

# **ESKC Scottish Supermoto 2010 Championship Conditions**

## **Please read carefully:**

**All rules pertained in this document are to be strictly adhered to; failure to do so may lead to exclusion from the race meeting and/or further race meetings. Repetitive incidents may lead to the person in question being expelled from the club and membership revoked.**

For 2010 the standing regulations as per AMCA handbook for supermoto/motocross will form the basis of our regulations along with the items within this document. In addition to this any further rules or rule changes will be displayed on the entry forms. It is your responsibility to be aware of the rules within the AMCA and ESKC clubs and how they affect you.

Races will all be of 15 mins + 1 lap in duration and points will be awarded as below. Only AMCA and ESKC club members will be allowed to race and score championship points at the meetings and must show their membership card at signing on. Day memberships will be available on request (one time only at £15 (AMCA) +£15 (ESKC); this request should be advised to a committee member a minimum of 1 week prior to the race meeting.

Saturday trophies will be awarded for the 1<sup>st</sup> – 3<sup>rd</sup> place in the S3 class and 1<sup>st</sup> – 3<sup>rd</sup> in the open class the open class is not for any championship.

Sunday trophies will be awarded 1<sup>st</sup> – 3<sup>rd</sup> in the S1 & S2 class prize money will be awarded to the top three overall points scorers on the day. S3 riders may participate on Sunday and score points in the Overall championship standings only. All classes must have more than one rider to receive any awards. Consideration will be made to run a road based tar only class if the required min numbers of entry's are received in advance of the meeting (6 riders)

A vet's class will be run and scored separately out with the main championship a trophy and 1-3 awards will be presented at the end of the season. To qualify you must be 40 or over by 01/01/2010. A DRZ class will also be run and scored out with the main championship with an overall champion declared at the end of the season.

The total points will be added together for each of the championships described above over the season's race meetings. A club champion for each class will be announced. Trophies will be presented at the annual club dinner at the end of the year. There will be a total of 6 rounds in the class championships.

## **Race Format**

Each rider entering a championship event will participate in 1 x timed qualifying practice; each rider will also be entered into a minimum of 3 races.

Each competitor must complete at least 3 laps of qualifying timed practice. Grid positions will be determined by the time achieved in the timed qualifying sessions. This will be the rider's grid position for the remainder of the day. Anyone attempting to gain an advantage by moving 'up' the grid will be disqualified. If for any reason sessions are disrupted or cannot be run we will run heat races which will be seeded by the rider's championship position the grid position for these heats will be by pulling a number from a bag. A last chance qualifier (LCQ) will be run after the heats with the winner getting the final grid position. The total number racing in each group will be decided prior to the heats and one grid place will be held for the LCQ, grid positions for this will be from the hat only riders that wish to race in the LCQ need do so it will be a sprint of 4 laps. Any rider's grid position that is not filled will remain empty.

Superpole may be introduced at certain rounds which will consist of normal timed practice with the fastest 6 going through to 1 flying lap against the clock. Grid positions will be determined by these times (no exceptions). The remainder of the riders will be on the grid with ref to their 30 min qualifying time. We also hold the option to time everyone over a superpole lap and the grid will be mad up from fastest to slowest.

Saturday racing will be run in the format of S3 race, open race, XP (track day entry's if applicable), tar only. With maximum of 15 in each group (if we have a higher entry this may change). If more than 30 riders in total a C race may be added. Sunday will be A' & B' format only.

Riders will form on the dummy grid 5 mins prior to the start of their race there will be a tannoy announcement which it is the riders own responsibility to listen for. The dummy grid will close 5 mins prior to the start of the race anyone not there will start from the back of the grid. When running anti clock wise, once all bikes have left the dummy grid they will travel to the starting grid where they will be stopped by the start marshals once everyone is assembled there will be one warm up lap. When running clock wise, once all bikes have left the dummy grid they will travel almost one full lap to the starting grid where they will assemble in their starting positions once everyone is assembled the race will start. Anyone who is not on the dummy grid by the time all the bikes leave will not be allowed a warm up lap and will only be allowed to leave from the dummy grid to start the race at the grid marshals' discretion once all bikes are clear of the starting grid and the race is underway. There may also be the option at the COC discretion for the rider to join the back of the grid from the exit lane.

During the race the time will be counted down and a last lap board shown to the leaders, the race will end with a chequered flag to the winner. All riders must complete one further lap once they pass the chequered flag at a slowed pace.

Any rider who is deemed to have been cutting the course and gaining any advantage will be excluded from the results of the race in which the infringement occurred; COC will have the final say on the matter.

If any race is red flagged after 10 mins racing it will be classed as a result the positions will be taken from count back of the last completed lap. Any rider found to have caused the red flag will be excluded from the results any other competitor involved may re-start at the COC's discretion. If the race has been over less than 70% of the total distance it will be re-run the rider involved in the incident may start from the back of the grid if deemed fit to start.

On a red flag riders will complete the lap at walking pace, leave the track by the nominated route and wait in the dummy grid until advised by the marshal. If the race is to re start the same routine will be applicable as per a normal race start. The re-run race will be over 10 mins.

All track set ups will be 15 mins + 1 lap.

### Classes

There will be four classes for the series which will allow all bikes within the AMCA Supermoto regulations to compete. Points will be scored on a sliding scale as below. This will determine the overall club class champions for the year. The championship classes will be Overall, S1, S2 & S3. Tar based riders will race for a championship also but this will be a club only championship and named ESKC Tar chamion. Riders can change classes throughout the year but points are non transferable. The overall championship will have no classes and will be run in the same qualifying and racing format. There will also be The Saltire Cup which will be for Suzuki DRZ bikes points for this class will score separately with the rider with the highest points at year end receiving the trophy.

### Points Overall Club Championship

#### A & B Group Race

1 <sup>st</sup>	50	2 <sup>nd</sup>	47	3 <sup>rd</sup>	44	4 <sup>th</sup>	41	5 <sup>th</sup>	38	6 <sup>th</sup>	35
7 <sup>th</sup>	32	8 <sup>th</sup>	29	9 <sup>th</sup>	26	10 <sup>th</sup>	23	11 <sup>th</sup>	20	12 <sup>th</sup>	18
13 <sup>th</sup>	15	14 <sup>th</sup>	13	15 <sup>th</sup>	11	16 <sup>th</sup>	9	17 <sup>th</sup>	8	18 <sup>th</sup>	7
19 <sup>th</sup>	6	20 <sup>th</sup>	5	21 <sup>st</sup>	4	22 <sup>nd</sup>	3	23 <sup>rd</sup>	2	24 <sup>th</sup>	1

## Classes

There will be an S1, S2 & S3 and tar based class along with a DRZ class for the series which will allow all bikes within the club / AMCA Supermoto regulations to compete in this championship.

### Class Championship Points S1, S2 & S3 also Saltire Cup / Vet's class / Tar class

1 <sup>st</sup>	25	2 <sup>nd</sup>	20	3 <sup>rd</sup>	18	4 <sup>th</sup>	16	5 <sup>th</sup>	14	6 <sup>th</sup>	12
7 <sup>th</sup>	10	8 <sup>th</sup>	8	9 <sup>th</sup>	6	10 <sup>th</sup>	4	11 <sup>th</sup>	2	12 <sup>th</sup>	1

A championship table will be compiled after each meeting which will show riders overall current championship standing.

A presentation will take place at the end of the day awarding the top three riders from each class Overall, S1, S2, S3 and first rider in tar class..

A transponder must be run to score points as well as the rider being a club member. To qualify for points a rider must complete 70% of the race.

**The club reserves the right to change the Rules and Regulations as / if required.**

### Supplementary rules and regulations

East of Scotland Kart Club, hereinafter referred to as the "Club"

- a) Permitted Classes are: Supermoto S1, S2, S3 as per AMCA regs. The Saltire cup has its own rules as does the tar based class. Also a tar class which will have its own rules.
- b) Any Final instructions and/or changes will be issued on race day.
- c) Club Membership Cards and AMCA licences must be presented at signing on. The Club will not be held responsible for the repatriation of any competitor. As the Club is AMCA affiliated, an AMCA race licence will be required. Day AMCA membership and day club membership will be available if requested in advance.
- d) Race control will open for signing on and scrutineering at 0830hrs & Close at 09.30hrs prompt.
- e) Prior to signing on, riders should inspect the track and facilities. If during the meeting circumstances change, it will be the rider's decision as to their continuance, or otherwise, to compete.
- f) All competitors are required to sign on prior to scrutineering. The Clerk of the Course will call a Rider's meeting at approx 9.45am **Failure to attend will result in exclusion from the meeting** names will be recorded at the meeting. All competitors must complete 3 full laps of the track during practice.
- g) The Club reserves the right to refuse any entry and limit the total entry in any class Number plates: Race numbers must be placed and visible at all times from 3 points (front and 2 sides).
- h) Numbers will be advised along with final instructions on race day. 2009 championship riders will be given priority to ride with the number they ranked in the 2009 championship, this must be decided 4 weeks prior to round 1.
- i) Race order will be as per the official race programme, which will be available at signing on.
- j) Starts will be by clutch.
- k) Supermoto type tyres only shall be used, except for the tar class which will be road legal.
- l) The Club reserves the right, depending on entry, to cancel a class or run different classes together or to run heats for the same class. In either event, the Club reserve the right to alter the prizes accordingly.
- m) Machines failing a noise level test will be excluded from the meeting. **No exceptions. \*See note below**
- n) Any dishonoured cheque will be subject to a minimum charge of £100
- o) In the case of inclement weather, where possible, a decision will be taken on the running of the meeting. The Clerk of Course reserves the right to cancel or abandon the meeting as conditions dictate. He/She will also be responsible for the decision if the dirt section will be utilised or not.

- p) No paddock bikes or scooters of any description are allowed within the circuit or at the event. Competition machines must be pushed or ridden at walking pace when not on the track.
- q) Any rider causing a race to be red flagged may not be permitted to restart, clerk of course sole discretion.
- r) All dogs must be kept under control at all times.
- s) No engine to be started before 10.00am (unless at the request of the scrutineer).
- t) Transponders of type TRANX260 / TRANX160 **must be used**. There may be a small number available to hire on the day at a cost of £15. These will be on a first come first served basis; once the allocation is gone, it is the responsibility of the rider to source their own. **As a condition of hire; any person with a transponder hired that is not returned, lost or damaged agree to pay, in full, the sum of £180 which will cover the cost to the club of a replacement. This payment will be made prior to leaving the circuit on day of hire.** A transponder is required for grid positions and to score points, as these are determined by lap times. All riders are required to run a transponder or they start from the back of the grid.
- u) Trophies will be awarded from 1<sup>st</sup> to 3<sup>rd</sup> places for each class (S1, S2, S3 ) 1st for Tar based.
- v) All racing will be run as per Club/AMCA regulations.
- w) Entry forms for any championship race will be required to be completed in full and presented with the correct entry fee and membership cards at signing on. (Transponder hire of £15 will only be payable on the day). No exceptions. Entry fee £60 per race day or £100 per weekend which allows you to race as many classes as you want. This does not include day memberships of clubs or transponder rental fee.

**Additional Club Safety Regulations: If any of the safety regulations are NOT adhered to then you will not be able to race and there will be no financial refund. These are in addition to the AMCA rules which also must be fully complied to.**

- Oil in and Oil out securely lock wired. This will be heavily enforced due to the large numbers of bikes currently running without this being done. **ALL** fluids must be routed into a separate catch tank.
- Bush guards fitted to handle bars, axle and peg sliders must all be fitted
- Front and rear brake must be operational by separate means.
- Bike must be in good all round general condition.
- You must have and wear 1 piece leathers or fully zipped together 2 piece leathers WITH BACK PROTECTOR.
- You must wear either race boots or motocross boots & leather gloves must be worn.
- Your helmet must comply and have the ACU approved sticker applied.

**\*Noise regulations;** will be strictly adhered to and random noise checks will take place after each practice / race and anyone found to be in breach of these rules will score zero points and will not be allowed to participate in the meeting. They can come to the next meeting and noise test again etc and race if they comply, a second offence will see exclusion from the series. Noise rules will be as set down by the club.

**All bikes must comply with the club noise regulations in order to take part in any motorcycle event at Crail. This is a condition of ESKC membership and race entry. This rule will be enforced at all meetings and/or practice sessions. Any rider found on the track with a bike out with these limits will be asked to leave and will have their membership revoked. The max noise allowed during a static test is 92Db and on the track measured as per regulations must be below 100Db. The club will endeavour to provide a small number of DB Dawgs available for sale although these will be one size and may not fit your model. They will be available to hire on a first come first serve basis; once the allocation is gone, it's gone. It is the sole responsibility of the rider to ensure his/her bike is below the limits. DB Dawgs have been tested by the club and found to be the easiest way to cut noise to below the required limits.**

#### **Marshals;**

All riders will supply a marshal or be prepared to marshal themselves, a rota will be put in place and each rider will have a marshal point to cover throughout the day this will be less the more riders that are available. Racing will not start until all marshals are in place. Anyone who does not cover their marshal point will not be allowed into the following race and may be excluded from the

meeting. It is the rider's responsibility to find out where his marshal point is and in which races he needs to cover it.

### Timing for the day.

**Rough timeline for the days racing (at Crail), but please listen out for tannoy's if you miss the dummy grid you will start from the back or may not be allowed to start at all.**

**Anyone not attending the riders meeting will not race.**

### Weekend timing Guide

#### Saturday timetable

09:00 – 10:00 Signing on Scrutineering  
10:15 Riders Briefing  
10:30 Marshals Briefing  
11:00 S3 and open class 20 min qualifying  
11:30 Tar Based 20 mins qualifying  
12:00 A group race 1  
12:25 B group race 1  
12:50 Tar Based Race 1  
13:10 Lunch  
13:45 A group race 2  
14:10 B Group race 2  
14:35 Tar Based Race 2  
15:00 A Group race 3  
15:25 B Group race 3  
15:50 Tar Based race 3  
16:15 Track day practice until 5pm.

#### Sunday timetable

8:30 – 9:30 Signing on & Scrutineering  
9:30 Riders Briefing  
9:45 Marshals Meeting  
9:55 Marshals to points  
10:00 Group 1: 20min qualifying  
10:30 Group 2: 20min qualifying  
11:30 A's race 1  
12:00 B's Race 1  
12:30 Lunch 1 hr  
13:30 A's race 2  
14:00 B's Race 2  
14:30 A's Race 3  
15:00 B's Race 3  
15:30 Grand Final

**(During lunch a time sheet will be posted in the pits with grid positions and race group either A or B for all riders, it is the riders responsibility to ensure he knows where he should be and when)**

**Once racing commences you must listen out for tannoy's to see when your race will be. Nobody will be running around chasing you up it's your responsibility. Race results will be displayed after each race in the race porta-cabin, any person who thinks there is a correction to be made or want to raise an issue should take the complaint to the tower who will contact the clerk of the course who will make the a decision based on the information available.**

#### Costs:

**Full week-ends racing £100**

**One Day Racing £60**

**One Day AMCA membership £15**

**One Day ESKC membership £15**

**Saturday Track day £50 Inc membership if an ESKC club member £35**

