

MSS NATIONAL CHAMPIONSHIP 2024 SPORTING REGULATIONS

1. Event:

MSS National Championship 2024

2. Type of Event:

Mass start road racing event for motorcycles

3. Organiser:

MOTOR SPORTS SINGAPORE

229 Mountbatten Rd, #03-15

Singapore 398007

Website: <https://www.mss.org.sg/>

4. Authority:

The event is organised in accordance with the International Sporting Code of the Fédération Internationale de Motocyclisme, the National Sporting Regulations of the Motor Sports Singapore and the Sporting Regulations and any Supplementary and Additional Supplementary Regulations (SRs) The Event Organiser reserve the right to issue additional Bulletins clarifying articles in the SRs and ASRs and any other statements whether written or verbal, shall have the same force as these regulations.

5. Status and Permit:

National - MSS/24/NCR/001

6. Dates:

MSSNC Round 1 – 28 January 2024

MSSNC Round 2 – 3 March 2024

MSSNC Round 3 – 12 May 2024

MSSNC Round 4 – 14 July 2024

MSSNC Round 5 – 17-18 August 2024

Note -Organizer reserves the right to postpone or cancel the event without assigning a reason.

7. Venue:

KF1 Kranji Circuit, 1 Turf Club Avenue, 738078

8. Event Management:

Motorcycle Sporting Commission

Motor Sports Singapore



9. Officials of the Event:

The following officials will be appointed by the MSS for the race series. Names of additional officials will be published in any Additional Supplementary Regulations.

Series Steward: Ben Cho

Clerk of the Course: Suppiah Ramachandran

Deputy Clerk of the Course: Alvin Choong

Secretary of the Meet: Dean Lim

Chief Scrutineer: Raguvaran Veerappan

The Clerk of the Course, the Chief Scrutineer, and the Steward must be present at the Event at least one hour before the closing of the Sporting Checks. The Clerk of the Course must stay in contact with all Marshals' posts whenever motorcycles are allowed to drive on the track. The Steward, Clerk of the Course and the Chief Scrutineer must be in permanent radio contact at all times in the circuit.

Clerk of the Course:

Responsible for: -

- a. Ensuring that the circuit is suitably prepared for and maintained during the Event and that all legal requirements applicable for the running of the event have been complied with
- b. Ensuring that all officials and services are in place. The stationing of all track personnel and equipment (i.e.: marshals, doctors, ambulances, flags, etc.) alongside the Circuit no later than 30 minutes prior to the beginning of All practice sessions and warmups. The Clerk of the Course and the Steward will; make the final inspection prior to the beginning of the all-practice sessions and warmups. During the final inspection lap, the yellow flag must be waved at each flag marshal post together with the display of other flags and equipment requested by the Clerk of The Course
- c. Taking decisions to ensure the smooth and efficient running of the event.
- d. Ensuring that the Event is run within the Regulations.
- e. Notification of protests to the Steward
- f. Immediate approval and signature with time of provisional results (practices, warmups, starting grids and races)

Race Direction:

The Race Direction will comprise the following persons:

The MSS Representative – Chairman

The Clerk of The Course

The Organiser Representative

The quorum for the Meeting of the Race Direction is two persons. Each Member has one vote. Decisions are based on a simple majority. The Race Direction will meet at any time required during the event.

The duties of the Race Direction are:

- a. To take decision as provided in the Regulations.
- b. To impose penalties for any infringements of the Regulations
- c. A change in conduct and/or format of the race and/or practice session based on safety considerations and provided that such decision is absolutely necessary to resolve a situation not foreseen in the Regulations. In such exceptional cases such decision may prevail over specific provisions of Regulations
- d. To adjudicate on any protest relating to infringements of the Regulations

MSS Steward

- a. Stewards are responsible for enforcing the Regulations.
- b. Ensuring that the event is conducted according to the Regulations and reporting any infringement to the Race Direction
- c. Adjudicating on any appeal against the decisions of the Race Direction

10. Eligibility

Competitors must have either a valid MSS National or International race license for their respective class. For Supermoto Elite class, competitors with valid Motorsports Association Malaysia (MAM) competition license and insurance are eligible to participate.

- a. Sharing of a motorcycle is permitted subject to the above clause.
- b. Each competitor is permitted to submit one (1) entry only per class.
- c. Motorcycle eligibility and classes:

Class	Motorcycle Type
1	UNDERBONE ROOKIE UP TO 150CC OPEN 2 STROKE/4 STROKE
2	UNDERBONE NOVICE UP TO 150CC OPEN 2 STROKE/4 STROKE
3	UNDERBONE INTERMEDIATE UP TO 150CC OPEN 2 STROKE/4 STROKE
4	UNDERBONE EXPERT UP TO 150CC OPEN 2 STROKE/4 STROKE
5	UNDERBONE VETERAN UP TO 150CC OPEN 2 STROKE/4 STROKE
6	ASSORTED - BIKE UP TO 400CC 2/ 4 STROKE/ BIKE UP TO 200CC 4 STROKE (SCOOTER)
7	SUPERMOTO OPEN UP TO 450CC 2 STROKE/4 STROKE
8	SUPERMOTO ELITE UP TO 450CC 2 STROKE/4 STROKE

- d. Entries for all classes are limited to a maximum of 20 entries per class.



- e. **A minimum of 6 entries is required to form a class.**
- f. A rider shall be deemed to have taken part in the event when rider enters the racetrack in at least, one practice session.
- g. A rider shall be deemed to have started a race when rider participates in, at least, the first lap of the race.

10.1 Support Races

The organiser reserves the right to include support races in any of the 5 rounds.

11. Motorcycles

- a. All motorcycles taking part in the Event must comply with the following regulations. Failure to do so may result in penalties and/or exclusion from the Event at the discretion of the Organiser
- b. Both motorcycles with clutch and clutch-less are permitted
- c. Brakes system fitted to the motorcycles must be standard equipment from manufacturers
- d. Motorcycles must be equipped with two efficient brakes, one operating on each wheel
- e. Brakes must be operated independently from the riding position
- f. Slicks and rain tyre are allowed
- g. Burning of tyres are not permitted
- h. The ends of the footrests and handlebars must be rounded
- i. All motorcycles must be fitted with self-closing throttles
- j. The end of the exhaust pipe or pipes must not protrude beyond any part of the motorcycles or its bodywork
- k. Exhaust gasses must not be discharged so as to not raise dust or foul the tyres or brakes or inconvenience a following rider
- l. The manufacturer's original primary drive chain guards or parts of similar design must remain in place
- m. A rear 'sharks' fin' chain protector is recommended but not compulsory unless it is factory fitted as standard
- n. Only commercially available pump fuels are permitted
- o. Octane booster or nitrous oxide are not permitted
- p. Re-fuelling is not allowed on the grid
- q. All motorcycles shall be fitted with an engine cut-out switch/button
- r. Engine oil drain plug, and top cap must be secured with lockwire
- s. Brake caliper bolts must be secured with lockwire
- t. Main stand and side stand must be removed
- u. Master Brake Reservoir has to be securely covered with Reservoir Band
- v. Motorcycles with-in built stand sensor may leave the side stand in place but it must be secured with cable ties or lockwires to prevent accidental engagement (KTM Duke/RC 200/390)



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Sample Photographs:



12. Scrutineering and Technical Verification

- All motorcycles entering the Event must be presented to the Chief Scrutineer for safety and technical checks before the start of the Event to ensure they comply with the regulations
- Motorcycles which fail Scrutineering checks cannot start the Event
- Any motorcycles found damaged in the track of the Event may be subject to re-inspection before they are permitted to resume the competition



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- d. During the meeting and per class, riders are only allowed to use motorcycles presented at scrutineering
- e. All eligible motorcycles will be issued an “OK” sticker once it has completed and complied with the safety standard and requirements
- f. Each competitor must present one motorcycle in his name and number at the scrutineering
- g. Any spare motorcycle presented for scrutineering must be cleared before use by the Chief Scrutineer for extraordinary reasons such as total wreckage of the 1st motorcycle. Race direction will have the final say on the use of the spare motorcycle.
- h. Each competitor must ensure his motorcycle is safe to be operated on the track for any session. They must ensure incidents of oil leaks/spills do not occur due to negligent preparation of the motorcycle for competition. The Race Direction has the final say on any interpretation.

13. Competitors personal safety equipment

- a. Competitors must take responsibility for their own safety as well as the safety of others
- b. All competitors must wear an approved full-face crash helmet
- c. Crash helmets and leather gloves must be worn at all times. A \$100 fine will be sanctioned for the use of non-leather gloves during any session.
- d. Motocross full face helmet with motocross goggle is allowed
- e. Flip-up full-face helmet is not allowed
- f. All competitors must wear full leather suits, 2-piece leathers are not allowed
- g. All competitors must wear racing motorcycle boots

14. COVID-19 safety measures – Optional

- a. Mask Wearing. Mask wearing will continue to be required for indoor settings but will be optional in outdoor settings.
 - i. For indoor activities, masks may be taken off when performing strenuous activity or as part of a class requirement but will have to be put on after the completion of such strenuous sporting and physical activity/class and during rest breaks.
 - ii. For outdoor activities, individuals are encouraged to wear their masks for personal protection and to protect others, especially in crowded areas
 - iii. All participants must be fully vaccinated including mechanics

15. Riders Behaviour and Assistance

- a. Riders must be physically and mentally fit to control their motorcycles in order to promote the safety of other riders, team members, officials, spectators and other persons involved in the meeting.
- b. At any time during the meeting, on request of the Chief Scrutineer, the riders must present themselves and/or their motorcycle(s) and/or their equipment for technical verification
- c. At all times during the meeting, a rider will be responsible for keeping his motorcycle in conformity with the rules



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- d. Riders may be held responsible for the actions of their team members/families/friends, etc
- e. Riders must obey the official flag signals and boards, which convey instructions. Non-compliance will result in sanctions by the steward
- f. Riders must ride in a responsible manner, which does not cause danger to other competitors in the meeting
- g. Riders must always start the riding sessions from the waiting zone located at PIT exit
- h. Riders who stop along the track for consultation with others may hinder the progress of other riders and such action will be considered as **OUTSIDE ASSISTANCE** which will be referred to the steward for sanctions
- i. Any outside assistance on the track is forbidden unless a marshal is carrying out his duty in the interest of safety provides it. **Any infraction of this rule may be penalized**
- j. Marshals may assist riders by lifting motorcycles, moving them to a safe place and holding them while repairs or adjustments are made, however any repairs or adjustments must be made by the rider, working alone with no outside assistance. **Marshals are not allowed to assist riders to re-start their motorcycles**
- k. If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals. Should a rider crash during any practise or qualifying session and wish to re-join the session, then at the discretion of the track marshals, he may re-join the track and must proceed directly to the pit lane. The rider is responsible of the safety with his machine until he reaches the pit lane. His bike will be checked in the pit lane, for safety reasons, by the Chief Scrutineer (or his appointed deputy)
- l. If the rider encounters a problem with the machine which will result in his 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 his machine in a safe place as indicated by the marshals
- m. Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line
- n. Riders are not allowed to transport another person on their machine or to be transported by another rider on his machine (exception: Another rider or by another rider after the chequered flag or red flag)
- o. Riders must not ride or push their motorcycles 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
- p. Riders should use only the course. However, if they accidentally leave the track, they may continue by safely re- entering the track without gaining an advantage from the closest point to where they left the track



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- q. Short-cut or course cutting is forbidden. The penalty for attempting to gain an advantage by short-cut or course cutting will be a **DISQUALIFICATION**
- r. Change of direction more than one time to defend a position is strictly prohibited - Any infringement of this rule will be penalized with the following penalties: fine, change of position, time penalty, drop of any number of grid position for next race
- s. Riders are forbidden to stop, slow down or block any other rider on the track during practices and qualifying. Any infringement of this rule will be penalized with one of the following penalties: 5 sec. added to their total best time being taken during Qualifying or Start the race from pit lane in the Race and/or fine of SGD100
- t. Riders are forbidden to cross white line after exiting pit exit at any time and will be penalised by Race Direction
- u. After the chequered flag, riders riding on the track must wear a safety helmet until they stop on the pit lane/parc ferme
- v. Crossing Chequered flag more than once after being shown will be penalised by Race Direction
- w. All competitors must at all times observe any speed limit imposed by the Organiser
- x. Riding of motorcycles within the confines of the Event but outside of the track is prohibited
- y. Competitors who are found speeding within the confines of the Event but outside of the track may be subject to penalties of **SGD\$100** or exclusion at the discretion of the Steward.
- z. Paddock/PIT Lane speed limit is **10Km/h**
- aa. Any rider found to have exceeded the speed limit will be subject to the prevailing fine of for the first offence. Repeat offences at the same event will incur a higher fine each time, and any rider committing 3 offences at a single event may also be subject to further penalties from the Race Direction. Excessively high speed, in the judgement of the Race Direction, and multiple repeat offences during the season may incur higher fines and may also be subject to further penalties.
- bb. Slowing Down for no reason and Stopping on the track during practice, qualifying and race is forbidden
- cc. No tyre burn-out/warming up and testing of emergency brake is allowed inside the paddock
- dd. Motorcycle servicing is only allowed within the paddock
- ee. Mechanics/Rider's assistants are not permitted to enter the track to render assistance to others unless specifically invited to by race control/marshals
- ff. Footwear – the wearing of **OPEN FOOTWEAR BY ANY TEAM PERSONNEL IS NOT PERMITTED WITHIN KF1**. Footwear must be of the enclosed type, heel to toe (e.g., **CROC sandals / Slippers / Flip Flops are not allowed**)
- gg. Persons wearing inappropriate footwear at any time will be penalised. The Entrant/Competitor may be fined **SGD\$100.00 and/or will be asked to leave KF1**



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- hh. The onus of responsibilities for the conduct of the service crews will at all times be on entrant
- ii. Any misbehaviour on the part of any service crews will not be tolerated and the rider will be liable to exclusion from the event for any breach of these regulations or refusal to obey instructions from Officials of the Meeting. No service crew is permitted on the circuit at any time without the express permission of the Clerk of the Course. Once the sessions have commenced, all service crew must return to the Pits/Paddock. Smoking/Vaping in the Pit/Paddock is strictly forbidden. Anyone caught smoking/vaping in the Pit/Paddock will be imposed with an **SGD\$100** fine. The Organiser reserves the right to refuse entry into the circuit, Pits/Paddock and all areas under its jurisdiction without assigning a reason. Failure to comply with such a request will render the rider liable to exclusion from the event
- jj. THE DRINKING OF ANY ALCOHOLIC BEVERAGES OR INTOXICATION BY ANY OTHER MEANS (E.G., NARCOTICS) IS ABSOLUTELY FORBIDDEN AND ANY RIDER AND CREW FOUND GUILTY OF SUCH OFFENCE WILL BE IMMEDIATELY EXCLUDED FROM THE COMPETITION AND REMOVED FROM THE TRACK. THE EVENT ORGANISER RESERVES THE RIGHT TO CONDUCT DOPING TESTS AS PER FIM MEDICAL GUIDELINES
- kk. A deposit of **SGD\$500** will be imposed for any appeal and submission of protest before the race officials conduct investigation.

16. Riders Briefing

- a. Definition: The Entrants' and Riders' Briefing is a meeting organised by the Clerk of the Course for all Entrants and Riders entered in the Event. Aim of the Briefing: to remind Entrants and Riders of the specific points of the Sporting and Supplementary Regulations concerning the organisation of the Event; to remind them of the safety notions, either general, or specific to the circuit used; to give any clarification concerning the interpretation of the Regulations.
- b. The time of the Briefing will be mentioned in the programme of the Event. The time is considered as that of the beginning of the Briefing and the entrance door and access to the Briefing will be closed. Extra meetings may be organised if deemed necessary. The presence of all concerned Entrants and Riders is mandatory throughout the briefing under pain of a sanction or even of a possible exclusion from the Event. Attendance Sheets shall be signed. Before they can be allowed to continue the meeting, a mandatory fine of **SGD\$100**, which must be paid to the ASN, via the Steward, will be inflicted on any entrant and rider who do not attend the briefing.

- c. A competitor briefing will be conducted by the Clerk-of-the-Course. All competitors must attend the briefing. Failure to do so may result in exclusion from the event.

17. The Competition

- a. The competition number must be displayed prominently on the front, both left and right side of motorcycle for the entire duration of the Event for identification purposes – example below. Competition number allocation is on a first come basis with priority for participants from last year and existing competition licence holders.



18. Event Format – (*subject to changes)

MSS National Championship 2024	Duration/Laps per session	Maximum number of Riders
1 X Free Practice	10 minutes	20
1 X Qualifying	15 minutes	20
1 X Race	10 laps (Class 1,2,3,5,6,7,) 12 laps (Class 4 & 8)	20

- a. Riders will commence practice from the pit lane when the green flag is displayed at the exit of the pit lane
- b. The duration of practice will commence from the waving of the green flag.
- c. At the end of practice will be indicated by the waving of the chequered flag at which time the pit exit will be closed. A rider's time will continue to be recorded until he passes the finish line after the allotted time has elapsed. After the chequered flag riders may complete one additional lap prior to entering the pits
- d. Free Practice - In each class, the riders will have ONE Free Practice session. A maximum of 20 riders may take part in the Free Practice (same class). Participation is optional. Mass starts are forbidden
- e. Qualifying - The riders will have one qualifying session. Up to 20 riders may take part in qualifying. Participation is compulsory. Best timing of each participant will decide the starting position of RACE in the order of finishing of the qualifying



19. Start Procedures

- a. Only riders who have completed at least one sighting lap will be permitted to start the race from their position published on the final grid. Under no circumstances may they push their machine onto the grid from the pit lane
- b. Riders who do not go on the grid may start a warmup lap from the pit lane under the instructions from the marshal positioned at the pit lane exit. Riders starting the warmup lap from the pit lane must start the race from the back of the grid. If such rider does not respect the “back of the grid position” they will be penalized by a 5 second penalty. In the case of a restarted race within less than 3 laps, the riders will take their original grid position, but the 5 seconds penalty will be applied
- c. The order in which riders take their starting position for the Race is based on their respective results in Qualifying Practice. The fastest rider will be placed on pole position, the second fastest in second position, the third fastest third and so on.
- d. **Procedure for the Warm-Up laps: For Supermoto Classes** the Clerk of the Course walks down the starting grid from row 1 to the end, stopping at each row and holding two red flags crossed. Upon his signal, the riders of that row start the **two compulsory warm-up laps**.

For all other classes The Starter will wave a green flag from the starter box to signal the mass start of the two compulsory laps.

If a rider stalls his engine, he must remain on the starting grid and raise his arm. Immediately after all the riders have left for the two compulsory warm-up laps, he must leave the starting grid and push his motorcycle into the pit lane, where he and/or his mechanics may attempt to start it.

If the motorcycle is started before the leading rider has completed the first of the two compulsory warm-up laps, the rider in question must start

the two compulsory warm-up laps from the pit lane upon the orders from the Clerk of the Course. The rider in question will keep his position on the starting grid.

If the motorcycle is started only after the leading rider has completed the first of the two compulsory warm-up laps, the rider in question must stay in the pit lane and must start the Race from that position, after having received the release signal from the Clerk of the Course

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When all the riders have left the starting grid for the warmup laps, the Clerk of the Course will give a signal and any riders whose motorcycle failed to start or whose motorcycles were late arriving at the starting grid are released to do the two compulsory warm-up laps.

Start practices and unnecessary stops are not allowed during the Warm-Up laps.

- e. On returning to the grid the riders must take up their positions which the front wheel of their motorcycle up to or behind the front line and between the side lines defining the grid position and keep their engines running
- f. Any rider who encounters a problem with his machine on the warmup laps may return to the pit lane and make repairs
- g. Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means
- h. **At the end of the compulsory 2 Warm-Up laps:** The Clerk of the Course will stand at the front of the starting grid displaying a red flag. The grid marshal will stand at the back of the starting grid with a green flag and display it when the grid is complete.
- i. **15 seconds before the start:** The Clerk of The Course moves to the side of the track, holding up the red flag. The Clerk of The Course puts down the red flag and the start light sequence begins. A red light will be displayed for between 2 and 5 seconds. The red light will go out to start the race
- j. Any rider who anticipates to start or who is deliberately not placed in starting box will be issued a 5 second penalty and/or other penalties as deemed fit
- k. The motorcycle must be stationary at the time the red lights are turned off
- l. Anticipation of the start is defined by the motorcycle moving forward at the time the red lights are turned off. In the case of a minor movement and subsequent stop whilst the red lights are on, the Clerk of the Course will be sole judge of whether an advantage has been gained
- m. If, after the start of the race, a rider stalls his machine, then he may be assisted by being pushed along the track until the engine starts. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane where his mechanics may provide assistance



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- n. After the riders have passed the exit of the pit lane, the official situated at this exit will display a green flag to start any riders still in the pit lane

- o. Should there be a problem that might prejudice safety at the start, the Starter will invoke the Start Delayed procedure as follows:
 - I. A red flag is waived from the Starter's rostrum and the red light stays on
 - II. The "Start Delayed" board is displayed from the Starter's rostrum
 - III. Riders must stay in their grid position with helmets on, engines may be switched off
 - IV. The machine(s) that caused the Start Delayed procedure may be removed to the pit lane regardless of what work is needed to restart the machine. If they can be restarted the rider may start the warm-up lap from the pit lane, and will start the race from the back of the grid
 - V. The start procedure will be re-commenced at the 3-minute board, which the Starter will order to be displayed as soon as possible
 - VI. Following the 1 minute and 30 second boards, the riders will complete an additional warm up lap. The race distance will be reduced by one lap
 - VII. Any person who, due to his behaviour on the grid is responsible for a "start delayed, and may be penalized with one of the following penalties: Fine – Time Penalty – disqualification - withdrawal of Championship points

- p. Quick Start or Restart Procedure - When a race is stopped, riders must return to the pit lane, unless otherwise instructed by officials. If there is to be a restart, the following procedures will apply as follows:
 - I. Upon arrival in the pit lane, repairs and adjustments may be made to the motorcycle
 - II. When all riders have entered the pit lane the Clerk of the Course will announce the time remaining to the re-opening of the pit lane, which will be a minimum of 1 minute
 - III. When the time period has lapsed, the pit lane exit will be opened for SIXTY SECONDS only. Riders will make one lap at unrestricted speed to the starting grid
 - IV. Any riders remaining in the pit lane after it has been closed will have to start the warmup lap from the pit exit and start the race from the back of the grid



- V. Riders will arrive back on the starting grid and stop in their grid position, with engines running, no adjustments may be made. Any rider requiring repairs or adjustments on the sighting lap from the pit exit must enter to the pit lane
- VI. a 30 second board will be displayed at the front of the grid. The 30 seconds may be reduced at the discretion of the Clerk of the Course when the grid is cleared, and it is considered safe
- VII. After 30 seconds have elapsed and/or the grid is cleared, a green flag will be shown to start the warmup
- VIII. The riders will make one warm up lap at unrestricted speed
- IX. When the last rider has passed the pit exit it will be opened for a period of 30 seconds to release any rider waiting. After 30 seconds, the pit lane exit will remain closed until after the start of the race. Any rider not able to leave the pit exit whilst it is open will start the race from the pit exit
- X. Upon arrival back at the starting grid the normal start procedure will be followed, with the start signal given in the normal manner
- XI. Riders who started the warmup lap from the pit lane must start the race from the back of the grid as directed by officials
- XII. After the start signal has been given and the last rider has passed the pit exit, the pit exit will be opened. Any riders still in the pit lane may then start the race
- XIII. The Quick Start procedure may be involved by The Clerk of the Course as necessary in cases other than an interrupted race (for examples a delayed start procedure).
- XIV. A race will not be interrupted for climatic reasons except for extraordinary events such as safety.

20. Flags

Marshal and other officials display flags or lights to provide information and/or convey instructions to the riders

Green Flag

- a. The track is clear.
- b. This flag must be waved at each flag marshal post for the first lap of each practice session and of the warmup, for the sighting lap and for the warmup lap. This flag must be waved at the flag marshal post immediately after the Incident that necessitated the use of one or more yellow flags.
- c. When the pit lane exit is open, this flag must be waved at the pit lane exit

Yellow and Red Striped Flag

- a. The Adhesion on this section of the track could be affected by any reason other than rain (oil, gravel, grass or other debris).

Blue Flag

- a. Shown waved at the flag marshal post, this flag indicates to a rider that he is about to be overtaken
- b. During the practice sessions, the rider concerned must keep his line and slow down gradually to allow the faster rider to pass him
- c. During the race, the rider concerned is about to be lapped. He must allow the following rider(s) to pass him at the earliest opportunity
- d. Any infringement of this rule will be penalized with one of the following penalties: fine – disqualification – withdrawal of the Championship points

Chequered Black/White Flag

- a. This flag will be waved at the finish line on the track level to indicate the finish of race or practice session

Yellow Flag

- a. A single yellow flag held stationary at the flag marshal post indicates that there is a danger ahead beside the track
- b. A waved yellow flag at the flag marshal post indicates that there is a hazard wholly or partly blocking the track
- c. The riders must slow down and be prepared to stop. Overtaking is forbidden up until the point where the green flag is waved
- d. Any infringement of this rule during the practice & qualifying session will result in the cancellation of the current lap time lap during which the infraction occurred
- e. In case of infringement of this rule during the race a 5 second penalty will be imposed
- f. In both cases, further penalties (such as penalty points, fine – suspension) may also be imposed
- g. If immediately after having overtaken, the rider realizes that he did an infraction, he must raise his hand and let pass the rider(s) that he has overtaken. In this case, no penalty will be imposed
- h. During the final inspection lap, this flag must be waived at the exact place where the flag marshal will be positioned during the practices, the warmups and races

Red Flag and Red Lights

- a. When the race or practice is being interrupted, the red flag will be waved at each flag marshal post and the red lights



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around the track will be switched on. Riders must return slowly to the pits

- b. When the; pit lane exit is closed, this flag will be shown at the pit lane exit. Riders are not allowed to exit the pit lane
- c. Any infringement of this rule will be penalized with one of the following penalties: fine - disqualification – withdrawal of Championship points – suspension
- d. The red flag will be shown motionless on the starting grid at the end of the sighting lap and at the end of the warmup lap
- e. The red flag may also be used to close the track
- f. The red lights will be switched on at the start line for between 2 and 5 seconds to start each race

Black Flag

- a. This flag is used to convey instructions to one rider only and is displayed at the starter box together with the rider's number. The rider must stop at the pits at the end of the current lap and cannot restart
- b. Any infringement of this rule will be penalized with one of the following penalties: fine – disqualification - withdrawal of Championship points – suspension

Black Flag with orange disk

- a. This flag is used to convey instructions to one rider only and is displayed at the starter box together with the rider number
- b. This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must immediately leave the track
- c. Any infringement of this rule will be penalized with one of the following penalties: fine – disqualification – withdrawal of Championship points – suspension

21. Finish of The Race and Race Results

- a. When the leading rider has completed the designated number of laps for the race, he will be shown a chequered flag and by an official on the starter box
- b. The chequered flag will continue to be displayed to the subsequent riders. When the chequered flag is shown to the leading rider, no other rider will be permitted to enter the track from the pit lane
- c. As soon as the chequered flag is shown to the leading rider, a marshal showing a red flag will stand in the pit lane exit
- d. If a rider(s) closely proceeds the leader during the final lap before the finish line, the official will show to the rider(s) and to the leader simultaneously the chequered flag and the blue flag. That means that the race is finished for the leader while the rider(s) closely proceeding to the leader has (have) to complete the final lap and take the chequered flag



- e. In case of a photo – finish between two or more riders, the decision will be taken in favour of the competitor whose front wheel leading edge crosses the plane of the finish line first
- f. In case the rider is not in contact with the machine, the finish time is determined by the front part of the rider or machine that crosses the finish line
- g. In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race
- h. The results will be based on the order in which the riders cross the line and the number of laps completed
- i. Both for the practice and the race, the lap time is the subtraction of the time between two consecutive crossings of the finish line painted on the track

22. INTERRUPTION OF A RACE

- a. If the Clerk of The Course decides to interrupt the race at any point from the start of the warmup lap onwards, when red flags will be displayed at the finish line and at all marshal's post and around the circuit. Riders must immediately slow down and return to the pit lane
- b. The results will be the results taken at the last point where the leader and all other riders on the same lap as the leader had completed a full lap without the red flag being displayed
- c. Exception: if the race is interrupted after the chequered flag, the following procedures will apply:
 - I. For all the riders for 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.
 - II. For all the riders for 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.
 - III. The complete classification will be established by combining both partial classifications as per the lap/time procedure.
 - IV. At the time the red flag is displayed, riders who are not actively participation in the race will not be classified.
 - V. Within 5 minutes after the red flag has been displayed, riders who have not entered the pit lane, pushing and riding on their motorcycle, will not be classified
- d. If the results calculated show that less than **three (3) laps** have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be null and void and a completely new race will be run. The Race Direction will inform the teams and riders the new number of race laps
- e. If it is found impossible to re-start the race, then it will be declared cancelled, and the race will not count for the Championship
- f. If three (3) laps or more have been completed by the leader of the race and all other riders on the same lap as the leader, but less than two-thirds of the original race distance, rounded down to the nearest whole number of laps, then the race will be re-started according to article 1.26.4. if it is found



- impossible to re-start the race, then the results will count, and half points will be awarded in the Championship
- g. If the results calculated show that two thirds of the original race distance rounded down to the nearest whole number of laps have been completed by the leader of the race and by other riders on the same lap as the leader, then: The race will have deemed to be completed and full Championship points will be awarded
 - h. For the purpose of these regulations “active” and “actively competing” are defined as the rider riding on track, or attempting to repair/restart the machine, or to re-join the track or return to pit lane. The Clerk of The Course will be the sole judge of whether a rider is actively competing, and no appeal is possible against the Clerk of The Course decision

23. Re-starting a Race That Has Been Interrupted

- a. If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits the Race Director will announce a time for the new start procedure to begin which, which conditions permitting
- b. The start procedure will be the same for all classes and will follow the Quick Restart Procedure, Article 19 (n) unless informed by Race Direction
- c. **Condition for the re-started race will be as follows:**
 - In the case of situations described in article 22 (d) above:
 - i. All riders may start, including riders who may not have completed the sighting or warm up lap for the original start
 - ii. Motorcycles may be repaired
 - iii. The number of laps of the second race will be the number of laps required to complete two thirds of the original race distance rounded down to the nearest whole number of laps with a **minimum of 4 laps**
 - iv. The grid position will be as for the original race
 - In the case of situation described in article 22 (f) (less than two thirds completed) and article 22 (g) (two third completed) above.
 - i. Only riders who are classified as finishers in the first race may restart
 - ii. To be able to re-start the rider must enter pit lane, riding or pushing their motorcycle, within 3 minutes after the red flag was displayed in the interrupted race
 - iii. Motorcycles may be repaired
 - iv. The number of laps of the second race will be number of laps required to complete two third of the original race distance rounded down to the nearest whole number of laps with a minimum of 3 laps
 - v. The grid position will be based on the finishing order of the first race



- vi. The final race classification will be established according to the position and the consolidated number of laps of each rider at the time he crossed the finish line at the end of last part of the race. Provisions of Art 22 (g) will apply.
- d. Any start position penalties applying to a rider in the first race, e.g., a drop of grid position or starting the race from pit lane, will be considered to have been served at the original race start and will not apply to the restart race
- e. Should a re-started race be interrupted, and Race Direction deems it possible to re-started, then the conditions for a further re-start will follow Art. 23 (d), with the race distance and results defined as follows:

For all classes

If the re-started race is interrupted when 3 or more laps have been completed, the race will be deemed to have been completed and full Championship points awarded. The race classification will be according to Art.24 (d)

If the re-started race is interrupted when less than 3 laps have been completed, the race would be re-started a further time if possible, and Race Direction will determine the number of laps with a minimum of four (5) laps, The grid will be based on the results of this interrupted race provided 2 full laps were completed (a race of less than 2 laps will be null and void and will not determine the grid or eligibility for a restarted race).

- f. If the first race is re-started and none of the races (original or subsequent re-starts) have completed 5 or more laps, then the race is deemed to be cancelled and no Championship points will be awarded.
- g. Race Direction may reschedule re-started races in the programme as necessary

24. Classifications and Awards

- a. Top five (5) competitors in each class will be awarded with trophies
- b. If there are less than 6 entries in a class, the Event Organiser reserve the right to amalgamate the class with another or cancel that class altogether
- c. At the discretion of event organizers, event awards may be subjected to changes
- d. The fastest lap during a race will be awarded the “Liqui Moly Fastest Lap” award. This applies for all classes.
- e. The championships points system is as follows:

For each race, Championship points will be awarded on the following scale:

1st place	=	25 points
2nd place	=	20 points
3rd place	=	16 points
4th place	=	13 points
5th place	=	11 points
6th place	=	10 points
7th place	=	9 points
8th place	=	8 points
9th place	=	7 points
10th place	=	6 points
11th place	=	5 points
12th place	=	4 points
13th place	=	3 points
14th place	=	2 points
15th place	=	1 points

- f. For the 5th round of the championships all participants who complete their respective race would be awarded double points in accordance their finishing order from 1st to 15th place. For example, in round 5 the winner would be awarded 50 points, and the 15th place finisher would be awarded 2 points.

25. Entry Details

- SGD\$180** per entry per class
- All entries must be made on the prescribed form for that event and all requested particulars of BOTH rider and mechanic (if any) must be filled out accurately
- The onus of accuracy is on the competitor and any false information provided in the entry form may lead to the **DISQUALIFICATION** of the competitor from that event
- The appropriate entry fees must be duly paid upon submission of the entry
- Entries are accepted conditionally until the eligibility of the competitor is verified



- f. All entries must reach MOTOR SPORTS SINGAPORE before the closing date of the particular event
- g. Late entries may be accepted at the sole discretion of the organizing committee
- h. A late entry surcharge of additional **50%** will apply for all entries received and accepted after the closing date
- i. Closing Date of Entries – **To be advised for each round on social media**
- j. All entries are to be submitted at MSS Office (Monday to Friday) between 1.30pm to 5.30pm only
- k. Collection of entry forms on behalf is allowed after full payment of entry fees
- l. All payments to be made in cash at MSS office
- m. Refusal of Entries - All entries received will be considered by the Event Organiser having regard to the suitability of the motorcycle, rider, and mechanic (if any). The Event Organiser may refuse to accept an entry without assigning a reason and its decision is final. Where an entry is not accepted by the Event Organiser, the entry fee will be refunded in full.

26. Entry Classifications

a. Supermoto

Open

- Above 53 secs and/or newcomers to the sport
- Those awarded 1st to 5th placing in any sanctioned race in an Intermediate Category will move up to the Elite category

Elite

- Below 53 secs
- MAM Licence holders

b. Underbone

Rookie

- Newcomers to the sport
- Have not held a competition licence before

Novice

- Above 60 secs
- Those awarded 1st to 5th placing in any sanctioned race in a Novice Category will move up to the Intermediate category

Intermediate

- Above 58secs to 60 secs
- Those awarded 1st to 5th placing in any sanctioned race in an Intermediate Category will move up to the Expert category

Expert

- Below 58 secs

Veteran

- Above 45 years old



c. Assorted Bikes

Assorted – 2 Stroke/4 Stroke Up to 400cc / Up to 200cc 4 Stroke (Scooter)

27. Sponsors / Advertising

- a. Advertising is permitted on motorcycles and rider’s apparel including helmets, overalls and jackets, provided that the placing of such advertisements in no way obscures or affects the legibility of competition numbers. **The Event Organiser reserves the right to remove or obliterate any advertisement that they consider in bad taste or conflicts with any of the event sponsors.** The Event Organiser will indicate the positioning of event sponsors decals and these decals shall not be placed anywhere else. If this space is not made available, the Event Organiser reserves the right to remove or obliterate any existing decals in order to attach the decals of the event sponsors.
- b. The event organiser has the final say on what advertising is allowed in the interests to protect all official sponsors.
- c. All official advertising brands as required by the event organiser is to be placed on the motorcycle’s cowlings etc as required forming part of the scrutineering inspection.

28. Postponement

- a. At the discretion of the Event Organizer, the meeting or part may be postponed or cancelled. In the event of complete cancellation or postponement of more than 48 hours, entrants will have no right to claim against the Event Organizer for loss or expenses incurred.

29. Spectators and Mechanics

- a. Each rider will be allowed to have 1 registered mechanic only
- b. Spectators are allowed only at the 2nd level of KF1. Pit Lane and paddocks are off limits to all spectators.

+++++END+++++

