGNALS, AND THE BOARDS, WHICH CONVEY INSTRUCTIONS. ANY INFRINGEMENT TO THIS RULE WILL BE PENALISED ACCORDING TO THE PROVISIONS WITHIN THE NORASPORT SPORTING CODE**

1. Competitors must ride/drive in a responsible manner which does not cause danger to other competitors or participants, either on the track, the pit-lane or paddock.

***Any infringement of this rule will be penalised with one or more of the following penalties: fine – time penalty – disqualification – withdrawal of Championship points – suspension.***

2. Competitors should use only the track and the pit-lane. However, if a competitor accidentally leaves the track, then they may rejoin it at the place indicated by the marshals or at a place which does not provide an advantage to them. Any infringement of their rule during the practices or warm up will be penalised by the cancellation of the lap time concerned and during the race, by a time penalty.

***Further penalties (such as fine – disqualification – withdrawal of Championship points) may also be imposed.***

3. Any repairs or adjustments on the racetrack must be made by the Competitor working alone with no outside assistance. The marshals may assist the Competitor to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made. The marshal may then assist to re-start the machine.
4. If the Competitor intends to retire, then they must park their machine in a safe area as indicated by the marshals.
5. If the Competitor encounters a problem with the machine which will result in their retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park their machine in a safe place as indicated by the marshals.
6. Competitors are permitted to return slowly to the pits for remedial work but must “tour” off the racing line.
7. Competitors may enter the pits during the race but taking their machine into the paddock is not permitted. Any infringement of their rule will be penalised with a disqualification. Refueling is strictly prohibited. Competitors who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
8. Competitors are not allowed to transport another person on their machine or to be transported by another Competitor on their machine.
9. Competitors who fall from their machine may remount and continue unless the Incident marshal considers the machine too damaged or the Medical Personnel consider the Competitor unfit to continue. In that situation Competitors are not permitted to continue with

the practice or race until passed fit by the Medical Officer and their machine re-inspected by technical control.

10. Competitors must not ride/drive or push their machines in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
11. No signal of any kind may pass between a moving machine, and anyone connected with the machine's entrant or Competitor, save for the signal from the time keeping transponder, or legible messages on a pit board or body movements by the Competitor.
12. The carrying of on-board cameras is only permitted with prior approval, of the Clerk of the Course. The installation of the camera must be approved by the Chief Technical Officer. Automatic lap timing devices, provided they do not disrupt official timekeeping methods, are not considered telemetry.
13. A speed limit may be imposed in Pit Lane.
  - a. Any Competitor found to have exceeded the limit during practice/qualifying will be subject to a 10 second penalty added to their qualifying time.
  - b. Any Competitor who exceeds the pit lane speed limit during a race will be penalised with a time penalty of 10 seconds adding to their total race time.
  - c. The Clerk of the Course must communicate the offence to the pit of the Competitor.
14. In the interest of safety, a competitor may not stop their machine on the racing surface during the slow down lap, (for exception see Art 8.16) when returning to the pits after the chequered flag.
15. Stopping on the track during practices and races is forbidden. (Exception see 19.16)
16. During the practice sessions and warmups, practice starts are permitted, when it is safe to do so, at the pit lane exit before joining the track and after the chequered flag is shown at the end of practice sessions and warmups, when it is safe to do so. These practice starts must take place off the racing line.
17. The spinning of rear wheels (burnouts) is strictly forbidden. Breach of their rule will result in the penalty of ~~disqualification~~ **disqualification**.
18. Any competitor who in any NoraSport, Nora 92 or ACU Permitted event participates on a machine for which he is not eligible through age or licence restrictions, will be penalised by a fine of £500.00 and a suspension for one year from the date of the hearing.
19. Competitors who enter the Paddock during a race will be deemed to have retired from the race.