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# **Philippine National Competition Rules** covering all motorcycle sports

(File name: 2014 NCR NAMSSA Ed. 1)

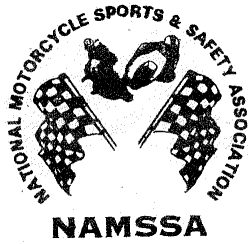
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**2014 National Competition Rules (NCR)**  
**of all motorcycle sports disciplines in the Philippines**  
**– issued by NAMSSA (June 2014) File name 2014 NCR NAMSSA Ed.1**

For all rules and regulations not found here with, kindly refer to the FIM regulations and manuals at [www.fim.ch](http://www.fim.ch)

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## FOREWORD

The National Motorcycle Sports and Safety Association (NAMSSA) was formed to promote the safe use of two / three wheel motorized vehicles, to provide regulated competition events, to formulate rules, to govern racing between these motorcycles, to further the interest of its membership, and to act as an international governing body affiliated with the Federation Internationale de Motocyclisme, Asian Motorcycle Union, Philippine Olympic Committee and the Philippine Sports Commission and sanctioning body for the sport in its jurisdiction in the Philippines.

The objectives of the NAMSSA are to encourage the promotion of safety in competition and in all events and activities, to foster strong and fair competition, and to provide an impartial events and competition program. Currently and in the past we have created national grass roots competition programs in order to elevate our local talent to the international scene and have created a mark in two wheels motorsports in the Asian region thru its FIM sanctioned events with the fielding of the Philippine NAMSSA Moto Team in all Asian FIM events. These rules for competition and special events are intended as a guide for the conduct of the sport pursuant to a uniform set of regulations, initially based on FIM, and Asian regulations but modified for our Philippine National Competition Regulations (NCR) to suit our local conditions. Changes made this year are based on previous season observations and experiences along with recommendations from competition members and experts.

These rules govern the sanction, organization and conduct of NAMSSA events as well as the eligibility of competitors and vehicles that are held to abide to all NAMSSA signed members' licenses. Competitors can expect strict but fair enforcement of these rules. Rules directed or related to safety are promulgated to ensure that everyone involved has a primary concern for safety. But each participant in NAMSSA competitions is responsible for assessing the safety aspects of the facilities and conditions, and personally assumes the risk of competition.

Please note that in addition to NAMSSA rules and recommendations, all riders must obey track, promoter and supplementary regulations. Advice from technical personnel, competitors and other experts has been of great assistance in the formulation of these rules, thru the different NAMSSA Sporting Commissions. Additional help has been provided by the industry and others involved with the sport. More info shall be constantly up-date thru [www.namssa.com](http://www.namssa.com). Have a safe and enjoyable year of NAMSSA competitions!

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## 1. NAMSSA's AIMS:

The aims of the NAMSSA are in particular:

- a) To encourage motorcycling in all its manifestations by supporting any project or initiative which may contribute to its development, to preserve the unity of the motorcycling movement and to safeguard the material and moral interests of its members.
- b) To defend the interests of the members of the NAMSSA by encouraging collaboration and friendship between them and all organizations involved in motorcycling.
- c) To oversee the organization of the events carrying its name, and to ensure that they are run in a safe and environmentally-sensitive manner and with the proper uniform rules set forth by its IF – international sporting federations the FIM – Federation Internationale de Motocyclisme.
- d) To promote responsible motorcycle sports and recreation, as well as safe road riding and mobility in a manner that is respectful of the environment.
- e) To defend, protect and represent the rights and interests of motorcyclists in all dealings with governmental authorities as well as with public and private bodies.
- f) To obtain a wide range of benefits for motorcycle users.
- g) To promote and maintain cordial relations with motorcyclists throughout the world and to use international events as stepping stone to world events and make events happen locally as a training ground to develop grass roots racing in the Philippines for national athletes further growth.

### 2.1 COMPOSITON OF DELEGATES: Incompatibilities with the position of NAMSSA Managing Council

- The President & Managing Council of the NAMSSA and or event Jury / Steward may not hold any position / relation in an industry, business, team, participant connected with motorcycling.

### 2.2 Interpretation of Rules

1. In case of dispute regarding interpretation of the Sporting Code / Rules, the authoritative interpretation is determined by the NAMSSA Management Council.

The meeting will be held under the International Sporting Code of the FIM, UAM CMS Regulations, this NCR together with any Supplementary Regulations, (SR) Additional Supplementary Regulations, (ASR) Bulletins and/or any final instructions issued officially by the Organizer or Federation -FMN. **If you're unclear about the rules kindly ask before event and technical inspection exact definition of the rules to NAMSSA. The NAMSSA managing council may modify / amend at any time any regulations it seems to be fit for the situation.**

### **3. FIM / NAMSSA RULES**

#### **3.1 GENERAL**

##### **3.1.1 Legal Authorizations**

No meeting may be organized before all necessary legal authorizations have been obtained by the organizer. The different issued NAMSSA / local government permits ( club, invitational, regional, national, international and continental championships ) are for motorcycles using speed as a determining factor and wherein there is a start and finish line is the jurisdiction of NAMSSA by virtue of its affiliation with the FIM (Federation Internationale de Motocyclisme), POC (Philippine Olympic Committee) and the PSC (Philippine Sports Commission) and is therefore the governing body for motorcycle sports in the Philippines today. Let it be known that NAMSSA has the sole right to issue competition licenses for two and three wheeled vehicles and to organize events and sanction to issue safety permits and provide trained official's as jury members to ensure that the FIM – NAMSSA rules and statues are held in accordance to all motorcycle events held in its territory of the Philippines. Any rider, team, sponsor, track or organizer participating in unauthorized events may be suspended from national and international NAMSSA events. If in the event the rules are not mentioned in this NAMSSA regulations , kindly refer to the FIM text books for more reference ad any other supplementary regulations here by issued by NAMSSA or Supplementary Regulations of the event proper.

##### **3.2.0 Parents Guidelines:**

- a) Encourage children to participate, if they are interested. Do not force any child who is not willing to participate.
- b) Focus upon the child's efforts and performance rather than the overall outcome of the event.
- c) Assist the child to set realistic goals based on his/her ability.
- d) Teach children that an honest effort is as important as victory, so that the result of each game is accepted without undue disappointment.
- e) Encourage children to follow the rules and any official's decision.
- f) Never ridicule or scold a child for making a mistake during a competition. Positive comments are motivational.
- g) Remember children are involved in motorcycling for their enjoyment, not yours.
- h) Children learn best from example. Applaud good performance by all competitors.
- i) Respect an official's decision. If you disagree with an official, raise the issue through the appropriate channels. Do not question the official's judgment/honesty in public.
- j) Support all efforts to remove verbal and physical abuse from sporting activities.
- k) Recognize the importance and value of volunteers and organizers. They give of their time to provide recreational activities for your Children and deserve your support.
- l) Demonstrate appropriate social behavior by not using foul or derogatory language.

##### **3.3.0 Rider / Riding behavior:**

If a rider blocks another rider, which means that the leading rider is on a weaving pattern and not only transversing in one direction on straight line, he may be penalized by the Jury. After numerous repeated offenses further penalties may be given by the Jury. All winners are supposed to be present in the awarding ceremonies and if unexcused absence shall forfeit their trophy, cash prizes and championships points for that round.

Also any team member, manager, mechanic or affiliated service crew of the participant if they have violated rules and regulations the rider entry is responsible for the behavior of this person and it is the rider whom shall be penalized accordingly for their actions.

All participants to the event, rider, pit crew, managers should practice good sportsmanlike conduct at all times. The use of foul and derogatory language and the attempt of physical or verbal threats are not permitted at all times. **First offense fines are at minimum of PHP 10,000 and can be subject to suspension.** Violations of the above shall be subject to sanctions by the organizing committee.

### **3.4.0 Rider Classifications:**

When a rider participates in a NAMSSA event for the first time or within the season and NAMSSA sees it fit (according to lap times) to upgrade the rider with in the year according to his seen riding skills, NAMSSA shall have the right to upgrade the said rider. If the rider joins for the first time in NAMSSA events and NAMSSA sees it fit for the rider not to be placed in the beginner category then the rider can be placed according to NAMSSA decision in which class he may belong. If the rider shall join in NAMSSA events for the first time and has raced in other series abroad it's up to the NAMSSA to classify accordingly this riding ability. A rider can step up one higher category only unless allowed by the organizers.

**Beginners category are for riders racing for the first year, then after beginner riders should be upgraded to Novice category on their second year of racing in order to give beginners a chance, and then after the participant has won the novice champion shall be upgraded to the next level of categories. All riders who finish in the top 5 in the overall at the end of the year results in their respective categories may be upgraded subject to an evaluation by the NAMSSA CCR. If the rider is below 15 yrs. old then subject to NAMSSA evaluation.**

## **4.0 CIRCUITS, TRACKS AND VENUES**

All circuits, tracks and venues, etc. used for motorcycle events where in speed is a determining factor with or without a contractual FIM promoter must be homologated and safety approved by the NAMSSA.

## **5.0 UNAUTHORISED MEETINGS**

In line with Article 11 of the FIM Asia Sporting Code covering all FIM Asia member-FMNs (NAMSSA), the organization or staging of any motorcycle sports activity wherein speed is a determining factor and whose rules and regulations do not conform with the prescribed technical and safety regulations of FIM Asia and/or its member-FMNs (NAMSSA's) National Safety Sporting Code, their Appendices or Supplementary Regulations and as such, are not inscribed in the FIM Asia and/or its member-FMN's (NAMSSA) national sporting calendar are not recognized by FIM Asia and/or its FMNs (NAMSSA) and shall be deemed as unauthorized meetings that may subject its participants, sponsors and organizers to sanctions. Such unauthorized meetings are not insured or covered by any policy entered into by FIM Asia and or its FMNs (NAMSSA). Moreover, FIM Asia and/or its FMNs (NAMSSA) shall render void/not honor any insurance claims for accident, death, invalidity and/or repatriation from riders, teams, officials and other participants in such unauthorized meetings and events that do not comply with FIM Asia and its member-FMNs technical and safety standards.

## **6.1 OFFICIALS AND PROCEDURES**

### **6.1.1 General**

The direction and supervision of national meetings, as well as the judicial procedure, are the responsibility of the officials appointed by the NAMSSA. The NAMSSA shall appoint officials whose aptitude and integrity for the position they can fully justify. Official NAMSSA approval is only given after the officials have proved to be competent according to the special requirements for each discipline. The NAMSSA has the right to renew or cancel an appointment whenever necessary. An official shall not be a rider, sponsor, team manager, mechanic, any individual with commercial interest on the sport or promoter participating in the meeting.

All officials and marshals must remain operative with all equipment in place at the circuit available to the national Jury until the end of the period provided for the lodging of a protest.

### **6.1.2 Jurisdiction**

Except the Jury, all officials and their assistants are subject to the authority of the Clerk of the Course.

### **6.1.3 Clerk of the Course**

The Clerk of the Course is responsible for the conduct and efficient running of the meeting. He cannot be a voting member of the national Jury.

His essential duties are:

- The Clerk of the Course must ensure that the circuit, track or venue is in good condition, that all officials are present and ready to carry out their functions and that the safety, medical and control services are on duty;
- The Clerk of the Course must verify the identity of the riders, the correct numbering of the motorcycles, and that there is nothing to prevent a rider from participating in the meeting, e.g. suspension, disqualification or any other ban on riding.
- The Clerk of the Course can postpone the start of a meeting for an urgent case of safety or for any other case of "force majeure" or proceed with the improvement of the conditions of the circuit, track or venue, stop a meeting prematurely or cancel part of or the entire meeting.
- The Clerk of the Course can prevent a rider or a motorcycle from starting, or order his withdrawal from the meeting if he considers such action necessary for safety reasons.
- The Clerk of the Course must ensure that the FIM-NAMSSA rules are respected; he may propose penalties to the national Jury.
- The Clerk of the Course can order the removal from the circuit, track or venue and its vicinity of any person refusing to obey the orders of an official in charge.
- The Clerk of the Course must notify the national Jury of all decisions to be taken or already taken, and of any protest addressed to him.
- The Clerk of the Course must collate the reports of the timekeepers and other executive officials and all other information necessary to present his report to the national Jury, and to have the provisional results of the meeting approved.

## **6.2 PARTICIPANTS**

### **Licenses**

Participation at national meetings is restricted to the holders of a valid NAMSSA license. During these meetings, the holders of FIM NAMSSA licenses are required to present their

personal signed licenses to the Clerk of the Course or his assistants. For participants over the age of 50 yrs old a Medical Doctor's certificate and ECG result with reading are needed to be able to participate in the races

For a class to be opened there must be a minimum of 5 riders in the class, if not lower class is upgraded to next higher class. If there is less than minimum number of entries half points if more than 3 entries full points. All participants are to submit to NAMSSA, a NSO authenticated birth certificate or any government issued ID (passport, license etc.) in order to participate in the said age bracket classes (inclusive for Executive & Vets), if not entry to event may be denied. Those in violation of tampering of these documents shall be subject to disqualification and further penalties.

### **6.3 ENTRIES PRELIMINARY VERIFICATIONS**

Before the start of official practice or anytime during the event, verifications of administrative matters, licenses, technical approval of the motorcycles, approval of helmets, equipment and protective clothing must be carried out. If required by the SR, each rider must provide a written and signed declaration asserting the conformity of certain parts of his motorcycle.

The verification of motorcycles must be held on the site of the meeting. At any time during the meeting, on request of the Technical Steward, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification. All participants are responsible in ensuring their machines meet the technical requirements and limitations in the rules, if at any time there is any doubt kindly consult with the technical inspector before the event to ensure legibility.

At all times during the meeting, a rider will be responsible for his motorcycle and/or equipment to be in conformity to the rules. All machines that have passed technical inspection may be permitted as spare machines for the event proper, as long as it is used before the start of the event.

### **6.4 START Start procedure**

A mass start will be made with engines running. **Any forward movement of a machine in the starting grid shall be deemed to have a jump start violation.**

#### **False starts**

All false starts shall be indicated by waving a red flag. The riders will have to go back to the waiting zone or pit lane out and the re-start will take place as soon as possible.

### **6.5 STOPPING OF A RACE/HEAT**

The Clerk of the Course has the right, on his own initiative, for urgent safety reasons, or other cases of force majeure, to stop a race/heat prematurely or cancel a part or the whole of a meeting.

If a race/heat is stopped any time during the first "X minutes" (30% of the number of laps), there will be a complete restart. Riders will return to the paddock and the restart will take place as soon as possible or 30 minutes after the stoppage of the race/heat. Changing of motorcycles will be allowed. If it's done after 3 laps the remainder of the laps will be run on the re start. The final choice must be made 10 minutes before the restart.



Reserve riders may take part in the restart if one or more of the original starters are unable to take part or are disqualified by the Clerk of the Course.

The Clerk of the Course may disqualify one or more riders, deemed to be at fault for the race/heat being stopped, from taking part in the restart.

If a race/heat is stopped after "X minutes" (half of the racing time) have elapsed, the race/heat will be considered complete. The finishing order will be based on the placing of the riders on the lap before the red flag was displayed. Any rider(s) determined by the Clerk of the Course to have been responsible for the red flag will be placed behind riders having completed an equal or greater number of laps.

For Road Racing for stopping the race before the prescribed number of laps is completed if more than 75 % of the race has been run the race shall be considered complete and full points to be awarded. If the race is interrupted before 75 % then the continuing race will be run with the total running time of both races added up to judge the winner. IF the race is interrupted on the first three laps then a complete re start shall happen. If the race cannot be completed, then half points only to be awarded. If no timing system is used then the determining factor shall be that if 75 % is run points to be awarded and end of event, if less than 75 % is run and interrupted then the race remainder shall be run and remaining number of laps done and the winner is who crosses the finish line first. In all these conditions the orders shall be based on the placing of the riders on the lap before the red flag was shown.

## **6.6 OUTSIDE ASSISTANCE/COURSE CUTTING**

**Riders may not use any starting aid devices (starting blocks, other elevating devices, etc.) at the start.**

Any outside assistance on the course is forbidden during the qualifying and /or timed practice(s) and the race(s)/heat(s) unless it is carried out by a marshal appointed by the organizer carrying out his duty in the interests of safety. The penalty for violation of this regulation is disqualification.

At the side of the track an area must be reserved for repairs during the practices and the races/heats. In this specific area, the only persons allowed are the mechanics who may make repairs or adjustments to the motorcycles, the signalers and the representatives of the Industry.

Any refueling must be done with engines dead and rider dismounted from machine.

Riders entering the repair zone must stop before returning to the track. Violation will entail disqualification from the race/heat in question. Outside assistance is allowed for 50cc class only or classes at 9 yrs old and below, unless safety reasons have to be met by the concerned field marshals. Radio communication with the riders will not be allowed.

Course cutting is forbidden. The penalty for attempting only to gain an advantage by course cutting will be disqualification from the respective practice session or race/heat. A rider leaving the course may only continue the race by safely re entering the course without gaining advantage from the closest point to where that rider left the course. If necessary, further penalties will be decided by the Jury.

## **6.7 ADVERTISING ON RIDERS AND MOTORCYCLES**

During national meetings held under the authority of the FIM-NAMSSA, advertising on riders and motorcycles is permitted, but should first be cleared with the organizers in order to protect conflicting sponsors of the event. All event advertising should contain name of the organizers and sanctioned by NAMSSA, failure to which shall result to penalties by NAMSSA numerous repeated offenses shall lead to NAMSSA rejecting the entry of the rider and or team to its events.

Advertising is authorized on the helmet so long as the advertising does not alter the technical characteristics of the helmet.

## **6.8 DANGEROUS MOTORCYCLE**

The bodies or officials concerned can exclude at any time during the meeting a motorcycle, the construction or condition of which is considered to be or may become a source of danger.

## **6.9 SPECIAL MEDICAL EXAMINATION**

At any time during a meeting a special medical examination may be carried out, at the request of the Jury President or Medical Panel delegate / event paramedic, by an Official Doctor of the event, or another doctor nominated by the Chief Medical Officer. Any rider who refuses to submit himself to such special medical examination must be disqualified from the meeting, and his case notified to his NAMSSA and to the FIM for a possible penalty to be applied. All riders recently coming from any known injury must present a medical certificate in order to be permitted to enter the event.

## **6.10 OFFICIAL SIGNALS**

Official signals should be given by means of a flag measuring approximately 750 x 600 mm as follows:

### **Signal Meaning**



Red flag - All riders must stop. (All false starts must be indicated by waving a red flag)



Black flag and/or a board with a rider are number on it. An order for the rider in question to stop.



Yellow flag, held stationary Danger, ride cautiously. Yellow flag, waved immediate danger, prepare to stop, no overtaking.



Blue flag, waved Warning, you are about to be lapped. If stationary faster riders are approaching and let the rider pass and keep out of racing line (The blue flag must be used by supplementary flag marshals, specialized for this flag only)



Green flag Course clear for the start of the race/heat. (The green flag can only be used by a supplementary flag marshal during the start procedure)



Black and white chequered flag - End of the practices/the race/heat.

The minimum age for flag marshals is 16 years .After a meeting, the Flag Marshals must remain available until protest time has expired.

## 6.11 RESULTS

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

The winner of a race/heat is the rider who crosses the finish line first. 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/quad crosses the line.

When crossing control lines, the rider/driver, passenger must always be in contact with the motorcycle. **The pit lane is not considered part of the finish line of the event.**

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 and pass the checkered flag to be considered a finisher within 5 minutes of the arrival of the winner, i.e. riders have 5 minutes to complete the lap or it will not be counted in their result. The procedure to determine the classification in the results of riders who do not complete the lap within 5 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.

A rider will not be classified if he:

- 1) Has not crossed the finishing line within 5 minutes of the arrival of the winner, therefore all riders have to cross the checkered flag and finish line at the end of the event in order to be classified.
- 2) Has not covered  $\frac{3}{4}$  of the total number of laps completed by the winner In a meeting where several heats are run, the winner of the meeting is the rider who has obtained the most points irrespectively of the number of races/heats he finished. In case of ties, the number of better placing will be taken into account. If a tie still exists, the points scored in the last race/heat will determine the order of placing in the final standings. If a tie still exists, the points scored in the last but one race/heat (etc.) will determine the final standings.

In each race/heat, points will be awarded to riders as follows:

#### A. OFF-ROAD SCORING SYSTEM

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

10 points	11 <sup>th</sup>
9 points	12 <sup>th</sup>
8 points	13 <sup>th</sup>
7 points	14 <sup>th</sup>
6 points	15 <sup>th</sup>
5 points	16 <sup>th</sup>
4 points	17 <sup>th</sup>
3 points	18 <sup>th</sup>
2 points	19 <sup>th</sup>
1 point	20 <sup>th</sup>

#### A. ROAD/CIRCUIT SCORING SYSTEM

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

7 points	9 <sup>th</sup>
6 points	10 <sup>th</sup>
5 points	11 <sup>th</sup>
4 points	12 <sup>th</sup>
3 points	13 <sup>th</sup>
2 points	14 <sup>th</sup>
1 point	15 <sup>th</sup>

The results will not become official until the time limits for protests have elapsed. If a protest and/or appeal is (are) lodged against the results, these results cannot be considered as definitive until a (final) decision has been taken by the competent body (bodies).

The Organizer reserves the right to request any participant to submit their competition machine/motorcycles at anytime (pre, during, post-event) for technical inspection. Participants/and or their mechanics shall be responsible for the disassembly/dismantling of their machines/engines.

If any rider is found to be disqualified during the event weekend, his points are removed and all other riders move up to his position of points. If the rider has found to be disqualified and is overage for example all his points in the past rounds are withdrawn but all other riders does not move up to his / other positions as the results are official. For national competitions were in other international riders are permitted, only national points to count for national riders while the points which are held by the international riders are with held but not awarded to local riders and thus other points do not move up the points table. International riders win trophies and cash prize but does not win national championships points not unless his passport shows that he is a permanent resident in the Philippines.

## **6.12 RESULTS/PROCEDURES**

**6.12.1** If the chequered flag is mistakenly displayed later than the official time/distance/laps, the finishing order shall be determined by the running order at the official time/distance/laps.

**6.12.2** Under any other circumstances, such as mistaken display of chequered flag before the official time/distance/laps, the finishing order shall be determined by the running order at the time the chequered flag is displayed.

## **7.0 PROTESTS**

Protests must be lodged according to the Disciplinary and Arbitration Code of the FIM and the Supplementary Regulations and be accompanied by a fee of PHP 15,000, with a cash bond equivalent of the dismantling of the machine in local currency to NAMSSA returnable if the protest is justified. Oral protests shall not be entertained. The organizers have the option to impound the said machines if required.

### **7.1 TERMINATION OF A MEETING**

A meeting is not considered to be terminated until the time limits for protests and appeals have elapsed and all protests and appeals have been settled. If an appeal is lodged, the results cannot be considered as definitive until a final decision has been taken.

The riders placed first, second and third will be asked to attend the official prize giving ceremony.

The Race Control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain at the circuit available to the national Jury.

## **8.0 DISCIPLINARY AND ARBITRATION CODE**

### **8.11 PRINCIPLES**

The duties, powers and responsibilities of the bodies and delegates of the FIM are set out in the FIM Statutes and By-Laws. Similarly, the obligations incumbent upon the participants, officials and organizers of sporting and touring events are set out in the FIM / NAMSSA Sporting Code. Proven violation or non-observance of these obligations will be subject to the penalties laid down in this Disciplinary and Arbitration Code.

### **8.2 PENALTIES**

The penalties are:

- Warnings
- Fines
- Time and/or point penalties
- Disqualification
- Withdrawal of Championship points
- Suspension
- Exclusion

### 8.3 Definition and Application of Penalties

- **Warnings:** can be made privately or publicly
- **Fines:** cash penalty and should be settled within 7 days of the verdict and shall be tripled if not settled within this time limit with an amount of P500 to P100,00 limit.
- **Time and/or point** the imposition of time or points affecting the **penalty or** driver's actual result or suppression of time **suppression of time:**
- **Disqualification:** entails automatically and independently of any other penalty, the invalidation of the results obtained in a meeting, event, practice, race or ranking there from
- **Withdrawal of Championship points:** entails the loss of NAMSSA Championship points.
- **Suspension:** entails the loss of all the rights granted to FIM NAMSSA members or license holders, or prohibition from taking part in any of the activities under FIM NAMSSA control for a specified period of time. The application of this penalty may be conditionally deferred for a period of up to a maximum of two years.
- **Exclusion:** entails the final and complete loss of all rights of participation in any activity under FIM NAMSSA control.

### 8.4 Specific penalties

Specific penalties for certain offences are provided for in the Sporting Code, the Medical Code, the Anti-Doping Code, the Appendices, Regulations and/or Supplementary Regulations.

### 8.5 Plurality of penalties

Any offender may have several penalties pronounced against him according to the circumstances. Certain penalties entail suspension of the license delivered by the FIM NAMSSA until the penalty inflicted has been fulfilled.

## 8.6 PROTESTS AND APPEALS

### 8.6.1 Right of protest

Any person – driver, passenger, sponsor, manufacturer, Official etc. – holder of a FIM NAMSSA license and affected by a decision taken during a meeting under the authority of the FIM, has the right to protest against that decision, except in the case of "Ride Through Procedure", "stop and go" or "black flag". No protest can be lodged against a statement of fact pronounced by the Clerk of the Course, the Referee or the Start or Finish Marshal or any other executive official. Statements of fact are defined in the relevant Appendices and Regulations. The protest subject is not supposed to be constantly discussed with the Clerk of Course during the event, in order not to disturb the event operations and thus submitted in writing with the appropriate fees, to be discussed by the Jury members.

No protests shall be entertained after the event with regards to the technical specifications of the machines of other riders. This should be done before start of official practice qualifying of the said event.

### 8.6.2 Procedure and time limit for protests

All protests must be submitted with the Protest Fee PHP 15,000 and signed only by the person directly concerned. Each protest must refer to a single subject only and must be presented within 1/2 hour at the latest of the publication of the results, unless otherwise

provided in the Appendices of the Sporting Code. During a meeting, protests must be submitted according to the provisions of the Supplementary Regulations and handed to an official in charge (Clerk of the Course or Referee, Secretary of the meeting) together with the security deposit as published by the FIM

A protest against the eligibility of a driver, team or a motorcycle entered, must be made before the start of the official practice.

If the protest involves dismantling of a machine, there shall be a bond issued for the cost of dismantling at PHP 6,000 for underbone models and PHP 10,000 for higher models of four stroke and two stroke type and is given back if the protest is won or given to the other party if protest losses.

### **8.6.3 Hearing of a protest**

After a hearing, the national Jury or the Referee must make a decision on any protest presented during a meeting. The protest has to be judged according to the provisions of the Sporting Code and its Appendices.

### **8.6.4 Effect of the decision of the Referee**

The decisions of the JI or Referee on the determination of penalties are immediate.

### **8.6.5 Right of Appeal**

The provisions concerning appeals against NAMSSA disciplinary decisions incurring one of the penalties stated in Art. 2, are as follows: – Against the decisions of the Jury or Referee in any national Meeting other in the first instance to the NAMSSA.

### **8.6.6 Time limits for the lodging of an appeal**

The time limit for lodging a statement of appeal is:

– Against a decision of the Jury or Referee – 5 days (before NAMSSA) the time limits shall be taken from the date of receipt of the decision by the Appellant with a fee of PHP 15,000.

### **8.6.7 Lodging of an appeal**

To be admissible, the statement of appeal must be sent by registered letter or special courier to the Executive Secretariat and postmarked within the deadlines specified in Article 3.6. The correct security deposit for appeal must be paid in to the NAMSSA Executive Secretariat, as the case may be, within the deadlines specified in Article 3.6, FIM. Within 10 days following the statement of appeal the appellant assigns to the NAMSSA Executive Secretariat a brief of appeal stating the facts. If the NAMSSA appeal was not lodged and/or the security deposit for appeal not paid in within the deadlines specified in Article 3.6, the NAMSSA appeal, are entitled to declare inadmissible the appeal without hearing.

## **8.6.8 PROCEDURE BEFORE ALL THE DISCIPLINARY AND ARBITRATION BODIES**

### **8.6.9 Right to a hearing**

Any person or body punished pursuant to the Statutes, Codes or Rules of the FIM NAMSSA has the inalienable right to defend himself, either in person or by proxy. Any party convened before a disciplinary or arbitration body has the right to be represented by one defense counsel of its own choice and at its own expense. Adequate notice of this intention must be given to the NAMSSA in order that this may also be notified to all other parties in the case. Failure to do so may result in the disciplinary or arbitration body

upholding an objection to such representation. If any of the parties duly convened do not appear, judgment can be rendered by default. The disciplinary or arbitration bodies may propose that the hearing take place by means of a telephone conference call, or through any other means of communication, using a telephone or electronic device. Such a method of conducting a hearing shall only take place with the consent of all parties involved.

### **The hearing**

The hearing shall be public unless the disciplinary or arbitration body itself decides otherwise in exceptional circumstances. The hearing shall be conducted in one of the official languages of the FIM. Should one of the parties wish to use another language, it shall provide the necessary interpreters at its own cost. The appellant must be present or duly represented, failing which, the appeal will not be admissible and the costs shall be borne by the appellant. Once the President has opened the proceedings, he will invite the parties involved to state their respective cases without the witnesses being present. After statements of the parties concerned, the disciplinary or arbitration body shall hear the various witnesses and experts in order to complete the evidence. The parties involved in the case shall have the right to question all witnesses and experts on their evidence. Any member of the disciplinary or arbitration body may, at any time during the hearing and with the President's approval, question any parties, witnesses and experts involved. All disputes are not allowed to be brought to the public courts and shall be subject to the member being banned from all future NAMSSA events

### **Witnesses and experts**

Each party is responsible for the convening and appearance of its own witnesses, as well as their expenses unless decided otherwise by the Court. The disciplinary or arbitration body has no authority to oblige the witnesses to swear on oath; therefore, testimony shall be given freely. The witnesses may only testify to the facts they know and shall not be allowed to express an opinion, unless the disciplinary or arbitration body should regard them as experts on a particular subject and should ask them to do so. After having made their statements, the witnesses may or may not leave the Courtroom upon jury instruction and shall not be allowed to speak to any other witness who has still to give evidence. The Court may summon experts.

### **Judgment**

Decisions of all disciplinary or arbitration bodies will be reached, in camera, by a simple majority of votes. All members will have equal voting rights which must be exercised when a decision is required. Abstention is not permitted. Each member of the disciplinary or arbitration body binds himself to keep all deliberations secret.

### **Publication of Judgments**

The disciplinary or arbitration body adjudicating a protest or an appeal has the right to publish or to have its judgments published and to quote the names of all parties concerned. The persons or bodies quoted in these statements have no action against the NAMSSA, nor against any person having published the statement. The said case shall not be available for appeal to the civilian courts in what so ever manner. There shall be no NAMSSA member to address its cases in the civilian courts in what so ever manner and only in the above mentioned proceedings for hearings and decision to be made of protests and clarifications. Above mentioned shall subject the said member to further penalties / disqualifications to be imposed by the Jury/NAMSSA.

### **8.7 COST OF PROCEDURES**



### **8.7.1 Payment of fines and costs**

If the penalty is definitive and either the fine and/or costs are not paid within 30 days of notification of the judgment decision according to Article 5.5, FIM, the person or body affected by the decision shall be automatically suspended from participation in all FIM activities, until such time as full payment has been received by the Executive Secretariat.

## **8.8. RECIPROCITY OF PENALTIES**

As a consequence of the agreement of reciprocity concluded on April 30th, 1949 between the 4 organizations controlling motorized sports internationally, i.e. in addition to the FIM, namely:

- The Fédération Internationale de l'Automobile (FIA)
- the Fédération Aéronautique Internationale (FAI)
- the Union Internationale Motonautique (UIM)

penalties of suspension or exclusion may also be applied to one or another of the sports represented by the above organizations, upon request of the NAMSSA.

## **9. ARBITRATION CLAUSE**

Final decisions handed down by the jurisdictional organs of NAMSSA shall not be subject to appeal in the ordinary courts. Such decisions must be referred to the Court of NAMSSA Managing Council, within the time limit of Appeal as laid down in these Articles, which shall have exclusive authority to impose a definitive settlement in accordance with the Code of Arbitration applicable to sport. All NAMSSA members, teams, manufacturers, promoters, participants, circuit owners, sponsors, event officials and the like who are elements in sanctioned/organized events are not permitted to elevate or file cases or any accusations, grievances or disputes against the NAMSSA sporting association in ordinary courts. Violation of this provision shall be subject to sanctions including the payment by the complainant to the NAMSSA of all legal fees borne by NAMSSA in relation to the case before they can be reinstated as a member in good standing and allowed to participate in future NAMSSA events. Said monies shall be channeled back to NAMSSA's funds for the development of motorcycle sports to compensate for the expenses the NAMSSA had incurred for legal fees.

## **10. Reservation of Rights**

The Organizer reserves the right to abandon, postpone or cancel the event for reasons of safety or force majeure. The organizers can reject the registration of any participants without stating any reason whatsoever.

## **11. Advertising**

a) Motorcycles

- Entrants and Competitors are not permitted to reject the Sponsors' decal unless negotiated beforehand.

The Organizer reserves the right to remove any decals that not been declared to the Secretary of the Meet at least seven days prior to the event. Team Sponsors license are to be secured with Team as entrant.

## b) Race and Event Grounds

- No form of advertising will be allowed in and around the race grounds without the prior written consent of the Organizer. Competitors and/or Teams in breach of this may face Disqualification.

## c) Event – PR and Publishing of Press Releases

- All Pre and Post Event advertising must have the written approval of the Organizer. Advertising materials must be submitted to the Organizer prior to consideration. Advertising materials must prominently display the Event Title and the words Sanctioned by NAMSSA ( National Motorcycle Sports & Safety Association ) together with name of the official venue of host and their respective logos ( logos if applicable ) violation of this rule is subject to a fine by the NAMSSA Managing council and future repeated offenses may install further penalties.

## **ROAD RACE TECH REGULATIONS:**

All machines should have their headlights and turn signals taped or removed, replacement of these assemblies should appear similar to homologated original models with fiberglass construction and should be pre-approved by NAMSSA. Everything not mentioned & listed in these rules are not permitted and forbidden. Bodywork must resemble the original homologated units (but maybe constructed form fiberglass) of up to 80 % and shall be pre-approved by NAMSSA in design and construction. If participants enter machines that are not homologated the option not to award national points may be done by NAMSSA.

### COOLANTS:

The only liquid engine coolants permitted other than lubricating oil shall be water or water mixed with ethyl alcohol. No other colored coolants permitted and shall be checked by technical department.

OTHERS: All weights on machines should be double bolted down and safety wired.

## **EVERYTHING THAT IS NOT AUTHORISED AND PRESCRIBED IN THIS RULES IS STRICTLY FORBIDDEN**

In machines were in clutch systems maybe be replaced / installed the crankcase cover may be changed.

Titanium valve guides maybe permitted in all the classes. For post event weigh in there shall be a tolerance of – 1 kg for minimum weight and for cylinder capacity post event check there shall be a tolerance of 1% + of the cc reading.

### **1.0 SUPERSTOCK (SS Class ) 115cc, 125cc & Automatic Scooter Category**

#### **1.1 ELIGIBILITY OF MOTORCYCLE SUPERSTOCK 110CC / SUPERSTOCK 125CC**

This class is open to Philippine homologated motorcycles that are 4 stroke (single cam/2-valve) 1-cylinder, 4 gears underbone configuration motorcycles. For 110cc max

displacement is at 115cc and for 125cc maximum displacement is up to 125cc (machines with less capacity that meets specifications are permitted as long as locally available by the manufacturer).

## 1.2 GENERAL SPECIFICATIONS

Motorcycle for underbone class must be in current production and must be homologated with NAMSSA and be on sale in the Philippines commercially available.

### 1.2.1 The following items MUST NOT BE altered:

1.1	Type of engine, number of cylinder, piston stroke and the valve.
1.2	The material and casting of cylinder, cylinder head, crankcase and gearbox. Except for installation of additional clutch relative to crankcase covers.
1.3	The materials of the internal parts of the engines.
1.4	Position of the cylinder head and cylinder relative to crankcase cover.
1.5	The materials, casting and shape of crankcase cover. Except for installation of additional clutch relative to crankcase covers.
1.6	The materials, dimensions and shapes of crankshaft assembly.
1.7	Fuel tank (excluding inlet opening and fuel cock). Carburetor for that model
1.8	Primary gear ratio and number of gears.
1.9	Frame body, rear swing arm.
1.10	Frame body must remain as originally produced by the manufacturer.
1.11	Front Fork and under bracket complete.

1.2.2 The following items may be altered, but must conform to the general specification. (This is for clarification only. Other parts not listed in Art. 1.2 can be altered or replaced. Change of specification means modification, changes or removal of the parts.)

2.1	Inlet opening of fuel tank for fuel charge may be modified but cannot be relocated.
2.2	Change of fuel pipe and fuel pet cock / on / off valve.
2.3	Change of exhaust pipe and muffler, but must have silencer (Carbon Fiber & Kevlar permitted).
2.4	Modification or removal of air cleaner box is permitted, air filter element may be replaced or removed. Air funnel or velocity stock permitted.
2.5	Kick starting device may be removed.
2.6	Removal of speedometer (including meter gearbox and cable).
2.7	Removal of drive chain case and cover. Change of drive chain is allowed.
2.8	Change of final gear ratio is allowed. Front & rear sprockets.
2.9	Maximum width of rims must be as follows: FRONT: 1.85 inches REAR: 2.15 inches
2.10	Modification and change of rear / front brake pads / linings is allowed. Conversion from drum to disc brakes permitted.

2.11	Modification and change to brackets and pegs including footrest.
2.12	The rear suspension shock absorber may be replaced.
2.13	Attachment of stabilizer to strengthen or reinforcing rear swing arm is allowed
2.14	Removal of dust seals.
2.15	Handle bars, clutch and front brake lever may be changed/modified/altered by an after market copy.
2.16	Steering dampers may be fitted. They must not act in any way as a steering lock limiting device.
2.18	Materials of streamlining (bodywork) , shape and material of seat & cowling (However, expensive material such as carbon fiber and Kevlar are not allowed).
2.19	Removal of rear mudguard and side covers. Body must retain original silhouette
2.20	All lubricants are free.
2.21	Adjusting any parts are allowed. (Adjusting is defined as: "To select each part or assembly complete within the limit of single or total tolerance"; i.e. that of valve clearance, ignition timing, etc.
2.22	Cutting unnecessary stays is allowed (including part of seat-rail).
2.23	Flywheel and ignition must be standard as manufactured
2.24	Front disc brake must be original. Pad material and brake lines may be changed to aftermarket parts.
2.24	Original electrical starting system must be retained and operational.
2.25	Manual –clutched motorcycles are allowed. Auto-clutched motorcycles may be converted to equivalent assemblies. But clutch lining, springs & basket must remain originally as produced for that model.

### 1.2.3 WEIGHT

The minimum weight is **145** kg without fuel. (rider with full riding gear, bike, fuel after the chequered flag).

### 1.2.4 FUEL

Fuel must be UNLEADED only and locally available at retail outlets. Fuel test for samples shall be done during post event tech control.

1.2.5 Tires are of one make brand declared by NAMSSA hand cut are not allowed.

1.2.6 The following items must be altered if the homologated motorcycle does not comply.

6.1 Motorcycles must be equipped with a functional ignition kill switch (within reach of hands while hand grips).

6.2 Removal of equipment, i.e. stands, rear view mirror, auxiliary and turn signals.

6.3 All drain plugs, axle bolt cotter pins, brake calipers must be wired. All parts of external oil pressure line shall be safety wired.

1.2.7 The following are not allowed:

- 7.1 Use of special materials such as magnesium light alloy, reinforced carbon fiber, etc. when modifying or changing parts. Except for exhaust silencer & Titanium valve guides.
- 7.2 Light alloy in the construction of front and rear wheel spindle shaft).

7.3 Tires are to be declared by NAMSSA, hand cut are not allowed.

1.2.8 HOMOLOGATION PROCEDURE.

All motorcycles must be homologated by submitting a full technical specification dossier to NAMSSA by January of each year.

1.2.9 NOISE CONTROL

Exhaust must have silencer.

2.1 **Sports Production (SP) 115 Category**

2.2 ELIGIBILITY OF MOTORCYCLE

This class is open to Philippine homologated motorcycles that are 4 stroke (single cam/2-valve) 1-cylinder, 4 gears underbone configuration with the maximum displacement of 115cc (overbore)

2.3 The following items MUST NOT BE altered:

3.1	Type of engine, number of cylinder
3.2	The material and casting of cylinder, cylinder head, crankcase and gearbox.
3.3	The materials of the internal parts of the engines.
3.4	The angle of the cylinder head and cylinder relative to crankcase cover.
3.5	The materials, casting and shape of crankcase cover.
3.7	Piston stroke
3.8	Maximum size of carburetor is 24mm. Minimum cross sectional area of intake mixture air passage. Jet needle, butterfly shaft, valves. Throttle valve shapes and its sectioned area is not concerned.
3.9	Fuel tank (excluding Inlet opening and fuel cork )
3.10	Primary gear ratio & number of gears.
3.11	Frame body must remain as originally produced by the manufacturer for homologated machine.

2.4 The following items may be altered, but must conform to the general specification. (This is for clarification only. Other parts not listed in Art. 2.3 can be altered or replaced. Change of specification means modification, changes or removal of the parts.)

4.1	Change of valves, port areas & change of compression ratio is allowed.
4.2	Setting of carburetor, attachment or size change of air funnel.
4.3	Inlet opening of fuel tank for fuel charge may be modified but cannot be relocated.
4.4	Change of fuel pipe and fuel cock.
4.5	Change of exhaust pipe and muffler, but must have silencer.
4.6	Change of clutch discs and specifications of spring. Manual clutch is allowed.

4.7	Transmission Gear ratios are free.
4.8	Kick starting device may be removed.
4.9	High comp piston aftermarket piston, piston rings, piston pins, clips.
4.10	Modification or removal of air cleaner box, wire harness and control wires.
4.11	Removal of speedometer (including meter gearbox and cable).
4.12	Removal of drive chain case and cover. Change of drive chain is allowed. A minimal cover is required This cover should prevent the possibility of a riders body parts getting caught between chain and sprockets.
4.13	Change of final gear ratio is allowed (front –engine and rear sprocket)
4.14	2.2 Maximum width of rims must be as follows: FRONT: 1.20 to 1.60 inches REAR: 1.60 to 2.15 inches
4.15	Modification and change of rear brake parts and system is allowed.
4.16	Frame body may be strengthened.
4.17	Modification and change of brackets and pedals including footrest.
4.18	Front suspension unit must remain as originally produced by the manufacturer. However the following internal parts of the fork can be modified: shims, hydraulic piston, oil passages, springs and spacers.
4.19	Attachment of stabilizer to strengthen or reinforcing rear swing arm is allowed.
4.20	Removal of dust seals.
4.21	Rear suspension unit may be replaced. The rear suspension spring is free. The internal part of the shock absorber can be modified. The rear linkage must remain as originally produced by the manufacturer.
4.22	Handle bars, clutch and front brake lever may be changed by an aftermarket copy.
4.23	Steering dampers may be fitted. They must not act in any way as a steering lock limiting device.
4.24	Materials of streamlining, shape and material of seat cowling (However, expensive material such as carbon fiber and Kevlar are not allowed).
4.25	Removal of rear mudguard. Bodywork must retain overall stock shape
4.26	All lubricants are free.
4.27	Adjusting and polishing any parts are allowed. (Adjusting is defined as: “To select each part or assembly complete within the limit of single or total tolerance”; i.e. that of valve clearance, ignition timing, etc. Polishing is defined as “To smooth rough surfaces of each part within its dimension limit”, i.e. polishing ports, connecting rods, piston combustion chamber, etc).
4.28	Cutting unnecessary stays is allowed (including part of seat-rail).
4.29	Flywheel and ignition is free.
4.30	Disc brakes may be added / modified.
4.31	Intake manifold may be replaced
4.32	The materials, dimensions and shapes of crankshaft assembly (may be modified but OEM parts, balancing ok).

- 2.5 All breather hose must have a catch tank located in as easily accessible position and which must be emptied before the start of each race. Catch must measure at least 250cc
- 2.6 WEIGHT  
The minimum weight is 145 kg without fuel. (rider with full riding gear, bike, fuel after the checkered flag)
- 2.7 FUEL  
Fuel must be UNLEADED and locally available at retail outlets.
- 2.8 TIRES  
Slick, hand cut or rain tires are not allowed

The following items must be altered if the homologated motorcycle does not comply.

- 9.1 Motorcycles must be equipped with a functional ignition kill switch (within reach of hands while hand grips).
- 9.2 Removal of safety equipment, i.e. stands, mirrors, auxiliary steps and turn Signals.
- 9.3 All drain plugs must be wired. All parts of external oil pressure line must be safety wired.
- 9.4 Axles, caliper bolts, drain plug, oil filler cap and levers must be safety wired.
- 2.10 The following are not allowed:
  - 10.1 Use of special materials such as magnesium light alloy, reinforced carbon fiber, etc. when modifying or changing parts. Except for exhaust silencer & Titanium valve guides
  - 10.2 Light alloy in the construction of front and rear wheel spindle shaft).
- 2.11 HOMOLOGATION PROCEDURE  
All motorcycles must be homologated by submitting a full technical specification dossier to NAMSSA for specific race models to be accepted for the races.
- 2.12 NOISE CONTROL  
Exhaust must have silencer.
- 2.13 ELIGIBILITY OF COMPETITORS  
All race licensed riders may compete in this class

### 3.3 **Sports Production (SP 125)**

#### 3.1 ELIGIBILITY OF MOTORCYCLE

This class is open to Philippine homologated motorcycles that are 4 stroke (single cam/2-valve) 1-cylinder, 4 gears underbone configuration motorcycles with the maximum displacement of 135cc (oem or overbore). Motorcycles with gas tanks fitted in

the front portion of the steering column / above the front tire / below the headlights shall not be allowed to participate.

### 3.2 The following items MUST NOT BE altered

2.1	Type of engine, number of cylinder
2.2	The material and casting of cylinder, cylinder head, crankcase and gearbox.
2.3	The materials of the internal parts of the engines.
2.4	The angle of the cylinder head and cylinder relative to crankcase cover.
2.5	The materials, casting and shape of crankcase cover.
2.6	The materials, of crankshaft must remain OEM but stroke can be altered.
2.8	Maximum size of carburetor is 28mm. Minimum cross sectional area of intake mixture air passage. Jet needle, butterfly shaft, valves. Throttle valve shapes and its sectioned area is not concerned.
2.9	Fuel tank (excluding Inlet opening and fuel cork )
2.10	Primary gear ratio & number of gears.
2.11	Frame body must remain as originally produced by the manufacturer for homologated machine.

3.3 The following items may be altered, but must conform to the general specification. (This is for clarification only. Other parts not listed in Art. 7.2.2 can be altered or replaced. Change of specification means modification, changes or removal of the parts.)

3.1	Change of valves, port areas & change of compression ratio is allowed.
3.2	Setting of carburetor, attachment or size change of air funnel.
3.3	Inlet opening of fuel tank for fuel charge may be modified but cannot be relocated.
3.4	Change of fuel pipe and fuel cock.
3.5	Change of exhaust pipe and muffler, but must have silencer.
3.6	Change of clutch discs and specifications of spring. Manual clutch is allowed.
3.7	Gear ratios are free.
3.8	Kick starting device may be removed.
3.9	High comp piston aftermarket piston, piston rings, piston pins, clips.
3.10	Modification or removal of air cleaner box assembly, wire harness and control wires.
3.11	Removal of speedometer (including meter gearbox and cable).
3.12	Removal of drive chain case and cover. Change of drive chain is allowed. A minimal cover is required This cover should prevent the possibility of a riders body parts getting caught between chain and sprockets.
3.13	Change of final gear ratio is allowed. ( Front & rear sprockets )
3.14	2.2 Maximum width of rims must be as follows: FRONT: 1.20 to 1.60 inches REAR: 1.60 to 2.15 inches
3.15	Modification and change of brake parts is allowed.
3.16	Frame body may be strengthened.



3.17	Modification and change of brackets and pedals including footrest.
3.18	Front suspension unit must remain as originally produced by the manufacturer. However the following internal parts of the fork can be modified: shims, hydraulic piston, oil passages, springs and spacers.
3.19	Attachment of stabilizer to strengthen or reinforcing rear swing arm is allowed.
3.20	Removal of dust seals.
3.21	Rear suspension unit may be replaced. The rear suspension spring is free. The internal part of the shock absorber can be modified. The rear linkage must remain as originally produced by the manufacturer.
3.22	Handle bars, clutch and front brake lever may be changed by an aftermarket copy.
3.23	Steering dampers may be fitted. They must not act in any way as a steering lock limiting device.
3.24	Materials of streamlining, shape and material of seat cowling (However, expensive material such as carbon fiber and Kevlar are not allowed).
3.25	Removal of rear mudguard. Bodywork must retain overall stock shape
3.26	All lubricants are free.
3.27	Adjusting and polishing any parts are allowed. (Adjusting is defined as: "To select each part or assembly complete within the limit of single or total tolerance"; i.e. that of valve clearance, ignition timing, etc. Polishing is defined as "To smooth rough surfaces of each part within its dimension limit", i.e. polishing ports, connecting rods, piston combustion chamber, etc).
3.28	Cutting unnecessary stays is allowed (including part of seat-rail).
3.29	Flywheel and ignition is free.
3.30	Intake manifold may be replaced

3.4 All breather hose must have a catch tank located in as easily accessible position and which must be emptied before the start of each race. Catch tank must measure at least 250cc.

### 3.5 WEIGHT

The minimum weight is **145kg** without fuel. (rider with full riding gear, bike, fuel after the checkered flag )

### 3.6 FUEL

Fuel must be UNLEADED and locally available at retail outlets.

3.7 Tires. hand cut are not allowed

3.8 The following items must be altered if the homologated motorcycle does not comply.

8.1 Motorcycles must be equipped with a functional ignition kill switch (within reach of hands while hand grips).

8.2 Removal of safety equipment, i.e. stands, mirrors, auxiliary steps and turn signals.

8.3 All drain plugs must be wired. All parts of external oil pressure line must be safety wired.

8.4 Axles, caliper bolts, drain plug, oil filler cap and levers must be safety wired.

3.9 The following are not allowed.

9.1 Use of special materials such as magnesium, titanium light alloys, reinforced carbon fiber, etc. when modifying or changing parts. Except for exhaust silencer & Titanium valve guides

9.2 Light alloy in the construction of front and rear wheel spindle (shaft).

3.10 HOMOLOGATION PROCEDURE

All motorcycles must be homologated by submitting a full technical specification dossier to NAMSSA by January of each year, before the racing season.

3.11 NOISE CONTROL

Exhaust must have silencer.

3.12 CHANGE OF PARTS

Exchange of single parts or an assembly of motorcycle with those of the same model bearing the same type of frame number and engine number is allowed.

3.13 ELIGIBILITY OF COMPETITORS

All race licensed riders may compete in this class.

**4.1 Sports Production – Formula 150 – maximum modification category with the following maximum restrictions: 4 stroke – 150cc – 4 valves and 4 stroke 200cc maximum – 2 valves all units must be locally available and homologated in the Philippine underbone and solo models.**

4.1 ELIGIBILITY OF MOTORCYCLE

This class is open to all Philippine-homologated 4-stroke underbone with the maximum displacement of 150cc/200cc and which are locally available under homologation rules;

4.2 WEIGHT

The minimum weight is **145** kg without fuel. (rider with full riding gear, bike, fuel after the checkered flag )

4.3 FUEL:

Fuel must be UNLEADED and locally available at retail outlets.

4.4 TIRES

Slick, hand cut or rain tires are not allowed.

- 4.5 The following items must be altered if the homologated motorcycle does not comply:
- 4.5.1 Motorcycles must be equipped with a functional ignition kill switch (within reach of hands while hand grips).
  - 4.5.2 Removal of safety equipment, i.e. stands, rear view mirror, auxiliary steps and turn signals.
  - 4.5.3 All drain plugs must be wired. All parts of external oil pressure line must be safety wired.
- 4.6 The following are not allowed:
- 6.1 Use of special materials such as magnesium light alloy, reinforced carbon fiber, etc. when modifying or changing parts. Except for exhaust silencer & Titanium valve guides
  - 6.2 Light alloy in the construction of front and rear wheel spindle (shaft).
- 4.7 **HOMOLOGATION PROCEDURE**  
All motorcycles must be homologated by submitting a full technical specification dossier to NAMSSA by January of each year.
- 4.8 **NOISE CONTROL**  
Exhaust must have silencer.
- 4.9 **ELIGIBILITY OF COMPETITORS**  
All race licensed riders may compete in this class
- 4.10 The following must only meet the cylinder capacity of the stated class.

## **5.0 Formula 400CC UNLIMITED CATEGORY**

- 5.1 Eligibility of Motorcycle  
This class is open to motorcycles with the maximum displacement of;
- a) 750cc for single cylinder four strokes
  - b) 650cc for two cylinder four strokes
  - c) 400cc for multi cylinder four strokes
  - d) 250cc for two stroke machines originally designed for road use
  - e) 125cc for two stroke machines originally designed for racing use
- 5.2 All breather hose must have a catch tank located in as easily accessible position and which must be emptied before the start of each race. Catch must measure at least 250cc
- 5.3 **WEIGHT**  
The minimum wet weight is \*200 kg. (\*TBC)

#### 5.4 FUEL

Fuel must be UNLEADED and locally available at retail outlets.

#### 5.5 TIRES

Slicks, hand cut tires are not allowed. Rain tires are allowed.

5.6 The following items must be altered if the homologated motorcycle does not comply.

5.6.1 Motorcycles must be equipped with a functional ignition kill switch (within reach of hands while hand grips).

5.6.2 Removal of safety equipment, i.e. stands, rear view mirror, auxiliary steps and turn signals.

5.6.3 All drain plugs must be safety wired. All parts of external oil line must be safety wired.

### **6.0 SUPERSPORTS & SUPERBIKES Category:**

6.1) All classes to be combined until both classes reach a minimum number of ten participants

6.2) Open bike modification and only displacements cc to be guided upon.

6.3) All other entries of more than 5 yrs old machines maybe permitted , homologated or not.

6.4) All other riders international or local maybe permitted to use Superbikes specs as per FIM technical regulations.

6.5) All top 5 finishers shall have their machines impounded in the technical control area for post event verification. Upon the request of the technical department any participant can be examined anytime during the event, if denying inspection shall be deemed as disqualified for the event proper.

6.6) **All dry tires are to possess a DOT rating, all tires are suppose to be of groove type pattern, no hand cut tires permitted. Tires permitted for the National SBK series shall have the following conditions:**

- **Tires that posses a DOT (or any speed rating that meets or exceeds DOT speed ratings) or and E with a circle around of which is valid for street use (production tire) and not for racing purposes only**
- **No slick tires permitted, all tires are suppose to have a groove pattern and no hand cut tires permitted, the words not for highway use should NOT appear on the tire wall**
- **Rain Tires are open, but only permitted when wet race is declared**
- **The V speed rating and for the tires and above is permitted.**

6.8) A protest against the eligibility of a rider, team, participant, motorcycle engine entered for the event must be done before the official time trials.

### **7) Supersports / Superbike Minimum Weights FIM Art. 2.5.2 page 77**

- 600 - 750cc - 1000cc 4 stroke 2 cyl 166kg Dry weight
- Without fuel tank a 4Kg discount is allowed ( dry weight means no fuel )
- In the final inspection at the end of the race the inspected machines will be weighed in the condition they were at the end of the race.

- Dry weight (no fuel) for liquid cooled motorcycles. Water / oil may be added to the radiator prior to weighing.
- A 1% tolerance in the weight of the machine will be allowed after the race.
- Except for the addition of water to a radiator, established weight limit must be met after a race in the condition the motor cycle finished the race. All machine weights are without fuel.

2) For all classes a tolerance of 1% shall be given for the maximum said displacements for all machines in all the road race classes.

## **7.0 MOTOCROSS & SUPERCROSS Categories**

### **7.1 MOTORCYCLES AND CLASSES**

#### **7.2 Motorcycles and quad racers**

Motocross meetings are open to motorcycles and quad racers as defined in Appendix 01, FIM Motocross Technical Rules.

#### **Classes: Group A1**

##### **Class over (cc) up to (cc)**

50cc	-	up to 50cc limit (automatic)
65cc Class	-	0 to 65 cc with transmission
85cc Class	-	50cc to 85cc (2-stroke) with trans; 4-stroke is 85cc - 125cc
100cc Class	-	85 cc to 100cc (2-stroke)
125cc Class	-	(2-stroke) 100cc to 125cc (4-stroke) 175cc to 250cc
175cc Class	-	125cc to 175cc
250cc Class	-	(2-stroke) 175cc to 250cc (4-stroke) 290cc to 450cc
350cc Class	-	250cc to 350cc
500cc Class	-	(2-stroke) 290 500 (4-stroke) 475 650
Open class would mean open displacement permitted.		

### **7.3 NAMSSA Rules for Motocross:**

#### **OTHER CLASSES:**

Enduro King / Novice Enduro - Locally distributed motorcycles, must be in current production and homologated by NAMSSA and locally available in the Philippines.

The following must not be altered:

- Type of engine; Materials & castings of cylinder head crankcase & gearbox.
- Ignition system standard or as per manufacturer spec
- Front & rear suspension internal parts may be altered but , rear spring of shock allowed to be altered;
- Swing-arm must remain the same
- Carburetor may be altered but must conform to the general specifications, air box air filter may be altered

The following may be altered:

- rims, handle bar, tires, exhaust system, air box , fuel tank
- PANTRA and Scooters are open modifications.

### **7.4 MOTOCROSS / SUPERCROSS COURSE**

#### **Course specifications**

A course shall not be less than .5 km nor greater than 3 km. Its width at the narrowest point shall not be less than 7-8 m, and the course cannot be divided. The free vertical space between the track and any obstacle above ground must be 3 m minimum. The course shall not be approved if it crosses a section of deep water or if it is too rocky or stony or contains straight sections permitting high speed. It must be of a nature restricting the average speed to a maximum of 55 km per hour. Special consideration must be given to the angle of jump faces. Each jump must have a location number, which must be shown on the circuit map. The layout of the jumps must be initially designed with the riders' safety in mind (all classes).

"Finishing touches" to the jumps may be made with the help of a qualified rider present.

"Washboards or Whoops" may be incorporated on a course. "Washboards" shall be defined as a number of consecutive semi-circular hillocks above the ground. The layout of the "washboards" must be initially designed with the riders' safety in mind (all classes). Particular attention must be given to the installation of the "washboards".

"Finishing touches" to the "washboards" may be made with the help of a qualified rider present.

Contiguous tracks should have a minimum width of approximately 10 m between them, or be designed in such a way to allow medical staff and TV crews to operate with safety. Contiguous tracks must be separated and protected by any of the following: wood fence, plastic fence and/or straw bales. A thick rope may be used as a support for a flexible fence. However, any of these materials used cannot serve as a replacement for course markers. Special attention must be placed on contiguous areas so that no unfair advantage can be gained by any rider cutting them out.

There must be a sufficient number of official flag marshal posts all around the course in order to give information by flag signals to the competitors during a race. The posts must be distinctly indicated and the location chosen so that signs given are clearly visible to the competitors. The number of the flag marshal post must be indicated at each post. The areas where marshals are to be positioned must provide the utmost safety. Posts must be well situated to ensure an overall view of the track by the marshals.

## **7.5 Safety**

The start, finish, paddock and all places surrounding the course where the public are permitted must be protected by a fence. The spectator barrier must be strong and high enough to control the public. The use of guard dogs is forbidden in areas restricted to riders, mechanics, signallers and the industry and press representatives.

On each side of the track there must be a neutral safety zone of at least 3 m wide for the protection of public and riders. This zone must be defined by a fence or by a natural obstacle on the public side and by course markers on the side of the track.

The course markers of the safety zone must be no higher than 500 mm above the ground and may be connected by tape or easily breakable twine (ropes are forbidden for safety reasons). These markers must be made of wood (easy to break) or flexible material.

Straw bales or other effective shock absorbent material to protect the riders from danger must be placed to cover all obstacles, such as trees, poles, walls, rocks, etc.

The track must be free of big stones and any that come to the surface during the meeting must be removed. The track must be properly watered, if necessary, in ample time before and between the races/heats to ensure proper racing conditions, safety, and to protect public and riders from dust.

#### **7.6 Riders' paddock**

The riders' paddock must have a direct access to the starting zone. It must be equipped with adequate sanitary facilities, and may contain a waiting zone at the start. The paddock must also hold the necessary equipment needed to carry out technical controls, repairs and re-fuelling. The ground must permit competitors' transport vehicles to circulate on it under all weather conditions. A test track may be provided.

#### **7.7 Starting zone**

The width of the track at the start line must permit a line of at least 25-30 solos. The starting line must be placed so that it allows a regular start with equal chances for all participants on the same row.

#### **7.8 Starting gate**

A starting gate must be used. The starting gate must be a transverse device, folding or dropping in operation. This device must be of solid and rigid construction. It must be controlled either manually or by remote control. The minimum height of the gate must be 500 mm. The width of the concrete base used in the construction of the starting gate must not exceed 600 mm.

#### **7.9 Timekeeping and lap scoring**

The timekeeping and lap scoring services must be in line with the finishing line. With regards to the photo finish no competitor may question a judge of fact of the official scorers of the said results.

#### **7.10 Age of riders/drivers and passengers**

Licenses for riders/drivers and passengers are issued for national meetings, parental guarantee for under age riders listed below required and proof of birth, only when the minimum age has been attained as below: The junior riders ages is based on his age of what he is on January 1 of the current competition year to hold thru out that current competition year. - Please refer to FIM rules & regulations

Applicants aged over 50 years must attach to their license request a certificate of medical fitness (including a normal exercise tolerance electrocardiogram) issued by a doctor recognized by NAMSSA. **50cc riders are at 9 yrs old and below, 65cc 9 – 11 yrs old, 85cc 12 – 14 yrs old and 125cc and above minimum age is at 15 yrs old, veterans' class is at min. 40 yrs. old and executive class is at 35 yrs. old.**

The limit for the minimum age starts on the date of the rider's birthday and the limit for the maximum age finishes at the end of the year in which the rider reaches the age of 50. However, for the Veterans class, riders reaching and over the maximum age as stated, may still compete provided that a medical certificate issued by a Licensed Private Medical Doctor stating therein his/her fitness to race ECG results with reading and blood pressure result be presented to the Chief Medical Officer of NAMSSA and Jury.

## **7.11 Event Entry**

- All entries received will be considered by the Organizer after due consideration is given to the suitability of the bike and/or the competitor. The Organizer may refuse an entry of a bike and/or competitor without assigning any reason and their decision would be deemed final. In such cases, the full Entry Fee would 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 riders to possess FIM International UAM Continental Championships or NAMSSA - license. NAMSSA National Competition License for national categories.

## **7.12 Sample Classes and Awards –**

**PRO OPEN/MX1 & PRO 125/MX2  
INTERMEDIATE OPEN  
NOVICE OPEN PRODUCTION  
BEGINNER OPEN PRODUCTION  
LOCAL OPEN ENDURO  
NOVICE LOCAL ENDURO  
BEGINNER ENDURO  
PANTRA CLASS  
EXECUTIVE  
VETERANS  
SCOOTER or Underbone Class  
GIRLS JUNIOR MX  
JUNIOR MX85  
JUNIOR MX65  
JUNIOR MX50 A  
JUNIOR MX50 B**

**7.13 . Machine Qualifications - The rules pertaining to modifications please refer to FIM Manuals.**

## **7.14. Rider's Attire**

- 14.1 Helmets must conform to SNELL 2010 standards and show no physical signs of deterioration.
- 14.2 Goggles: Must be shatterproof and worn at the start of each Moto.
- 14.3 Gloves must be worn at the start of each Moto.
- 14.4 Riding attire should be full length (leathers for RR) and must protect the rider from cuts and bruises.
- 14.5 Boots should be of sturdy material, preferably leather and hi-cut and must give ankle protection
- 14.6 All Junior classes must have mandatory chest protector before the start of each moto.



## **7.15 Scrutineering**

The Chief Scrutineer will subject all bikes and riders' equipment to scrutineering on the day of the Official Practice before entry. The Chief Scrutineer may at his discretion, recall any bike for re-scrutineering during the course of the event. All machines to be scrutinized will be subject to disqualification if not done. Post event top five machines to be impounded and checked for tech specifications by organizers at random.

## **7.16 Choice of Starting Grid positions of Moto 1 shall be determined by ballots. Result of Moto 1 shall be grid for Moto 2**

## **7.17 Racing and Track Regulations**

17.1 All bikes should be personally installed with identifying numbers and these numbers are to be affixed to number plates that are mounted securely to the motorbike. Such competition numbers must be clearly visible on the front and both sides of the machine at all times or on the rider in form of number bibs that rider has to provide. Competition numbers will be made known to the riders seven days prior to the event. Competition numbers will be issued at Signing-On also.

17.2 Dangerous or hazardous riding in or around the race area will be reported to the Jury and may result in immediate disqualification and or penalty of results position.

17.3 In the event that the race is stopped, the race will be considered complete if more than 50% of the race has been completed.

17.4 Any form of outside help is forbidden unless called upon by a Marshal for safety reasons only.

17.5 Riders leaving the track during a race will not be penalized if they re-enter from the closest and safest point he exited the track. The Clerk of the Course will have discretionary powers to recommend penalties to any rider if he deems that a rider has gained an advantage from leaving the track.

Riders are not allowed to practice outside of designated official practice times. Riders caught practicing outside of these times will face immediate disqualification from the race and or penalized.

Race track to be closed before the event in order for track works and track dress up.

Official practice only to start on Friday before the event.

17.6 All riders must be at the staging area or the Waiting zone (fenced off area behind starting gate) 10 minutes before the start of each race, violation of this could result in exclusion or loss of grid position in the event.

## 7.16 Protests

16.1 A formal protest may be lodged with the **Secretary of the Meet** and accompanied with a PHP 15,000 Protest Fee (cash only). The fee is refundable if the protest is successful.

Protest Forms must be submitted to the Secretary of the Meet within 30 minutes of the incident or within 30 minutes of the publication of the race results.

16.1.1 Protests can only be made by registered competitors who are directly affected.

### OTHERS:

1) Unsportsmanlike conduct of whatever form is not permitted during all NAMSSA events. Members whom shall violate this rule shall be subject to suspension and further penalties by the event jury.

2) The minimum age of rides as follows:

<i>50cc A</i>	<i>7 below</i>
<i>50cc B</i>	<i>9 below</i>
<i>65cc</i>	<i>11 yrs old and below</i>
<i>85cc</i>	<i>12 – 14 yrs old and below</i>

15 yrs old and above for 125cc and above

The age of a rider is determined on what age he is on January 1 of the racing season and carried out through that year.

3) For proof of birth parents are supposed to bring passport or submit a fee with their parents' name & birth date for the authentication with the NSO thru the NAMSSA office.

## 7.17 DETERMINATION OF NATIONAL MOTOCROSS RIDER OF THE YEAR AWARD

Determination and Awarding of the National Motocross Rider of the Year award is hereby chosen whoever is the overall winner or champion of PRO 125/MX2 category of the Namssa National Motocross Development Program in which machines being used are all equipped with stock 250 cc 4 stroke and 125 cc 2 stroke engines. This is to determine and measure the skills of the rider/athlete and not the power of the machine.

## 8.0 DRAG BIKE Category

TBA – Please request for the NAMSSA Bulletin regarding the drag bike rules.  
OTHERS / NOTES / Bulletins:

**9.0** Listed below are the only approved helmets seals permitted for NAMSSA racing events are listed below:



### **10.0 Sanctioning guidelines:**

- 1) The event organizer / promoter shall submit to NAMSSA is written notice minimum within 1 month before the said event for calendar approval purposes. The calendar is the property of NAMSSA and shall approve or disapprove events accordingly and never try to change without any approval which could be in conflict with other events.
- 2) Track safety inspection, approval and homologation as necessary.
- 3) Jury system and regulations to be approved and riders licensing system is to be implemented.
- 4) Appropriate fees and expenses to be paid by promoter
- 5) In all its publications the NAMSSA sanction stamp or mention of this is a requirement

### **11.0 BIKE Homologation Process**

**11.1** Participants, riders/ teams must ensure that the competition equipment/bikes to be utilized in NAMSSA's national series (championship) are commercially available in the local markets. This is to control the entry of prototype for Racing Use Only machines in the national events wherein the National Champion title is awarded. This will also justify an entry's classification in the Sports Production Class where the bikes should be commercially available to the public. As such, only homologated machines may be eligible for the points and awards in the Philippine national championship.

#### **11.2 Application**

Any manufacturer of mass production motorcycles may apply for a NAMSSA homologation for one or more of their models to be eligible to compete in the national road races held in the Philippines provided that said model/s fall under any of the categories of the national championship

### **11.3 Eligibility requirements**

- Motorcycles must have a valid international homologation for road use or a national homologation for road use obtained in one of the signatory countries of the 1968 Vienna Convention.
- The motorcycles must represent machines of mass production.
- The motorcycles must be of current production. (the past 5 years)
- The motorcycles are to be sold for everyday use.
- At the time of the FIM Inspection for homologation, the motorcycles must be completely equipped with all road-using equipment. (e.g. full lighting equipment).
- Only the original manufacturer may present the motorcycle for homologation.
- The manufacturer after homologation shall be a holder of a NAMSSA certificate for manufacturers for the particular model after the relevant homologation fees have been paid.
- If the motorcycle is presented with an engine from a motorcycle manufacturer different from the manufacturer requesting the homologation, a permission or commercial agreement must be presented at the time of the homologation request.
- The motorcycle must have a manufacturer's certificate of origin.  
N.B: If for marketing reasons or legal requirements, another type of carburetion instruments is fitted to the model in a particular geographical area, these instruments must be replaced for competition by the homologated carburetion instrument.

## **12 MINIMUM PRODUCTION QUANTITIES AND MARKET AVAILABILITY**

### **12.1 AVAILABILITY**

The minimum required production quantities consist of units with identical equipment intended for sale to customers. Evidence of production quantities must be certified by the manufacturer's auditing firm and/or any other institution which may provide reliable documentation. This certificate must be written in English and the model/type must be specified. Market Availability and sale to the public may be demonstrated by waybills, bills of lading and/or any other import, export or customs documents duly certified by the relevant authority.

- The minimum quantity of 500 units must be reached by the end of September of the current year.
- The minimum quantity of 500 units must be reached by the end of December of the current year.
- All motorcycles must be identical to the model to be homologated with the same specifications. The authorized service manual, spare parts catalogue must as well be submitted to the NAMSSA together with the application documents. One unit of the machine is to be impounded with the NAMSSA for the competition year and thereafter returned to the manufacturers at the end of the racing season, in the event that there are technical comparisons to be carried out in post event technical inspections.
- The NAMSSA will withdraw the homologation if these rules are not respected. Interested parties may refer to the FIM Technical Procedures for homologation for all other information not found here.

## **13. GUIDELINES FOR INTERNATIONAL EVENTS:**

### **13.1 PARTICIPATION OF ATHLETES, TEAMS, COACHES AND OFFICIALS IN INTERNATIONAL SPORTS COMPETITION UNDER REPUBLIC ACT NO. 6847**

Pursuant to its primary responsibility over activities pertaining to the Country's participation in the Olympic Games, Asian Games, Southeast Asian Games and other International Athletic Competitions granted under the above stated Republic Act, the Philippine Olympic Committee hereby directs all athletes, teams and coaches and officials participating in any sports competition outside the country as representative or representatives of the Philippines, either as the national team or member or members thereof or making it appear as such by carrying the Philippine Flag, the name of the Philippines in any way indicating official representation of the Philippines, **to seek prior written approval from the Philippine Olympic Committee (POC).**

### **13.2 VIOLATION/SANCTION:**

**Violation hereof shall warrant suspension or permanent disqualification from participation in any local or international competitions.**

### **13.3 INTERNATIONAL LICENSE, START PERMISSION LETTER & ACCIDENT INSURANCE FOR RIDERS, PASSENGERS AND TEAMS**

- 3.1 Any athlete/rider who wishes to represent the country in any international competitions should have participated in at least five (5) National FMN-NAMSSA sanctioned events and must be in good standing before an International License be issued. This is for the athlete/rider to be familiar with international law and safety conducts of race track and events.
- 3.2 In order for their claim to possess the title of the Philippine Team, they should have the approval of the National Sporting Authority (NSA)-NAMSSA and the duly authorized government agency. Furthermore, it is the discretion of NAMSSA if the said rider qualifies in order to meet international race operations regulations and in order to meet safety requirements.
- 3.3 In granting a starting permission or by issuing a FIM, FIM Asia or NAMSSA Issued International License to riders, passengers, or teams, an FMN or any entity allowed to do so by the FIM, must certify that they are insured for personal racing accident covering death, permanent disability, medical treatment and repatriation. The minimum compulsory benefits to be covered by this insurance must be equivalent to the benefits in US dollars required by the FIM and the NAMSSA. The insurance must be valid for all competitions and official practices.
- 3.4 FMNs may apply special additional conditions to their own FIM License holders concerning the benefits to be applied if the FIM minimum levels are not adequate according to their standards.
- 3.5 However, the conditions of insurance of a FMN (NAMSSA) may be applied to its own riders, passengers, or teams participating in separate races or International

Meetings taking place on its own or other territory. All other support crew traveling with team is encouraged to carry travel insurance for their benefits.

### **13.4 RIDER'S/ATHLETES DECORUM**

All riders/athletes representing his country for international events must bear the following:

Riders/athletes must always display good behavior among his co-competitors

Philippine Flag logo on the left side (chest area) of his racing suit/jersey. Logo size must be 1.75 inches by 3 inches

Namssa Logo on the right side (chest area) of his racing suit/jersey. Logo size must be 1.5 inches by 4 inches.

Philippine flag sticker on the front, left and right side of his machine.

### **14.0 Organizers of International events:**

- 1) The calendar must be drawn up at least by November 30 of the previous year. Ensuring no conflict with any national event in the same discipline within its territory.
- 2) International rules and supplementary regulations should be submitted to NAMSSA together with the said application in writing for final approval. All international riders to have a start permission letter from their respective national federations with the corresponding racing insurance and license coverage.
- 3) Event Stewards and Clerk of course must carry an FIM official License valid for the event.
- 4) FIM International permit and International meeting numbers to be issued and paid accordingly.

### **15.0 PROMOTERS GUIDELINES ON CLOSED CIRCUITS AND TEMPORARY RACETRACKS:**

The NAMSSA should be included in event waiver of organizers and riders must possess the said NAMSSA competition licenses for the said event. A jury system is to be used to adjudicate in protest and NAMSSA Board may be available for appeals on said protests and promoters are to submit in advance the regulations of the event for NAMSSA final approval. The said promoter should submit a letter of intent about the said request of sanctioning of the event and mentioned release of all liens and responsibilities to NAMSSA and also submit a copy of their SEC registration papers with the listed incorporators responsible for event proper. All necessary needed local and PNP permits should be processed by promoter pre event. All event promotions in print , radio and TV should possess the NAMSSA logo and the words sanctioned by prominently displayed ie: posters, flyers, web sites releases, awards podium and granting streamer of NAMSSA during the said event in circuit finish / starting line. NAMSSA is to provide stickers on all competing machines to be installed by all organizers. All post and pre event promotions maybe submitted to NAMSSA as to be released in their NAMSSA web site. Upon execution of a MOA this is only the stated guidelines in order for the said organizer to meet the needed sanctioning requirements, execution of a moa is not self-executory of sanctioning and that event is not sanctioned until all pre requisites are met. For other

reference of needed pre-requirements, please refer to FIM Manuals and the National Competition Regulations of NAMSSA.

### **15.1 THE NAMSSA INSPECTOR MUST BE ACCOMPANIED BY A REPRESENTATIVE OF THE VENUE OPERATOR**

- 1.1 For all events prior to the commencement of practice, the venue must be inspected by the Steward to ensure the circuit is in a safe condition for competition;
- 1.2 The most recent inspection report must be made available to the Steward, Clerk of Course and the Promoter.
- 1.3 Obstacles on the circuit (each one indicated by a number) including approximate height, width and length; marshal posts, first aid units, ambulances, race offices, emergency areas etc.
- 1.4 The location of medical facilities and the parking position of first aid/ambulance vehicles.
- 1.5 The length of the course must be provided as accurately as possible. The measurement must be measured using an accurate measuring device along the centre line of the course (or the defined measurement point). A measuring wheel may be suitable for this purpose.

### **15.2 OPERATIONAL MINIMUM STANDARDS**

#### **\* Toilet Facilities**

- I. Adequate provision for toilets must be made at all facilities/venues. These must be situated not more than 250 metres from the main paddock/parc ferme area.
- II. Any 'Portaloo' type units which are utilized by the facility for an event(s)

#### **\*\* Medical Rapid Intervention Vehicle (Ambulance)**

Promoters/organizers of all NAMSSA-sanctioned motorcycle sports event are required to provide a minimum of two (2) units type A (Medical Rapid Intervention Vehicle aka ambulance) manned by qualified medical personnel (Doctor/Paramedic/nurse/s/driver) experienced in emergency care and adequately equipped (portable oxygen supply, manual ventilator, intubation equipment, suction equipment, intravenous infusion equipment, equipment to immobilize limbs and spine (including cervical spine), sterile dressings, ECG monitor and defibrillator, drugs for resuscitation and analgesia/IV fluids, sphygmomanometer and stethoscope. Equipment should be easily identified and stored in such a way that it can be used at ground level at the trackside.

### **16.0 . WARNING SIGNS TO THE PUBLIC MOTOR RACING IS DANGEROUS:**

16.1 WARNING TO THE PUBLIC Motor racing is DANGEROUS, and spectators attending this track do so entirely at their own risk. It is a condition of admission that all persons having a connection with the promotion, and/or organization, and/or conduct of the meeting, including the owners of the land and the riders and owners of vehicles and passengers in the vehicles, are

absolved from all liability arising out of the accidents causing damage or personal injury to spectators or ticket holders, except where due care and skill has not been exercised

**16.2 WARNING:** The carrying or consumption of alcoholic beverages in the pit area is prohibited.

### **16.3 . TRACK DENSITY**

- a) The maximum number of riders on a track should be decided by the NAMSSA/ Promoter.
- b) The venue operator / track manager must have written and agreed limits for numbers of riders on track at any one time.
- c) This information must also be shown

### **16.4 . INSPECTIONS**

- a) All circuits must have approved drawings before an inspection for the purposes of licensing is requested from NAMSSA.
- b) All documentation must first be submitted to NAMSSA for approval and once approved in writing, must be followed by a circuit inspection to ensure compliance with the approved drawings.
- c) Venue operators must renew their licenses annually, and those venues having approved drawings and no changes to the circuit from the previous year may request inspections for the purposes of re-licensing.
- d) Where alterations have been carried out to a circuit, amended drawings and documentation must be submitted to NAMSSA for written approval before an inspection may be requested for the purposes of licensing.
- e) Applications for inspections without prior approved drawing and documentation may be requested, however, no license can be issued following this type of inspection until the drawings and documentation have been approved and a further inspection is held after that time to verify compliance with the drawings and documentation.
- f) Alterations to circuits shall not commence until drawings and documentation indicating those alterations are approved by NAMSSA. Failure to comply with this provision will result in suspension of a circuit license until such time as documentation for the alterations is approved and the works are inspected and approved.
- g) At least one inspection will be required each year for a venue to be licensed.
- h) NAMSSA may require several inspections for new circuits, including one at the completion of construction to ensure compliance with these standards. Non-permanent racetrack inspection shall only be conducted after the submission of a written request stating the requested date for inspection together with a sketch of the track layout stating the distances and the positioning of the track barriers. Inspection shall only be conducted at no later than 7 days before the event. Non-permanent track inspections will have to be arranged with NAMSSA and are subject to the applicable inspection fees to cover administrative and other related expenses.

### **16.5 TRACK SURFACE**

- a) Surfacing: The track surface should be a uniform type over the whole length of the circuit. If this proves impossible, it is required that no change in surface occurs on or near the ideal racing line within curves or at



important changes in longitudinal profile. Resurfacing must not be carried out less than thirty (30) days before an event.

- b) The starting straight for all new circuits must be at least 250 +/- metres in length and the minimum distance from the start line to the first curve is 100+/- metres.

## 16.6. CURVES

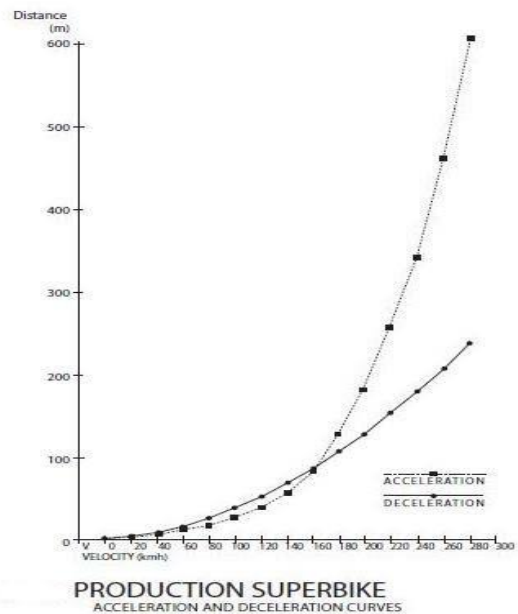
- a) In addition to complying with width requirements, curves which can be taken at a speed in excess of 125 kph should have an increasing or constant radius.

## 16.7. WIDTH

- a) The width of the track at any place on the circuit is dependent on the maximum speed which can be reached at that place.
- b) The minimum widths as detailed in Table 1 must be provided: **Speed (kph)** < 180 180 - 200 200 – 250 250 – 300 > 300 **Width (m)** 8 9 10 11 12

## 16.8 . ARRESTOR BEDS (i.e. sand or gravel trap):

- a) The run-off area may be reduced in length by up to 50% if an arrestor bed is provided.
- b) Sand traps (also referred to as gravel beds) must have the following properties:
  - i. Must be constructed using round grains of gravel between 5 and 15mm in diameter.
  - ii. Alternative materials for the sand trap may be approved, subject to inspection and written approval by the RCB.
  - iii. The depth of the gravel layer must be at least 200mm.
  - iv. A verge of a minimum of two (2) metres in width must be provided between the edge of the track and the sand trap.
  - v. A path of at least three (3) metres must be provided between the sand trap and the stopping devices (first line of protection), for emergency vehicles to circulate.
  - vi. Must not consist of a bed width of less than four (4) metres.
  - vii. The sand trap surface must be at same level as verge. If it is not possible to sink the bed, a lead-in slope of not greater than 8% uphill must be provided.
  - viii. The surface of the sand trap must present an even finely raked appearance. Large furrows within the sand trap area are not permissible.
  - ix. Care must be taken by circuit operators to prevent growth of vegetation in the sand trap that would cause undesirable binding.
  - x. Sand traps may be required to be scarified (loosened) before each event, dependent upon an inspection by the Steward of the event and/or an NAMSSA Venue Inspector.
  - xi. Sand traps must be maintained in good condition not be compacted by vehicle traffic nor contain vegetation that would render them ineffective in which case the sand trap must be scarified before an event.
  - xii. Additional protective devices” in accordance with Section 5.7 may be required behind the sand trap and in front of the barrier (first line of protection).



## 16.9 POSITIONING OF LINES OF PROTECTION

### a) FIRST LINE OF PROTECTION:

- 1.1. The first line of protection must be positioned on the outside extremity of the verge, on the outside extremity of run-off areas or on the inside extremity of the line of sight in a curve.
- 1.2. The first line of protection is not required in areas not accessible to the general public, except where protection of other sections of circuit is required.
- 1.3. Any exposed end of a first line of protection which presents a danger to oncoming riders must be protected by “additional protective devices”.

### b) SECOND LINE OF PROTECTION:

The second line is principally required to hold back the public, it must be at least 1.2 metres high and must be positioned at a minimum of three (5-20) metres behind the first line except where speed approaches dictates a greater distance.

### c) TEMPORARY RACETRACKS:

For temporary racetracks, all sidewalk curbs in crucial areas must be covered with safety devices (safety sacks filled with rice husks) for the whole length of the track. At the curves/turns, higher amount of safety sacks must be incorporated in design. The run-off areas may be minimized if there is the application of accredited safety devices on the design of the track.

## 17. CALCULATION OF THE RUN-OFF AREA ON THE OUTSIDE OF A CORNER

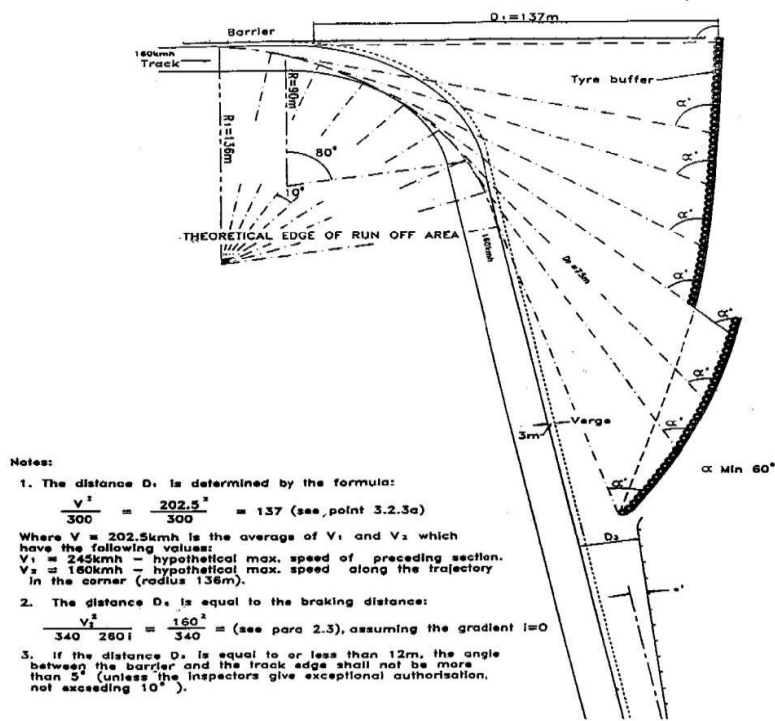


Figure 4 - Calculation of the run-off area on the outside of a corner