

## CHAPTER TWENTY – Super Motard (Road)

- 20.1      **Safety Equipment:** see Chapter 8.
- 20.2      **Engines:**  
**General**  
Plugs or caps, which if removed, permit the discharge of any lubricating, cooling or hydraulic fluids, must be wire-locked or otherwise secured in a manner approved by the scrutineer in the tightened position.
- Where flexible oil lines other than those supplied as standard equipment by the original machine manufacturer are used, they must incorporate high-pressure hose secured by high-pressure connections.
- All hoses must be securely fitted and guarded to prevent contact with the ground, tyres or other moving parts over the full movement of the suspension. Handle bar ends must be plugged or have hand guards fitted.
- 20.2a      **Engines:**  
Single or Twin cylinder engines may be used.
- 20.2b      **Machines:**  
Must be of an original OEM off road origin. If a Super Motard model is made then a purpose built off road bike must also be available from the manufacturer.
- 20.2c      On 4 stroke engines, an oil catch tank of 500cc minimum, properly fastened, or a closed breather system must be installed.
- 20.2d      Radiator liquid coolant permitted is water, a no-glycol based additives may be added.
- 20.2e      A self-closing throttle must be fitted.
- 20.2f      A non-return valve must be fitted to the tank breather pipe, which must discharge into a catch tank with a minimum capacity of 500cc.
- 20.2g      Lock wiring used on oil and water filler caps and drain plugs must be visible.
- 20.3      **Noise Emission:** See rule 10.6d
- 20.4      **Fuels:**  
Fuel for all machines must be as per rule 10.21
- 20.5      **Frames:**  
Must be of original OEM dirt bike origin without alteration to steering head and swinging arm pivot.

- 20.6 **Tyres:**  
Knobbly tyres are not permitted. Additional cuts and/or grooves may be made to tyres.
- 20.7 **Brakes:**  
A pin or locknut must be fitted to the brake pad fixture. The safety wire used on the brake calliper bolts must be visible.
- 20.8 **Championship Capacity Classes:**  
See Appendix A
- 20.9 **Competition Rules:**  
Must be 70% seal and 30% dirt (approximately) for Championship events.
- 20.10 **Practice:**  
Bikes can only practice together if of like capacity and class specification, classes cannot be mixed.
- 20.11 **Starting:**  
Unless otherwise provided for in the Supplementary Regulations, masses starts must be used.  
Qualifying for starting grid positions may be held if timing equipment is available. In the absence of qualifying, the Clerk of the Course must allocate starting grid positions.
- 20.12 **Grid Positions:**  
There must be a maximum of four riders per row with a minimum of one metre between riders; and there must be a minimum of four meters between rows.  
No more than thirty riders may participate in each race. All races will be a clutch race.
- 20.13 **Points:**  
As per rule 14.9h
- 20.14 **Stopping and Re-Running:**  
The Steward or Clerk of the Course who has excluded a competitor for unfair conduct and considers that such conduct has given an advantage to the team of which the offender is a member.  
In the case of a non-team event, jeopardized the fair chances of one or more of the other competitors in the event may declare the event void and order a re-run.
- If the event continues, any competitor unable to cross the finish line as a result of such conduct on the part of the excluded competitor may be deemed to have finished the race in the place held immediately before such conduct having regard to any advancement in placing following the exclusion, in some other place.

A Steward or Clerk of the Course may stop an event and order it to be re-run if it would be dangerous for it to continue.

**In any re-run:**

Any competitor who fell in the stopped event as a result of having been fouled.

Intentionally laid down his or her machine in the interests of safety; or  
Left the course in the interests of safety; may participate

**Any competitor who:**

Caused or contributed to the event being stopped

Failed to start in

Retired from

Was excluded from or;

Had been lapped during the course of the stopped event; may not participate.

**Where the Steward or the Clerk of the Course has stopped a race due to danger the following will apply:**

If no more than two laps of the stopped race were completed:

The stopped race will be declared null and void

The race may be re-run

The re-run race will be for the full race distance

The original grid positions will be used

The place of any machine unable to take part in the re-run race will be left vacant.

Machines may be repaired or replaced provided the machine examiner has approved them.

If more than two laps, but less than 65% of the race distance have been completed:

The race may be re-started, but only once

The re-started must occur no more than 30 minutes after the race has stopped

The re-started race distance will be equal to the balance of the stopped race distance.

Positions on the grid for the re-started race will be determined by the order of competitors at the finish line of the last full lap of the stopped race.

Only competitors who have completed at least 75% of the laps completed by the leading competitor at the time of stopping will be permitted to participate in the re-started race

Machines may be repaired or replaced provided they have been approved by the Machine examiner.

The stopped race any re-run will be deemed to be parts of the one race.

The winner will be the competitor having the highest number of laps at the finish.

Where two or more competitors complete the same number of laps the winning order will be determined by the time taken by each to complete those laps.

If at least 75% of the scheduled race distance is completed full points will be awarded.

If less than 75% of the scheduled race distance is completed half points will be awarded.

20.15

**Anticipated Start:**

If the front wheel spindle of the motorcycle crosses the line which marks the front of that riders starting position on the grid before the red light goes out, or in the case of a green flag start by the dropping of the flag this will be considered as an anticipated start.

20.16

**Stop/Go Penalty :**

Upon recommendation of the Clerk of the Course a board showing "Stop & Go" as well as the riding number will be shown at the finish area to the rider who made the false start.

The rider in question must go to the designated "Stop & Go" penalty zone must bring the machine to a stop (the engine must be turned off) and remain stationary for a full 5 seconds. The rider may then rejoin the race. This procedure is under the strict control of the designated marshals. Failure by the rider to stop after being shown the board three times will result in the rider being black-flagged. If more than one rider is penalized the riders will be signalled on subsequent laps. Where the marshals have been unable to carry out the stop/go procedure before the end of the race, the rider will incur a time penalty of 15 seconds.