



FIM ASIA
SUPERMOTO
CHAMPIONSHIP 2017

FIM ASIA SUPERMOTO CHAMPIONSHIP 2017

SUPPLEMENTARY REGULATIONS

Edition 2017

Updated July 2017

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- 1 Title of Event**
FIM Asia Supermoto Championship 2017
- 2 Event Organizer**
TBA
- 3 Promoter**
ASIA SUPERSPORTS GROUP SDN BHD (ASG)
Suite 6.01, Level 6, HeiTech Village, Persiaran Kewajipan USJ 1, 47600 Subang Jaya, Selangor, Malaysia. Tel: +60-3-8024-4044 Fax: +60-3-8024-5044
- 4 Type of Event**
Mass start road/off road races for motorcycles
- 5 Status**
Continental Union (CONU) International
- 6 Permit No**
FIM ASIA Permit Number (IMN) TBA
- 7 Jurisdiction**
The meeting will be held under International Sporting Code of the FIM, FIM Asia Regulations, These Supplementary Regulations (SR), Additional Supplementary Regulations (ASR) Bulletins and/or any final instructions issued officially by the Organizer
- 8 Dates and venue of event**
Round 1 **Thailand - 2 & 3 September 2017**
Round 2 **Indonesia - 7 & 8 October 2017**
Round 3 **India - 11 & 12 November 2017**
Round 4 **Malaysia - 16 & 17 December 2017**
- 9 Officials of the Meet**

FIMA Jury President	-	TBA
FIMA Jury Member	-	TBA
FIMA Safety Officer	-	TBA
Local FMN Stewards	-	TBA
Clerk of the Course	-	TBA
Assistant Clerk of the Course	-	TBA
Secretary of the Meet	-	TBA
Chief Medical Officer	-	TBA
Chief Scrutineer	-	TBA
Chief Course Marshal	-	TBA
Chief Grid/Pit	-	TBA
Chief Starter/Finisher	-	TBA
Chief Paddock Marshal	-	TBA
Local Liaison officer	-	TBA
Championship Promoter	-	TBA
Local Promoter	-	TBA

10. ENTRIES:

a) Opening and Closing Dates

Entries may be submitted forthwith on the official entry form 72 hours before the official meetings date with entry fees charged at USD100.00. Any late entries will be accepted provided the penalty fees of USD200.00 have been paid.

b) All entries received will be considered by the Organiser after due consideration is given to the suitability of the bike and/or the competitor. The Organiser may refuse an entry of a bike and/or competitor without assigning any reason and their decision will be deemed to be final. In such cases, the full Entry Fee will be refunded to the competitor.

All foreign riders should have the Entry Forms endorsed by their respective FMNs or should produce a **“Start Permission”** from their respective FMN upon Registration. Together with these stating that, the said rider is in possession of the valid FIM Insurance requirements.

All international riders to possess FIM Asian Continental Licenses or its equivalent, National Competition License for national categories.

Entry Form must be sent to the:

ASIA SUPERSPORTS GROUP SDN BHD (ASG)

Email: william@asg.my

11. RIDERS APPAREL

11.1 It is the responsibility of each rider to select their helmet and apparel which will provide appropriate protection. The helmet, eye protection and equipment and protective clothing must be in accordance to the safety standard of FIM. Although the FIM approves materials, it does not endorse or guarantee specific products or manufacturer, provided safety is adhered.

11.2 Riders must rely on their own judgment in the selection of helmets and apparel for protection and durability.

11.3 The following apparel must be worn by riders in all meetings:

11.3.1 Helmets

Helmets must be marked with the manufacturing Standard Marks that is approved by the manufacturing authority. **(The organizers have the rights to reject any helmets found not up the safety standard)**

Long hair must be contained within the helmet.

11.3.2 Eye Protection

Eye Protection must be worn at the start of each practice, qualifying or race.

11.3.3 Equipment and Protective Clothing

This equipment includes boots, gloves and racing suit are to be worn at start of practice, qualifying or race.

11.3.4 Riders Bib

Rider must wear the Bib provided by promoter on top of their racing suit.

12. RIDER / MECHANIC / TEAM CLOTHING

- 12.1 All riders, mechanics and team members must present a clean and neat appearance and only appropriate dressed persons displaying the proper credentials will be allowed in restricted areas.
- 12.2 Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in the **WAITING ZONE** and **SIGNALLING ZONE**.
- 12.3 Riders, mechanics and team members are encouraged displaying the **“Championship Logo”** on shirts/uniform/clothing.

13. RIDERS BEHAVIOUR AND ASSISTANCE

- 13.1 Riders must all times adhere to the provisions of the **FIM ASIA SUPERMOTO CHAMPIONSHIP 2017 Regulations**.
- 13.2 Riders must be physically and mentally fit to control their motorcycles in order to promote the safety of other riders, team members, officials, spectators and other persons involved in the meeting.
- 13.3 At any time during the meeting, on request of the technical steward, the riders must present themselves and/or their motorcycle(s) and/or their equipment for technical verification.
- 13.4 At all times during the meeting, a rider will be responsible for keeping his motorcycle in conformity with the rules.
- 13.5 Riders will be held responsible for the actions of their team members.
- 13.6 Riders and Team members are forbidden to ride any motorized vehicle and/or bicycle on the track outside the official practice/qualifying sessions and races.
- 13.7 Riders must obey the official flag signals and boards which convey instructions.

- 13.8 Attendance at the Riders Briefing is **COMPULSARY** for all riders so that they are aware of all information and instructions issued. Any rider who does not attend the briefing will be **FINED or EXCLUDED** from the race. Team members are encouraged to attend rider's briefing.
- 13.9 Riders must ride in a responsible manner which does not cause danger to other competitors or other participants in the meeting.
- 13.10 Riders must always start the Free Practice, Qualifying and race from the waiting zone.
- 13.11 When riders are on the track, consultation between them and team members is **RESTRICTED** to the approved signaling zone. Riders who stop along the track for consultation with others may hinder the progress of other riders and such action will be considered as **OUTSIDE ASSISTANCE**.
- 13.12 Only the following signals are allowed between riders/motorcycles and persons connected with them:
- 13.12.1 Pit Board display
- It must be done in approved areas and radio communication with riders is STRICTLY FORBIDDEN.**
- 13.13 Any outside assistance on the track is forbidden unless it is provided by a marshal carrying out his duty in the interest of safety. Any infraction of this rule may result in a penalty.
- 13.14 Marshals may assist riders by lifting motorcycles, moving them to a safe place and holding them while repairs or adjustments are made, however any repairs or adjustments must be made by the rider, working alone with no outside assistance. Marshals **are not allowed to** assist riders to re-start their motorcycles.
- 13.15 Riders should use only the track. However, if they accidentally leave the track, they may continue by safely re-enter the track without gaining an advantage from the closest point to where they left the course.
- 13.16 Short-cut or course cutting is forbidden. The penalty for attempting to gain an advantage by short-cut or course cutting will be a **DISQUALIFICATION** from respective practice/race and further penalties may be imposed.
- 13.17 Signaling zone is reserved during practice and races and only mechanics, signalers, representatives and essential officials with valid passes are permitted in this area.

14. SCRUTINEERING AND TECHNICAL VERIFICATION

- 14.1 Prior to practice, technical control and verification must be carried out at the meeting venue, in accordance with the procedures and regulations in the **FIM ASIA SUPERMOTO CHAMPIONSHIP 2017** or its Supplementary Regulations of the meeting.
- 14.2 Riders may require providing and signing a written declaration asserting the conformity of certain parts of his motorcycle.
- 14.3 During the meeting and per class, riders are allowed to use only those motorcycles presented at scrutineering with a maximum of two motorcycles.
- 14.4 All legible motorcycles will be issued an “OK” sticker once it has been successfully completed and complied with the safety standard and requirements.
- 14.5 After having passed the technical verification, any motorcycles that are damaged must be re-presented to the technical control to be scrutinized before or in order to be allowed to continue.
- 14.6 Each rider must present one motorcycle in his name and number at the scrutineering. Any spare motorcycles may also be presented at the scrutineering provided. The spare motorcycle must be the same make, type and cubic capacity as the first motorcycle.
 - 14.6.1 Riders may present to scrutineering a second motorcycle in their name and number;
 - 14.6.2 Teams may present to scrutineering a second motorcycle to be used. In this case the team presenting the motorcycle must inform the technical steward(s) of the names and numbers of the riders eligible to use this motorcycle.

Final choice of motorcycle to be used in a race must be made 10 minutes before the start of the race.

15. RACE FORMAT

FIM Asia SuperMoto Championship events are organised according to the following model:

FIM ASC	Duration/Laps per session	Maximum number of Riders
- 2 X Free Practice	30 minutes	30 riders
- 1 X Time Practice	30 minutes	30 riders
- 1 X SuperChrono	10 minutes	6 fastest riders from Time Practice
- 2 X Races X laps	(*)	30 riders

(*) Number of laps to be adapted to approximately 20 minutes of racing

FIM Asia SuperMoto Championship events are organised to the established programme (See Time Schedule).

The time schedule, the duration of the Free Practices, Time Practice and SuperChrono must be indicated in the Supplementary Regulations.

16. FREE PRACTICE

In each class, the riders will have two Free Practice sessions. A maximum of 30 riders may take part in the Free Practice (same class). Participation is optional. Mass starts are forbidden.

The Free Practice session must be timed, with the results displayed on the monitors, and be communicated to the press.

17. TIME PRACTICE

The riders will have one Time Practice session. Up to 30 riders may take part in Time Practice. Participation is compulsory.

	Positions	Results
Time Practice (30 mins/Maximun 30 riders)	1 to 6	Participate in the SuperChrono
	7 to 30	Determines the rider's starting position in the Races

In case of ties, the second best times will be taken into consideration.

18. SUPERCHRONO

- 18.1 The 6 fastest riders of the Time Practice will take part in the SuperChrono session, except for reasons of force majeure approved by the Race Direction and will be run immediately after the Time Practice

The SuperChrono will be run immediately after the Time Practice according to the following model:

	Positions	Results
SuperChrono (10 mins/ maximum 6 riders)	1 to 6	Determines the rider's starting position in the Races

- 18.2 If a rider, classified in the first 6 of Time Practice, does not participate in the SuperChrono, he will not be replaced.
- 18.3 The riders will qualify for their starting positions in the Races according to their best result in the SuperChrono. In case of ties, the second best times will be taken into consideration.
- 18.4 A rider who does not score any result in the SuperChrono will be placed last in the results of the SuperChrono. If there are several riders concerned, then their times set in the Time Practice will determine the order in which they will be placed.
- 18.5 All the remaining riders (positions 7 to 30) keep their position on the starting grid.
- 18.6 The results of Time Practice must be homologated by the Race Direction.

19. PROMOTION ACTIVITIES FOR THE PUBLIC

19.1 Autograph Session

Riders may be required to participate in an autograph session arranged by the FIM Asia SuperMoto Championship promoter.

19.2 Presentation of the riders

A short presentation of the riders is recommended.

20. RACES

Each FIM Asia SuperMoto Championship event will run two Races according to the following model:

	Finishing positions	Result
Race (maximum 30 riders/X laps)	1 to 20	Score Championship points

Each race should be the equivalent of approximately 20 minutes of racing. The distance (number of laps) to be covered in each race, will depend on the race conditions at each circuit. Generally after the Saturday Time Practices, the Race Direction will decide upon the race distance to be run.

21. START PROCEDURES

21.1 Start Procedure with lights

The final choice of motorcycle to be used in a race should be made before the motorcycle is brought into the waiting zone.

21.1.1 The start procedure for the Races is the following:

As of 15 minutes before the start of the Warm-Up laps:

The entrance to the waiting zone is open.

The motorcycle that will be used in the race by the rider must be placed in the waiting zone.

21.1.2 As of 10 minutes before the start of the Warm-Up laps:

Sound or whistle signal.

A maximum of 30 riders may leave the waiting zone to take their positions on the starting grid (4 riders per row).

The rider's motorcycle to be used for the Race must be pushed to its allocated position at the starting grid, with engine dead.

Tyre warmers may be used on the starting grid. They must be powered by a portable type generator and have a maximum output of one kilowatt. Only one generator per motorcycle may be used.

Adjustments to the motorcycles can be made. Refuelling is forbidden. Only the riders, their team manager, two mechanics per rider, one holder of the team umbrella, one umbrella holder of the FIM ASIA Championship Promoter, the commentator, the television crew, photographers and the essential officials are allowed on the starting grid.

21.1.3 5 minutes before the start of the Warm-Up laps:

The entrance from the paddock to the waiting zone is closed for motorcycles.

The penalty for arriving late at the waiting zone is disqualification from the race in question. The entrance from the waiting zone to the pit lane remains open.

On the starting grid, it is still possible to use tyre warmers and make adjustments to the motorcycles. Refuelling remains forbidden. No helmets are to be worn at this time.

21.1.4 4 minutes before the start of the Warm-Up laps:

Display of the 4-minute board + sound or whistle signal.

The entrance from the waiting zone to the starting grid is closed for motorcycles. The motorcycles of all the riders must be on the starting grid.

Riders whose motorcycle is still in the waiting zone may take it to the pit lane and must follow the instructions from the officials.

The generators must be disconnected. The tyre warmers must be removed from the tyres. Generators, tyre warmers and other equipment must be removed from the starting grid.

Everyone except the riders, one mechanic and umbrella holder per rider, the photographers, the television crew and the essential officials must leave the starting grid.

If a rider has a mechanical problem on the starting grid 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.

If the motorcycle is repaired before the leading rider has completed the first of the two compulsory warm-up laps, the rider in question must start the two compulsory warm-up laps from the pit lane upon the orders from the Clerk of the Course. The rider in question will keep his position on the starting grid.

If the mechanics only succeed in repairing the motorcycle after the leading rider has completed the first of the two compulsory warm-up laps, the rider in question must stay in the pit lane and must start the Race from that position.

21.1.5 2 minutes before the start of the Warm-Up laps:

Display of the 2-minute board + sound or whistle signal.

The entrance from the waiting zone to the pit lane is closed.

Riders whose motorcycle is still in the waiting zone are disqualified from the Race in question.

The riders put on their helmets, start their engines and prepare for the two compulsory warm-up laps.

All adjustments to their motorcycle must be completed. The mechanics, the umbrella holders and photographers must leave the starting grid. Only the riders, the television crew and the essential officials are allowed on the starting grid.

If a rider has a mechanical problem and the motorcycle cannot be started on the starting grid, he must push his motorcycle into the pit lane, where he and/or his mechanics may attempt to repair it.

If the motorcycle is repaired before the leading rider has completed the first of the two compulsory warm-up laps, the rider in question must start the two compulsory warm-up laps from the pit lane upon the orders from the

Clerk of the Course. The rider in question will keep his position on the starting grid.

If the mechanics only succeed in repairing the motorcycle after the leading rider has completed the first of the two compulsory warm-up laps, the rider in question must stay in the pit lane and must start the Race from that position.

21.1.6 1 minute before the start of the Warm-Up laps:

Sound or whistle signal.

The television crew must leave the starting grid.

Only the riders and the necessary Officials are authorised on the starting grid. Any rider who is unable to start his motorcycle, must leave the starting grid and push his motorcycle into the pit lane, where he and/or his mechanics may attempt to start it.

If the motorcycle is started before the leading rider has completed the first of the two compulsory warm-up laps, the rider in question must start the two compulsory warm-up laps from the pit lane upon the orders from the Clerk of the Course.

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

21.1.7 Procedure for the Warm-Up laps:

The Clerk of the Course walks down the starting grid from row 1 to the end, stopping at each row and holding two red flags crossed. Upon his signal, the riders of that row start the two compulsory warm-up laps.

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

If the motorcycle is started before the leading rider has completed the first of the two compulsory warm-up laps, the rider in question must start the two compulsory warm-up laps from the pit lane upon the orders from the Clerk of the Course. The rider in question will keep his position on the starting grid.

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

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

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

21.1.8 At the end of the compulsory 2 Warm-Up laps:

The Race Director will stand at the front of the starting grid displaying a red flag and the Clerk of the Course will stand at the back of the starting grid with a green flag and display it when the grid is complete.

Any rider who encounters mechanical problems during the warm-up laps must go to the pit lane and make repairs. He cannot return to the starting grid. 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 their engines running.

Once a rider has taken his allocated position on the starting grid, he cannot change it, return to the pit lane or receive assistance prior to the start.

When all the riders have taken their starting position, the Clerk of the Course at the rear of the starting grid will raise the green flag.

If by 30 seconds before the start, all the riders are not on their starting position, the Race Director may order the start to go ahead.

Any rider who arrives back from the warm-up laps after the Clerk of the Course at the rear of the starting grid has raised the green flag, will be considered a “late arrival”. 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 must stop behind the Clerk of the Course and start the race from there (the row following the last row of riders).

If a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means.

Any rider who is unable to start his motorcycle within a reasonable time, must obey the instructions of the officials and push his motorcycle to the back of the starting grid. If he still succeeds in starting the engine, he must take the start from this position.

21.1.9 15 seconds before the start:

The Race Director moves to the side of the track, holding up the red flag.

If a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means. As of then, he must immediately obey the instructions of the officials and remove his motorcycle to the back of the starting grid. He must remain there until the start has been given.

If by then he has succeeded in starting the motorcycle, he can start from that position. However, he must wait for the orders of the Clerk of the Course to take the start of the Race.

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.

Any failure to obey the instructions of the officials may result in a penalty or disqualification.

As of then:

As of then, the Race Director puts down the red flag and the start light sequence begins.

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

Riders still in the pit lane must wait until the marshal situated at this exit, upon a signal from the FIM Race Director/Clerk of the Course, lowers the red flag in order to authorise any riders still in the pit lane to leave.

21.2 Start Procedure with flags

Whenever it is not possible to start the race by means of the red light, flags will be used to give the start. The same start procedure (as mentioned above) will be maintained until 15 seconds before the start of the Race.

As of then:

The Race Director moves to the side of the track, holding up the red flag.

If a rider has mechanical problems at the starting grid, he must remain on his motorcycle and raise his arm. It is not permitted to attempt to delay the start by any other means. As of then, he must immediately obey the instructions of the officials and remove his motorcycle to the back of the starting grid. He must remain there until the start has been given.

If by then he has succeeded in starting the motorcycle, he can start from that position. However, he must wait for the orders of the Clerk of the Course to take the start of the Race.

If he did not succeed in starting the motorcycle, 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.

Any failure to obey the instructions of the officials may result in a penalty or disqualification.

As of then the FIM Race Director puts down the red flag and holds up the green flag. He will lower the green flag between the next 5 and 10 seconds upon which the Race starts.

22. Anticipated start

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.

Upon recommendation of the FIM Race Director, the rider concerned will be penalised with a "Stop and Go" penalty.

22.1 "Stop and Go" penalty

Upon recommendation of the Race Director, a board displaying "STOP & GO" as well as his riding number, will be shown at the finish area to the rider who made the false start.

During the race, the rider in question must go to the designated "Stop and Go" penalty zone. He must bring his motorcycle to a stop (the engine must not be turned off) and remain stationary for a full 5 seconds. He may then rejoin the race. This procedure is under the strict control of designated marshals.

Failure by the rider in question to stop, after having been shown the “STOP & GO” board three times, will result in that rider being shown the black flag.

If more than one rider is penalised, the riders will be signalled to stop on subsequent laps. The order of “Stop and Go” penalties will be based on the results that determine the riders’ starting positions for the Race in question with the faster rider stopping first.

In the case of a rider failing to respond to the instruction to stop in the “Stop and Go” penalty zone, and there being more than one rider penalised, no subsequent rider will be signalled to stop until the previous rider has stopped or been shown the black flag.

In the case of a re-started race, the above regulations will also apply. In the case where the marshals have been unable to carry out the “Stop and Go” procedure before the end of the race, the rider in question will be inflicted with a time penalty of 15 seconds.

23. STOPPING OF A PRACTICE/RACE

The Race Director is authorised to prematurely stop any Free Practice session, Time Practice, SuperChrono or Race for urgent and/or safety reasons or other cases of “force majeure”. In that case, a red flag will be displayed to the riders.

If a Race is stopped before 2 laps have been completed, there will be a complete restart. Riders will return to the area indicated by the officials and the restart will take place as soon as possible after the red flag was displayed. Changing of motorcycles will not be allowed.

If a Race is stopped before 50% of the racing distance has been completed, there will be a complete restart. Riders will return to the paddock and the restart will take place as soon as possible after the red flag was displayed. Changing of motorcycles will be allowed. The final choice must be made when the riders enter to the waiting zone.

If one or more riders are deemed to be at fault for the race being stopped, the Race Director may recommend to the other Members of the Race Direction to exclude them from taking part in the restart or to penalise them with loss of starting grid position. In that case, the rider(s) concerned must start from the row following the last row of riders.

******* What if the race is stopped somewhere between 50% & 75%? *******

If a Race is stopped after 75% of the racing distance has been completed, the race will be considered complete.

The finishing order will be based on the placing of the riders on the last lap that was completed before the red flag was displayed.

The Race Director may recommend to place one or more riders deemed to be at fault for the race being stopped behind riders having completed an equal or greater number of laps.

24. FINISHER

To qualify as a finisher, a rider must take the chequered flag within 2 minutes of the winner taking the chequered flag and have completed 75% of laps done by the winner.

25. CROSSING OF CONTROL LINES

The time at which a motorcycle crosses a control line shall be registered at the moment the foremost part of the motorcycle crosses the line.

26. VERIFICATIONS AND CONTROL AFTER A RACE

The technical control must be carried out in accordance with the procedure fixed in the Technical Rules and the Supplementary Regulations of the event.

27. FINAL VERIFICATION

Immediately after the prize-giving ceremony, the motorcycles of the first three riders of the overall standings of the respective class must be placed in the closed park.

The motorcycles must remain in the closed park for 30 minutes after the end of the race, **under the control of the technical stewards**, in case of a protest or should further examination be required.

28. FUEL CONTROL

A fuel control may be carried out at any time during an event, according to Art. 63.05 of the FIM Motocross Technical Rules.

29. RESULTS

29.1 Procedure

The winner of a Race is the rider who crosses the finish line first when the chequered flag is displayed. The riders still racing will then be stopped when crossing the finishing line.

The time at which a motorcycle crosses a control line shall be registered at the moment the foremost part of the motorcycle crosses the line.

When crossing control lines, the rider must always be in contact with the motorcycle.

Races are officially ended at the completion of the lap at which the chequered flag is displayed to the winner.

All the riders participating in the 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 2 minutes of the arrival of the winner, i.e. riders have 2 minutes to complete the lap or it will not be counted in their result. The procedure to determine the order in the results of riders who do not complete the lap within 2 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.

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.

Under any other circumstances, such as 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.

The winner of the round is the rider who has obtained the most points for the round; the runner-up will be the rider who has obtained the second best number of points, and so on, irrespective of the number of races they have finished.

If a tie exists, the points scored in the second race will determine the order of placing in the final standings of the event of those riders who scored points.

All results must be homologated by the Race Direction. The results will not become official until the time limits for protests have elapsed.

If a protest is lodged, the results will not become official until a decision has been taken by the competent bodies. 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.

30. POINTS FOR THE CHAMPIONSHIP

Points will be awarded to riders in each Asia Championship Race according to the following scale:

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 20 th

All organised events counting towards the corresponding Asia Championship will be taken into consideration.

For the first event of the FIM Asia Championship: the provisional point standings will be identical to the overall point standings of the event in question.

As of the second event of the FIM Asia Championship, the riders will be ranked according to the total number of points they have scored. In case of ties, please see procedure below.

The winner of the Asia Championship is the rider who has obtained the most points from all the Races of the Asia Championship, irrespective of the number of Races he has completed. In case of ties, the number of better placings will be taken into account.

If a tie still exists, the points scored in the last Race of the World Championship will determine the order of placing in the final standings. If necessary, the points scored in the last but one Race of the World Championship will determine the order of placing in the final standings, and so on...

The Asia 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.

31. PROTESTS AND APPEALS

All protests must be lodged to the Race Direction. Generally, protests against the eligibility of a rider, entrant or a motorcycle entered, must be made before the start of the official practice.

Any other protests must be lodged immediately after the reason for the protest is known.

Protests against results must be presented within 30 minutes following the announcement of the results.

Protests must be lodged according to the Supplementary Regulations of the event and be accompanied by a fee of USD 125.-. or the equivalent amount in local currency, which may be returnable if the protest is deemed justified and successful.

If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional deposit of USD 500.-. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.

Protests entailing a fuel control must be accompanied by an additional deposit of USD 150.-.

An appeal against the decision of the Race Direction may be lodged to the FIM ASIA Jury Panel. This appeal must be presented 30 minutes at the latest after the notification of that decision.

32. LAP OF HONOUR

If requested by the FIM Asia Championship Promoter, the winner of each Race will be expected to make a lap of honour, conditions and weather permitting.

33. PRIZE-GIVING CEREMONY

The official Prize-Giving Ceremony must be held immediately after the last race of the event, conditions and time permitting.

The following persons must take part in the Prize-Giving Ceremony:

- a) The rider winning the event (with motorcycle);**
- b) The second placed rider in the event (with motorcycle);**
- c) The third placed rider in the event (with motorcycle);**
- d) The team manager of the rider winning the event;**
- e) If not already in a), b) or c), the rider leading in the points standings.**

Any infraction of this rule will be penalised by the Race Direction.

34. PRESS CONFERENCE

The first three riders in the FIM Asia Supermoto Championship (overall standings), and other riders invited at the discretion of the FIM Asia Championship Promoter, must participate in the post-race press conference, which must be held immediately after the Prize-Giving Ceremony, conditions and time permitting. Any infraction of this rule will be penalised by the Race Direction.

35. AWARDS

Prize Money

Championship Race Winner Prize Monies for each round

Position	FIM Asia Supermoto Championship
1st	USD500 + Trophy
2nd	USD300 + Trophy
3rd	USD200 + Trophy
4th	USD100 + Trophy
5th	USD100 + Trophy

** For Championship riders (Riders who participates in all rounds)*

Wild Card Race Winner Prize Monies for each round

Position	
1st	USD300 + Trophy
2nd	USD200 + Trophy
3rd	USD100 + Trophy
4th	Trophy
5th	Trophy

** For Wild Card riders (Riders who do not participates in all rounds)*

2017 Season Overall Prize Monies

Position	FIM Asia Supermoto Championship
1st	USD3000 + Trophy
2nd	USD2000 + Trophy
3rd	USD1000 + Trophy
Total	USD6,000

** For Championship riders ONLY (Riders who participates in all rounds)*

36. Schedule

Friday	Time
FIM ASC, Technical Control / Administrative Control	0830
Circuit Control	0900
Meeting with the Organisers	0900
Registrations + Riders Briefing	1100
Unofficial Practices	
FIM ASIA SUPERMOTO	1200
Local Support Race	1400
Saturday	Time
FIM ASC, Technical Control / Administrative Control	0800
Transponder distributions	0830
Race Direction Meeting 1	0900
Riders Briefing	0930
Free Practices	
FIM ASIA SUPERMOTO	1100
Local Support Race	1200
Time Practices (approx. 20 minutes - max. 30 riders)	
FIM ASIA SUPERMOTO	1400
FIM ASIA SuperChrono	1430
Local Support Race	1500
Race 1	
FIM ASIA SUPERMOTO	1530
Local Support Race	1600
Race Direction Meeting 2	1800
Sunday	Time
Riders Briefing	0800
FIM ASC Autograph Session	0930
Free Practices	
FIM ASIA SUPERMOTO	1000
Local Support Race	1030
Race 2	
FIM ASIA SUPERMOTO	1400
Local Support Race	1430
Prize Giving Ceremony	
Winning positions 1, 2, 3 / Overall results:	Immediately after results announcement

FIM ASIA SUPERMOTO CHAMPIONSHIP LOGO



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