

01.1 GENERAL

The following regulations apply solely to all road races that will be organised under the jurisdiction of the FMSCT/TSB and according to the FMSCT Sporting Code. In some Championship conditions it is possible to have changes or additions to this rule. In the case there being no or not sufficient FMSCT regulations the FIM regulations will apply.

01.2 EVENTS

A road race event can include various competitions held on a single day or over several successive days.

In general, each race will be limited to one class of motorcycles of the same group. However, it is possible to combine several classes in a single race.

01.3 SUPPLEMENTARY REGULATIONS

For each event there must be Supplementary Regulations, approved by the FMSCT. These SR's must be available for each rider and/or team who wants to participate in the concerning event before the start of this event.

01.4 RIDERS

Riders must be holder of a valid road race licence as mentioned in the specific rules.

01.5 CIRCUITS

Races must be held on a closed circuit or on a point to point course. During the event those circuits must be closed for public use.

For the races counting towards a FIM EUROPE Championship or Cup, refer to Appendix RR 02 art. 02.2.

For the other races, the standards will be laid down by each FMNR, but always in accordance with the guidelines of the FIM EUROPE Standards for Road Racing Circuits (SRRC) RR 07.

01.6 FLAGS, LIGHTS AND BOARDS

Marshals and other officials display flags, lights and/or boards to provide information and/or convey instructions to the riders during practices as well as the races.

01.6.1 Dimensions, colours and location of the flags

The dimensions of all the flags must be: 100 cm horizontal X 80 cm vertical.

The colours of the flags must be bright and clear.

The flag dimensions and colours will be checked during the day of the first practice session. The location of the flags will be fixed during the circuit homologation and/or the pre-inspection.

01.6.2 Flags and lights used to provide information

National Flag :

May be waved at the start line to start the race.

Green Flag or Green Light :

The track is clear of all hazards.

This flag must be shown waved at each marshal post on the first lap of each practice and the Warm-up session, during the sighting lap and the warm-up lap. This flag must be shown motionless at the flag

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marshal post immediately after the incident that necessitated the use of the yellow flag.

When waved by the starter it is the signal to start the Warm-up lap.

Green Light :

This light must be switched on at the pit lane exit to signal the start of each practice, the Warm-up session, the Sighting lap and the Warm-up lap.

Yellow and Red Striped Flag :

The adhesion on this section of the track could be affected by any reason other than rain. This flag must be shown waved on at least two flag marshal posts before this situation.

White Flag with diagonal red cross White Flag with diagonal red cross and Yellow and Red Striped Flag :

Drops of rain on this section of the track

This flag must be shown waved at the flag marshal post

Rain on this section of the track. These flags must be shown together waved at the flag marshal post.

White Flag :

There is a slow moving car, ambulance or similar vehicle on the track. Shown waved at two posts before the vehicle and indicates that the rider will encounter the vehicle in the current or next section of the track. It is forbidden for a rider to overtake another rider during the display of the white flag, unless it is a much slower rider and until he passed the vehicle.

Overtaking the slow moving vehicle is permitted.

As soon as such a vehicle stops on the track, the white flags must be maintained and the yellow flags must also be presented.

In principle for EC and FIM EUROPE Cup races: If a car must go on the track and this cause danger, the practice or race will be stopped.

For EC and FIM Europe Cup races:

Waved at all the flag marshal post during the race, this flag indicates that it is raining at some parts of the circuit. Only the Race Direction can take the decision.

Blue Flag :

Shown waved to a slower rider(s) who is (are) about to be overtaken by a faster rider. The slower rider may not hinder the faster rider.

During practices, the rider concerned must keep his line and slow down gradually to allow the faster rider(s) to pass him.

During the race, the rider concerned must allow the following rider(s) to pass him at the earliest opportunity.

At all times, this flag will be shown waved to a rider leaving the pit lane if traffic is approaching on the track.

Flashing Blue Light :

Will be switched on at the pit lane exit at all time during practices and races.

Chequered Black / White Flag :

Must be shown waved at the finish line on track level and indicates the finish of a race or practice session.

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Chequered Black / White Flag and Blue Flag :

The chequered black/white flag will be waved together with the blue flag presented motionless at the finish line on the track level when a rider(s) precedes closely the leader during the final lap before the finish line.

01.6.3 Flags, lights and boards which convey information and instructions

Yellow Flag or Flashing Yellow Light:

Shown waved at each row of the starting grid, this flag indicates that the start of the race is delayed.

Indicates danger ahead, on or nearby the track. It must be shown waved on at least two marshal posts before the danger.

Double yellow flag waved, there is a hazard wholly or partly blocking the track. Riders must slow down and be prepared to stop.

Overtaking is forbidden up until the point where the green flag is shown, unless it is a much slower rider (Backmarker)

Any Infringement of this rule during a practice session will result in the cancellation of the time of the lap during which the infraction occurred and the fastest lap of that session.

Any Infringement of this rule during the race will be penalised with a penalty of 20 sec added to the total race time. For EC and FIM Euro Europe Cup, the rider must go back the number of positions decided by the Race Direction. The penalty will be first communicated to the team and then a board will be displayed for the rider on the finish line during a maximum of 5 laps. If the rider did not go back after the board has been presented 5 times, he will be penalised by a ride through.

In both cases, further penalties (such as a fine or suspension) may also be imposed.

If immediately after having overtaken, the rider realise that he did an infraction, he must raise his hand and let pass the rider(s) that he has overtaken. In this case, no penalty will be imposed.

During the final inspection lap, this flag must be waved at the exact place where the flag marshal will be positioned during the practices and races.

Flashing Yellow lights along the track (if used) gives the same instructions.

Red Flag waved and/or Red Lights (along the track) :

Shown at each marshal post and indicates that the race or practice is being interrupted. Riders must return slowly to the pits.

Red Flag and/or Red Light motionless (in the pit lane or on the track)

The red light is switched on before the start of a race and will be switched off after 2 to 5 seconds. This is the start of a race.

Black Flag together with a white number on a black signalling board :

This flag is shown waved on the start/finish line and some marshal posts only under order of the Jury President.

The rider with this number must stop at the pits at the end of the current lap. He cannot restart except on order from the CoC or Jury President.

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Black Flag with orange disk (Ø 40 cm) together with a white number on a black signalling board :

This flag is only shown on the marshal posts under the order of the Clerk of the Course. It informs the rider whose motorcycle number is displayed that his motorcycle has mechanical problems likely to endanger himself or others. He must immediately leave the track, on a safe way and place.

01.6.4 Marshals uniforms

Marshals uniforms and raincoats should be (strongly recommended) of a neutral colour that cannot be confused with the flags.

01.6.5 Safety car(s)

The Safety car(s), if they are to go on the track, must be equipped with blue revolving lights. The words "SAFETY CAR" should be clearly indicated on the back and the sides of the car. For events taking place partly at night, these words should be retro-reflective.

Overtaking of these car(s) is not authorised.

01.6.6 Medical car(s)

The medical car(s), if they are to go on the track, must be equipped with yellow revolving lights. The words "MEDICAL CAR" should be clearly indicated on the back and the sides of the car.

Overtaking of a Medical car is authorised.

01.7 PRACTICE SESSIONS

- There are Free-, Qualifying- and Warm-Up practices.
- A minimum period of time must be put aside for the practice sessions and mentioned in the Supplementary Regulations (SR) of the event. Each class or group must be allotted at least two periods of timed practices.
- Riders will commence practice from the pit lane when the green light is displayed at the exit of the pit lane.
- The duration of practice will commence from the illumination of the green light for about two minutes, then it will be changed to a blue flashing light. A visible board or count-down will be shown in the pit lane and/or start/finish line to indicate the time in minutes of practice remaining.
- The end of practice will be indicated by waving of a chequered flag. At the same time the pit exit will be closed. A rider's times will continue to be recorded until he passes the chequered flag. After the chequered flag, riders may complete one additional lap before entering the pits. It is not permitted to pass the chequered flag more than once.
- If a practice is interrupted due to an incident or any other reason, then a waved red flag will be displayed at all marshals posts. All riders must return slowly to the pit lane. When practice is restarted, in principle the time remaining will be that shown on the count-down device in the pit lane and/or start/finish line at the moment the red flags were displayed.
- Riders or mechanics may only start their motorcycles in the pit lane by pushing in the direction of the circuit or use a starting device.
- After the official practice has started, the race surface of the circuit should not be washed or brushed except on instruction from the Jury President and the Clerk of the Course in response to a localised change in conditions.
- If for the timekeeping a transponder system is used, it's the rider's own responsibility to have a good working transponder mounted on his motorcycle. If there is no transponder mounted on his machine he will not be qualified with times in that particular session. If the number of qualified starters is not more than the circuit homologation, the jury will decide if he can start on the end of the starting grid.

01.8 ADMISSION TO THE START

01.8.1 Starting grid for circuit races

The SR must indicate the number of riders that will be admitted to each class for practice and race. Whichever method is used to determine qualifiers, it must be based upon practice times.

In order to be admitted to start in a race, a rider must have accomplished a minimum number of laps mentioned in the SR during one of the official practices (free-, qualifying- and Warm-up practice).

When a rider is taking part in several classes at the same meeting, the minimum number of laps has to be completed for each class. The organiser must provide a timekeeping service for all official practices.

The results of all qualifying practice sessions of one class should be resumed by indicating the best time of a rider. This serves to qualify for the actual race. In case of a tie, the 2nd best time will be taken into consideration and so on if the tie remains.

The Starting grid will be formed by the fastest rider of a class on the first position (Pole position), the second fastest rider on the second place, etc.

If, for any reason, it is not possible to use times of the qualifying sessions from the whole group, the times of the official free practice may take in account.

01.8.2 Practice in several groups

If a class is split into several practice groups, these groups must be composed of the same number of riders plus or minus one. For the first practice, the formation of the groups will be determined by decision of the Jury. For the second practice the fastest times of the first practice are taking in account. The fastest rider first, slowest rider last. This total group must be split into smaller groups composed with the same number of riders plus or minus one. Changing from group is not allowed. When all practices have run under the same conditions: the starting grid will be formed by taking the fastest lap- times of all the qualified riders of the total class and fill the maximum number of Starters in conformity with the SR.

01.9 STARTING METHODS

There are two types of starts in road races:

1. Group starts
 2. Starts given at intervals (either individually or by groups of more than one motorcycle).
- Starts can be made with engines running.

01.9.1 Start procedure for group starts

The pole position, allocated to the fastest rider, will be fixed during the homologation of the circuit.

The start procedure must be done within 15 minutes. Some time periods may be shortened.

- 1) 15 Minutes (or less) before the Start of the Race

Pit lane exit opens for sighting lap(s).

Countdown boards of 5, 4, 3, 2 and (at least) 1 minute are shown at the pit exit.

- 2) 10 Minutes (or less) before the Start of the Race Pit lane exit closes.

- 3) The sighting lap is not compulsory. Riders who do not go onto the grid, may only start the warm-up lap or the race from the pit lane under the instructions of the marshal positioned at the pit lane exit.

Riders may complete more than one sighting lap by passing through the pit lane where they may make adjustments, change machines* or refuel.

* If allowed in the specific rules.

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- 4) Riders who encounter a technical problem on the sighting lap may return to the pit lane to make adjustments or to change machines, if permitted.
- 5) When the riders reach the grid after the sighting lap, they must take up their positions and may be attended by up to five persons, one of whom may hold an umbrella. All attendants on the grid must wear a "Grid Pass".
- 6) Officials will display panels, at the side of the track, indicating the row of the grid, to assist riders in locating their grid position.
- 7) The Clerk of the Course will, at this stage, declare the race as "wet" or "dry" and will indicate this to the riders on the grid and those who may still be in the pit lane. If the race is declared "wet", a "wet race" board will be displayed. If no board is displayed the race will automatically be classified as "dry".
- 8) Riders on the grid may, at this stage, may take off their helmet, make adjustments to their machine or change tyres to suit the track conditions. Tyre warmers may be used on the grid. Only one generator of a "hand carried" type and with a maximum capacity of two kilowatt may be used per rider. The noise limit of this generator is 65 dBA. Starter engines may also be used on the grid.
- 9) Refuelling or change of fuel tank on the starting grid is forbidden.
- 10) 5 Minutes Before the Start of the Warm-up Lap
Display of "5 Minutes" Board on the grid (Not compulsory).
- 11) 3 Minutes Before the Start of the Warm-up Lap
Display of "3 Minutes" Board on the grid.
All tyre warmers must be removed from the machines on the grid and from the machines in the pits. The grid and pit lane marshals must control the respect of this rule.
All adjustments must be completed. Riders who still wish to make adjustments must push their machine to the pit lane and must be clear of the grid. They can continue there to make adjustments or change machine, if permitted. Such riders may start the warm-up lap or race from the pit lane exit until the leading rider has passed the finish line at the end of the first lap (Art. 01.9.1.14 or 01.9.1.18).
All persons must leave the grid except one mechanic per rider, the person holding the umbrella for the rider, the television crew of the host broadcaster and essential officials. No persons (except essential officials) are allowed to go on the grid at this point.
- 12) 1 Minute Before the Start of the Warm-up Lap
Display of "1 Minute" Board on the grid.
At this point all persons except one mechanic per rider must leave the grid under the supervision of the grid marshals. The mechanics will, as quickly as possible, assist the rider to push start the machine and must then immediately leave the grid.
- 13) 30-Seconds Before the Start of the Warm-up Lap
Display of "30 Seconds" Board on the grid.
All riders must be in position on the grid with engines running. Further assistance from mechanics is not permitted. Any rider who is unable to start his machine must remove it to the pit lane where he may make further attempts to start it or change machine, if permitted.
- 14) 2 Minutes Before the Start of the Race
Start of the warm-up lap as one group by waving the green flag by the Starter.
The riders will make one lap, at unrestricted speed, followed by a medical car. This car must overtake slower riders. As soon as the riders have passed the pit lane exit, the pit lane exit lights will be turned green and/or a green waved flag is shown. Any riders waiting in the

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pit lane will be permitted to join the warm-up lap. Fifteen seconds later the lights will be turned red and a marshal will display a red flag closing the pit lane exit.

15) After returning to the grid the riders must take up their positions with the front wheel of their motorcycle close to the line defining the grid position and keep their engines running. An official will stand at the front of the grid holding up a red flag.

Any rider who arrives back at the grid after the arrival of the medical car must start the race from the last place on the grid.

Any rider who encounters a problem with his machine on the warm-up lap must return to the pit lane and make repairs or change machine, if permitted.

Any rider who stalls his engine on the grid or who has other difficulties must remain on the motorcycle and raise an arm. It is not permitted to attempt to delay the start by any other means.

As a row of the grid is completed, the official will lower the row-panel indicating that his row is complete. The panel will not be lowered when a rider in that row has indicated that he has stalled his motorcycle or has other difficulties. When all panels have been lowered and the medical car has completed its lap, the Starter will then instruct the official at the front of the grid, displaying the red flag, to walk to the side of the track.

A red light will be displayed for between 2 and 5 seconds after which this red light will be switched off. When the red light is switched off, the riders may start their race. A medical car with a doctor will follow behind the motorcycles for in principle, the complete first lap.

16) Anticipation of the start (Jumpstart) is defined by the motorcycle moving forward when the red light(s) are on. The Clerk of the Course together with the Jury President, will decide if a penalty will be imposed and must arrange an information to the rider and/or team to be notified of such penalty within the first 4 laps. Any rider of European Championship or FIM EUROPE Cup races who anticipates the start will be required to carry out the Ride Through procedure as described under Art. 01.9.4.

If the Ride Through procedure can or will not be used, the penalty then will be 20 seconds added to his (total) race time.

For an International Event, it is up to the FMN which system will be used.

17) If, after the red light has switched off, a rider stalls his machine then the start line marshals may assist the rider by pushing him along the track until the engine starts. If, after a reasonable period, the engine will not start then the rider must push it into the pit lane, under the supervision of the officials. There his mechanics may provide assistance to start it or the rider may change machine, if permitted.

18) After the riders have passed the exit of the pit lane, the official situated at this exit will display a green light and/or a waved green flag to start any riders still in the pit lane.

19) After the leading rider has passed the finish line at the end of his first lap, no further changes of machines are permitted unless the race is interrupted and if permitted by special rules.

20) Should there be a problem on the grid that might prejudice the safety of the start, than the official in charge of the start may display a flashing yellow light and the board "Start Delayed". The marshal with the red flag stay or comes back in front of the grid.

In this instance:

– Riders must stop their engines and one mechanic per rider will be permitted to enter the grid to assist the riders. The start procedure will be re-commenced at the three-minute board stage. The riders will complete an additional warm-up lap and the race distance will be reduced by one lap;

or:

– The starter can give the order to start an extra warm-up lap immediately. The race distance will be

reduced by one lap.

01.9.2 Starts given at intervals

If starts are given at intervals, either individually or by groups, the starting signal is given at successive intervals to each rider or group of riders from the starting line or from a stationary position in the immediate vicinity of this line.

01.9.3 "Wet" and "Dry" races (can be used for FIM EUROPE Cup and European Championship races)

All races will be categorised as either "wet" or "dry". If the race is categorised as "wet", a "WET RACE" board will be displayed on the grid. If no board is displayed the race will be automatically classified as "dry". The purpose of this classification is to indicate to riders the consequence of varying climatic conditions during a race.

1) "Dry" Races - A race classified as "dry" will be interrupted by the Clerk of the Course if he considers that climatic conditions affecting the surface of the track makes it likely that riders will wish to change tyres.

2) "Wet" Races - A race classified as "wet", usually commenced in varying or wet conditions, will not be stopped for climatic reasons and riders who wish to change tyres must enter the pits and do so during the actual race.

In all cases where the first race is stopped for climatic reasons, the restart will automatically be a "wet" race.

01.9.3.1 Extra practice in case of weather change

Note: A practice or Warm-up will be defined by the Clerk of the Course as wet when more than 50% of the riders are using tyres other than slicks or when the track is wet during 50% of one of the practice sessions. In both cases, a "WET PRACTICE" board will be shown.

In the event of all practices and Warm-up being held in dry conditions, one of the following procedures can be applied, should it rain just before-, during the start, or during the race (as far as there is not completed 2/3 or more of the actual race distance):

- After all competing riders have returned to the pit lane, 5 minutes delay will be shown by the count-down boards before the start of the regular start procedure;
- Maximum 3 (three) Sighting laps may be made. When the first rider has fulfilled two laps, he and all the other riders will be shown the chequered flag.
- At this point, the normal start procedure will continue, i.e. take up the positions on the starting grid, etc.

Note: Should all practices been held in wet conditions, the above will also apply in case of dry (race) conditions.

01.9.4 Ride Through procedure

During the race, the rider will be requested with a yellow board + his number at the start/finish line to Ride Through the pit lane without stopping at his box. He may then re-join the race. The rider must respect the speed limit (60 km/h), in the pit lane. In case of infraction of this speed limit, the Ride Through procedure will be repeated. In case of a second infraction of the speed limit, the black flag will be shown to this rider.

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In the event of a restarted race, the above regulation will also apply. In the case of a race interrupted prior to the penalty being enforced, and if there is a second part of the race, the rider will be required to Ride Through after the start of the second part of the race.

In the case of a rider carrying forward a penalty for anticipation of the start into the second part of the race and subsequently found to have anticipated the second start, the rider will be shown the black flag.

A notification must be made to the rider(s) and/or team(s) (within the first 4 laps) with a yellow board (100cm horizontal x 80 cm vertical) displaying the rider's number(s) (black colour, height 50cm, stroke width 10cm). This will be shown at the finish line and the information can also be displayed on the time keeping monitors. Failure by the relevant rider to Ride Through, having been shown the board 4 times, will result in that rider being shown the black flag.

In the case where the organisation has been unable to carry out the ride through penalty before the end of the race, the relevant rider will be inflicted with a time penalty of 20 seconds.

01.10 MEANS OF PROPULSION

During a race, a motorcycle can only be propelled by its own driving power, the muscular effort of its rider and/or its passenger and by the natural forces of gravity.

01.11 BEHAVIOUR DURING PRACTICE AND RACE

- 1) Riders must obey the flag signals, light signals and boards, which convey instructions.
- 2) Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit-lane. The speed limit in the pit lane is 60 km/h. Riders must at all times adhere to the provisions of the Sporting Regulations. All infringements to these rules will be penalised by the Clerk of the Course or the Jury.
- 3) Riders should only use the track and the pit-lane. However, if a rider accidentally leaves the track then he may re-join the circuit at the place indicated by the marshals or at a place, which does not provide an advantage to him. The marshals may assist the rider in helping him to lift the machine and holding it whilst any repairs or adjustments are made. Any repairs or adjustments must be made by the rider working alone with absolutely no outside assistance. The marshals may then assist him to re-start the machine.
If a rider wants to re-join to race following a crash, the marshals must check the bike's safety, and ensure the track remains free of any gravel or other dirt.
- 4) If a rider encounters a problem with his machine which will result in his retirement from the race, he may not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.
- 5) Riders who are returning slowly to the pits during the practice, should ensure that they travel as far as possible off the race line. They must give a signal by raising an arm.
- 6) Riders may enter the pit-lane during the practice and the race to make adjustments to their machines or change tyres. During the race all such work must be carried out in the pit lane on the working apron in front of the boxes.
Refuelling is strictly prohibited after the leading rider has passed the finish line after the first lap of the race except Endurance.
During the intervals, if races are interrupted, work and refuelling in the pit boxes is permitted.
- 7) A rider will only be allowed to start the race until the leader has crossed the start/finish line for the first time.

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- 8) Riders who stop their motorcycle in the pits may be assisted to re-start it by the mechanics or a starting device.
- 9) Riders must not transport another person on their machine during the practices and race.
- 10) Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
- 11) No signal of any kind may pass between a moving motorcycle and the rider's Team and someone in the pit lane, pit box or the paddock except for the signals of the transponder, lap trigger, GPS, legible messages on a pit board or body movements by the rider or team. Helm-Cameras are not allowed except of order of the organiser.
- 12) Voluntary stopping on the track during practices and races is forbidden.
- 13) Practice starts are only permitted, when it is safe to do so, at the pit lane exit, before joining the racetrack, or in the cool down lap after the chequered flag and not in the race line.
- 14) As a general rule, silence in the paddock must be respected during the night between 11.00 pm and 07.00 am except local restrictions.

01.12 ASSISTANCE IN THE PITS

A rider may only receive assistance or have his machine refuelled at his own pit area. He is entitled to the services of three assistants but under no circumstances are these assistants allowed to go beyond the line, which marks out the pit area. Assistants may carry out repairs, adjustments or refuelling. During refuelling, the engine of the machine must be stopped. Any violation of this rule may be penalised.

01.13 CHANGE OF MOTORCYCLE OR PASSENGER

01.13.1 Use of several motorcycle

A rider may use a maximum of two motorcycles, unless Championship conditions or Special Rules permit less, providing they have passed the technical controls under the rider's name and with the correct number.

01.13.2 Change of passenger

During practice for sidecars, it is possible to change the passenger once only. This change must be immediately notified to the Clerk of the Course, who in turn will inform the timekeeping service. A change of passenger with another team is only possible if the rider of the team agrees. The sidecar rider can run the race only, if he is qualified with the 2nd passenger. The minimum number of timed laps foreseen in the SR must be accomplished with the 2nd passenger.

01.14 INTERRUPTION AND RESTARTING OF A RACE

01.14.1 Interruption of a race

01.14.1.1 If the Clerk of the Course decides to interrupt a race or if the race is interrupted after the chequered flag, then red flags will be displayed at all marshals' posts and he will switch on, if present, the red lights around the circuit. Riders must immediately slow down and return to the pit lane, confident that the results and the number of passed laps of the race will be counted as from the end of the previous lap.

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At the time the red flag is displayed, riders who are not actively competing in the race will not be classified. Within 5 minutes after the red flag has been displayed, riders who have not entered the pit lane, pushing or riding on their motorcycle, will not be classified.

The results will be established as follows:

- 1) For all the riders having crossed the finish line at the moment of the red flag being displayed or for the riders to whom the chequered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.
- 2) For all the other riders, a partial classification will be established at the end of the penultimate lap of the race without the red flag being displayed.
- 3) The complete classification will be established by combining both partial classifications as per lap/time procedure.

01.14.1.2 If the results calculated show that less than three laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be null and void and a new race will be run over maximum $2/3$ number of laps of the actual race**. Example of a race consisting of 30 laps: New race will consist of 20 laps. ($2/3 \times 30 \text{ laps} = 20 \text{ laps}$). If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count.

01.14.1.3 If three laps or more have been completed by the leader of the race and all other riders on the same lap as the leader, but less than $2/3$ of the actual race distance, rounded down to the nearest whole number of laps (or $2/3$ of the actual race duration), then a new race will be re-started according to art. 01.14.2.2.B. If it is found impossible to re-start the race, then the results will count and only half points will be awarded.

Example of a race consisting of 24 laps:

If a Red Flag is shown after 9 laps, the second part will run about $2/3 \times 24 = 16 - 9 = 7$ laps.

If a Red Flag is shown after 13 laps, the second part will run about $2/3 \times 24 = 16 - 13 = 3$, but becomes minimum 5 laps.

01.14.1.4 If the results calculated show that $2/3$ of the current race distance rounded down to the nearest whole number of laps (or $2/3$ of the actual race duration) have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be deemed to have been completed and full points will be awarded.

01.14.2 Re-Starting a race that has been interrupted

01.14.2.1 Time before the re-start

If a race has to be re-started, then it will be done as quickly as possible, depending on the track conditions. As soon as the riders have returned to the pits, the Clerk of the Course will announce a new start time of the start procedure, which in principle, conditions permitting, should not be later than 20 minutes after the initial display of the red flag.

The start procedure will be identical to a normal start with a sighting lap, warm-up lap, etc. but sometimes can be shortened.

01.14.2.2 Re-Start

Conditions for the re-started race will be as follows:

A) In the case of situation described in Art. RR 01.14.1.2:

- a. All riders may re-start.
- b. Motorcycles may be repaired or changed (if permitted) and wheels/tyres may be changed. Only refuelling in the pit lane is permitted.
- c. The number of laps will be $2/3$ of the original race distance.
- d. The grid positions will be as for the original race.

- B) In the case of the situation described in Art. RR 01. 14.1.3:
- a. Only riders who are classified as finishers in the first race may re-start.
 - b. Motorcycles may be repaired or changed (If permitted) and wheels/tyres may be changed. Only refuelling in the pit lane is permitted.
 - c. The number of laps or the duration of the following race will be the number of laps or duration required to accomplish 2/3 of the original race distance with a minimum of 5 laps.
 - d. The grid positions will be based on the intermediary placing established in accordance with Art. RR 01.14.1.1. The intermediary grid placing must be available to the riders before the following part of a race can be started.
 - e. The final race classification will be established according to the position and the number of laps of each rider at the time he crossed the finish line at the end of this new race. Provisions of Art. RR 01.15.1.5 will apply.

01.15 FINISH OF A RACE AND RACE RESULTS

01.15.1 Races with group start

01.15.1.1 Finish

When the leading rider has completed the designated number of laps for the race, he will be shown a chequered flag by an official standing at the finish line, at track level. The chequered flag will be continuously displayed to the subsequent riders.

When the chequered flag is shown to the leading rider, no rider may exit from the pit lane to enter the track. To this purpose, once the chequered flag is shown, the red light will be switched on at the exit of the pit lane and a marshal, showing a red flag, will stand at the exit of the pit lane.

01.15.1.2 Photo-Finish

In case of a photo-finish between two or more riders, the decision must be taken in favour of the rider whose front wheel leading edge crosses the plane of the finish line first. In case of a tie, the riders concerned will be ranked in the order of the best lap time made during the race.

01.15.1.3 Wrong finish

Should for any reason other than under Art. 01.15.1.1, the end of the race signal be given before the leading motorcycle completes the actual number of laps or duration, the race will be deemed to have finished when the leading motorcycle last crossed the line before the signal was given.

Should the end of race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

01.15.1.4 Finish order

The results will be based on the order in which the riders cross the line having completed the required number of laps.

01.15.1.5 Finish conditions

To be counted as a finisher in the race and be included in the results, a rider must have:

- a. Completed 75% of the number of laps rounded down, carried out by the winner of the race;
- b. Crossed the finish line within five minutes after the race winner;
- c. And must be in contact with his machine and wearing his complete outfit and helmet.

01.15.2 Races with starts given at intervals

In a race with starts given at intervals, the winner is the rider who obtains the best time over the total distance laid down in the SR.

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The points will be awarded individually to each rider.
For each race the final placing will determine the allocation of points.

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

There will only be awarded points in a round following:

- Cups Event, minimum of 6 Riders on the starting grid
- Championship Event, minimum of 10 Riders on the starting grid Rider machines must have passed Technical inspection in the Event

01.16 PODIUM CEREMONY

The riders placed in the first three positions in each race will be escorted by officials, as quickly as possible, to the podium for the awards ceremony. Participation at the podium ceremony is compulsory.

01.17 PRIZES

01.17.1 Placing for obtaining Prizes

The placing for obtaining prizes are drawn up upon the basis of riders placed according Art. 01.15.1.4.

01.17.2 Payment

If there is prize money available (see SR), it will be paid to the riders at the end of each race, after the protest time has expired and with the approval of the Jury President. The prizes must be available till 20.00 hours, unless special rules describe other arrangements. Prize money not collected will return to the organiser.

01.18 CLOSED PARC or PARC FERME

After the end of the race, all the machines, which have finished the race, must remain at the disposal of the officials for 30 minutes in the closed park. They cannot be taken away without the approval of the Jury.

With the exception of Jury members, the Clerk of the Course, Technical officials and officials who are in charge of keeping watch over the closed park area, no-one not even the rider, may at any time or for any reason be admitted into the Closed Park (Parc Ferme) area unless they have a written and signed authorisation from the Clerk of the Course.

01.19 DEPOSITS IN CASE OF MACHINE CONTROL FOLLOWING A PROTEST

The deposits in case of dismantling and reassembling a machine following a protest, are as follows:

- 10,000 Baht — for a 2-stroke engine (material included)
- 20,000 Baht— for a 4-stroke engine (material included)

If the party who makes the protest is the losing party, the deposit must be paid to the winning party.
If the party who makes the protest is the winning party, the deposit must be reimbursed.
The losing party can be penalised by the Jury.

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01.21 SANCTION FOR NON-COMPLIANCE WITH THE FUEL RULES

A fuel control may be carried out in accordance with FMSCT All Thailand SuperBikes Technical rules.

01.22 TIMEKEEPING

01.22.1 Time keeping instruments

In order to carry out his duties a timekeeper at international meetings must use, according to the competition, the following material:

- An electrical apparatus with mechanical recorder registering time in 1/5 or 1/10 second or less intervals,
- or
- An apparatus functioning automatically, synchronised with time of day registering time 1/100 second.
- A reserve chronometer to check the readings of instruments being used.

01.22.2 For the FMSCT All Thailand SuperBikes races the use of a transponder system is compulsory. A deposit for the use of transponders must be notified in the SR.

01.22.3 Instruments detailed above must have a first class certificate of accuracy issued by an official National Observatory or Institute of Horology. The certificate must be dated not more than 2 years prior to the date of the event for which it is used.

01.22.4 Riders must accept any type of time keeping system approved by the FIM / FMSCT.