

# SPORTING REGULATIONS



2024

Organized and promoted by

**SRI LANKA MILITARY ACADEMY (SLMA)  
&  
SRI LANKA ARMY MOTOR SPORTS COMMITTEE**



Event Conducted by

**Sri Lanka Automobile Sports**



20<sup>th</sup> & 21<sup>st</sup> April 2024



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## A. GENERAL

### A.1 THE ORGANISERS AND PROMOTORS

A.1.1 The **FOX HILL SUPERCROSS 2024** is organized and promoted by the Sri Lanka Military Academy (SLMA) & the Sri Lanka Army Motor Sports Committee (SLAMSC) and conducted by the Sri Lanka Automobile Sports (SLAS) for Motor Cars and Sri Lanka Autosports Drivers Association (SLADA) for Motor Cycles in conjunction with the Sri Lanka Army Motor Sports Committee.

A.1.2. The **FOX HILL SUPERCROSS 2024** will consist of several Mass start race events conducted on a Gravel Circuit. The **FOX HILL SUPERCROSS 2024** will be held under the National Sporting Code and the latest Appendices of the Sri Lanka Automobile Sports and the Federation of Motor Cycle Sports in Sri Lanka and these Sporting Regulations and Supplementary Regulations issued by **SLAS** and **SLADA**.

A 1.3. The **FOXHILL HILL SUPER CROSS** will be held on the 21<sup>st</sup> of April 2024 commencing 9.00am with qualifying / practice on the 20th of April 2024 commencing at 7.00am.

**Competitors should report to the Chief Paddock Marshal at 6.30am on both days.**

**Ignorance of the Rules and Regulations will not be accepted as an excuse for violation and non-compliance.**

### B. Entry Fees

|  |                      |
|--|----------------------|
| <b>Motor Cars</b>  | <b>Rs. 15,000.00</b> |
| <b>Motor Cars SL GT</b>  | <b>Rs. 17,500.00</b> |
| <b>Motor Bikes</b>   | <b>Rs. 6,000.00</b>  |
| <b>Motor Bikes</b><br>Group MX Racing bikes 100 C.C. Up to 125 C.C. (2 T) and 175 C.C. Up to 250 C.C. (4T)<br><b>Group „SM“ Supermoto Motor Cycles</b> <ul style="list-style-type: none"><li>Open -Including 125 C.C. Up to 500 C.C. (2T) and 250 C.C. Up to 750 C.C. (4T) (Mono or Twin Cylinder)</li></ul> | <b>Rs. 7,500.00</b>  |

### C. OPENING/CLOSING OF ENTRIES:

**Entries are open presently and could only be submitted online using the following link**

<https://tudo.lk/sport-club/fox-hill-24>

**Entries will close on 30<sup>th</sup> March 2024 at 22.00Hrs.**

**LATE ENTRIES WILL NOT BE ACCEPTED.**



- C.1 The onus of ensuring that entries are uploaded to the entry portal at the above link on time, rests entirely with the competitor**
- C.2 The entrant must ensure that all information pertaining to his/her car / motor cycle, as called for in the Entry Form, and as required by these Regulations and SLAS Appendix G, and its appendixes, and FMSSL Regulations, is provided at the time of uploading the Entry. Documentary evidence of the declaration could be added as an attachment to the entry together with the Entry Form along with the correct entry fees being transferred to the designated bank account.
- C.3 Incomplete and/or illegible Entries will not be accepted, even though the entry fees are paid.
- C.4 The Entrant is held entirely responsible for ensuring that his/her vehicle conforms to the declarations made in his /her entry Form. Any deviation detected could result in exclusion from the Meet and or further disciplinary action against the competitor.
- C.5. It is the competitors responsibility to ensure that all persons concerned by his entry observe all the requirements of the Codes, the latest Technical Regulations SLAS (Appendix G and its amendments), Technical Regulations of the FMSSL and these Sporting Regulations.
- C.6 Competitors must ensure that their cars / Motor Cycles comply with the conditions of eligibility and safety throughout practice, qualifying and the race.
- C.7 The presentation of a car / Motor Cycle for scrutinizing will be deemed an implicit statement of conformity.
- C.8 All participants will indemnify MINISTRY of Sports & Youth Affairs, the Department of Sports Development, SLAS, FMSSL, Sri Lanka Army, SLMA and all their employees, agents, sponsors and anyone connected with the race meet as per the indemnification signed by the Competitors.
- C.10 All persons concerned in any way with an entered Car / Motor Cycle or present in any other capacity whatsoever in the paddock, pits, pit lane or track must wear an appropriate pass provided by the organizers at all times.
- C.11 All Junior Motor Cycle Competitors (Under 9, 12 and 15 Years) must submit a Photo Copy of the Birth Certificate together with the Original. (Original will be returned after inspection.)**
- ❖ **All new junior riders should first register with the FMSSL.**

## **D EVENTS -CARS**

### **1.0 Group SL N Production Cars**

**1.1** Ford Laser / Mazda 323 up to 1300 cc - BD, BE, BF Hatchbacks & Sedans

**1.2** Ford Laser / Mazda 323 up to 1500 cc - BD, BE, BF Hatchbacks & Sedans

**2.0 Group T&J-** Trucks, Jeeps, Double Cabs, Single Cabs, SUVs. Estates and station wagons are excluded

**2.1** Diesel up to 5500cc

**2.2** Open for Diesel & Petrol Vehicles (SUV's Allowed)

### **3.0 Group SL A (Modified Cars)**

**3.1** SL- Cars up to 1050cc

**3.2** SL-A Mini 7

### **4.0 Group SL H**

**4.1** SL H Cars up to 1600cc One Make – Honda 3 Door Hatch Back Cars Only

**4.2** SL H Cars up to 2000cc One Make – Subaru Legacy

**4.3** Mini up to 1275 – One Make

**4.4** Nissan March 1300cc One Make



## **5.0 Group SL GT (Grand Touring Cars)**

5.1 SL GT Cars Up to 3500cc

## **6.0 Group SL E (Group E)**

6.1 SL E Cars up to 1000CC – One Make Nissan March **(Criteria for Fox Hill apply. Refer Clause H – Eligibility)**

6.2 SL E Cars up to 1300cc - Ford Laser/ Mazda 323 up to 1300cc – BD, BE, BF Hatch backs & Sedans **(Criteria for Fox Hill 2024 apply. Refer Clause H – Eligibility)**

## **7.0 Group SL S (Group S)**

7.1 SL S Cars up to 1500cc

7.2 SL S Cars up to 3500cc (B License Holders only – Refer Appendix G Amendment 7.0)

## **E MOTORCYCLES**

### **Group ‘J’ – MX Motor Cycles JUNIORS**

1. Racing Motorcycles 50 cc ( Automatic transmission) - Over 05 Years and Under 09 Years.
2. Racing Motorcycles 65 cc up to 85 cc 2T & 110 cc 4T – Over 09 Years Under 12 Years.
3. Racing Motorcycles Over 79 C.C. Up to 85 C.C. 2T and 100 cc to 150 cc 4T Under 15 Years.

### **Group ‘M’ – Standard / Modified Motor Cycles**

4. Over 100 cc up to 125 cc 2T
5. Including 125 cc 2T, Over 175 cc up to 250 cc 4T

### **Group ‘MX’ - Racing Motocross Bikes**

6. Over 100 cc Up to 125 cc 2T
7. 100 cc Up to 125 cc 2T & Over 175 cc Up to 250 cc 4T – (Race 1 and 2)

### **Group ‘SM’ Supermoto Motor Cycles**

8. Up to 500 cc (2T) & 750 cc 4T (Race 1 and 2)

### **NOTE;**

**Please refer to the SLAS Appendix „G“ effective from 21<sup>st</sup> March 2021 and the latest amendments with specific revisions, for Individual Technical Regulations.**

**For Motor Cycles, please refer to The Specific Rules and Regulations**

**Effective from 16<sup>th</sup> January 2024 of the Federation of Motor Cycle Sports in Sri Lanka (FMSSL)**

**Organizers reserve the right to Include Parades and Demonstrations.**

**The Organizers will have the right to decide on canceling events based on Rule Number F.1. Events will not be run concurrently under any circumstances unless otherwise specified.**



Under Extreme circumstances Organizers in Conjunction with the Stewards / Race Director / Clerk of the Course reserve the right to postpone or continue to finish the race meet or any specific event on the following day or on a day permitting or cancel, if deemed necessary.

**F. MINIMUM AND MAXIMUM NUMBERS AND OTHER CONDITIONS FOR ENTRIES:**

F.1 Minimum number of entries required to schedule an event, and minimum number of starters required to start an event is given in the tables below;

**MOTOR CARS**

| <b>Minimum no. of Entries for Scheduling an Event</b> | <b>Minimum no. of Starters to Conduct an Event on Race Day</b> |
|---|--|
| <b>8</b>  | <b>6</b>   |

**MOTOR CYCLES**

| <b>Minimum no. of Entries for Scheduling an Event</b> | <b>Minimum no. of Starters to Conduct an Event on Race Day</b> |
|---|--|
| <b>10</b>   | <b>8</b>   |

**If there are insufficient entries for an event to be scheduled, or run, that particular event will be cancelled and the entry fees will be refunded.**

F.2 The maximum number of Entries accepted for an Event on a **First come First served basis** will be as shown in the table below;

| <b>Type of Vehicles</b> | <b>Maximum number of Entries</b> |
|-------------------------|----------------------------------|
| <b>MOTOR CARS</b>       | <b>15</b>                        |
| <b>MOTOR CYCLES</b>     | <b>40</b>                        |

F.3 However, the decision of the Organizing Committee will be final on the above F.2 issue.

F.4 A maximum of three (3) entries will be accepted from a competitor, while, any one vehicle will compete only in its class. Sharing of vehicle /s will not be allowed.



#### **F.5 Spare Car / MotorCycle**

A spare Car or Motor Cycle may be entered for **SL – GT 3500 CC and MX 250 CC Events** only, and be used for competition only by the competitor who has entered that car/bike. Normal entry fees are applicable for the Spare Car or Motor Cycle. Competitor obtaining a grid position using any one of his / her Cars or Motor Cycles on the qualifying day should use the same Car or Motor Cycle on the race day to retain his grid position. The Competitors entering a spare car / Motor cycle should inform the Chief Paddock Marshal in writing of the competing vehicle and the spare vehicle details, if not the first vehicle which is scrutinized will be considered as the competing vehicle. A competitor using his/her spare vehicle on race day (after qualifying) will start from the back of the grid. In case of motor cycles, the bike entered in the first race should be used for the second race (the Spare bike cannot be used for the second race).

F.6 Each vehicle will compete only in one category, and a vehicle may be used by one Competitor only. If there is a change of an engine (spare engine), after the qualifying, the change will result in the loss of the original grid and will be placed 4 grids down. Inter changing of engine is allowed (from another competing vehicle), however will be penalized and will start from the back of the grid.

#### **G. GENERAL UNDERTAKING**

**G. 1 Entrant Driver or Rider is solely responsible for the behavior of his or her pit Crews and supporters. (Refer Appendix D & R)**

**G. 2 Entrant Driver or Rider whether he or she is an adult or a minor will be penalized after an inquiry for any offence committed by his or her pit crew or supporters on the Practice or Raceday. (Refer Appendix D & R)**

**G.3 Unauthorized Practice, Testing or any such activity on the race track is strictly prohibited. (The track will be in closed status until the 20<sup>th</sup> of April 2024 when official practice and qualifying takes place)**

**Also practicing/ testing in the Paddock area is strictly forbidden.** Any Competitor found to have violated this rule (Above) or have used a competing vehicle on the public highway with an open exhaust or in such a manner as to be a nuisance or danger to the public and users of the road will be disqualified

#### **H. ELIGIBILITY:**

H.1 This is a National Competition and, is open to all nationals/residents of Sri Lanka and Foreign Competitors provided they conform to the following requirements:

If he/she is a bona-fide driver who is an amateur holding a valid Competition License issued by Sri Lanka Automobile Sports. In the case of Motorcyclists, he/she must have a valid Competition License issued by the Federation of Motorcycle Sports in Sri Lanka.

All Foreign Competitors must obtain a no objection from the respective country ASN, through the local ASN and a Temporary Competition Licenses from respective Motor Sports governing bodies in Sri Lanka. (SLAS or FMSSL)

If he/she is not under a sentence of General Suspension of the SLAS or FMSSL or an internal suspension of a member club of the SLAS or the FMSSL.



If he/she is not suffering from any mental or physical disability.

If being a minor under the age of 18 years, he/she produces at the time of forwarding his/her Entry, a letter of specific consent from his/her parent or guardian.

**For Group SL E Events, the competitor should have a minimum of 3 previous Mass Start Experiences and should declare same on the Entry form.**

**I. CONDITION FOR ACCEPTANCE OF ENTRY:**

The organizing committee reserve the right to reject any entry if the entry is not uploaded on or before the stipulated closing date and time, if the payment has not been paid, if the entry is incomplete and if the entry is from a driver or a rider who is on a general or internal ban of any of the member clubs of SLAS or the FMSSL.

**Competitors participating at this Meet do so entirely at their own risk.**

**J. INSURANCE COVER:**

The Organizers will obtain 3<sup>rd</sup>Party Insurance Cover for the Race meet covering Official Practice, Qualifying and Race Days. The insurance premium is included in the Entry Fees. All terms and conditions apply as per insurance policy. (Copy available with the organizers for inspection)

Organizers reserve the right to obtain further insurance covers covering the competitors and officials and any other risks as may be needed.

**K. CHANGE OF DRIVER / EVENT**

Change of driver / Event after the close of entries is not permitted.

**L. Points for Drivers /Riders**

Points will be awarded for race 1 & 2 according to the following table to determine the winner of Champion Driver and the Rider of the meet. Also same points will be forwarded to the SLAS National Rally Cross Championship for Motor Cars.

| PLACE           | POINTS |
|-----------------|--------|
| 1 <sup>st</sup> | 10     |
| 2 <sup>nd</sup> | 8      |
| 3 <sup>rd</sup> | 6      |
| 4 <sup>th</sup> | 5      |
| 5 <sup>th</sup> | 4      |
| 6 <sup>th</sup> | 3      |
| 7 <sup>th</sup> | 2      |
| 8 <sup>th</sup> | 1      |



**L.1 DEADHEAT**

If two or more drivers finish the Race with the same number of points, the Best Driver or Best rider award shall be awarded to the driver or Rider who finishes the Race 2 with the highest placing.

**L.2 Event Awards**

The following prizes will be given for individual rounds per class.

First place : Trophy & Certificate  
Second place : Trophy & Certificate  
Thirdplace : Trophy & Certificate

**Organizers reserve the right to award Trophies & Certificates for more places and to add Cash Awards or any other Awards.**

**M. SCRUTINEERING**

M.1 Pre Scrutinizing – Applicable only for the Group SL S Cars up to 3500cc.

M.2 Scrutinizing of all Race Cars and Motor Cycles will take place at the respective area at the Paddocks of the Race Track or at the Chief Paddock Marshals enclosure.

**Scrutinizing will take place on Practice Day and will begin at 7.00am and end at 9.30am. It is the competitors onus to ensure that the competing vehicle/s are scrutinized during above stipulated times.**

A vehicle which has been failed by a Scrutineer on practice / qualifying day may be allowed to practice at the sole discretion of the chief Scrutineer and the Clerk of the Course. **Any vehicle suffering damage after scrutinizing and before the Race must be re-scrutinized by the Chief Scrutineer.** The onus of reporting such damage is upon the Competitor. Scrutinizing includes the photography of engine bay, roll cage structure and rear of the vehicle. Competitor should ensure that this is done or face disqualification. **A competitor will confirm to the chief scrutinizer that his / her vehicle is in conformity to the scrutinizing done and no alterations or changes have been applied after the scrutinizing. And any/ all such alterations and modifications are done on his/her own risk and will be an offence if found, and will be disqualified.**

M.3 No car or motor cycle may take part in the Qualifying or Race until it has been passed by the scrutinizers.



M.4 The scrutinizers may:

M.4.1 Check the eligibility of a Car or Motor Cycle or of a competitor at any time during the event.

M.4.2 Any Car or Motor Cycle which, after being passed by the scrutinizers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutinizers approval.

M.4.3 The race director / clerk of the course may require any car involved in an accident be stopped and checked.

M.5 Checks and scrutinizers shall be carried out by duly appointed officials who shall also be responsible for the operation of the parc ferme and who alone are authorized to give instructions to the competitors.

**M.6 On the race day any vehicle failed by the Chief Scrutinizer will not be allowed to compete. At the Practice / qualifying and Race days all vehicles will remain in the Paddocks under the custody of the Chief Scrutinizer for 30 minutes from the time of the finishing time of the last event of the day. Any vehicle leaving the Paddocks without written permission of the Race director before the stipulated time is liable for punishment. A competitor who wishes to remove the competing vehicle before the end of the race meet or qualifying session, should submit a request in writing to the Race Director or COC and upon approval only could leave the track.**

**M.7 FUEL**

Only Fuel as commercially available for sale in Sri Lanka is allowed i.e. Gasoline or Diesel. Please refer the latest Appendix G and the rule book of FMSSL for Class wise clarification.

M.8 **Replacement vehicles** - i.e. change of Car or Motor Cycle is NOT permitted unless it is approved by the Race Director / Clerk of the Course under special circumstances. (except for classes where a spare vehicle is allowed, in such cases please refer to the specific rule).

**M.9 RACENUMBERS**

M.9.1 Three clear areas for the display of competition numbers must be reserved. One on the Bonnet and one each side left and right Front Doors of the car and the front and rear windscreen Top left corner. Special Motor Cycle Competition Numbers provided by organizers must be displayed on the front and sides prominently.

M.9.2 The name of the driver together with the Blood Group must appear on the bodywork, of the car, as stipulated in the SLAS appendix G.

**M.10. Paddock**

**All competition vehicles (Cars & Motor Cycles) & Light Supporting Vehicles**

**(up to 2000 KG) must be parked in the paddock as directed by the paddock marshal. Heavy**

**Support Vehicles must be parked elsewhere as directed by the paddock Marshal.**



Paddock is only for Competitors/Assistants with valid passes. Please make arrangements to accommodate others accompanying you elsewhere (please strictly adhere to this).

Please note all Support Crew / Pit Crew's behavior will be the responsibility of the competitor, and the competitor should ensure that they have been briefed of the rules governing the meet/s

## **N. WEIGHING**

- N.1 In every case where a minimum weight has been specified, it is the duty of the Competitor to ensure that at any time during the Meet, the weight of the vehicle will **NOT** be less than the minimum weight.
- N.2 It is permitted to carry ballast as a means of achieving the minimum weight provided that the ballast is of solid material and is **bolted or welded on to the car** with provisions for placing of seals by the scrutineers.
- N.3 The reference weighing scale is the Official Scale available at the meet. The Weight will be final and no allowances will be given. The stewards at the beginning of the race meet will check for the accuracy of the scale.
- N.4 During Qualifying and Race, cars will be weighed as follows:
- N.4.1 The organizer will install / nominate weighing equipment.
  - N.4.2 Organizers may decide to select cars at random to undergo the weighing procedure. An official will inform the driver at the pit exit or indicate by means of a flag after the completion of qualifying or Race that his car has been selected for weighing; (in addition to the normal weighing procedure)
  - N.4.3 Having been informed that his car has been selected for weighing, the driver will proceed directly to the weighing area and stop his engine at the end of his qualifying or race session;
  - N.4.4 The car will then be weighed and the result given to the driver.
  - N.4.5 If the car is unable to reach the weighing area under its own power it will be placed under the exclusive control of the marshals who will take the car to be weighed;
  - N.4.6 A car or driver may not leave the weighing area without the consent of the Weighing marshal;
  - N.4.7 If a car stops on the circuit and the driver leaves the car, he must go to the weighing area immediately on his return to the pits in order for the vehicle weight to be established.
  - N.4.8 The weight is the weight of the vehicle in the condition in which it crosses the finishing line (excluding the driver) or at any time during the competition, including qualifying.
  - N.4.9 **Failing to report to the weighing area after qualifying session is completed, will result in placing the Bottom of the qualifying list, and this rule will not be changed for whatever the reasons or other competitors giving their consent to accept his or her qualifying position. If the Maximum 15 starter rules is applicable for this class then the competitor may lose his position in the fastest 15.**
  - N.4.10 **PRE EVENT WEIGHING IS NOT ALLOWED.**



## O. QUALIFYING

- O.1 Timing will be by electronic equipment or by manually operated stop watches, and will be calculated to .01 seconds. Each competitor is entitled to **10 minutes or 5 laps Minimum** on the circuit including the starting lap or a time stipulated for practice and qualifying. If a competitor enters the paddocks cutting short of his timing runs, he/she will not be given a rerun or a run on the number of laps not completed. If a competitor has completed more than 04 laps, (Including the start lap), only the first four (04) laps will be taken for the consideration to determine the fastest lap. However, if Qualifying and free practice is on a time schedule (I e 08 or 12 Minutes), then the competitor will be allowed to enter the paddocks and reenter depending on the time left.

All competitors should at least have two timed laps during the qualifying session. Failing to do so, will result in the competitor being excluded from the race day event.

Only the fastest lap will be considered for the determination of the grid positions. Re-runs will be approved at the sole discretion of the Clerk- of-the-Course

- O.2 Please refer list displayed at the paddocks for the qualifying order and pay attention to the Public Address system.
- O.3 If a competitor fails to report for qualifying or is unable to qualify due to any reason, the competitor will start the race from the back of the grid. In the event there is more than one competitor who has not qualified, the competitors will be allocated grid positions behind the timed drivers according to the way their names are listed in the Events List. The Race Director's / Clerk of the Course's decision will be final on this issue. However, the Maximum number on the start grid will remain restricted.
- O.5 Stopping the qualifying Or Racing
- O.5.1 Should it become necessary to stop the qualifying / Racing, because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director / Clerk of the Course shall order a red flag to be shown at the Start Line. Simultaneously, red flags will be shown at all marshal posts.
- O.5.2 When the RED FLAG signal is given, all Vehicles shall immediately reduce speed and proceed slowly back to their respective pits, and all cars abandoned on the track will be removed to a safe place.
- O.6 At the end of each qualifying session all drivers / Riders may cross the Line only once. I.e; checkered flag should only be crossed once.

## P. TIMING AND THE GRID POSITIONS

- P.1 If the timing of an event/s could not be done on the qualifying day for any reason, the grid positions for that event/s will be bydraw.



- P.2 **No Protest will be entertained on official timing.**

P.3 At the end of qualifying, the fastest time achieved by each driver will be officially published.

P.4 The fastest driver will start the race from the Pole position on the grid.

P.5 The grid will be drawn up in the order of the fastest time achieved by each driver. Should two or more drivers have set identical times, Grid priority will be given to the one who set it on the earliest lap in his or her timing session.

P.6 The grid for **Motor Cars** will be in a staggered **3 x 2 x 3** formation. Motor Cycles will start on a **Single Line** with or without a Start Gate.

- P.7 **For Motor Cars The Organizers reserve the right to limit the start grid to the fastest 15 competitors.**

**However, The SLGT up to 3500cc event will run "Moto 1" / "Moto 2" if the number of entries are higher in the class and if it will pose a danger, Then the fastest 5 – 7 drivers in each motor will qualify to run the final. However, if the minimum starters are not present at the grid during Moto 1 or Moto 2 the event will be held as Race 1 and Race 2. In such case, the finishing order of Race 1 will be the start grid for Race 2.**

P.8 Any car / Motor Cycle which has not left the Dummy Grid area with one minute of the opening of gate, will not be allowed to proceed to the start line for the race start.

#### **Q. STARTING PROCEDURES / FALSE START**

**Q.1 Refueling or any adjustments to the vehicle on the starting grid is forbidden. Competition vehicles should not be worked on in any way after they have left the dummy grid until they finish the race and return to paddocks, unless permitted by the Starter.**

#### **Q.2 FALSE START**

A competitor taking a false start will be penalized as follows;

- a) Stop and Go Penalty (Minimum 5 -10 Seconds) or as specified by the stewards.
- b) Down Grading of positions or Exclusion from the Event.

**Steward's decision will be final and binding on all competitors.**

**Q. 3** The Stewards may impose a stop / go penalty on any driver / rider involved in an incident. However, should such penalty be imposed during the last Two laps, or after the end of a race, the driver may be demoted number of positions as per steward's decision which shall be final.

#### **Q.4 Stop Go Penalty**

Should the Stewards decide to impose a time penalty; the following procedure will be followed:



**Q.4.1** The stewards will give notification of the time penalty, which has been imposed, to the Stop Go Marshal. The driver / rider concerned will be shown an Orange Flag together with a “Stop Go” Sign at the Start Finish line with the driver’s/rider’s competition Number. The penalized competitor should report to the designated Stop Go Penalty area within **2 laps** and undergo the time penalty.

**Q.4.2** The driver / rider shown the Stop Go Sign should stop within the next 2 Laps. (Immediate next Lap or the FollowingLap).

**Q.4.3** When the time penalty period has elapsed the driver/rider may rejoin the race. The minimum time penalty will be **05secs**.

**Q.4.4** Whilst a car/motor cycle is stationary in the stop – go penalty area as a result of incurring a time penalty it may not be worked on. However, if the engine stops it may be started after the time penalty period has elapsed.

**Q.4.5** Please note the owners of stopping in the marked / correct area is with the competitor, if a competitor fails to stop on the designated area, then he / she will have to complete another lap and stop at the correct location.

**Q.4.6** Any breach or failure to comply with rules and regulations may result in the car / motor cycle competitor being excluded from competition.

**Q.4.7** The start line Cameras used (by the Club) will be the official source of evidence

## **R. STOPPING A RACE**

**R.1** The procedure to be followed varies according to the number of laps completed by the race leader before the signal to stop the race was given:

**CaseA.** Less than two full laps completed. If the race can be restarted,

**CaseB.** Two or more full laps but less than 75% of the race distance completed (rounded up to the nearest whole number of laps). If the race can be restarted, the Race Director / Clerk of the Course will decide in consultation with stewards.

**CaseC.** 75% or more of the race distance completed (rounded up to the nearest whole number of laps). The cars / Bikes will be sent directly to the paddocks and the race will be deemed to have finished, and the results will be taken as, when the leading car/ Bike crossed the Line at the end of the lap of one lap prior to that during which the signal to stop was given. (during the last race lap)

In the event of a Restart the Starting grid will be the finishing order of the last lap before the race was stopped.

## **R.2 FINISH**

**R.2.1** The end-of-race signal by means of a waived Chequered Flag will be shown at the Start / Finish Line as soon as the leading car / motor cycle has covered the full race distance or as determined by the stewards after 75 % of the stipulated number of laps have been completed.

**R.2.2** Should for any reason the end-of-race signal be given before the leading car / motor

cycle completes the scheduled number of laps, the race will be deemed to have finished when the leading car / motor cycle last crossed the Line before the signal was given.

- R.2.3 Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished once the leading car / motor cycle has crossed the line after completing

the specified laps for that race.

- R.2.4 After receiving the end-of-race signal all cars must proceed on the circuit directly to the Paddock / weighing area, without stopping, without receiving any object whatsoever and without any assistance (except that of the marshals if necessary).

- R.2.5 Any classified car which cannot reach the paddock / weighing area under its own power will be placed under the exclusive control of the marshals who will take the car to the paddocks / weighing area.

**S. It is compulsory for all competing Motor Cars and Trucks & Jeep to have Front and Rear Tow Hooks / Eyes. Scrutinizers will not pass the vehicles without Tow Hooks / Eyes.**

**T. COMPETITOR UNDER THE INFLUENCE OF ALCOHOL OR DRUGS**

- T.1 Competitor should not be under the influence of alcohol or drugs before and during entirety of the race meet.
- T.2 Any Competitor found to be under the influence of liquor or drugs would not be permitted to participate at the Meet.
- T.3 A competitor shall if so requested by the race director or his agent, should undergo an examination by a Medical Officer in attendance or by Sri Lanka Anti Doping Association Officials. These tests which may also include a Breathalyzer Test and Blood or Urine Tests.
- T.4 The Medical Officer's or Sri Lanka Anti Doping Association Official's decision and / or the results of the breathalyzer test will be taken as final and binding on the competitor. Refusal to submit to medical examination as above will result in automatic exclusion from the Meet.

**U. PROTECTIVE CLOTHING AND SAFETY REQUIREMENTS**

All drivers/riders must wear racing overalls/leathers as per the SLAS/FMSSL regulations. The driver/rider must be covered from neck to ankle to wrist. Helmets and driving gloves are compulsory. The Racing Helmet to be worn by the competitor must be of acceptable quality and should carry the safety standard that it is manufactured to on the helmet. Helmet should be properly strapped during races.

Any incident / issue not specifically covered by these rules and / or other sporting codes will be decided by the organizers as the case may be. SLAS / FMSSL rules too will apply.

**Protective Gear**

**Motor Cycles**

- a) Crash helmet of an approved type.





- b) Riding kit of thick material or leather.
- c) Riding boots.
- d) Gloves (Full Finger).
- e) Super Motard Competitors must wear Racing Leathers

### **Motor Cars**

- a) Crash helmet and seat belt (as per SLAS Appendix Minimum Safety Standard).
- b) Roll-Cages for all vehicles as per SLAS appendix G specifications.
- c) Crash bars or other protruding guards are not permitted.

Drivers protective gear will be as per SLAS Appendix G on “Minimum Safety Standards”.

Safety requirement of the competition vehicle will be as per SLAS, Appendix G”

At Supercross & Rally Cross events all cars must have functional brake light fitted to the rear of the car at the approximate height of a normal brake light. At circuit meets functional brake lights are compulsory. The 21 watt permanent light and Brake lights when illuminated should be visible from at least 10 ft away. No Blinking LED lights allowed.–

### **PLEASE SEE SPECIFIC RULES ON LATEST APPENDIX G**

- a. **Rear Mud Flaps are compulsory for all events.**
- b. The rear and side glasses should be free from any sponsor stickers. The Driver should be visible from behind and the side. – Please refer the Appendix G for specific details.

All other protective gear and safety measures recommended by SLAS must be adhered to.

Please refer to the latest version of the Appendix G, approved by the SLAS on all above. **It is up to the competitor to ensure that he / She is fully aware of the Rules and Regulations, Appendix G and its amendments, and is in compliance to same. The Non compliance or ignorance of the latest Rules and Regulation or the appendix G Published is the responsibility of the competitor and the club will not hold itself responsible.**

### **V. PROTESTS**

- V.1 All protest must be made in writing on prescribed form available with the Paddock Marshal and delivered to the Race Director / Clerk of the Course or to the Secretary of the Meet for onwards transmission to the Stewards of the meet, with the receipt of payment obtained from the paddock marshal after paying non refundable protest fees in cash.

### **V.2 Protest Fees**

**Motor Cars** -The protest fee is Rs 40,000/- paid in Cash with the protest (which is non-refundable). Protests should be lodged within 30 minutes of the completion of the **PARTICULAR EVENT** on Raceday and Qualifying Day. Additional fees for dismantling Motor Cars is **Rs 70,000/- (SL –E, SL – N, SL – A and SL - S ) and Rs. 100,000/- (SL – GT, SL – H, and T & J )** should be paid within 2 working days of the race meet.



**Refunds** – If the protest is **upheld** the dismantling fees will be refunded to the protestor after deducting the cost incurred by the organizers for dismantling and reporting needed for the inquiry.

If the protest is **not upheld** dismantling fees will be forfeited.

If the protest is **not upheld** and the vehicle of the Competitor who was protested against is declared within specifications according to rules and regulations, the competitor protested against will receive **Rs.50,000.00 in the case of SL – N, SL – A and SL - S and classes, and Rs. 60,000.00 in the case of SL – GT and SL – H classes.**

**Motor Cycles** - protest fee is Rs. 25,000/- paid in Cash (which is non-refundable). Protests should be lodged within 30 minutes of the completion of the race meet on Qualifying and race day. Additional fees for dismantling a Motor Cycle is Rs 20,000/- ( All Classes ) should be paid within 2 working days of the racemeet.

**Refunds** – If the protest is **upheld** the dismantling fees will be refunded to the protestor after deducting the cost incurred by the organizers for dismantling and reporting needed for the inquiry.

If the protest is **not upheld** dismantling fees will be forfeited.

If the protest is **not upheld** and the Motor Cycle of the competitor who is protested against is declared within specifications according to rules and regulations, the competitor protested against will receive Rs.7,500.00

- V.3 For procedures see National Sporting Code part XI and Current Regulations of FMSSL.
- V.4 One protest is only in respect of one car / motor cycle. Separate protests should be lodged for each car / motorcycle
- V.5 Protests arising out of a competition shall be addressed to the Race Director / Clerk of the Course. In the absence of the Race Director / Clerk of the Course such protests should be addressed to any of the steward/s of the meeting.
- V.6 A protest against a decision of a scrutiner or weighing official shall be lodged by the competitor in question immediately after such decision has been made.
- V.7 Protests against any error or irregularity occurring during a competition, referring to the non-compliance of vehicles with the regulations and concerning the classification established at the end of the event shall, except in circumstances which the stewards of the meeting consider as physically impossible, be made within thirty minutes of the official publication of the results or on completion of the event. Competitors shall be advised in advance of the place and time of such a publication either by the Supplementary Regulations or one of their appendices or by the programme. Should it be impossible for the organizers to publish the official results as stated, they shall issue, at the time and place fixed, accurate details concerning the measures they intend to take regarding the classification.
- V.8 The stewards of the meeting shall treat all protests referred to above as urgent. In the case of a split vote amongst the stewards of the meeting, the SLAS/FMSSL Chief steward shall have the casting vote.
- V.9 Organizers reserve the right to impound any competition vehicle and dismantle same to check for conformity on Qualifying or Race Day.

- V.10 Competitor whose vehicle is impounded with or without a protest should transport the vehicle to the place of custody and to the place where the vehicle is dismantled by his staffathis/hercostunderthesupervisionof theRaceDirector/ClerkoftheCourse /Stewards or the nominated officials. Competitor shall provide mechanics for dismantling his/hervehicle.



## W. INSTRUCTIONS AND COMMUNICATIONS TOCOMPETITORS

**A Drivers / Riders briefing will be held on qualifying day (I e the 20<sup>th</sup> of April 2024 at 8.00am which is compulsory.**

- W.1 All amendments to sporting regulations, instructions and communications to competitors will be given in writing whereverpossible.
- W.2 In exceptional circumstances, the Race Director / Clerk of the Course / stewards may give instructions to competitors directly or through PaddockMarshals.
- W.3 All results of qualifying and the race, as well as all decisions issued by the officials of the event, will be posted on the official noticeboard.
- W.4 Any decisions or communication concerning a particular competitor will be given to him ASAP.
- W.5 Briefings, chaired by the Race Director / Clerk of the Course or organizers will take place at a time and location notified via the official program or Via the PA system at the track. The briefings must be attended by all competitors and their teammanager.

## X. PODIUMCEREMONY

The drivers finishing the race in 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> positions or as decided by the organizers up to the 5<sup>th</sup> position, must attend the prize-giving ceremony on the podium and abide by the podium procedure set. All winners must attend the Podium Ceremony in RacingOveralls.

Any Competitor who absents himself or herself for the prize giving at the end of the meet without a valid reason communicated to the Race Director / Clerk of the Course in writing and accepted by the Race Director / Clerk of the Course, will forfeit his or her award. No one will be allowed to collect the award at the podium on behalf of the competitor. A competitor who has given a valid reason in writing accepted by the Race Director may collect his or her award from the Ministry of SportsDevelopment.

## X.1 CHALLEGETROPHIES

### X.1.1 Motor Cars

Driver obtaining highest number of aggregate points from Race 1 and 2 of Group SL GT 3500CC will be awarded the Challenge Trophy for the Best Driver of the day. In the event of a tie the trophy will be awarded to the competitor, who obtains highest number of points (out of the two tied competitors) in race 2.

### X.1.3 Motor Cycles

Rider obtaining highest number of aggregate points from Race 1 and 2 of Group „MX“ MOTOCROSS BIKES 100 C.C.UPTO 125 C.C. (2 STROKE) & 175 C.C. UPTO 250 C.C. (4 STROKE) will be awarded the Challenge Trophy for the Best Rider of the day. In the

event of anti-doping will be awarded to the competitor, who obtains highest number of points (out of the two tied competitors) in race 2.



## Y. GENERAL RULES

### Y.1 Reporting Times

Reporting Times will be as stated in clause A1.3 **Reporting in time, signing “IN” & “OUT” is a MUST and is the responsibility of the competitor, and not that of the crew or the manager.** The Competition license should be surrendered to the chief Paddock Marshall on practice / qualifying day, and will be released on race after the completion of the race.

### Y.2 Video / High resolution Cameras

The use of in car / Bike, Video and high resolution cameras (Any Sort of recording devices), are permitted/ recommended. All unedited data of these equipment should be surrendered to the Clerk of the course / Stewards upon requested to do so, even without the presence of a protest. The Club reserves the right to penalize or call for a disciplinary Action for competitors who fail to do so.

### Y.3 Prize Distribution.

- A. Please be advised that, after the completion of each race, a prize distribution will take place at the start / finish line (Segregated area). – **Trophies, sponsors material,** based on the race finish order, will be distributed, **and it will be Provisional.** The official results will follow after the conclusion of the race following the procedures of the NSC and its Appendix's, and certificates will be issued accordingly.
- B. The provisional results will be issued, to accommodate the Live Television Broadcast, and the interest of the Sponsors, the viewer's and the general public.
- C. Note : Any Competitor who absents himself or herself for the prize giving at the end of a meet/ awards presentation without valid reasons in writing to the clerk of the Course/ secretary would forfeit his or her awards. A competitor giving valid reasons and accepted by the clerk of the course may collect his or her trophy from the Sri Lanka Automobile Sport, 33, Torrington Avenue Colombo 07, during any working day from 10.00 am to 3.00pm.
- D. Podium finishers should be in their racing kits/ overalls at the prizegiving.

### Y.4 Moto 1 / Moto 2 – Format applicable for SLGT upto 3500cc Event

(Specific Rules for Moto 1 / Moto 2 )

- a) All competitors will be timed on qualifying as usual.
- b) Out of the final timed list the Odd Numbers will form the “Moto 01” group and the Even Numbers will form the group “Moto02”.
- c) There will be two races comprising of “Moto 01” AND “Moto02”.
- d) The Grid formation will be 3 – 2 -3.
- e) Trophies and certificates will be given to the 1<sup>st</sup> 3 placing, in “Moto 1” and “Moto2”
- f) The 1<sup>st</sup> – 8 places from each moto will form the grid for the Grand final. The grand final will have 12 grid positions. (Allocating grid for the Grand final will be as below.
- g) Both winners will take the 1<sup>st</sup> and the 2<sup>nd</sup> grids, they will take positions according to the

qualifying timings. (IE - The first grid will be allocated to the fastest on qualifying and the 2<sup>nd</sup> for other winner of the Moto).

- h) The two second placed competitors will form the grids 3 and 4 on the same basis as above. The balance grid positions will be formed in the above basis, up to a maximum of 12 – 14 starters (12 -14grids).



- i) Trophies and Certificates will be allocated to the 1<sup>st</sup>5 placers, in the “Grand final”event.
- j) In the event a competitor /s, from the selected 16 for the Grand Final is unable to participate, the next (9<sup>th</sup>Positioned), competitor from the motor 1 / 2 will be able to qualify for the grand final, again the fastest out of the two will have the first preference.
- k) Points will be allocated to the winners / placing (up to 8<sup>th</sup>) in the respective “Moto 1” or “Moto 2” and the “Grand Final”. Maximum points a competitor can obtain in both races will be 20.
- l) Champion Driver will be the winner of the Grand Final

#### **Y.5 Code of conduct for Drivers & Riders**

- a) Report on time and mark your attendance at the Paddock Marshall's office
- b) Get your competition vehicle scrutinized. Please ensure to show your race gear as well, to the scrutinizing officer.
- c) Having the Original competition license, issued by SLAS or FIA license issued by the ASN (for cars) and FIM/FMSSL license (for motor cycles), is a must during the race meet.
- d) Ensure to follow the supplementary rules & regulations, its amendments, the NSC (National Sporting Code) and its amendments. Ignorance to the above is no excuse. Noncompliance to these will be a disqualification.
- e) Ensure that the entry form and the indemnity form assigned.
- f) Motor Racing is Dangerous and you take part in it at your own risk.
- g) Ensure to obey instructions from Officials at all times during the time frame of the race meet.
- h) Avoid in getting in to arguments and confrontations with officials, competitors, spectators.etc. Follow the procedure in case of an unforeseen issue.
- i) Please ensure that the behavior of the support crew / pit crew is the responsibility of the competitor. (Please take note of the NSC).
- j) Please ensure to wear your / Pit Crew / support crew, passes at all times.

#### **Z. 6 Un Sportsmanship Behavior**

- a) The Stewards of the Meeting will have a very close view of all the incidents around the track using the CCTV and the Live Recording, for any misconduct or un sportsmanship behavior, and such will be dealt with immediately. Stewards decisions on such will be final and binding.

#### **CONCLUSION**

A decision on any situation not covered by these rules will be taken by Race Director / Clerk of the Course or stewards or both.