

**SIERRA NEVADA MOTO  
CHAMPIONSHIP RULES  
AND REGULATIONS**

**2025**

Sierra Nevada Moto Championship

[NNKCMiniMoto.com](http://NNKCMiniMoto.com)

<b>1. SIERRA NEVADA MOTO CHAMPIONSHIP.....</b>	<b>4</b>
1.1. Sierra Nevada Moto Championship.....	4
1.2. Events.....	5
1.3. Format of the Event.....	6
1.4. Championship Criteria.....	8
1.5. Exhibition/Support Races and/or Activities.....	9
<b>2. ENTRIES, RIDERS AND TEAMS.....</b>	<b>10</b>
2.1. Acceptance of Entries.....	10
2.2. Age of Riders.....	11
2.3. Starting Numbers.....	12
2.4. Non-Participation in an Event.....	13
2.5. Rider Equipment / Protective Clothing.....	14
2.6. Rider / Mechanic / Team Clothing.....	15
2.7. Rider Behaviour and Assistance.....	16
<b>3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS.....</b>	<b>24</b>
3.1. Motorcycles and Classes.....	24
3.2. Technical Inspection & Machine Requirements.....	27
3.3. Front Number Plate.....	30
3.4. Side Number Plates.....	31
3.5. Front Fork Covers, Official Tire Supplier.....	32
3.6. Tires.....	33
<b>4. OFFICIALS AND PROCEDURES.....</b>	<b>34</b>
4.1. General.....	34
4.2. Jurisdiction.....	35
4.3. Delegate.....	36
4.4. Stewards.....	37
4.5. Race Director.....	38
4.6. Race Direction.....	39
4.7. Race Direction Meetings.....	41
4.8. Publication of Decisions.....	42
4.9. Official Signals / Lights.....	46
4.10. Official Signals / Flags.....	47
<b>5. RUNNING OF THE EVENT.....</b>	<b>49</b>
5.1. Administrative Control.....	49
5.2. Preliminary Technical Verifications.....	50
5.3. Special Medical Examination.....	51

5.4. Circuit Control.....	52
5.5. Filming with “On-Board” Cameras.....	53
5.6. Rider’s Meeting.....	54
5.7. Practice.....	55
5.8. Practice Starts.....	56
5.9. SuperPole.....	57
5.10. Warm-Up.....	58
5.11. Races.....	59
5.12. Starting Grid Procedure.....	60
5.13. Start Procedure (With Lights).....	62
5.14. Start Procedure (With Flags).....	63
5.15. Anticipated Start.....	64
5.16. Stopping of a Practice Session.....	65
5.17. Stopping of a Race.....	66
5.18. Crossing of the Finish Line.....	68
5.19. Results / Procedure.....	69
5.20. Results / Awarding of Points.....	70
5.21. Results / Final Standings.....	71
5.22. Awards Ceremony.....	72
5.23. Protests / Appeals.....	73
5.24. Special Medical Examination.....	74
<b>6. Rule Book Revision Log.....</b>	<b>75</b>

## **1. SIERRA NEVADA MOTO CHAMPIONSHIP**

### **1.1. Sierra Nevada Moto Championship**

All riders, teams, officials and other parties participating in the Sierra Nevada Moto Championship undertake (SMC), on behalf of themselves, their employees and agents, to observe all the provisions of the Sierra Nevada Moto Championship Rulebook.

These rules are made available to any individual. Compliance with these rules is the responsibility of each racer. Enforcement of these rules is the responsibility of each race's designated officials.

SMC policies, rules and class formulas have been formulated with the goal of creating a fun and exciting experience to our racers and families while also providing the highest level of fair competition. While SMC welcomes participation by contingency program and race team sponsors, SMC management is independent and makes decisions based on fairness for all competitors and the wellbeing of our sport.

SMC takes pride in its role as an organization devoted exclusively to the advancement, operation and sanctioning of motorcycle road racing.

These SMC rules are written to ensure that all riders have the opportunity to compete impartially and as safely as possible in motorcycle racing. It is not possible to anticipate every circumstance and cover it in this rulebook, therefore common sense and a regard for fairness will be the fundamental principles in interpretation and enforcement of the rules by SMC officials. The individual SMC official responsible for the matter concerned will be empowered to carry out the enforcement of these regulations and shall have the final voice at the scene (See Chapter Five for rider protest and appeal procedures).

Any discussion of or suggestions regarding SMC rules should be submitted in writing to SMC. Suggestions will be reviewed for consideration by the SMC officials and technical advisors for possible inclusion in the next Rules and Regulations.

**MOTORCYCLE RACING IS DANGEROUS. EVERY COMPETITOR ASSUMES BY HIS/HER PARTICIPATION RESPONSIBILITY FOR ALL RISKS OF COMPETITION INCLUDING INJURY OR DEATH. EVERY COMPETITOR ASSUMES BY HIS/HER PARTICIPATION THE RESPONSIBILITY AND OBLIGATION TO ASSESS THE SAFETY ASPECTS OF FACILITIES AND INDIVIDUAL CONDITIONS AND MUST ASSUME ALL RISKS OF COMPETITION, INCLUDING INJURY OR DEATH..**

## **1.2. Events**

- 1.2.1. Sierra Nevada Moto Championship must be inscribed in the Calendar.
- 1.2.2. These events must be staged on circuits that will have to be approved by Sierra Nevada Moto Championship.
- 1.2.3. An event may be cancelled, moved to another place or date and/or replaced by another event.
- 1.2.4. No event may be organised without all the necessary legal authorisations which have been provided by the organiser.
- 1.2.5. Organisers are responsible for providing all facilities and personnel to ensure the safe, smooth and efficient running of the event.
- 1.2.6. The validity of the third-party insurance must come into effect before the practices and terminate after the last race of the event.
- 1.2.7. The event is being run over two days, generally Saturday and Sunday but this may differ depending on the event. For reasons of simplification, this principle is maintained in these regulations.
- 1.2.8. The events begin at the scheduled time for technical and sporting verifications and end when all of the following have occurred:
  - 1.2.8.1. The final results have been approved by the Race Direction
  - 1.2.8.2. All deadlines for lodging protests/appeals have expired and
  - 1.2.8.3. All technical and sporting controls have been concluded.
- 1.2.9. If a protest is lodged, the results will not become official until a decision is taken by the Race Direction
- 1.2.10. If an appeal is lodged against the decision of the Race Direction, the results will not become official until a decision is taken by the Stewards Panel.
- 1.2.11. All officials, marshals and medical staff must remain fully operational at the circuit – available to the Race Direction and/or Stewards Panel – until the end of the protest/appeal period.

### 1.3. Format of the Event

1.3.1. The distance (number of laps) to be covered will depend on the race conditions at each circuit and be decided by the Race Direction in due time and communicated to the riders/teams

1.3.2.

<b>Function</b>	<b>Duration per session</b>
<b>Saturday</b>	
Track Walk	45 minutes
1 X "Free Practice" Group A (*)	12 minutes
1 X "Free Practice" Group B (*)	12 minutes
1 X "Free Practice" Group C (*)	12 minutes
1 X "Free Practice" Group D (*)	10 minutes
1 X "SuperPole"	7 minutes
1 X "RaceOne"	x laps (**)
<b>Sunday</b>	
Track Walk	45 minutes
1 X "Warm-Up" Group A (*)	12 minutes
1 X "Warm-Up" Group B (*)	12 minutes
1 X "Warm-Up" Group C (*)	12 minutes
1 X "Warm-Up" Group D (*)	10 minutes
1 X "FastRace"	x laps (**)
1 X "SuperFinal"	x laps (**)

1.3.3. There will be four Groups:

**Group A (\*) consisting of:**

SMA - Asphalt Championship

SM3A - SuperMini Asphalt Championship

Asphalt Mini - Support Class

**Group B (\*) consisting of:**

Mini - Support Class

Jr - Support Class

**Group C (\*) consisting of:**

SM1 - Supermoto Championship

SM2 - Supermoto Amateur Championship

SM3 - SuperMini Championship

**Group D (\*) consisting of:**

MicroMoto - Support Class

1.3.4. There will be three Races:

The "**RaceOne**" / (\*\*) approximately 14 minutes of racing. 12 minutes for support classes

The "**FastRace**" / (\*\*) approximately 8 minutes of racing.

The "**SuperFinal**" / (\*\*) approximately 14 minutes of racing. 12 minutes for support classes

1.3.5. Any references to "Races" in this document are made solely for the purpose of simplicity, and refer to the "RaceOne", the "FastRace" and/or "SuperFinal" except when the context requires otherwise.

## **1.4. Championship Criteria**

- 1.4.1. All organised events counting towards the corresponding Sierra Nevada Moto Championship will be taken into consideration. However, the Board of Directors, in exceptional circumstances, may decide to deviate from this principle.
- 1.4.2. For the first event of the Sierra Nevada Moto Championship: the provisional point standings will be identical to the overall point standings of the event in question.
- 1.4.3. As of the second event, the riders will be ranked according to the total number of points they have scored.
- 1.4.4. In case of ties in the provisional standings, the number of better placings will be considered.
- 1.4.5. If a tie still exists, the points scored in the last Race will then determine the order of placing in the provisional standings. If necessary, the points scored in the next to last Race will determine the order of placing in the provisional standings, and so on...
- 1.4.6. The winner of the Sierra Nevada Moto Championship is the rider who has obtained the most points from all the Races and "SuperPoles" of the Sierra Nevada Moto Championship, irrespective of the number of Races he has completed.
- 1.4.7. In case of ties for the final standings of the Sierra Nevada Moto Championship, the same conditions as for the provisional standings will apply to determine the winner of the Championship and the ranking of the riders tied in points.
- 1.4.8. The final Sierra Nevada Moto Championship standings cannot be considered definitive until the time limits for protests and appeals have elapsed, all protests and appeals have been settled and a final decision has been taken by the competent bodies.

## **1.5. Exhibition/Support Races and/or Activities**

- 1.5.1. During a Sierra Nevada Moto Championship event, exhibition/support races or activities may be permitted.
- 1.5.2. However, these exhibition/support races/activities, as well as any other activities such as the vehicular use of the circuit during the event, including demonstrations or exhibitions, must at all times receive prior authorisation from the Sierra Nevada Moto Championship Promoter.
- 1.5.3. Authorisation from Sierra Nevada Moto Championship does not imply nor include any Sierra Nevada Moto involvement in and/or liability for these exhibition/support races/activities which are not run under the aegis and the responsibility of Sierra Nevada Moto Championship.
- 1.5.4. Priority must at all times be given to the Sierra Nevada Moto Championship programme.
- 1.5.5. If necessary, the Race Direction can change the time schedule of the exhibition/support races and/or other activities or cancel them.

## **2. ENTRIES, RIDERS AND TEAMS**

### **2.1. Acceptance of Entries**

- 2.1.1. Entries to a Sierra Nevada Moto Championship even will be accepted for riders who:
  - 2.1.1.1. Are insured for personal accidents covering death, permanent disability; medical treatment and repatriation. The Sierra Nevada Moto Championship withholds the right to suspend a rider.
  - 2.1.1.2. Have requested an entry before the closing date of the event.
- 2.1.2. Provisional entries can be made by e-mail but must be confirmed by the duly completed official entry form.
- 2.1.3. Riders may be required to sign an individual entry form during the administrative control.
- 2.1.4. For each event, within 24 hours after the closing date for entries, the list of riders entered will be published.
- 2.1.5. Riders may enter for one or more events always using the official/specific entry procedure of the Sierra Nevada Moto Championship Promoter on which all the requested information regarding the rider, team and make/model of motorcycle must be indicated.
- 2.1.6. The closing date for entries for each event is 15 minutes before the rider's meeting for the event in question.

## **2.2. Age of Riders**

- 2.2.1. The limit for the minimum age starts on the date of the rider's birthday and must be reached at the moment of the first technical verifications of the event in question.
- 2.2.2. The limit for the maximum age finishes at the end of the calendar year in which the rider reaches the maximum age of the class in question.

### **SM1, SM2 & SMA**

Minimum age: 15 years

### **SM3 & SM3A**

Minimum age: 12 years

### **Mini**

Minimum age: 10 years

### **Jr**

Minimum age: 4 years

Maximum age: 12 years

### **Micro**

Minimum age: 4 years

Maximum age: 8 years

### **2.3. Starting Numbers**

- 2.3.1. Every rider participating in the Sierra Nevada Moto Championship will be allowed a permanent starting number for the season.
- 2.3.2. The number one (#1) will always be reserved for the Champion of the previous year.

## **2.4. Non-Participation in an Event**

- 2.4.1. Any riders who do not inform the organisers of their inability to attend, or who do not provide an acceptable reason before the end of the Technical Verifications, may not be given a refund for event fees.
- 2.4.2. A rider who is present at an event and who does not take part in the practices and/or in the races and/or leaves the event must always inform the Race Director of the reasons for their non-participation.
- 2.4.3. During an event, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is liable to be penalised by the Race Direction.

## **2.5. Rider Equipment / Protective Clothing**

- 2.5.1. Riders are responsible for and must rely on their own judgement in the selection of helmets and apparel which will provide appropriate and durable protection.
- 2.5.2. Although Sierra Nevada Moto Championship approves materials, it does not endorse or guarantee specific products or manufacturers.
- 2.5.3. The following apparel must be worn by riders during each practice, qualification, warm-up, warm-up lap or race:

- 2.5.3.1. **Helmets**

Helmets must be marked with one of the official international standard marks. Riders with long hair should tie it up in a bun, or braid and tuck it into their shirt.

- 2.5.3.2. **Eye Protection**

Goggles must be worn during all on-track competition (Practices, SuperPole, Warm-Up, Warm-Up Lap and Races). The use of helmet visors, roll-offs or tear-offs is also allowed. However, in adverse racing conditions during a Race, riders may take off their goggles but it is strongly recommended to get a new set in the pit lane during the next lap.

- 2.5.3.3. **Equipment / Protective Clothing**

Riders must wear either a complete leather suit (one piece) or moto jersey/pants with additional padding or other protection on the principal contact points: knees, elbows, shoulders, hips, etc.

Riders must also wear boots and gloves, which with the suit provide complete coverage from the neck down.

The use of unmodified full upper body protection (front and back) is compulsory.

Riders may wear a bib above their leather suit.

- 2.5.3.4. **Number of the rider**

The rider's starting number may appear under his name on the back of his leathers/bib (whenever a bib is used). In this case, the number on the leathers/bib must be the same as the one that has been allocated to the rider for the event.

## **2.6. Rider / Mechanic / Team Clothing**

- 2.6.1. All riders, mechanics and team members must present a clean and neat appearance.
- 2.6.2. Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas.
- 2.6.3. Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited on the starting grid and in the pit lane.
- 2.6.4. Riders, mechanics and team members are encouraged to display the Sierra Nevada Moto Championship logos on shirts/uniform/clothing.

## **2.7. Rider Behaviour and Assistance**

- 2.7.1. Riders must at all times adhere to the provisions of the Regulations.
- 2.7.2. All riders, mechanics and Team members must present a clean and neat appearance.
- 2.7.3. Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas. Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in restricted areas.
- 2.7.4. Riders must be physically and mentally fit to control their motorcycles in order to promote the safety of the other riders, team members, officials, spectators and other persons involved in the event.
- 2.7.5. Riders must report any underlying medical disorder or injury they may have to the Organizer.
- 2.7.6. Any rider who refuses to submit themselves to a special medical examination will be excluded from the event, and the Race Direction will be notified.
- 2.7.7. At any time during the event, on request of the Chief Technical Steward, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.
- 2.7.8. At all times during the event, a rider will be responsible for keeping his motorcycle in conformity with the rules.
- 2.7.9. Unsporting, aggressive or reckless behaviour from a rider or his team members and/or surroundings towards other competitors, mechanics, team staff and officials or other participants (organisers' and Promoters' staff, medical staff, press, public, etc.) on or off the track may be sanctioned by the Race Direction.
- 2.7.10. Riders may be held responsible for the actions of their team members.
- 2.7.11. Riders and team members are forbidden to ride any motorised vehicles, bicycles, city rollers, roller skates or skateboards, etc. on the track outside the official track walk/practice/SuperPole sessions and races.
- 2.7.12. Riders must obey the official flag signals and the boards which convey instructions.
- 2.7.13. Riders have to carry "on-board" cameras on their motorcycles when requested by the Championship Promoter.
- 2.7.14. The Sierra Nevada Moto Championship Promoter, rider and Team

in question assume full responsibility and Sierra Nevada Moto Championship shall not be held liable in case of any incidents in connection with the use of these cameras.

- 2.7.15. Riders are responsible for being aware of all information issued in the rider's electronic briefing which will be sent to the e-mail address provided by them and/or any other rider's briefing held at the event. Therefore, riders are also responsible to provide their correct personal email address and to take care that emails can be delivered.
- 2.7.16. All body jewellery is to be taped over or removed during on-track competition.
- 2.7.17. The use of a portable music player is not allowed at any time during on-track competition.
- 2.7.18. During an event, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is liable to be penalised by the Race Direction.
- 2.7.19. Riders not performing up to competition level may be excluded from the event by the Race Direction.
- 2.7.20. No rider shall be allowed to compete on any other motorcycle than the one(s) that has(have) been presented at technical control in his name and number.
- 2.7.21. Riders must ride in a responsible manner which does not cause danger to other competitors, mechanics, team staff and officials or other participants(organisers' and Promoters' staff, medical staff, press, public, etc.) on or off the track. Riding in an irresponsible manner may be sanctioned by the Race Direction.
- 2.7.22. Riders must obey the official flag, light and the board signals which conveys instructions.
- 2.7.23. Riders are responsible for being aware of their surroundings at all times while on the course. They must obey all official signals and directions given to them or they may be sanctioned by the Race Direction.
- 2.7.24. Riding without eye protection is prohibited at all times. However, in adverse weather conditions riders may take off their goggles but it is strongly recommended that they get a new set of goggles in the pit lane during the next lap.
- 2.7.25. Riders must always start the Free Practices, the Warm-Up and the SuperPole from the pit lane.

**For the Free Practices, the Warm-Up:**

Riders will line up in orderly fashion as they arrive in the pit lane. It is forbidden to pass ahead of the others. Riders leave the pit lane for their practice session/Warm-Up one at a time without overtaking another rider before arriving onto the track.

- 2.7.26. Riders must accept any type of Timekeeping system approved by the Championship Promoter, including transponders. Riders are responsible for the use of a transponder compatible with the timekeeping system used on the track. Riders must ensure that the transponder is properly charged and mounted correctly to the motorcycle according to the instructions provided by the Promoter and the rider's briefing. Not respecting these rules might result in a lap or lap times not being counted correctly.
- 2.7.27. Only the following signals are allowed between riders/motorcycles and persons connected with them: data and images from official timekeeping transponders and "on-board" cameras, pit board messages displayed in approved areas and "body language" communication by the rider. Radio communication with riders is strictly forbidden.
- 2.7.28. Any outside assistance on the course to the riders is forbidden unless it is provided by a marshal carrying out his duty in the interests of safety. Any infraction of this rule may be penalised.
- 2.7.29. Marshals may assist riders by lifting motorcycles and moving them to a safe place. Any repairs, adjustments or attempts to restart the motorcycle must be made by the rider, working alone with no outside assistance. Marshals are not allowed to assist riders to repair or restart their motorcycles.
- 2.7.30. Receiving medical treatment while on-course during a race, outside of the scope of evaluating the rider's ability to continue, will be considered outside assistance and the rider will not be allowed to continue that race.
- 2.7.31. Whenever a rider is receiving treatment by the medical staff, team members and/or family members are not allowed at any time to interfere or hinder their proceedings. Any infraction of this rule may be penalised by the Race Direction.
- 2.7.32. Injured riders must be assessed by the Chief Medical Officer (CMO) before they can resume or return to the competition.
- 2.7.33. Riders must use only the marked course. However, if they

accidentally leave the course, they may continue at reduced speed, not accelerating in an unsafe manner, until they can re-enter the course safely. They must re-enter the course, without gaining an advantage, at the closest point to where they left it.

- 2.7.34. Riders who have accidentally left the course and are off-course accelerating in an unsafe manner or cutting part of the course may be determined to have gained an advantage without having gained a position.
- 2.7.35. It will be the duty of the Race Direction to make the determination as to whether a rider gained an advantage by accidentally leaving the course and re-entering.
- 2.7.36. The penalty for gaining an advantage while off-course during races will be the loss of the number of positions gained plus one additional position in the final results of the respective race for the rider in question. If no positions were gained, the penalty will be the loss of one position.
- 2.7.37. Course cutting is forbidden. Should the Race Direction determine that a rider left the course with the intention to gain an advantage, then the rider in question will be disqualified from the respective practice/race. Further penalties may be imposed.
- 2.7.38. A zone must be reserved for repairs and signalling (= the pit lane) during the practices and races. Only mechanics, signallers, representatives of the industry and essential officials bearing valid passes are permitted in this area. Apart from riders, persons under the age of 16 are not allowed.
- 2.7.39. Pit lane signals to riders must be given from the pit box side directly facing the course. Signalling from any other spot in the pit lane in any other direction from the pit lane box is prohibited and will be considered outside assistance for which the penalty will be disqualification from the respective practice, qualification or race.
- 2.7.40. Riders may enter the pit lane to receive assistance or to modify, adjust or replace any part of their safety apparel or motorcycle except the frame, which must be sealed. Refuelling is permitted, but must be done with engines dead.
- 2.7.41. No replacement of safety apparel, refuelling or mechanical service may be carried out on the course or outside the pit lane.
- 2.7.42. When a rider is on the course, he must always enter the pit lane by the pit lane entrance. When a rider “misses” the pit lane entrance,

he must continue in the direction of the course for another lap. Entering the pit lane by the pit lane exit will be considered as attempting to gain an advantage by course cutting for which the penalty will be disqualification from the respective practice, qualification or race. If necessary, further penalties may be imposed.

- 2.7.43. Riders entering the pit lane should ride in a responsible manner. They should not ride at an excessive speed, not overtake any other riders and must always come to a complete stop. In the latter case, violators will be disqualified from the practice/race in question.
- 2.7.44. Riders who stop their engines in the pit lane may be assisted in re-starting their motorcycles.
- 2.7.45. Once a rider has started his warm up lap, he must continue in the direction of the course. Any infraction may be penalised by the Race Direction.
- 2.7.46. Riders are not allowed to have a spare motorcycle in the pit lane during a warm-up lap and/or race. Having a spare motorcycle in the pit lane at that time will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.
- 2.7.47. Riders who enter the paddock during a race will not be allowed to re-join that race.
- 2.7.48. Riders returning slowly to the pit lane or paddock should ride carefully, avoid the racing line and not interfere with other riders.
- 2.7.49. Riders are allowed to do practice starts in the designated start practice zone(s) at the end of the Free and Time Practice sessions and Warm-Up. It is prohibited to make any practice starts during the compulsory Warm-Up lap before a Race.
- 2.7.50. Riders may make a practice start only when there are no stationary motorcycles in front of them. The rider most forward in the practice start zone makes his start first, followed by the rider behind them, and so on.
- 2.7.51. Once the rider has made his practice start, he continues to the exit of the track.
- 2.7.52. Riders who do not wish to make a practice start continue slowly on the racing line on the side of the track, opposite to the practice start zone and proceed to the exit of the track.
- 2.7.53. A rider must take his position on the starting grid with the

- motorcycle he is going to use for the race in question.
- 2.7.54. Riders must take their position in an orderly way with the front wheel of their motorcycle up to the line defining their starting grid position.
- 2.7.55. Motorcycles must be centred in the rider's position on the starting grid. Riders may not start at an angle.
- 2.7.56. Motorcycles may not use any mechanical starting aid devices at the start with the exception of the front and rear suspension locks.
- 2.7.57. Riders who want to enter the starting grid after the access from the paddock to the starting grid has been closed will be disqualified from the race in question.
- 2.7.58. If a rider has mechanical problems before the start of the warm-up lap and the motorcycle cannot be repaired on the starting grid, he must push his motorcycle to the pit lane, where he and/or his mechanics may attempt to repair it. The rider in question loses his right to participate in the compulsory warm-up lap, as well as his initial starting position. He must stay in the pit lane and start the Race from that position after receiving the clearance of the Clerk of the Course or a qualified official nominated by him.
- 2.7.59. If a rider stalls his engine before/during the start of the warm-up lap, he must remain in his position and may attempt to restart. If he can restart the motorcycle within reasonable time, he can do the warm-up lap. If the motorcycle cannot be restarted within reasonable time, he must remain on his motorcycle and raise his arm. Immediately after all the riders have left for the compulsory warm-up lap, he must push his motorcycle into the pit lane, as ordered by the officials, where he and/or his mechanics may attempt to repair it. The rider in question loses his right to participate in the compulsory warm-up lap, as well as his initial starting position. He must stay in the pit lane and start the Race from that position after receiving the clearance of the Clerk of the Course or a qualified official nominated by him.
- 2.7.60. Any rider who encounters mechanical problems during the warm-up lap must go to the pit lane and make repairs. He cannot return to the starting grid. The rider in question must stay in the pit lane and start the Race from the pit lane after receiving the clearance of the Clerk of the Course or a qualified official nominated by him.
- 2.7.61. Riders who do not succeed in returning from the warm-up lap to the

start grid or pit lane before the start of the race, will be disqualified from the race in question.

- 2.7.62. When a rider takes his assigned starting grid position after the warm-up lap, he must keep his engine running, he cannot return to the pit lane or receive assistance prior to the start.
- 2.7.63. If a rider has mechanical problems when he has taken his position on the starting grid after the warm-up lap, he must remain on his motorcycle and raise his arm. If the rider in question is unable to start his motorcycle within a reasonable time, he must obey the instructions of the officials and remove his motorcycle to the back of the starting grid where he may make further attempts to start it. If he succeeds in starting the engine, he must take the start from this position.
- 2.7.64. If he still did not succeed in starting the motorcycle when the start has been given, he must proceed to the pit lane upon instruction of an official, where he and/or his mechanics may make further attempts to start it.
- 2.7.65. Riders taking the start of the Race from the pit lane may then start the Race upon instruction of the Clerk of the Course or a qualified official nominated by him, situated at the pit lane exit.
- 2.7.66. A rider is not permitted to attempt to delay the start by any other means than mechanical problems.
- 2.7.67. A rider may not anticipate the start or he will be penalised with a time penalty of 15 seconds at the end of the Race in question, irrespective of the number of laps he has completed.
- 2.7.68. The rider in question will then be shown the “JUMP START/ + 15 SECONDS” board together with his riding number within 3 laps.
- 2.7.69. Riders may use the “Joker Lane” without any restrictions at any time during the Free Practice and the Warm-Up.
- 2.7.70. Riders must use the “Joker Lane” during the Warm-Up lap prior to the SuperFinal. They must again use the “Joker Lane” one time and only once during the SuperFinal otherwise they will be penalised by losing 5 positions in the results of the said SuperFinal.
- 2.7.71. Using the “Joker Lane” at any other time during the event is forbidden. Riders who do not respect this rule may be penalised by the Race Direction.
- 2.7.72. A rider who has been selected for sound control must immediately present his motorcycle to the technical stewards without returning

to the pit lane/paddock, without receiving any technical assistance from his team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the practice/race in question.

- 2.7.73. The riders concerned (top three positions in the overall standings in the event, the leader leading in the point standings and other participants invited at the discretion of the Championship Promoter) must take part in the Prize-Giving Ceremony and the Press Conference. Any infraction of this rule will be penalised by the Race Direction.
- 2.7.74. Teams, their staff and riders must avoid any verbal/written public declaration which could damage or negatively affect the Sierra Nevada Moto Championship. Accordingly, it is an obligation for all riders, Teams and Teams staff and/or representative thereof, to refrain from releasing any public pronouncement which may irresponsibly harm the lawful interests of the Sierra Nevada Moto Championship, the Championship Promoter or which may be contrary to the integrity of the Sierra Nevada Moto Championship or the sport.
- 2.7.75. Public pronouncements which harm irresponsibly the lawful interest of the Sierra Nevada Moto Championship or which are contrary to its integrity or the sport.
- 2.7.76. Before leaving a venue/facility, it is the responsibility of riders/teams to deposit all their waste fuel, fuel drums, motor oils, coolants, tires, batteries, black water and all other hazardous wastes in the proper hazardous waste disposal area provided by the venue/facility. Should proper hazardous waste disposal containers not be available on-site, riders/teams must transport such items from the venue/facility for proper disposal.

### **3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS**

#### **3.1. Motorcycles and Classes**

##### **3.1.1. SM1 - Supermoto Championship**

**Specifications:**

Championship points class

Professional riders only (license not required)

Knobby tires prohibited

**Minimum age:** 15 years

**Engine Specs:**

2-Stroke: Over 175cc up to 350cc

4-Stroke: Over 250cc up to 550cc

##### **3.1.2. SM2 - Supermoto Amateur Championship**

**Specifications:**

Championship points class

Amateur riders only

Knobby tires prohibited

**Minimum age:** 15 years

**Engine Specs:**

2-Stroke: Over 175cc up to 350cc

4-Stroke: Over 250cc up to 550cc

##### **3.1.3. SMA - Asphalt Championship**

**Specifications:**

Championship points class

Professional and Amateur riders allowed

Knobby tires prohibited

**Minimum age:** 15 years

**Engine Specs:**

2-Stroke: Over 175cc up to 350cc

4-Stroke: Over 250cc up to 550cc

Twin Cylinder Street Bikes: Max displacement of 500cc

3.1.4. **SM3 - SuperMini Championship**

**Specifications:**

Championship points class

Professional and Amateur riders allowed

Knobby tires prohibited

**Minimum age:** 12 years

**Engine Specs:**

2-Stroke: Max displacement of 112cc

4-Stroke: (Air-Cooled): Max displacement of 234cc

4-Stroke: (Liquid-Cooled): Max displacement of 159cc

3.1.5. **SM3A - SuperMini Asphalt Championship**

**Specifications:**

Championship points class

Professional and Amateur riders allowed

Knobby tires prohibited

**Minimum age:** 12 years

**Engine Specs:**

2-Stroke: Max displacement of 112cc

4-Stroke: (Air-Cooled): Max displacement of 234cc

4-Stroke: (Liquid-Cooled): Max displacement of 159cc

3.1.6. **Mini**

**Specifications:**

Support class

Professional and Amateur riders allowed

Knobby tires prohibited

**Minimum age:** 10 years

**Engine Specs:**

2-Stroke: Max displacement of 68cc

4-Stroke: (Air-Cooled): Max displacement of 160cc

3.1.7. **Jr**

**Specifications:**

Support class

Minimum age: 4 years

Maximum age: 12 years

**Engine Specs:**

2-Stroke: Max displacement of 50cc

4-Stroke: (Air-Cooled): Max displacement of 110cc

3.1.8. **Micro**

**Specifications:**

Support class

**Minimum age:** 4 years

**Maximum age:** 8 years

**Engine Specs:**

4-Stroke: Max displacement of 50cc

Electric: Bikes of similar horsepower

### **3.2. Technical Inspection & Machine Requirements**

- 3.2.1. Every race bike must be ready to race when it is brought to Technical Inspection.
- 3.2.2. By participating in the event, the rider implies complete willingness to conform to the Sierra Nevada Moto Championship Rulebook. Passing Technical Inspection does not give a race bike immunity from protest; if the Technical Inspector does not notice an illegal modification or a failure to conform to SMC requirements, the rider is still responsible for the race bike meeting SMC requirements.
- 3.2.3. The Technical Inspector must inspect and pass every machine before it will be allowed on the track. The Technical Inspector will reject any race bike that does not meet SNMC requirements. SMC staff may, at any time, re-inspect any race bike and revoke approval if the machine no longer meets SMC requirements.
- 3.2.4. The Technical Inspector may allow a temporary fix for a particular race weekend. Any temporary fixes must be permanently resolved by the next race event.
- 3.2.5. Any rider who takes a race bike onto the race course when the bike does not meet SMC requirements will be assessed a penalty for each infraction.
- 3.2.6. Each rider or their crew must point out anything in or on their race bike that they believe is not completely in line with the technical requirements below.
- 3.2.7. The following items must be safety wired or secured in a manner approved by Tech:
  - Oil Drain Plug(s) & Oil Fill Cap(s)/Bolt(s) \*RTV silicone acceptable
  - Internal oil filter cover bolts \*RTV acceptable
  - Radiator Cap
  - Water pump drain bolt \*RTV acceptable
  - Axle Nuts
  - Master Link (if clip link)
  - Any bolts that retain oil or coolant (typically have an aluminum or copper washer for sealing) \*RTV acceptable
  - Caliper mount and caliper retaining bolts \*RTV acceptable
  - External oil filters are preferred to be safety wired using a worm clamp around filter body but not required
  - \*If RTV silicone is used in place of safety wire it must adhere the side of the bolt head to the surface.

- 3.2.8. A catch can for fluid overflow is required to be securely fastened on all carbureted bikes. If your radiator does not have an overflow tank, you must also use a catch can for your radiator overflow.
- 3.2.9. Water cooled engines must use plain water, water with Water Wetter (or similar product, call SMC for verification) cooling system rust and corrosion inhibitor at 0.5 ounces per quart of plain water concentration, Silkolene Pro CCA (Corrosion Control Additive), or Royal Purple Engine Ice. Glycol based antifreeze is prohibited.
- 3.2.10. Only gasoline may be used as a race bike fuel. Nothing may be added to the gasoline except commercially available, off-the-shelf octane boosters and lubricating oils. No oxygen or nitrogen bearing additives.
- 3.2.11. All race bikes must have an operating and marked engine kill switch on the handlebars or clip ons. Dead man tethers are recommended.
- 3.2.12. All race bikes must have a self-closing throttle and operating front and rear brakes. Controls must be in good working condition.
- 3.2.13. Kick-start levers are allowed to remain on the machine provided they are secured or have a detent/mechanism to keep them from swinging out.
- 3.2.14. Kickstands must be removed.
- 3.2.15. Glass and plastic lenses must be taped (headlights, tail lights, turn signals, mirrors).
- 3.2.16. The license plate and bracket(s) must be removed.
- 3.2.17. Items are deemed safe only if secured in a visible, approved manner. Using only aircraft nuts, locknuts, Loctite or a similar retaining compound is not acceptable.
- 3.2.18. The machine must be clean.
- 3.2.19. Tires must be in good condition as determined by the Technical Inspector.
- 3.2.20. Clutch and Brake levers must have at minimum a 1/2" ball on the end, or a rounded point deemed safe by the Technical Inspector.
- 3.2.21. Handlebar ends must have either: (1) end-plugs, (2) be solid, or (3) stock bar-ends must be retained. Handlebar ends may not be hollow or ground to a sharp edge. Lever guards and "bark buster" guards are also acceptable.

- 3.2.22. Plastic sliders must be installed on the front and rear axles as well as the foot pegs, to prevent gouging of the track in the event of a crash. Folding foot pegs must have sliders located in a position such that the slider will be the primary contact point of the foot peg when the peg is folded. At the Technical Inspector's discretion and approval, some sliders may be omitted if there is no motorcycle orientation that would allow any metal component on the motorcycle to contact the racetrack during a crash.
- 3.2.23. RFID Sticker must be mounted to front of fender. If a suitable mounting location is not available, RFID Sticker may be mounted to the nearest location.
- 3.2.24. SAFETY WIRING HINTS  
You should always use stainless steel aircraft type safety wire and proper safety wire pliers. Both of these items can be found through many motorcycle part suppliers. Make sure the wire is tight, twisted at 6-8 turns per inch, and pulls the bolt/nut clockwise as if it is still tightening. A list of what must be safety wired is located in section 7.6.a

### **3.3. Front Number Plate**

- 3.3.1. The motorcycle's front number plate, must always display:
  - The number of the rider
  - The logos of the Sierra Nevada Moto Championship
  - The logos of the corresponding Championship Class
- 3.3.2. Team publicity is allowed on the front plate below the number but always respecting a clear space between the team publicity and the number above.
- 3.3.3. The numbers must be clearly legible for the spectators and officials.
- 3.3.4. The logos of the Sierra Nevada Moto Championship and the Championship Class must be clearly visible.
- 3.3.5. Any motorcycle without the logos of the Sierra Nevada Moto Championship and the Championship Class on the front number plate will be considered not in conformity with the Regulations and the rider will not be allowed to enter the course.

### **3.4. Side Number Plates**

- 3.4.1. The motorcycle's side number plates, must always display:
  - The number of the rider
  - The logos of the Sierra Nevada Moto Championship
  - Optionally, publicity of the rider's/team's sponsor(s).
- 3.4.2. There is freedom of design and publicity, but incorporation of the rider's number and the Sierra Nevada Moto Championship logos into the graphics is compulsory.
- 3.4.3. The colour scheme for the background of the side number plates and the numbers is free. However, there must be a clear colour distinction between the colour of the number, the Sierra Nevada Moto Championship logos and the colour of the background.

### **3.5. Front Fork Covers, Official Tire Supplier**

- 3.5.1. The motorcycle's front fork covers must always display:  
The logo of the Official Tire Supplier (see diagrams)
- 3.5.2. The logo of the Official Tire Supplier must be clearly visible
- 3.5.3. Any motorcycle without the logo of the Official Tire Supplier on the front forks covers of the motorcycle will be considered not in conformity with the Regulations and the rider will not be allowed to enter the course.

### **3.6. Tires**

- 3.6.1. Only tires intended for SuperMoto application are permitted. Other tire types, such as Motocross, Enduro or Trial tires are prohibited.
  - 3.6.1.1. Jr and Micro classes allow for Motocross, Enduro or Trial tires.
- 3.6.2. The maximum tread depth of the front and/or rear tires used must be 10 mm in the centre of the tread width.
- 3.6.3. Additional tread grooves, cuts, etc. are allowed on the front and/or rear tires.
- 3.6.4. If, in the opinion of the Race Director, the violation is unintentional and/or was caused by a race incident, he may decide to impose an alternative penalty.
- 3.6.5. At any time during the event, and upon the request of the Race Director, riders shall be able to give a precise account of the number of tires they have used.

## **4. OFFICIALS AND PROCEDURES**

### **4.1. General**

- 4.1.1. The management and supervision of events, as well as the judicial procedure, are the responsibility of the officials appointed by Sierra Nevada Moto Championship.
- 4.1.2. Appointed officials must be fluent in English or Spanish. Other languages are an asset.
- 4.1.3. The Sierra Nevada Moto Championship shall appoint officials whose aptitude and integrity for the position they can fully justify.
- 4.1.4. All officials and marshals must remain operative and available with all the required equipment for the event in place within the time limit for lodging a protest/appeal.

## **4.2. Jurisdiction**

- 4.2.1. With the exception of the Sierra Nevada Moto Championship officials and their assistants, and all other persons involved in the event are subject to the authority of the Race Direction.

### **4.3. Delegate**

- 4.3.1. The Sierra Nevada Moto Championship will appoint the Delegate.
- 4.3.2. If the Delegate is prevented from arriving at the event in time, until his arrival, he will be replaced by the Steward.
- 4.3.3. In case of a “force majeure” during the event where the Delegate becomes permanently unavailable for the event in question, he will be replaced by the Steward.
- 4.3.4. The Delegate has no responsibility for the organisation of the event and their only duties are for representative or supervision purposes unless he is acting as a Member of the Race Direction.
- 4.3.5. The authority and duties of the Delegate include but are not limited to:
  - 4.3.5.1. The Delegate must be present before the start of the circuit control and remain after the event until the completion of his duties.
  - 4.3.5.2. The Delegate exercises supreme control of the event and is responsible for ensuring that all regulations are observed.
  - 4.3.5.3. The Delegate shall call a meeting of the Race Direction before the first official practice session and at the end of each day of official practices and/or races.
  - 4.3.5.4. The Delegate is responsible for the communication with the Stewards.
  - 4.3.5.5. The Delegate has the right to invite any guests to the Race Direction Meetings, when appropriate.
  - 4.3.5.6. The Delegate must ensure that the decisions of the Race Direction conform to the rules of the Sporting Code, to the Regulations published by Sierra Nevada Moto Championship.
  - 4.3.5.7. The Delegate must ensure that all parties concerned, as well as the Stewards, receive notification of any judicial decision pronounced by the Race Direction as soon as possible.
  - 4.3.5.8. The Delegate must collate all the official reports, documents and official results after the end of the event.

#### **4.4. Stewards**

- 4.4.1. The Steward is appointed by Sierra Nevada Moto Championship.
- 4.4.2. If the nominated Steward is prevented from arriving at the event in time, the Organizer may name a replacement.
- 4.4.3. In case of a “force majeure” where the Steward has to replace the Delegate during the event, he will name his replacement.
- 4.4.4. The Steward has no responsibility for the organisation of the event and their only duty is to give a verdict on appeals lodged against decisions of the Race Direction.
- 4.4.5. The authority and duties of the Stewards include but are not limited to:
  - 4.4.5.1. Ensuring that the event is conducted according to the Regulations and reporting any infringement to the Race Direction.
  - 4.4.5.2. Adjudicating on any appeal against the decisions of the Race Direction.
  - 4.4.5.3. Must ensure that all parties concerned, as well as the Race Direction, receive notification of any judicial decision pronounced by the Steward as soon as possible.
  - 4.4.5.4. Will hear any appeals against decisions of the Race Direction.
- 4.4.6. The Steward may pronounce the following penalties provided, without prejudice:
  - 4.4.6.1. Warnings
  - 4.4.6.2. Time and/or point penalties
  - 4.4.6.3. Drop of positions
  - 4.4.6.4. Disqualification
  - 4.4.6.5. Suspension for a period not exceeding 30 days starting from the date of the offence
  - 4.4.6.6. Loss of right to participate in the Championship, which may be applied to one or more events
- 4.4.7. An appeal against the decision of the Race Direction may be lodged to the Steward. This appeal must be presented 30 minutes at the latest after the notification of that decision.

#### **4.5. Race Director**

- 4.5.1. The Race Director is appointed by Sierra Nevada Moto Championship.
- 4.5.2. If the nominated Race Director is prevented from arriving at the event in time, the Organizer may name a replacement.
- 4.5.3. The authority and duties of the Race Director include but are not limited to:
  - 4.5.3.1. Ensuring that the event is conducted according to the Regulations and reporting any infringement to the Race Direction.
  - 4.5.3.2. Adjudicating on any appeal against the decisions of the Race Direction.
  - 4.5.3.3. Must ensure that all parties concerned, as well as the Race Direction, receive notification of any judicial decision pronounced as soon as possible.
  - 4.5.3.4. Will hear any appeals against decisions of the Race Direction.
- 4.5.4. The Race Director may pronounce the following penalties provided, without prejudice:
  - 4.5.4.1. Warnings
  - 4.5.4.2. Time and/or point penalties
  - 4.5.4.3. Drop of positions
  - 4.5.4.4. Disqualification
  - 4.5.4.5. Suspension for a period not exceeding 30 days starting from the date of the offence
  - 4.5.4.6. Loss of right to participate in the Championship, which may be applied to one or more events

## **4.6. Race Direction**

- 4.6.1. The Race Direction is composed of the Delegate, the Race Director and the Steward.
- 4.6.2. Each Member has one vote. Decisions are based upon a simple majority. In the case of a tie, then the Delegate will exercise a casting vote.
- 4.6.3. The quorum for a meeting of the Race Direction is two persons.
- 4.6.4. The meetings of the Race Direction are chaired by the Delegate.
- 4.6.5. The Race Direction will meet at any time required during the event; at least before the first official practice session and at the end of each day of official practices and/or races.
- 4.6.6. The Race Direction will hear any protests that are lodged during the event.
- 4.6.7. The Race Direction has the competence to pronounce ex officio sanctions against riders, team staff, officials, promoters/organisers and all the persons involved in any capacity whatsoever in an event or in the Championship.
- 4.6.8. The authority and duties of the Race Direction are:
  - 4.6.8.1. To ensure the smooth and efficient running of the event.
  - 4.6.8.2. To approve all the official results of the event.
  - 4.6.8.3. To impose penalties for any infringements of the Regulations.
  - 4.6.8.4. To impose penalties for any voluntary or involuntary action or deed accomplished by a person or a group of persons during an event, contrary to the current Regulations or instructions given by an official of the event.
  - 4.6.8.5. To impose penalties for any corrupt or fraudulent act, or any action prejudicial to the interests of the events or of the sport, carried out by a person or a group of persons occurring during an event.
  - 4.6.8.6. To impose penalties on organisers for having been unable to ensure the smooth and efficient running of the event or for serious breaches of the Regulations.
  - 4.6.8.7. To adjudicate on any protest relating to infringements of the Regulations.
- 4.6.9. The Race Direction may pronounce the following penalties, without prejudice:
  - 4.6.9.1. Warnings

- 4.6.9.2. Time and/or point penalties
  - 4.6.9.3. Drop of positions
  - 4.6.9.4. Disqualification
  - 4.6.9.5. Suspension for a period not exceeding 30 days starting from the date of the offence
  - 4.6.9.6. Loss of right to participate in the Championship, which may be applied to one or more events
- 4.6.10. Any person or organisation affected by a disciplinary decision of the Race Direction has the right to appeal this decision. This appeal must be presented 30 minutes at the latest after the notification of that decision.

## **4.7. Race Direction Meetings**

- 4.7.1. During its first meeting, the Race Direction shall approve the following matters:
  - 4.7.1.1. Amendments, if any, after the opening date for entries verifying that all the riders and participants engaged have been informed thereof.
  - 4.7.1.2. Report stipulating that all riders and participants entered have duly completed the official entry form.
  - 4.7.1.3. Report from the Race Direction showing all steps to be taken to ensure the orderly running of the event.
  - 4.7.1.4. Report and control of the safety standards of the event;
  - 4.7.1.5. Control and approve any amendments of requests of extra safety measures as mentioned in the inspection report.
  - 4.7.1.6. Control of the official permission from the local authorities to run the event and of the third-party insurance policy of the organiser.

#### **4.8. Publication of Decisions**

- 4.8.1. All decisions necessary for the running of the event as well as the results must be notified as soon as it is reasonably possible.
- 4.8.2. Any judicial decision pronounced by the Race Direction or the Stewards must be notified to the party (parties) involved directly at the venue of the event.
- 4.8.3. Notification of a decision shall:
  - 4.8.3.1. State the names of the Members of the Race Direction and Steward.
  - 4.8.3.2. State the name(s) of the party (parties) involved.
  - 4.8.3.3. State the reasons for the action taken/protest.
  - 4.8.3.4. State the articles to which the action taken/protest relates.
  - 4.8.3.5. State any additional information obtained during the hearing;
  - 4.8.3.6. State the decision of the Race Direction/Steward and its evidence and brief reasons.
- 4.8.4. In the case of the following infractions (statements of fact to which no protest is possible), the notification of a decision shall be different:

#### **Any time during the event:**

<b>Offence</b>	<b>Penalty</b>
Cutting the course:	Disqualification from the respective Practice/Race
Entering the pit lane by the exit:	Disqualification from the respective Practice/Race
Non-conformity of the rider's motorcycle:	Disqualification from the respective Practice/Race
Non-respect of the waved yellow flag(s) / First offence during an event:	Loss of 2 positions in the respective Practice/Race (*)
Non-respect of the waved yellow flag(s) / Any additional offence during an event:	Loss of 5 positions in the respective Practice/Race (*)

**Any time during the event (Cont'd):**

<b>Offence</b>	<b>Penalty</b>
Radio communication between a rider and his team:	Disqualification from the respective Practice/Race
Receiving any assistance to control, restart or repair the motorcycle along the course (except in the pit lane):	Disqualification from the respective Practice/Race
Receiving any assistance on the course other than from a marshal in the interest of safety (except in the pit lane):	Disqualification from the respective Practice/Race
Refueling on the course:	Disqualification from the respective Practice/Race
Receiving signals along the course (except from the pit lane box):	Disqualification from the respective Practice/Race
Stopping to consult with others on the course (except in the pit lane):	Disqualification from the respective Practice/Race

(\*) Positions and points corresponding to the new position in case of a race awarding points.

**On the pre-starting grid:**

<b>Offence</b>	<b>Penalty</b>
Arriving late in the pre-starting grid zone (cut-off point: 1 minute after the start of the Warm-Up lap):	Loss of participation in the Warm-Up lap and starting position in the respective race and obligation to take the start from the pit lane

**On the pre-starting grid (Cont'd):**

<b>Offence</b>	<b>Penalty</b>
Riders who have mechanical problems, cannot start or stall their engine (before the start of the Warm-Up lap):	Loss of participation in the Warm-Up lap and starting position in the respective race and obligation to take the start from the pit lane

**During the Warm-Up Lap:**

<b>Offence</b>	<b>Penalty</b>
Entering the pit lane:	Loss of starting position and obligation to take the start from the pit lane
Riders who encounter mechanical problems:	Loss of starting position and obligation to take the start from the pit lane
Stopping anywhere on the course to do a practice start:	Loss of starting position in the respective race and obligation to take the start from the back of the starting grid

**During the Start Procedure (After the Warm-Up lap):**

<b>Offence</b>	<b>Penalty</b>
Anticipating the start:	15 second time penalty to be added to the rider's total racing time at the end of the race in question.
Not following the instructions of an official	Disqualification from the respective Race

**During the Start Procedure (After the Warm-Up lap) (Cont'd):**

<b>Offence</b>	<b>Penalty</b>
Riders who encounter mechanical problems or stall their engine and cannot start their engine in reasonable time:	Loss of starting position in the respective race and obligation to take the start from the back of the starting grid

**During the Race:**

<b>Offence</b>	<b>Penalty</b>
Leaving the course and gaining an advantage without gaining any position:	Loss of 1 position in the respective Race
Leaving the course and gaining an advantage and/or positions	Loss of 1 position plus the number of positions gained in the respective Race
Not using the Joker Lane or use it more than one time (SuperFinal)	Loss of 5 positions in the results of the "SuperFinal"

**In the case of a Re-Start:**

<b>Offence</b>	<b>Penalty</b>
Not succeeding in bringing the motorcycle in the starting grid:	Disqualification from the respective Race

In the above-mentioned cases, the following procedure will apply:

- a) The official results will be modified accordingly, with mention of rider(s) concerned and the imposed penalty.
- b) The rider can appeal the decision within 30 minutes after the publication of the results.

#### 4.9. Official Signals / Lights

- 4.9.1. Lights for official signals must be clearly visible
- 4.9.2. Official light signals shall be given as follows:

<b>Light Signals</b>	<b>Meaning</b>
Red light, switched on (At the start)	The start will be given within the next 5 seconds.
Red light, switched off (at the start)	Start

#### 4.10. Official Signals / Flags

4.10.1. The flags (and number boards below) for official signals shall be provided by the Organiser:

##### 4.10.1.1. Red Flag

Flag Signals	Meaning
Red flag	All riders must come to an immediate stop as safely as possible. Proceed as directed by officials to the pit lane.

4.10.1.1.1. All false starts must be indicated by waving a red flag

4.10.1.1.2. The red flag is superior to all flags

##### 4.10.1.2. Yellow Flag

Flag Signals	Meaning
Yellow flag, held stationary	Danger, ride cautiously
Yellow flag, waved	Great danger, prepare to stop, no overtaking. A significant reduction in speed must be observed; therefore, jumps should not be attempted

4.10.1.2.1. The waved yellow flag is superior to the stationary yellow flag.

##### 4.10.1.3. Black Flag

Flag Signals	Meaning
Black flag and a board with a rider's number on it	Rider in question to stop racing and leave the circuit using the pit lane or access from the circuit to the paddock.

#### 4.10.1.4. Blue Flag

Flag Signals	Meaning
Blue flag, waved	Warning, you are about to be lapped. Hold your line.

#### 4.10.1.5. Green Flag

Flag Signals	Meaning
Green flag	The green flag will be used for starting the Race whenever it is not possible to start by means of the start light procedure.

#### 4.10.1.6. White Flag

Flag Signals	Meaning
White flag	Signifies the last lap of the race.

4.10.1.6.1. The white flag is a courtesy and may not be displayed.

#### 4.10.1.7. Black and White Chequered Flag

Flag Signals	Meaning
Black and white chequered flag	End of the practices, the qualifications, the warm-up, the race.

4.10.1.8. Whenever several flags are displayed in the same area, the superior flag always takes precedence over the other flag(s).

4.10.1.9. The non-respect of the waved yellow will be considered as a statement of fact to which no protests are possible.

## **5. RUNNING OF THE EVENT**

### **5.1. Administrative Control**

- 5.1.1. Riders entered in an event may be required to present their entry form during an administrative control carried out by the Race Direction.
- 5.1.2. The Race Direction must also verify that there is nothing to prevent a rider from participating in the event, e.g. injury, suspension, disqualification, or any other ban on riding.
- 5.1.3. The confirmation of administrative control must be presented during the first Race Direction meeting

## **5.2. Preliminary Technical Verifications**

- 5.2.1. Prior to practice, a technical control must be carried out in accordance with the fixed Regulations and/ or the Supplementary Regulations of the event.
- 5.2.2. The technical verifications must be held on the site of the event.
- 5.2.3. The rider and/or the mechanic and/or the team manager must attend the Technical Verifications
- 5.2.4. During these technical verifications, a rider must present for verification his helmet and body protection equipment.
- 5.2.5. A rider may be required to provide and sign a written declaration asserting the conformity of certain parts of his motorcycle.
- 5.2.6. During the event and per class, riders are allowed to use only those motorcycles presented at technical control.
- 5.2.7. The motorcycle's front and side number plates must display the SMC logos.
- 5.2.8. Each rider must present one motorcycle in his name and number at technical control.
- 5.2.9. "On-board" cameras and associated equipment from the promoter as well as transponders are not considered as telemetry.
- 5.2.10. At any point in time during the event:
  - 5.2.10.1. No rider shall be allowed to compete on any other motorcycle than the one(s) that has(have) been presented at technical control in his name and number.
  - 5.2.10.2. On request of the Race Direction, a rider must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.
  - 5.2.10.3. A rider will be responsible for keeping his motorcycle(s) and/or equipment in conformity with the rules.
  - 5.2.10.4. Data provided by a rider/motorcycle may be used for investigation purposes. The Race direction has the right to review these data. Any data reviewed by the Race Direction must remain strictly confidential.
  - 5.2.10.5. The Race Direction can disqualify a motorcycle of which the construction or condition is considered to be or may become a source of danger.

### **5.3. Special Medical Examination**

- 5.3.1. At any time during an event, at the request of the Medical Officer, Race Director, Steward or Delegate, a special medical examination may be carried out by the Medical Official.
- 5.3.2. Any rider who refuses to submit themselves to such special medical examination will immediately be excluded from competition

#### **5.4. Circuit Control**

- 5.4.1. A circuit control will be carried out by the Race Direction the day of Free Practices
- 5.4.2. If deemed necessary, a second circuit control can be carried out.
- 5.4.3. If the Medical Officer is not present, the Race Direction must be prepared to discuss any topics related to the medical set-up around the track: positions and number of staff for each ground post, evacuation of injured riders, etc.
- 5.4.4. Race direction must be prepared to discuss any topics related to the flag marshals: number of marshals, positions, etc.

## **5.5. Filming with “On-Board” Cameras**

- 5.5.1. Riders may be required by the Promoter to carry “on-board” cameras. In that case, the Promoter must provide the names of the riders who will be carrying “on-board” cameras to the Race Director.
- 5.5.2. The Promoter will assume full responsibility in case of any incidents in connection with the use of these cameras.
- 5.5.3. When a motorcycle is equipped with an “on-board” camera, the cameras and associated equipment must be carried during the entire event, from the practice sessions until the end of the event.
- 5.5.4. Cameras and other equipment will be supplied to the designated riders/teams in due time before the first practice.
- 5.5.5. Riders/teams must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the equipment.

## **5.6. Rider's Meeting**

- 5.6.1. It is the responsibility of each rider and team to attend the start procedure demonstration, be aware of all information given and follow all instructions issued in the meeting.

## **5.7. Practice**

- 5.7.1. Participation in the Practice is optional. Riders may use the “Joker Lane” during the Free Practices.
- 5.7.2. Riders must start Practice from the pit lane.
- 5.7.3. Mass starts are forbidden.
- 5.7.4. Practice must be timed, with the results displayed on the monitors
- 5.7.5. Riders present will be allocated to groups by class during Practice

## **5.8. Practice Starts**

- 5.8.1. Practice starts are allowed at the end of the Practice and Warm-Up sessions.
- 5.8.2. Practice starts can be made only in the designated start practice zone, when it is safe to do so and off the racing line.
- 5.8.3. A “Practice Start Zone” board will be placed on the side of the track indicating the start practice zone, which will be off the racing line, on the side opposite to the normal racing line.
- 5.8.4. It is prohibited to make any practice starts during the compulsory Warm-Up lap before a Race.
- 5.8.5. At the end of the Free Practice or Warm-Up, the rider passes the chequered flag. He continues at a steady speed until he reaches the “Practice Start Zone” board.
- 5.8.6. Yellow flags will be waved at the flag marshal post(s) before the practice start zone, to alert riders that there may be motorcycles ahead, at a halt and ready to do practice starts.
- 5.8.7. Riders may make a practice start only when there are no stationary motorcycles in front of them. The riders most forward in the practice start zone make their starts first, followed by the riders behind them, and so on.
- 5.8.8. One practice start only per rider is allowed in each practice start zone. It is prohibited to make a practice start, then stop further up the track and make another practice start in the same zone.
- 5.8.9. Once the rider has made his practice start, he continues to the exit of the track.
- 5.8.10. Riders who do not wish to make a practice start continue slowly on the racing line on the side of the track opposite to the practice start zone and proceed to the exit of the track.

## **5.9. SuperPole**

- 5.9.1. Riders are not allowed to use the “Joker Lane” during the SuperPole sessions
- 5.9.2. If, for any reasons, a rider does not score any result, he will be placed last on the starting grid for “RaceOne” and the “FastRace”. If several riders are concerned a ballot will decide upon their starting position for “RaceOne” and the “FastRace”.
- 5.9.3. If, for unforeseen reasons, no qualification results are obtained at all before the Warm-Up, then the latter may be treated as a SuperPole session for the “FastRace”.
- 5.9.4. The riders must always start the SuperPole session from the exit of the pit lane, one by one under the authority of the Race Direction.
- 5.9.5. Each rider will be allowed 7 minutes.
- 5.9.6. The results of each rider’s timed lap of the “SuperPole” will determine starting positions for “RaceOne” and the “FastRace”. In case of ties, their Practice results will be taken into consideration.
- 5.9.7. The fastest rider of the “SuperPole” will obtain one (1) point for their respective Championship

## **5.10. Warm-Up**

- 5.10.1. Participation in the Warm-Up is optional. Riders may use the “Joker Lane” during the Warm-Up.
- 5.10.2. Riders must start each Practice session from the pit lane.
- 5.10.3. Mass starts are forbidden.
- 5.10.4. Riders present will be allocated to groups by class during Warm-Up

## 5.11. Races

- 5.11.1. Sierra Nevada Moto Championship Races will run according to the following model:

<b>Race</b>	<b>Riders Positions</b>	<b>Results</b>
"RaceOne" (*)	1 to 20	Score Championship Points
"FastRace"(**)	1 to 20	Score Championship Points
"SuperFinal"(*)	1 to 20	Score Championship Points

(\*) x laps/approximately 20 minutes of racing, no more than 20 laps

(\*\*) x laps/approximately 10 minutes of racing, no more than 10 laps

- 5.11.2. The riders must use the "Joker Lane" one time and one time only during the "SuperFinal". Failing to do so by a rider will be sanctioned with a loss of 5 positions for that rider in the results of the "SuperFinal" in question.
- 5.11.3. The starting positions for "RaceOne" and the "FastRace" are based on the results of the "SuperPole".
- 5.11.4. The starting positions for the "SuperFinal" are based on the results of the "FastRace".
- 5.11.5. Each row on the starting grid will count 3 positions.

## **5.12. Starting Grid Procedure**

### **5.12.1. 5 minutes before the start of the Warm-Up lap**

- 5.12.1.1. The entrance to the pre-starting grid is open
- 5.12.1.2. Adjustments/Repairs to the motorcycles can be made. Refueling is forbidden
- 5.12.1.3. Only the riders, their team manager, mechanics and the essential officials are allowed on the pre-starting grid.
- 5.12.1.4. If a rider stalls their engine, they may attempt to restart

### **5.12.2. Warm-Up lap**

- 5.12.2.1. There will be a sound or whistle signal
- 5.12.2.2. Steward will allow riders on to track for pre-race Warm-Up lap
- 5.12.2.3. Stopping on the course and practice starts are not allowed
- 5.12.2.4. If a rider stalls their engine, they may attempt to restart within a reasonable time

### **5.12.3. 1 minute after the start of the Warm-Up lap**

- 5.12.3.1. The entrance to the track from the pre-starting grid is closed, riders arriving late will forfeit their Warm-Up lap and start the race from the pre-starting grid.
- 5.12.3.2. Any rider who encounters mechanical problems during the Warm-Up lap must go to the pit lane and make repairs. If able to restart the engine, they must start the race from the pre-starting grid.

### **5.12.4. At the end of the Warm-Up lap**

- 5.12.4.1. The Steward will stand at the front of the starting grid displaying a red flag
- 5.12.4.2. On returning to the grid the riders must take their position in an orderly way with the front wheel of their motorcycle up to the line defining their starting grid position and keep the engines running.
- 5.12.4.3. One mechanic per rider may assist rider into starting grid position
- 5.12.4.4. When all riders have taken their starting position, the Steward will signal the race start sequence to start
- 5.12.4.5. If by 1 minute before the start, all the riders are not in their starting position, the Race Director may order the start to go ahead.
- 5.12.4.6. Any rider who arrives back from the Warm-Up lap after the

Steward has given the signal to begin the start procedure will be considered a "late arrival".

- 5.12.4.7. Late arriving riders at the grid will lose their initial position at the starting grid and must take a position at the rear of the grid. They have to stop behind the Steward and start the race from there (the row following the last row of riders).
- 5.12.4.8. If a rider has mechanical problems or stalls their engine at the starting grid, they have to remain on their motorcycle and raise their arm. It is not permitted to attempt to delay the start by any other means
- 5.12.4.9. Any rider who is unable to start their motorcycle within a reasonable time, has to obey the instructions of the officials and push their motorcycle to the back of the starting grid. If they still succeed in starting the engine, they have to take the start from this position.
- 5.12.4.10. Riders who do not succeed in returning to the starting grid or pit lane before the start of the race will be disqualified from the race in question.

### **5.13. Start Procedure (With Lights)**

5.13.1. Red lights will be used during the start procedure

#### **5.13.2. 5 seconds before the start**

5.13.2.1. The Steward moves to the side of the track, holding up the red flag.

5.13.2.2. The Steward puts down the red flag and the start light sequence begins

5.13.2.3. A red light will be displayed for between 2 and 5 seconds. The red light will go out to start the race.

5.13.2.4. Riders still in the pit lane have to wait until the marshal situated at the exit, upon a signal from the Race Director, lowers the red flag in order to authorize any riders still in the pit lane to leave.

5.13.2.5. Riders who have not succeeded in returning to the starting grid or pit lane before the start of the race are disqualified from the race in question.

## **5.14. Start Procedure (With Flags)**

- 5.14.1. Whenever it is not possible to start the race by means of the red lights, flags will be used to give the start.
- 5.14.2. The same start procedure (as mentioned in 5.12) will be maintained until 15 seconds before the start of the race
- 5.14.3. **15 seconds before the start**
  - 5.14.3.1. The Steward moves to the side of the track, holding up the red flag.
  - 5.14.3.2. The Steward puts down the red flag and the start sequence begins
  - 5.14.3.3. Finally, the Steward holds up the green flag. They will lower the green flag between the next 5 and 10 seconds upon which the race starts.
  - 5.14.3.4. Riders still in the pit lane have to wait until the marshal situated at the exit, upon a signal from the Race Director, lowers the red flag in order to authorize any riders still in the pit lane to leave.
  - 5.14.3.5. Riders who have not succeeded in returning to the starting grid or pit lane before the start of the race are disqualified from the race in question.

## **5.15. Anticipated Start**

- 5.15.1. Anticipation of the start is defined by the motorcycle moving forward when the red lights are on or when the green flag has not been lowered yet.
- 5.15.2. Upon recommendation of the Race Director, the rider(s) concerned will be penalised by the Race Direction with a time penalty of 15 seconds which will be added to their total racing time at the end of the Race in question, irrespective of the number of the laps they have completed.
- 5.15.3. The rider(s) in question will be shown a board displaying “JUMP START” with their starting number during 3 laps at the finish line

## **5.16. Stopping of a Practice Session**

- 5.16.1. The Race Director is authorised to prematurely stop a Practice session (Practice or Warm-Up) for urgent and/or safety reasons or other cases of “force majeure”
- 5.16.2. A red flag will be displayed to the riders.
- 5.16.3. The riders will come to a complete stop and then follow instructions of officials.
- 5.16.4. The Practice session will be continued as soon as possible, upon the discretion of the Race Director, time, conditions and weather permitting. In all cases, every attempt will be made to run the total duration of the session in question.
- 5.16.5. The rider(s) deemed at fault for the stopping of the Practice, Qualifying or Warm-Up may be excluded by the Race Direction from taking part in the remainder of the session.

## **5.17. Stopping of a Race**

5.17.1. The Race Director is authorised to prematurely stop a Race for urgent and/or safety reasons or other cases of “force majeure”.

5.17.2. In that case, a red flag will be displayed to the riders:

### **5.17.2.1. Before 2 laps have been completed**

5.17.2.1.1. If a Race is stopped before 2 laps have been completed, there will be a complete restart.

5.17.2.1.2. They must follow the instructions of the officials and go directly to the pit lane where they can receive assistance. Changing of motorcycles is not allowed

5.17.2.1.3. A restart will take place as soon as possible at the discretion of the Race Director.

5.17.2.1.4. Riders who were present at the starting grid for the initial start of the Race but were unable to start and who did not join the Race before the red flag was displayed are not authorised to take part in the restart.

5.17.2.1.5. Only riders who are “on track” (actively taking part in the Race or who are involved in a racing incident) at the moment of the stopping of the Race will be allowed in the restart. Riders who have returned to the paddock are excluded from taking the restart.

5.17.2.1.6. The rider(s) deemed being at fault for the stopping of the Race may be excluded from taking the restart.

5.17.2.1.7. Before the restart, riders must make a compulsory warm-up lap.

### **5.17.2.2. After 2 laps and before 50% of the race distance has been covered**

5.17.2.2.1. If a Race is stopped after 2 laps and before 50% of the race distance has been covered, there will be a restart with 50% of the total race laps.

5.17.2.2.2. They must follow the instructions of the officials and go directly to the pit lane where they can receive assistance. Changing of motorcycles is not allowed

5.17.2.2.3. A restart will take place as soon as possible at the discretion of the Race Director.

5.17.2.2.4. Riders who were present at the starting grid for the initial start of the Race but were unable to start and who did not join the Race before the red flag was

- displayed are not authorised to take part in the restart.
- 5.17.2.2.5. Only riders who are “on track” (actively taking part in the Race or who are involved in a racing incident) at the moment of the stopping of the Race will be allowed in the restart. Riders who have returned to the paddock are excluded from taking the restart.
  - 5.17.2.2.6. The rider(s) deemed being at fault for the stopping of the Race may be excluded from taking the restart.
  - 5.17.2.2.7. Before the restart, riders must make a compulsory warm-up lap.
- 5.17.2.3. After 50% of the race distance has been covered**
- 5.17.2.3.1. If a Race is stopped after 50% of the racing distance has been covered, the race will be considered complete and full championship points will be awarded.
  - 5.17.2.3.2. The finishing order will be based on the placing of the riders in the lap before the red flag was displayed.
  - 5.17.2.3.3. Any rider who has not used the “Joker Lane” yet will be penalised by 5 positions in the results of the Race in question. If the “Joker Lane” shortens the course and is considered an advantage, then no penalty will be applied.
  - 5.17.2.3.4. The Race Direction may place rider(s) deemed at fault for the stopping of the Race behind riders having completed an equal or greater number of laps.

## **5.18. Crossing of the Finish Line**

- 5.18.1. After having crossed the finish line, riders must continue at a race speed until safe to slow down. Slowing down abruptly or stopping in the area is not allowed unless it is ordered by an official.

## **5.19. Results / Procedure**

- 5.19.1. The winner of a race is the rider who crosses the finish line first.
- 5.19.2. Races are officially ended at the completion of the lap at which the chequered flag is displayed to the winner.
- 5.19.3. The time at which a motorcycle's transponder crosses a control line shall be registered at the moment the foremost part of the motorcycle crosses the line.
- 5.19.4. When crossing control lines, the rider must always be in contact with the motorcycle
- 5.19.5. All the riders participating in a Race will be classified in order of finish and number of laps completed; i.e. all riders finishing on the same lap as the winner will be classified in the order they cross the finish line, followed by riders with one less lap, then two laps and so on. Riders must cross the finish line within 5 minutes of the arrival of the winner, i.e. riders have 5 minutes to complete the lap or it will not be counted in their result. The procedure to determine the classification in the results of riders who do not complete the lap within 5 minutes after the arrival of the winner will be according to the number of laps completed, and in the event of a tie, according to their finishing order at the end of the preceding lap.
- 5.19.6. If the chequered flag is mistakenly displayed later than the official time/distance, the finishing order shall be determined by the running order at the official time/distance.
- 5.19.7. Under any other circumstances, such as a mistaken display of the chequered flag before the official time/distance, the finishing order shall be determined by the running order at the time the chequered flag is displayed.
- 5.19.8. All results must be approved by the Race Direction.
- 5.19.9. The results will not become official until the time limits for protests have elapsed.
- 5.19.10. If a protest is lodged, the results will not become official until a decision is taken by the competent body.
- 5.19.11. If an appeal is lodged against the decision of the Race Direction, the results cannot be considered as definitive until a final decision has been taken by the competent body.

## 5.20. Results / Awarding of Points

5.20.1. Points will be awarded to riders according to the following scale:

### “SuperPole”

1 point to the fastest

### “Race 1” / “FastRace”

25	points to the	1st	10	points to the	11th
22	points to the	2nd	9	points to the	12th
20	points to the	3rd	8	points to the	13th
18	points to the	4th	7	points to the	14th
16	points to the	5th	6	points to the	15th
15	points to the	6th	5	points to the	16th
14	points to the	7th	4	points to the	17th
13	points to the	8th	3	points to the	18th
12	points to the	9th	2	points to the	19th
11	points to the	10th	1	point to the	20th

### “SuperFinal”

30	points to the	1st	10	points to the	11th
25	points to the	2nd	9	points to the	12th
20	points to the	3rd	8	points to the	13th
18	points to the	4th	7	points to the	14th
16	points to the	5th	6	points to the	15th
15	points to the	6th	5	points to the	16th
14	points to the	7th	4	points to the	17th
13	points to the	8th	3	points to the	18th
12	points to the	9th	2	points to the	19th
11	points to the	10th	1	point to the	20th

## **5.21. Results / Final Standings**

- 5.21.1. The winner of the event is the rider who has obtained the most points; the runner-up will be the rider who has obtained the second-best number of points, and so on, irrespective of the number of “SuperPoles” and races they have finished.
- 5.21.2. If a tie exists, the points scored in the “SuperFinal” will determine the order of placing in the final standings of the event of those riders who scored points.
- 5.21.3. These results will be completed with those riders who have not scored any points. They will be ranked by adding their positions in the Races. Of these riders, the rider who has obtained the smallest overall placing will be placed first behind those riders who have scored points. He will be followed by the 2nd placed non-point scoring rider; and so on.
- 5.21.4. These results will be completed by adding those riders who did not obtain three results, then the riders who did not obtain two results, always according to the same principle.
- 5.21.5. If a tie exists, the position in the “SuperFinal” will determine the order of placing in the final standings of the event of those riders who did not score any points.

## **5.22. Awards Ceremony**

- 5.22.1. An Awards Ceremony must be held at each event, conditions and time permitting.
- 5.22.2. The top three positions in the overall standings in the event must take part in the Awards Ceremony. Any non-respect of this rule by the riders may be penalised by the Race Direction.
- 5.22.3. At each event, the Awards Ceremony for the riders will be after the last Race on Sunday.

### **5.23. Protests / Appeals**

- 5.23.1. Any person or group of persons (rider, team, official, etc.), recognised by the Race Direction and concerned by a decision, may ask for redress for the consequences of that decision.
- 5.23.2. All protests must be lodged to the Race Direction.
- 5.23.3. Generally, protests against the eligibility of a rider, team or a motorcycle entered, must be made before the start of the official practice.
- 5.23.4. Any other protests must be lodged immediately after the reason for the protest is known.
- 5.23.5. Protests against results must be presented within 30 minutes following the announcement of the results.
- 5.23.6. If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional deposit of \$150. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.
- 5.23.7. Protests to the Race Direction must be handed over to a member of the Race Direction who must note the time at which the protest was handed over to him on the document.

## **5.24. Special Medical Examination**

- 5.24.1. At any time during an event, at the request of the Race Direction, a special medical examination may be carried out by an Official Doctor, or another doctor nominated by the Chief Medical Officer.
- 5.24.2. Any rider who refuses to submit themselves to such Special Medical Examination will immediately be excluded from the event, and his case to the Race Direction.

## 6. Rule Book Revision Log

<b>Date</b>	<b>Section</b>	<b>Change Summary</b>
Aug 29, 2025	1.3.2	Adjusted duration per session
Aug 29, 2025	1.3.3	SM3 moved from Group B → Group C
Aug 29, 2025	1.3.4	Adjusted race durations for RaceOne, FastRace, SuperFinal; removed maximum lap counts
Aug 29, 2025	5.9.5	SuperPole updated from guaranteed laps → timed session