



**FEDERATION OF MOTORCYCLE  
SPORTS IN SRI LANKA**



**CLASSIFICATIONS AND SPECIFIC RULES  
AND REGULATIONS.**

**UPDATED ON 01<sup>ST</sup> JANUARY 2026**

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**OBJECTIVE: -**

**The objective of the Federation of Motorcycle Sports in Sri Lanka (FMSSL) is to encourage & promote safety in competition and to provide an impartial event and competition program.**

**The rules are based on FIM and FIM Asia regulations, to suit Sri Lankan conditions & competitions keeping safety as paramount.**

**It is compulsory that in addition to the FMSSL rules & recommendations, riders must obey track, promoter and supplementary regulations.**

**All two-wheeler motor competitions in Sri Lanka will be conducted strictly in Accordance with the FMSSL Rule book and under the license and authority of the Federation of Motorcycle Sports in Sri Lanka.**

**A. Definition of “Motorcycle”-**

For the purpose of Motorcycle sports in Sri Lanka, the term “Motorcycle” is defined as follows;

Motorcycle is a land vehicle in principle having a maximum of two wheels, one driving and the other steering, propelled by an internal combustion engine and designed essentially for the carriage of a maximum of two persons of which one is the rider of the vehicle. The wheels must normally be in contact with the ground except momentarily or in certain extra-ordinary circumstances.

**CLASIFICATION OF RACING EVENTS:**

**A.1. ROAD RACING** is motor cycles racing on a paved circuit with both left and right turns. Road racing is therefore distinct from both off road racing & oval track racing. Road racing may not be on purpose-built race tracks (called **road courses**) and public roads. This will be a mass start event.

**A.2. CIRCUIT RACING**

Racetracks are primarily designed for competition through speed, featuring defined start-finish lines. Some sports merely measure endurance, or how long a competitor can race. Racetracks can host individual or team sports. Racetracks can feature mass or fixed starts, with associated equipment. They invariably feature a pit lane, and usually timing equipment. Also on temporary circuits, such as closed-off airport runaways.

**A 3. MOTOCROSS** (or MX) is the direct equivalent of road racing, but off road, a number of bikes racing on a circuit. Motocross circuits are constructed on a variety of non-tarmac surfaces such as dirt, sand, mud, grass, etc., and tend to incorporate elevation changes either natural or artificial jumps on which bikes can get airborne. Motocross has another noticeable difference from road racing, in that starts are done in mass, with the riders alongside each other.

**A 4. HILL CLIMB** is whereas single rider climbs or tries to climb a road going up a hill in the fastest time and/or the furthest up the hill before ceasing forward motion will be awarded as the winner. Tarmac events are typically on closed public roads and private roads.

**A 5. DRAG RACING** and/or **SPEED** is where two participants line up at a drag strip with a signaled starting line. Upon the starting signal, the riders accelerate down a track where their elapsed time and terminal speed are recorded. This can occur upon purpose-built venues or in temporary venues. In addition to "regular" motorcycles, top racing motorcycles also could compete in this category.

#### **A.6. E- BIKES RACING**

The E bike project is a groundbreaking initiative in electric mobility that aims to test and refine new technologies and designs on the race track before making them accessible to motorcyclists around the world. Its primary goal is to bring sustainable solutions to the racing industry, with the ultimate aim of positively impacting millions of consumers and fostering a greener future for the motorcycle industry as a whole.

#### **A.7 CLUB MEMBERS DAY AND TRACK DAYS**

The objective of conducting Members Day and Track days are to enhance performance of motor cycle riding at these events and not to for compete as in other racing events.

If any club or promoter wishes to conduct a club meet, track day, Rider Training, Awareness Program or any event or Program that includes the participation of FMSSL Racing License Holders, it is mandatory for the promoting club / Individual / Promotor (**Organization**) to inform FMSSL & obtain special permission to conduct the event.

During all these performance riding events, it is compulsory that all riders should wear all Safety Gear. (Full-face helmet, riding suits, full gloves, Bike riding boots).

If it is a Club meet all Participants must be members of the relevant club. These events should be conducted as a non-mass start event and according to the group category and all participants must have unlimited access to the circuit throughout the event.

It is obligatory to the Club or to the Promoter to arrange a minimum of (1) one unit of Type A or B ambulance manned by qualified medical personnel who are experienced in emergency care such as (Doctor or Paramedic/Nurse-s/Driver)

Flag Marshalls post to be assigned and pit lane Marshalls should be provided with a set of flags which should consist of Yellow/Red /Blue/Black and a striped yellow and red flag.

## **B. Changes in Rules and Regulations**

B1. Changes to the Rules and Regulations after 31<sup>st</sup> of January in Every Year, could be made with a simple majority at a FMSSL council meeting giving due consideration to the improvement and advancement of the sport. However, once implemented, these changes cannot be modified again until the following year.

B2. Changes to the Rules and Regulations could be made with a simple majority at a FMSSL council meeting in case of safety regulations and will be effective immediately.

## **C. Categories.**

For the purpose of fair competition, Federation of Motorcycle Sports in Sri Lanka (FMSSL) will differentiate the motorcycles into three main “categories”, which also will be divided into “classes” depending on their type and engine capacity as follows:

All modifications/ alterations/ changes which are not specifically allowed by the following regulations are expressly forbidden. The limits of modifications and fittings are specified hereinafter.

## **C 1. Standard Motorcycles – Group ‘O’**

Standard Motorcycles are considered as those motorcycles that are mass produced and sold in the common market for road use and are not purpose-built racing motorcycles that have not been modified or changed in any form or fixture in relation to the original manufacturers ‘specifications. These motorcycles will maintain all standard specifications as per the original production motorcycle. However, the chain sprockets ratios can be changed. Only street legal tires are allowed.

The only work which may be carried out on the motorcycles are those necessary for its normal servicing or for the replacement of parts worn through use or accident. Any part worn through use or accident damage can only be replaced by parts identical to the worn or damaged part. Cylinder block can be re-bored or sleeved. The Cubic Capacity should not exceed the class limit. The Cylinder head valve stem guide and valve seats can be replaced and installed. Original manufacturer’s specifications should be maintained on the engine valves and all replaced parts. Crankshaft connecting rod kit and crank bearings replacement and installations could be done but should maintain the original manufacturer’s specifications. & Cubic capacity should be displayed on the cylinder block.

### **Group ‘O’**

#### **The modifications allowed are as follows;**

C1.1 The Head Lamp, Rear Lamp and Indicator must be removed.

C1.2 Safety Bars must be removed.

C1.3 Rear View Mirrors must be removed.

C1.4 Luggage Carrier & Pannier Bags must be removed.

C1.5 Racing Tires are not permitted.

C1.6 No streamlining or wind deflectors are permitted except as original equipment C1.7 External Gearing may be altered (Sprockets).

C1.8 Brake Lining materials are optional.

C1.9 Spark Plug Type and Range is free.

C1.10 Carburetor Jets, needles are optional.

C1.11 Foot rests can be modified for safety reasons.

C1.12 Gear & Brake Pedals can be modified for safety reasons.

C1.13 Main and side stands must be removed.

**C1.14. Air filter:**

Aftermarket element is free but should maintain the complete original air cleaner box.

**C1.15. Exhaust Systems:**

A modification on the original exhaust could be carried out, without changing the external body of the exhaust (size, shape and diameter). However, the manifold diameter to be remained unchanged.

**C 1.16 EFI systems**

(Electronic Fuel Injection), ECU (Engine control unit) or EMS (Engine Management Systems) cannot be changed. Fuel controllers can be changed by the Piggy-back Fuel Controllers. But the Original Throttle Body and Original fuel injectors should be maintained.

**C 1.17 Frame / Suspension:**

Fork and shock absorber springs are optional and fork spring preload adjustment caps are optional.

**C 2. Standard Modified Motor Cycles – Group ‘M’-**

Standard Modified motor cycles are those that are mass produced and sold in the common market for road use and are not purpose-built racing motor cycles, and are allowed certain modification beyond the original manufacturer’s specifications.

**These modifications allowed are as follows:**

**C 2.a. Engine: - (Natural Aspirated Engines Only Allowed)**

C2a.1. Compression ratio – Free

C2a.2. Fuel feed (Fuel Injection) system parts can be modified or changed as long as the original throttle body remains.

C2a.3. Fuel Feed Free (Only for carburetor models)

C2a.4. Cylinder head can be modified as long as the factory head is used.

C2a.5. After market clutch plates and springs are allowed but the original clutch basket must remain.

C2a.6. Slipper clutch allowed for Super Sports Motorcycles above 250cc 4T.

**C 2.a. Engine: - Continuing**

C2a.7. In the case of two stroke engines, Engine lubrication pump and the reservoir tank may be removed. However, proper care must be taken in sealing any openings created by such removals.

C2a.8. After market reed valves are permitted. However, modifications to the reed cage are not allowed.

C2a.9. Starting devices must remain as per the original production bike and should be in working condition.

C2a.10. Exhaust system free but complete exhaust must remain.

C2a.11. Factory cylinder Block may be re-bored, sleeved or modified as long as the cubic capacity does not exceed the class limit.

C2a.12. In the case of four stroke no restrictions on cam shaft.

C2a.13. Electrical system ECU system free.

C2a.14. Pistons are free. **The cubic capacity should not exceed the class limit. & cubic** Capacity should be displayed in the cylinder block.

C2a.15. **Main & side stand must be removed.**

C2a.16. **Oil and Water catch cans compulsory.**

**Group 'M'**

**C.2 b. Frame/Suspension.**

**C.2.b.1** Suspension parts can be changed as long as deemed safe by the scrutinizers.

**C.2.b.2** Fork Tubes could be changed but original diameter of the "T" column opening for the fork tube should be maintained.

**C.2.b.3** Fork and shock absorber cartridge and springs are optional (Upto 450cc)

**2b3.1** Fork and shock absorber Allowed to Modified or Change (Over 450cc)

**C.2.b.4** Fork Spring preload adjustment caps and Mono shock hydraulic preload adjusters are optional.

**C.2.b.5** Swing arm only could be changed provided it is manufactured by the same Manufacturer for standard motorcycles.

**C.2.b.6** Racing Modified Subframes are allowed Over 450cc Bikes. (Locally Manufactures are not allowed)

### **C.2 b. Frame/Suspension Continuing.**

**C.2.b.7** The steering damper should be fitted considering the safety of the rider and other competitors and as deemed safe by the scrutinizers. End of the Steering damper shaft must be ball ended (diameter of this ball to be at least 16 mm)

### **C.2.c. Transmission.**

**2c** Gear ratios including chain sprocket ratios are free

### **C.2.d. Tires and Rims.**

**2d** Tires free.

Rims size is + / – (1”) free for Group M

### **C.2.e. Brake system.**

**2e** Free

## **C.3. Racing Motor Cycles – Group ‘R’ & “MX” / All Terrain 4wheel Motor Cycles**

**(Excluding GROUP JMX50cc)**

These are motor cycles that are purpose-built racing machines by the Manufacturer for the specific class to suit the international standard to run in the event. All modifications are permitted but the original frame should be maintained, and the cubic capacity should not exceed the class limit and such modifications do not hamper the safety aspects of the Motor Cycle and should comply with the running class category.

## **C.4. Supermoto– Group ‘SM’**

### **C.4.1 Additional Specifications for Super Moto and Super Motard**

The following specifications will apply for motorcycles entering the Super Moto / Super Motard events-All modifications are permitted but the original frame & Cubic Capacity should be maintained according to the manufacturers Specifications & Cubic capacity should be displayed on the cylinder block.

## **C.4. Supermoto– Group ‘SM’**

**C.4.2** A safety device, pin or lock nut, should be installed on the brake pad fixture.

**C.4.3** The safety wire used on the bolts of the brake calipers must be very clearly visible.

**C.4.4** On 4 stroke engines, an oil catches tank of 100 ml minimum properly fastened or a closed breather system must be installed.

**C.4.5** Motorcycles must be installed with a protective shield under the engine to act simultaneously as protection to the engine and also as a reservoir to collect any leaking oil or water in case of technical breakdown.

**C.4.6** One or several independent leak proof catch tank must be provided for the radiator water and the breather system of fuel tank. These catch tank must be emptied before each start.

**C.4.7** The safety wires on oil and water filler caps must be clearly visible.

**C.4.8** Aftermarket handle bars are provided, dimensions and mounting points to match the original.

**C.4.9** Motocross, Enduro or Trail tires are prohibited.

**C4.10** The maximum tread depth on the front and rear tires used must not exceed 05 mm in the middle.

**C4.11** Additional tread grooves, cuts etc. are allowed on the tires which does not exceed C4j.

**C4.12** Size for Rims – Front & Rear 16/16.5 /17 inches

**C4.13** The Brake caliper spaces modification should be made by mono block and as deemed safe by the scrutinizer.

## **D. Underborne Motorcycles –**

An under borne is a motorcycle that uses structural tube framing and contrasts with monoque or uni-body designs & the engine is positioned between the rider's feet but the rear wheel is driven by a regular motorcycle secondary chain. The difference from the conventional motorcycle is - there is no frame member or fuel tank between the seat base and the headstock and the fuel tank is under the rider's seat. The engine size of under bone is generally between 50 cc and up to about 150 cc. All modifications are permitted but the original frame should be maintained, and the cubic capacity should not exceed the class limit and such modifications do not hamper the safety aspects of the Motor Cycle and should comply with the running class category.

### **D.1 Classic Events**

All motorcycles which are over 30 years old as at 31<sup>st</sup>December of the previous year will be categorized as classics.

**D.2 Conducting of events;**

**A race meet should run according to the rules and regulations of the FMSSL and should conduct according to the following categories;**

**Circuit / Hill Climb**

**MX**

- |   |                                |
|---|--------------------------------|
| <b>1. Motorcycles – 125 cc</b>          | <b>1. Motorcycles – 50 cc</b>  |
| <b>2. Motorcycles – 250 cc</b>          | <b>2. Motorcycles – 85 cc</b>  |
| <b>3. Motorcycles – 450 cc or Above</b> | <b>3. Motorcycles – 125 cc</b> |
| <b>4. Motorcycles – 250 cc</b>          |                                |

**Drag Racing ( The minimum number of entries must be 40)**

- 1. Super Sports Bike - Over 600cc Up to 1000cc**
- 2. Touring Bikes - Over 600cc Up to 1400cc**
- 3. Drag Pro Bikes - Over 600cc Up to 1400cc**
- 4. Super Street Bikes - Over 600cc**

**Club has to run minimum of 4 events including specified. The events could be run either standard or racing or on both categories.**

**If these rules are not complied the event will not be counted as a qualifying meet for the year in running.**

<b>CLASSIFICATION OF GROUPS</b>		
<b>E.</b>		
<b>Groups</b>		<b>Categories</b>
E1. Group O	Standard Motorcycles	Tarmac Circuit /Motocross /Hill Climb /Road Racing
E2. Group M	Standard Modified Motorcycles	Tarmac Circuit /Motocross / Hill Climb / Road Racing
E3. Group R	Racing Motorcycles	Tarmac Circuit / Hill Climb / Road Racing
E4. Group MX	Racing Motorcycles	Motocross / Hill Climb

E5. Group J MX	Junior Motocross Bikes	Motocross
E6. Group JC	Junior Circuit Meet Bikes	Tarmac Circuit
E7. Group SM	Supermoto/Supermoto	Gravel/Tarmac Circuit /Hill Climb/Road Racing
E.8 Group C	<b>Classic Racing &amp; Standard Modified Motorcycles</b>	Tarmac Circuit /Hill Climb <b>Classic Motorcycles – manufactured over 30 years from date</b>
E.9 Group E	<b>Electric Motor driven</b> Electric Motorcycles & Scooters	Gravel/Tarmac Circuit/Hill Climb/Road Racing
E.10 Group MX (ATV)	All Terrain 4 wheels Motorcycles	Motocross
E.11 Drag Racing	Standard Modified Motorcycles & Supermoto	Tarmac Circuit / Road Racing

### CLASSIFICATION OF EVENTS

For the purpose of conducting meets, FMSSL will classify the Motorcycles into the following Classes. *(2T means 2 Stroke & 4T means 4 Stroke)*

#### **E1: GROUP “O”      NOVICES EVENTS**

#### **TARMAC CIRCUIT / HILL CLIMB (Excluding Road Racing)**

EVENTS NAME	CLASSIFICATION
1. Standard Motorcycles 135CC	Over 100cc up to 135cc <b>4T</b> (Mono Cylinder)
2. Standard Motorcycles 160CC	Over 100cc Up to 160 cc – <b>4T</b> (Mono Cylinder)
3. Scooter 110cc Ladies	Over 90cc up to 110 cc <b>4T</b> (As per Promoters Specifications)
4. Scooter 125cc	Over 90cc up to 125 cc <b>4T</b> (As per Promoters Specifications)

#### **E2 : GROUP J-MX/M**

#### **MOTORCROSS/HILL CLIMB NOVICE EVENT**

EVENTS NAME	CLASSIFICATION
5. Standard Modified Street Trail Motorcycle 125CC (E4)	Over 100 CC up to 125CC <b>2T</b>
6.J MX 50CC (E.6*2)	Racing Motorcycle 50CC Over 5 Years to 10 Years (Demonstration only) (Centrifugal automatic transmission with final shaft drive & 10" rims (The above event will be classified as a JMX all machines)
7.JMX 65CC Under 10 years (E.6*3)	Racing Motorcycles Over 50 cc up to 65cc <b>2T</b> & up to 110cc <b>4T</b> Over 7 years Under 10 years (Maximum Wheel size should be Front 14" & Rear 12") (Shaft driven motorcycles are not permitted)

**E.3: GROUP 'O'****TARMAC CIRCUIT / HILL CLIMB/ROAD RACING**

<b>EVENT NAME</b>	<b>CLASSIFICATION</b>
1. Standard Motorcycles 135CC	Over 100cc up to 135 cc <b>4T</b> (Mono Cylinder)
2. Standard Motorcycles 160CC	Over 100cc up to 160 cc <b>4T</b> (Mono Cylinder)
3. Scooter 110cc Ladies	Over 90cc up to 110 cc <b>4T</b> (As per Promoters Specifications)
4. Scooter	Over 90cc up to 125 cc <b>4T</b> (As per Promoters Specifications)

**E.4: GROUP 'M'****MOTOCROSS/ HILL CLIMB**

<b>EVENT NAME</b>	<b>CLASSIFICATION</b>
1. Street Trail 125 CC	Standard Modified Motorcycles Over 100cc up to 125cc <b>2T</b>
2. Street Trail 250 CC	Standard Modified Motorcycles Including 125 cc <b>2T</b> up to 250cc <b>4T</b>
3. Street Trail 250 CC	Standard Modified Motorcycles Over 175cc up to 250cc <b>4T</b>
4. Standard Modified Motorcycles 125CC	Over 100cc up to 125 cc – <b>4T</b> (Mono Cylinder/Air Cool)
5. One make 160cc	Standard Modified Motorcycles Up to 160cc <b>4T</b>
6. Standard Modified Motorcycles	Over 160 cc up to 200cc <b>4T</b> (Mono Cylinder)

**E.5: GROUP 'R'****GROUP R - TARMAc CIRCUIT / HILL CLIMB/ ROAD RACING (NOVICES ARE NOT PERMITTED TO PARTICIPATE)**

<b>EVENT NAME</b>	<b>CLASSIFICATION</b>
1.Racing Motorcycles 250CC	Over 175cc up to 250cc <b>4T</b> (MX Motorcycles not permitted)

**E.6: GROUP J– MX MOTOCROSS**

<b>EVENT NAME</b>	<b>CLASSIFICATION</b>
1.J MX 50CC Under 10 years	Racing Motorcycles 50cc Over <b>5</b> years to 10 years (Demonstration only) <b>Centrifugal automatic transmission with final shaft drive &amp; 10” rims</b> <b>(The above event will be classified as a J MX)</b>
2. J MX 65CC Under 12 years	Racing Motorcycles 65cc <b>2T &amp; up to 110cc 4T</b> - Over 9 years Under 12 years
3.J MX 85CC Under 12 years	Racing Motorcycles 65cc up to 85 cc ( <b>2T</b> ) & up to 110cc Over 9 years up to 12 years <b>(Maximum Wheel size should be Front 17” &amp; Rear 14”)</b>
4. J MX 85CC Under 15 years	Racing Motorcycles Over 79cc up to 85 cc ( <b>2T</b> ) & 100cc up to 150cc <b>4T</b> Under 15 years. <b>(Maximum Wheel size should be Front 19” &amp; Rear 16”)</b> <b>(Winner of the event should be running for minimum of 12 minutes)</b>
5.MX 250cc Under 19 years	Racing Motorcycle 250 cc Over 100 cc up to 125 cc <b>2T</b> & 175 cc up to 250cc <b>4T</b>

**E6 a. GROUP JC (Tarmac only)**

<b>EVENT NAME</b>	<b>CLASSIFICATION</b>
1. JC50CC	Racing Motorcycles Centrifugal automatic transmission with final shaft drive & 10” rims 50 cc Over 7 years and Under 10 years (This event is not permitted to run on Road Races)

**E.7: GROUP ‘M’****TARMAC CIRCUIT / HILL CLIMB/ ROAD RACING**

**(NOVICES ARE NOT PERMITTED TO PARTICIPATE ABOVE 250cc ON THE FOLLOWING EVENTS)**

<b>EVENT NAME</b>	<b>CLASSIFICATION</b>
1. Standard Modified Motorcycles 125CC	Over 100 cc up to 125 cc <b>2T</b>
2. Standard Modified Motorcycles 250CC	Over 175 cc up to 250 cc <b>2T</b>
3. Standard Modified Motorcycles 125CC	Over 100cc up to 125 cc – <b>4T</b> (Mono Cylinder/Air Cool)
4. Stranded Modified Motorcycles 160cc (one make)	Modified Motorcycles 160cc <b>4T</b>
5. Standard Modified Motorcycles	Over 160 cc up to 200cc <b>4T</b> (Mono Cylinder)
6. Super Sports 250cc	a. 250cc <b>4T</b> (4 cylinders) b. Over 250cc up to 450cc <b>4T</b> (Mono Cylinders) c. Over 250cc up to 390cc <b>4T</b> (Twin Cylinders)
7. Super Sports 700 cc	Standard Modified Super Sports Motorcycles up to 700cc ( <b>4T</b> ) (Tarmac only) The following engine configurations comprise the 600-class a. 400cc up to 700cc <b>4T</b> (4 cylinders) b. 600cc up to 765cc <b>4T</b> (3 cylinders) c. 600cc up to 900cc <b>4T</b> (2 cylinders)
8. SBK (Super Bike)1000	Standard Modified Super Sports Motorcycles The following engine configurations comprise the Superbike class.

	Over 765cc up to 1000cc 4 stroke 3 and 4 cylinders Over 900cc up to 1200cc 4 stroke 2 cylinders The displacement capacity bore and stroke must remain at the homologated size.
9. Standard Modified Motorcycles Super Sports Open	Over 250 cc 4T (Tarmac only)
10. Sports Touring 700cc	a. Sports Touring up to 700cc 4T (4 cylinders) b. 600cc up to 765cc 4T (3 cylinders) (super sports Motorcycles not permitted)
11. Sports Touring Motorcycles/ Open	Over 800cc up to 1400cc 4T (2 & 3 cylinders only) (Super Sports Motorcycles not permitted)
12. UB150	Modified Under-borne Motorcycles up to 150cc 4T
13. Standard Modified Motorcycles Super sports open (40 Years)	Over 250 cc Tarmac Only

### **E.8 DRAG RACING**

#### **TARM AC CIRCUIT / ROAD RACING**

<b>EVENT NAME</b>	<b>CLASSIFICATION</b>
1. Super Sports Bike	Over 600cc Up to 1000cc (Only Naturally Aspirated Engines)
2. Touring Bikes	Over 600cc Up to 1400cc (Only Naturally Aspirated Engines)
3. Drag Pro Bikes	Over 600cc Up to 1400cc (Only Naturally Aspirated Engines)
4. Super Street Bikes	Over 600cc (Any Modifications allowed Under FMSSL safety Regulations)

### **E.9: GROUP MOTOCROSS**

**(NOVICES ARE NOT PERMITTED TO PARTICIPATE)**

<b>EVENT NAME</b>	<b>CLASSIFICATION</b>
1. MX 125	Racing Motorcycles Over 100cc up to 125 cc <b>2T</b> <b>(Minimum Rim size should be Front 20" &amp; Rear 18")</b>
2. MX 250	Racing Motorcycles Over 100 cc up to 125 cc <b>2T</b> & over 175cc up to 250 cc <b>4T</b> <b>(Minimum Rim size should be Front 20" &amp; Rear 18")</b>
3. MX Open Over 40 years	Racing Motorcycles Over 100cc open
4.ATV	All Terrain 4wheels motorcycles Over 50cc up to 250cc 2T Over 250cc up to 450cc 2T & 4T ATV Open Over 200cc 2T & 4T

### **E.10: GROUP SM**

#### **SUPERMOTO TARMAC / GRAVEL / ROAD RACING**

<b>EVENT NAME</b>	<b>CLASSIFICATION</b>
1. SUPERMOTO 250	Motorcycles Over 100cc up to 125 cc <b>2T</b> & Over 175cc up to 250 cc <b>4T</b> <b>(Maximum Wheel size should be Front 17" &amp; Rear 17")</b>
2. SUPERMOTO 450	Motorcycles Over 175cc up to 250 cc <b>2T</b> & Over 249cc up to 450 cc <b>4T</b> <b>(Maximum Wheel size should be Front 17" &amp; Rear 17")</b>
3.SUPERMOTO OPEN	Motorcycles Open Over 250cc 2T & 4T (Mono or Twin cylinder) <b>(Maximum Wheel size should be Front 17" &amp; Rear 17")</b>
4. ONE MAKE SUPERMOTO 250	Motorcycles One make Tracker 250cc <b>(Maximum Wheel size should be Front 17" &amp; Rear 17")</b>

**E.11: GROUP C****Classic Motorcycles – Manufactured over 30 years from date**

<b>EVENT NAME</b>	<b>CLASSIFICATION</b>
1. <b>Classic</b> Standard Motorcycles 250CC	Over 125cc up to 250 cc
2. <b>Classic</b> Racing Motorcycles 350CC	Open over 250cc up to 350cc 2T

**E.12: GROUP E****Electric Motor driven Electric Motorcycles & Scooters**

<b>EVENT NAME</b>	<b>CLASSIFICATION</b>
1. Electric Motorcycles	up to 1.5 kw
2. Electric Motorcycles	up to 5.0 kw

**NO UPGRADING WILL BE PERMITTED****Special notes for Juniors**

- Age limit is the age of the competitor as at 31<sup>st</sup> December of the current year.
- It is compulsory all competitors under 18 years should forward a no objection letter from the Parent / Guardian when applying for the Racing License from the FMSSL.
- If any new rider under the age of 13 years wishes to participate at any meet should obtain the necessary approval from The Ministry of Education/Head of the School and forward a request to the FMSSL direct or through the organizing club to have his name listed as approved.

### **Special notes for Parents**

- Encourage children to participate, if they are interested. Do not force any child who is not willing to participate.
- Focus upon the child's efforts and performance rather than the overall outcome of the event.
- Assist the child to set realistic goals based on his/her ability.
- Teach children that an honest effort is as important as victory, so that the result of each event is accepted without undue disappointment.
- Encourage children to follow the rules and any official's decision.
- Never disrespect or scold a child for making a mistake during a competition, Positive comments are motivational.
- Remember children are involved in motorcycling for their enjoyment, not yours.
- Children learn best from example. Applaud good performance of all competitors.
- 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 or honesty in public.
- Refrain from verbal and physical abuse during sports activities.
- Recognize the importance and value of volunteers and organizers. They give off their time to provide recreational activities for your children and deserve your support.
- Demonstrate appropriate social behavior by not using obscene or offensive language.
- A supporter or a parent of a competing junior rider interferes with any official regarding the rules vested by the FMSSL or the Supplementary Regulations governing the meet will be subject for disciplinary action by the officials in attendance.

### **F. Entries.**

**F1.** All mass start events should have minimum **07 entries with 05 starters** except for the Rallies. For Hill Climb **07 entries with 05 starters**.

**F2.** In case of lesser starters on the official practice or race day the FMSSL Steward has the authority to start the race with minimum 04 starters.

- *(The event with 04 starters is Not eligible for National Championship Points)*

**F3.** All Clubs when sending out entry forms for their respective events should specify in the entry form that all competitors should submit a copy of the valid racing license with License No. issued by the FMSSL or the copy of the payment receipt to prove that he/she has obtained the license for the current year. Please note that **NO temporary licenses will be issued at any time in the future.**

**F4. It is Advisable that all riders obtain an insurance policy.**

**G. Specific Regulations.**

*In Addition to all of the above, following are applied on all categories. The Cylinder capacity should be clearly visible on Cylinder blocks.*

**G1.** Measurement of capacity.

**G1.** A reciprocating Movement Engines.

The capacity of each cylinder is calculated by the geometric formula which gives the volume of cylinder where the diameter (D) represents the bore measurement, the height (C) represents the distance swept by the piston from its highest to the lowest point. Cylinder capacity post event check will be on a tolerated 1% of the CC reading. Therefore, the cylinder capacity

$$(V) = \underline{D^2 \times 3.1416 \times C}$$

Therefore, the total cubic capacity of the engine = (V) X number of cylinders.

**G1.B Rotary Engines.**

The capacity of a rotary engine which determines the class in which the motorcycle shall compete in a meeting shall be calculated by;

$$\text{Capacity} = 2 \times V \times N$$

V=Total capacity of all the chambers comprising the engine and N=Number of turns of the motor necessary to complete one cycle in a chamber.

Classified as a four-stroke engine.

**G1.C Wankle system.**

For 'Wankle system' engines with a triangular piston,

$$\text{The capacity} = 2 \times V \times D$$

Where

V = capacity of a single chamber D = number of rotors.

The motorcycle is classified as a four stroke.

## **G2. Forced Induction.**

Forced induction of atmospheric air into the combustion chamber of the engine is strictly prohibited.

## **G3. Telemetry**

Any form of electronic engine-data/information transfer from a competing vehicle to another source outside except official lap timing equipment is strictly forbidden.

## **G4. Open transmission Guards-**

If the primary transmission is exposed, it must be fitted with a guard as a safety measure. The guard must be conceived in such a way that under no circumstances the rider nor the passenger (if any) can come into direct contact with the transmission parts. It must be designed to protect the rider/passenger and approved fit by the scrutinizers.

### **G4a. Steering Dampers are compulsory for the following Groups**

**Group “R” – Over 125 cc**

**Group “M” – Over 100 cc**

**Group “SM” – Over 250 cc**

### **G4b. Following requirements are compulsory for all Groups**

- All drain plugs must be wire locked. All parts of external oil pressure lines must be safety wired
- Axels, caliper bolts, drain plug, oil filler cap & levers must be safely wired.
- Motorcycles must be equipped with a functional ignition kill switch (within the reach of fingers while hands are on hand grips)
- Removal of safety equipment – stands, mirrors, auxiliary steps & turn signals

## **G5. Handle bars.**

**G.5.a.** Exposed handle bar ends must be plugged with solid material or rubber Covers.

**G.5.b.** If hand protectors are used, they must be made of approved shatter Resistant material.

**G.5.c.** Repair of light alloy handle bars by welding is not permitted.

## **G.6. Control levers**

**G.6.a.** All control levers (clutch, brake, gear etc.) must be in principle 'ball ended'.  
(Diameter of this ball to be at least 14 mm)

**G.6.b.** Each control lever must be mounted on an independent pivot.

## **G.7. Throttle control.**

**G.7.a.** Throttle control must retain the original principal of mechanism and should be self-closing when not held open by hand.

**G.7.b.** All motorcycles must be equipped with a functional 'engine-kill switch' mounted on the left or right side of the handle bar, within the reach of the hand while on the handgrips, capable of stopping a running engine.

## **G.8. Foot rests**

**G.8.a.** Footrests may be of folding type but in this case must be fitted with a device which automatically returns them to the normal position. An integral protection device into be provided at the end of the footrest which must have at least 8mm radius.

**G.8.b.** If the footrests are not of the folding type or rubber covered, they must be rounded with a spherical radius of not less than 8mm.

## **G.9. Brakes; -**

**G.9.a.** All motorcycles must be equipped with a front and a rear independently operated efficient and reliable braking system.

## **G.10. Mudguards and covers; -**

**G.10a.** Mudguards must project laterally beyond the tire on each side.

**G.10b.** The front mudguard must cover the circumference of the wheel at an angle sufficient enough to protect the rider from mud.

**G.10c.** The rear mud guard measure described in the figure must not exceed 130mm at the most extended positions of the front and the rear suspension, at full extension.

**G.10.d.** The ends of the mudguards must be rounded with a minimum radius of 3mm. Mudguards and radiator covers must be made of flexible plastic-based materials only.

## **G.11. Wheels, Rims, Tires.**

**G.11.a.** Scoop or paddle (continuous radial rib) tires and/or tires with lugs having height of over 19.5 mm are forbidden.

**G.11.b.** Tire surface must not be fitted with subsequently mounted elements such as antiskid spikes, special chains etc.

**G.11.c.** Size of rims Maximum 17” (17 inches) for Supermoto.

**G11d.** Slick tires are not permitted in wet weather conditions.

## **G.12. Fuel**

**G.13.a.** Only petroleum-based fuel available in Sri Lanka.  
(92 octane, 95 octane & 100 octane)

**G.1.3.b.** Use of any kind of fuel additive is strictly prohibited

## **G.13. Engine Control System**

For Categories Racing Motorcycles & Modified Motorcycles, Wire loom and electronic engine management system - free.

## **G.14. Equipment and Protective Suits.**

G14a. During practice and racing, all riders must wear the following clothing;

**G.14.a.1.** For Motocross Meets – The rider must wear trousers and full gloves of durable material. Knee length boot of leather or equivalent material must be used. In order to minimize aberrations during an accident, the arms of the rider must entirely be covered by a protective garment of material deemed suitable by the scrutinizers.

### **G.14.a.2. Circuit/ Tarmac / Super Moto**

Riders MUST wear a complete leather racing suit (minimum thickness 1.2mm) and additional leather padding or other protection on the principle contact points, knees, elbows, shoulders, hips etc. Linings or undergarments must NOT be made of synthetic material which might melt and cause burn injuries to the rider in the case

of an accident. Riders **MUST** also wear full leather gloves and boots which with the suit provide complete coverage of the body from neck down. The use of back protectors is highly recommended.

**G.14.a.2. No additional objects are permitted to wear over the riding gear.**

### **G.15. Wearing of Helmets.**

It is compulsory for all riders taking part, to wear protective helmets during practices and races. The helmet must be properly fastened and of good fit and be in good condition. The helmet must be 'chin-strap retention' or D buckle type. The helmet should be of single shells, high quality standard with SNELL/MFJ/FIA/FIM approved is permitted, provided that in case of an emergency, they can quickly be removed from the rider's head by releasing or cutting the chin strap only.

**G.15.a.** The steward or the scrutinizer may perform the following checks before the rider is permitted to take parting practices and/or races;

**G.15.a.1.** That the helmet fits well on the rider's head.

**G.15.a.2.** That it is not possible to slip the retention system over the chin

**G.15.a.3.** That it is not possible to pull the helmet over the rider's head by pulling it out from the back of the helmet.

### **G.16. Eye Protection.**

**G.16.a.** The use of glasses, protective goggles as well as helmet visor and 'tear offs' is permitted if they are made of shatter proof material. Helmet visors must not be an integral part of the helmet i.e.- it should be able to remove the visor from the helmet easily. Eye protectors which may cause visual disturbances (such as from scratched or cracked surfaces) must not be used.

### **G.17. Alternate Motorcycle - In the case where the rider decides to use an alternate motorcycle:**

**G.17.a.** Enter a motorcycle in the same class and have it scrutinized on practice day.

**G.17.b.** No Change of motorcycle will be allowed on race day other than as G17d.

**G.17.c.** In case of a motorcycle change in timed events the rider will start from the last position of the Grid.

**G.17.d.** The Competitors are permitted to enter (2) Two motorcycles for one event. However, on the race day, prior to the race the competitor should declare which Motorcycle he will use for that particular event with the consent of the Clerk of the Course. But he should ride the same Motorcycle for Moto 1 & Moto 2 in the MX meets. Only for Circuit and Tarmac meets the rider could Change the Motorcycle according to the prevailing weather. (Wet/dry). This should also be with the consent of the Clerk of the Course and should be with same make & same cubic capacity.

### **G.18 Technical Control**

**G.18.a.** Immediately after the race event, the first 5 motor cycles of each race, plus one at random, decided by the FMSSL Officials/Club Stewards/Club Officials, may be placed in a closed park for a period of 30minutes after the day's proceedings have officially finished, for further examination and/or disassembly if required. If no such disassembly is carried out, competitors must retrieve the motorcycles after the 30 minutes period has lapsed as after this time the officials will no longer be responsible for the motorcycles left behind.

**G.18.b.** If during practices or races, a steward finds out or notices that a machine is defective and might constitute a danger to others, he will immediately inform the clerk of the course and/or his deputy and immediately exclude that particular machine from the track. 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.

**G.18.c.** Qualification for the Race (Subject to timing devices availability)

### **G.19 Number Plates-**

There must be a clear color distinction between the background and the letters. Use of reflective colors/stickers prohibited. With exception of red background and white letters, riders have the free choice of colors. Front red background with white letters is compulsory and must be displayed by the current leader of the championship.

### **G.19.a. Front Number-**

Height - 140mm

Width of each number - 70mm

Width of the stroke - 25mm

Space between 2 numbers - 15mm

Space between the sponsors/club name and the number - 10mm

### **19b. Side number plate-**

Height - 140mm

Width of each number - 70mm

Width of the stroke - 25mm

Space between 2 numbers - 15mm

### **H. Applicable for all above categories –**

Each Motorcycle will be allowed to compete only in one category and one motorcycle may be used only by one competitor at each race meet also subject to

### **I. Special Club Events –**

**I.a.** If an FMSSL-affiliated sports club in Sri Lanka intends to conduct a competition together with motorcycle riders from another country, FMSSL must be informed at least 30 days (one month) in advance, and the relevant special permit must be obtained for the event.

**I.b.** If any club wishes to conduct a special event (such as a one make series etc.) which is not classified herein, it is mandatory that the club gets special approval in writing from FMSSL at least one (01) month prior to the event. The club is not permitted to conduct an event that is not classified herein if such approval has not been granted by FMSSL. A club is permitted to conduct only (01) one events at a meet, but should run according to the FMSSL rules & regulations.

**I.c.** Special/Club events should not be with mixed event classification.

**I.d.** Special/Club event should comply with the current rules and regulations.

### **J. Homologation of Tracks/Circuits**

Any new circuit or track has to be homologated with FMSSL before a meet could be organized. This rule also applies to tracks where a race has not been run during the last two years. Such tracks would be given approval to race on, on the condition that the track is COMPLETELY ready to race at least One (1) month prior to the date of the meet.

Please refer to Appendix A of the National Sporting Code.

**J.a.** The organizers should take responsibility to provide the following to the satisfaction of the FMSSL Steward:

**J.a.1.** Male / Female Toilet

**J.a.2.** Food Stalls

**J.a.3.** Drinking water

**J.a.4.** Electricity

**J.a.5.** Sheds/Enclosures

### **K. a. Championship eligibility to conduct racing events;**

To qualify to request for Championship events the event should be conducted for a continuous period of (3) years in the same venue.

**K. b.** Points for each championship round will be awarded for each Moto according to the following scale:

<b>Position</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b>
<b>points</b>	<b>25</b>	<b>20</b>	<b>16</b>	<b>13</b>	<b>11</b>	<b>10</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>

**K.1** To be entitled to grant points to the riders for championship, all mass start events should have minimum **07 entries with 05 starters. If (5) competitors are not in the starters orders championship points will not be awarded.**

The Champion in each of the following classes will be awarded with a Championship Trophy, Certificate & the categories are as follows; (Calculation of points will be taken from a minimum of 3 meets) Championship Classes

## Championship Classes continuing

<b>MX MEETS</b>	
<b>EVENT NAME</b>	<b>CLASSIFICATION</b>
a) J MX 85CC Under 12 yrs.	Racing Motorcycles 65cc 2T & up to 110cc 4T- Over 09 years Under 12 years
b) J MX 85CC Under 15 yrs.	Racing Motorcycles Over 79cc up to 85 cc (2T) & 100cc up to 150cc 4T
c) Street Trail 250cc	Standard Modified motorcycle over 175cc up to 250cc 4T
d) MX 250cc	Racing Motorcycles Over 100 cc up to 125 cc 2T & Over 175cc up to 250 cc 4T
e) MX 125cc	Racing Motorcycles Over 100 cc up to 125 cc 2T
Super Moto f) Super Moto Open	Super Moto Motorcycles 500cc 2T & 750cc 4T

<b>Tar Mac Circuit Meets</b>	
<b>EVENT NAME</b>	<b>CLASSIFICATION</b>
a. Standard Modified Motorcycles 125cc	125cc 2T
b. Standers Motorcycle 160cc	Over 100cc up to 160cc 4T (Mono Cylinder)
c. Super Sports 250cc	Standard Modified Motorcycles up to 250 cc class- 4T (Tarmac only)
d. Super Bike 1000cc	Super Sports Motorcycles 600cc up to 1000cc 4T
e. Sports Touring 1400cc	Standard Modified Motorcycles Up to 1400cc 4T
f. Super Moto Open	Motorcycles Over 250cc 2T & 4T

	(Maximum Wheel size should be Front 17" & Rear 17")
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## **K.2 DEAD HEAT**

**K.2.1** If two or more riders finish the season with the same number of points, the higher places in the Championship (in either case) shall be awarded to:

**K.2.2** The holder of the greatest number of first places.

**K.2.3** If the number of first places is the same, the holder of the greatest number of second places

**K.2.4** If the number of second places is the same, the holder of the greatest number of third places and so on until a winner emerges.

**K.2.5** Should a tie still exist, the rider with the best result in the final round w be declared the winner.

## **L.1 Points for foreign participants**

Foreign participants are not entitled for National championship status; the placing of the foreign participants would not be counted when determining the placing and points of our national riders.

## **L.2 Foreign Participation: -**

All riders who wish to participate in overseas events should obtain permission / start permission letters from FMSSL by producing an Insurance Certificate.

## **L.3 FIM TOURING & TOURISTIC GATHERINGS REGULATIONS (Non-Competitive Motorcycle Events)**

### **Governing Authority**

These regulations are issued by the Federation of Motorcycle Sports in Sri Lanka (FMSSL) in accordance with the principles and guidelines of the Federation Internationale de Motocyclisme (FIM).

### **1. PURPOSE**

**1.1** This chapter establishes the regulatory framework for motorcycle touring activities conducted in Sri Lanka under FIM Touring / Touristic Gathering principles.

**1.2** These regulations apply exclusively to non-competitive, non-timed, and non-racing motorcycle events conducted on public roads.

**1.3** Objectives include promotion of safe riding, motorcycle tourism, cultural exchange, and international alignment.

### **2. SCOPE**

**2.1** Applicable to all FMSSL-approved touring events organized by FMSSL, affiliated clubs, or FMSSL approved companies. FMSSL-affiliated clubs and/or companies operating strictly under a valid written agreement with FMSSL.

**2.2** Any event claiming FIM or FMSSL recognition must comply with this chapter.

### **3. DEFINITIONS**

Definitions include FIM Touring Event, Touristic Gathering, Organizer, Tour Director, Road Captain, and Sweep / Tail Rider.

### **4. AUTHORITY & APPROVAL**

FMSSL is the sole national authority. All touring events require prior written approval and may be titled 'FMSSL – FIM Touring / Touristic Gathering Event'.

### **5. EVENT CATEGORIES**

Road Touring (Touristic Gathering), Adventure Touring, and Special Touring Events.

### **6. PARTICIPANT ELIGIBILITY**

Riders must hold valid licenses and insurance. Motorcycles must be road-legal, safe, and compliant with Sri Lankan law.

## **7. SAFETY & EVENT MANAGEMENT**

Mandatory officials include Tour Director, Road Captain(s), Sweep / Tail Rider, and emergency contact. Formation riding is compulsory and racing behavior is prohibited.

## **8. BRIEFINGS & COMMUNICATION**

Mandatory rider briefing covering route, formation, emergency procedures, and communication methods.

## **9. LICENSING & CERTIFICATION**

**9.1** No FIM or FMSSL competition license is required for participation in FMSSL Touring events.

**9.2** FMSSL may issue Touring Participation Certificates and an official FMSSL Touring License for riders and officials in accordance with FMSSL policy.

## **10. INSURANCE & LIABILITY**

Organizers must ensure public liability insurance. FMSSL and FIM bear no liability for individual negligence.

## **11. DISCIPLINE & PENALTIES**

FMSSL may impose penalties including removal from events or suspension for misconduct.

## **12. DOCUMENTATION & REPORTING**

Pre-event documentation and post-event report submission within 14 days are mandatory.

## **13. FINAL PROVISIONS**

The regulations shall come into force upon approval by a 2/3 majority vote of the FMSSL Council Meeting. Amendments may be issued as necessary.

### **M. Alcohol: -**

Random breath analyzer checks to be carried out by the individual clubs before the competition preventing competitors riding with the influence of alcohol.

### **N. Paddock Discipline: -**

Pit lane speed should not be more than 40Km/h and wearing of Helmet in the pit lane is mandatory and the individual clubs or FMSSL Steward should take disciplinary action against violators.

is compulsory on both practice day and race day and this is a responsibility of the race conducting club for the safety of the competing rider and other competitors.

### **O 1. Cameras: -**

Road/Tarmac racing – The camera should be mounted on the motorcycle, secured properly on a mount. (Not permitted on the Helmet) Motocross / Hill climb – Helmet mounted permitted.

### **O 2. Start Lights (Circuit): -**

An installation of a minimum of (3) Three Lights clearly visible at the start line.

- a) All Red lights on at starters
- b) All red lights off to GO

### **P. FOREIGN RIDERS' PARTICIPATION (Very important)**

As per FIM requirement any foreign/overseas rider who wishes to participate in a local national/open racing event should submit the start permission letter from their respective governing body of motorcycle sports in their respective country. Without this letter no foreign/overseas rider is permitted to compete in any local national/open racing event and the event conducting club should ensure that he/she has the approval and the event conducting club should forward the start permission letter to the federation together with the official list and event list prior to obtaining final approval from the FMSSL.

### **Q.1. Issuance of Racing Riding Licenses: -**

A written test in Sinhala/English & a riding test will be mandatory apart from the medical test for all riders who intend to obtain new license and a random written/riding test for renewals will also apply.

### **Q.2 Racing Riding Licenses: -**

It is the racing rider's responsibility to submit a copy of his/her's valid Racing License together with the respective application to the race conducting club when applying to participate in a racing event. To validate the Riders, license a medical examination should be done once a year.

### **R. Briefing to Competitors & Flag Marshalls: -**

On or before the Trial Day of the respective race proper briefing to competitors & flag Marshalls will be compulsory by the event conducting club and this briefing should be made in the presence of the FMSSL appointed steward and with his guidance.

### **S. Certificates; -**

The event conducting Club should ensure that all winners be presented with a Certificate mentioning their placing.

### **T. Discipline; -**

Pit assistants or mechanics are not allowed to ride any competitor's bikes in the racing track and paddock area at the Qualifying Day or Race Day. (The FMSSL Steward has the authority to take immediate disciplinary action or impose penalties on him/her)

Any parent, friend/s or supporter/s of any rider who causes any trouble or abuse any member of the organizing committee or any official of the FMSSL or club officials in the track premises on practice day or race day, the rider will face the consequences of such event and will be subject to disciplinary action against him/her. (The FMSSL Steward has the authority to take immediate disciplinary action or impose penalties on him/her)

**Where any law or regulation enacted by the Sports Law of the Government of Sri Lanka is at variance with any provision of this FMSSL Rules & Regulations, such law or regulations shall prevail. The above FMSSL Classifications & Specific Rules & Regulations cannot be challenged at any Court of law in Sri Lanka.**

### **MINIMUM STANDARD OF AN AMBULANCE – Medical Rapid Intervention Vehicle**

Organizers of FMSSL sanctioned motorcycle sports events are required to provide a minimum of (2) two units of Type A, B ambulances manned by qualified medical personnel who are experienced in emergency care such as

(Doctor/Paramedic/Nurse-s/Driver). They should be equipped with

- Portable oxygen supply \* Manual Ventilator
- Suction equipment \* Intravenous infusion equipment
- Equipment to immobilize limbs & Spine (including cervical spine)
- Sterile dressings \* Drugs for resuscitation & analgesia/IV fluids
- Equipment to remove suits (racing kits) helmets
- Equipment should be easily identified & stored in such a way that it could be used at ground level at the track side.
- Radio communication with Race control/Marshall post

## **FLAG MARSHALL POST; -**

Each post should be indicated by a signboard clearly visible from the track and the Flag Marshall post should be indicated in black.

At each post, the following equipment must be available: -

A reliable two-way radio communication system with race control including headset & microphone

### **▪ FLAG MARSHALL POST; -**

- A set of flags – Flag dimensions should be 80 cm vertically & 100 cm horizontally & the “Pantone” reference for the colors mentioned in brackets must be respected.
  - 1 Green(348C)
  - 1 Blue(298C)
  - 1 White
  - 1 Yellow(C)1Red(186C)
- Fire Extinguisher

### **▪ STARTLINE FLAGS; -**

**A SET OF FLAGS** – Flag dimensions should be 80 cm vertically & 100 cm horizontally & the “Pantone” reference for the colors mentioned in brackets must be respected.

1 Green(348C)

1 Blue(298C)

1 White

1 Yellow(C)

1 Red(186C)

1 Flag with 3 Yellow(C) & 2 vertical Red (186C) stripes, each stripe with the same width

1 Black(C)

1 Black(C) with Orange(151C) disk (Ø 40cm)

1 White with a diagonal Red(186C) Cross whose stroke width is between 10cm & 13cm

### **▪ FIM STANDARDS FOR CIRCUITS**

Black Board 70cm wide & 50 cm high that enables the competition number of a rider to be attached.

▪ **WARNING SIGNS; -**

Boards/ placards should be made available to the public displaying that Motor Racing is Dangerous and spectators attending this meet/event do so entirely at their own risk. It should be a mandatory condition of admission that all persons having a connection with the promotion, and/or organization, and/or conducting of the

meet/event, including the owners of the land and the riders and owners of the vehicles and passengers in the vehicles, are absolved from all liability arising from the accident-causing damage or persona; injury to spectators or ticket holders, except where due care and skill has not been exercised.

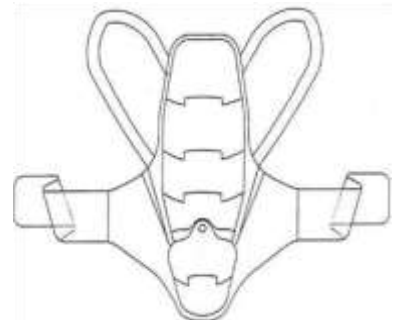
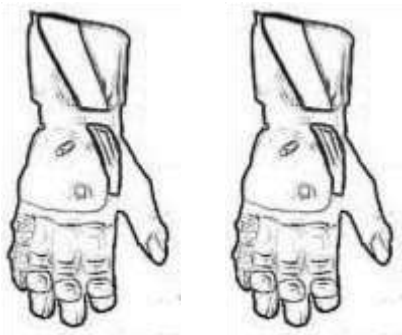
**Racing Suits & Equipment Guide**

For Tarmac racing Bike Riding Gear Circuit Racing /Road Racing/ Hill climb

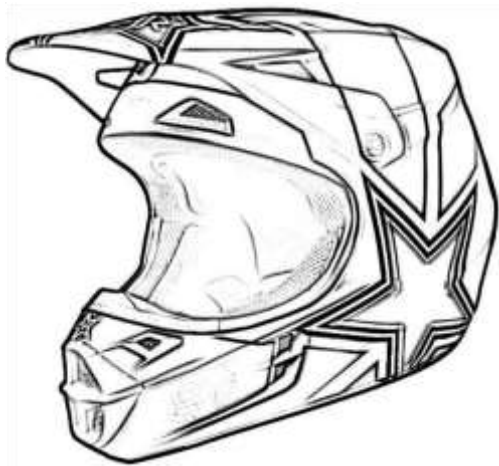
**Competition Racing Helmet**



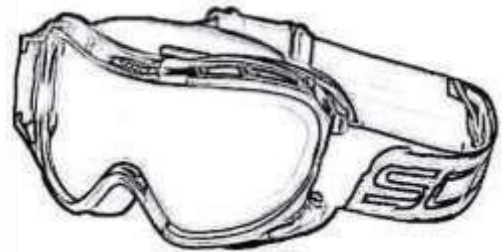
**Competition Racing Leather Suit**



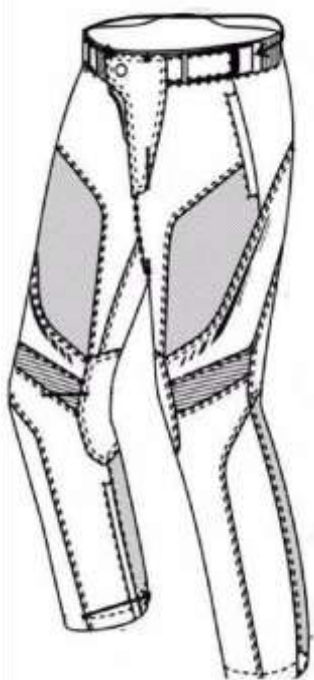
**Motorcross Competition Racing Helmet**



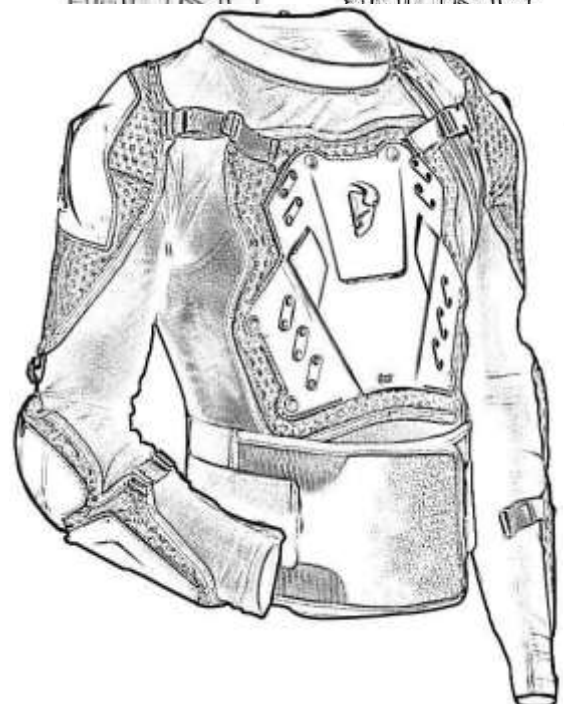
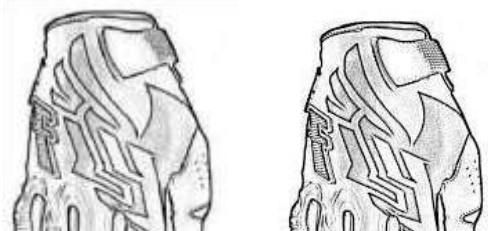
**Motorcross Goggles**



**Motorcross Jersey & Motorcross Bottom Pant**



**Motorcross Gloves**



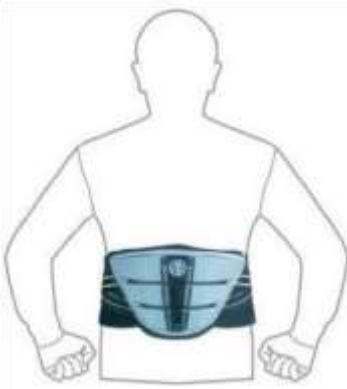
**Motorcross Chest Protector**



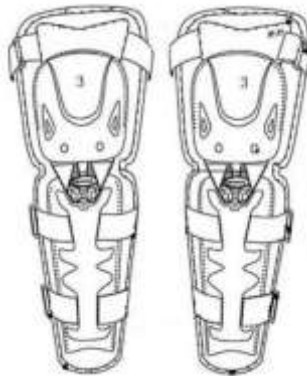
**Motorcross Elbow Protector**



**Motorcross Kidney Belt**



**Motorcross Knee Protector**

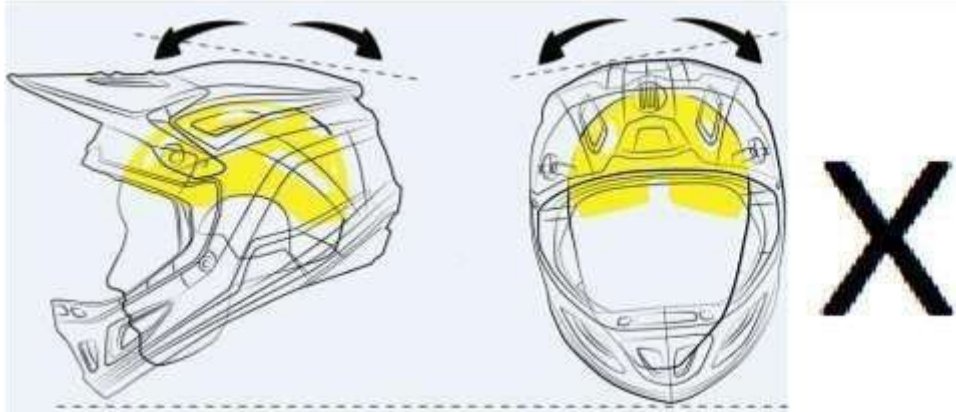


**Motorcross Competition Racing Boots**

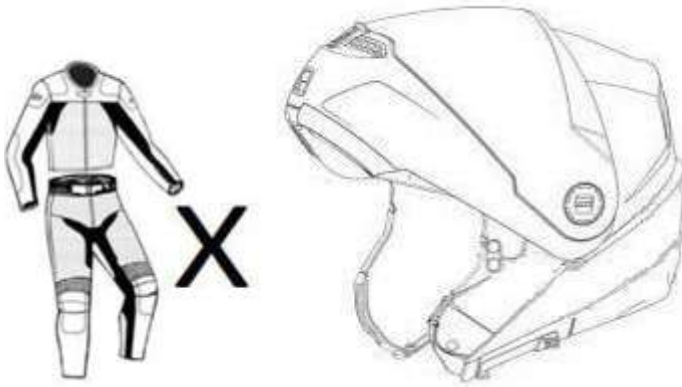


**Motorcross Neck Protector**





Road Racing Leather Suit & Flip up motorcycle helmet (NOT FOR COMPETITION USE)



### **Knee Sliders – Material Restriction (Tarmac Racing)**

1. Scope This regulation applies to all FMSSL-sanctioned circuit racing, track racing, and competitive tarmac events.
2. Permitted Knee Sliders Knee sliders must be manufactured exclusively from non-metallic materials such as plastic, polyurethane (PU), UHMW, nylon, or equivalent composite materials. Sliders must be securely attached to approved racing leathers.
3. Prohibited Knee Sliders The use of metallic or metal-reinforced knee sliders is strictly prohibited. This includes titanium, stainless steel, aluminum, ceramic-metal composites, or any slider capable of producing sparks when in contact with the track surface ("spark sliders").

4. Reason for Prohibition Metallic knee sliders are prohibited due to potential track damage, increased rider instability, unpredictable sliding behaviors, and increased danger to other riders.

5. Scrutineering & Enforcement Knee sliders will be checked during technical inspection. Any rider found non-compliant may be refused permission to start or disqualified.

6. Responsibility It is the sole responsibility of the rider to ensure compliance with this regulation.

7. Interpretation In case of doubt, the decision of the FMSSL Technical Director shall be final

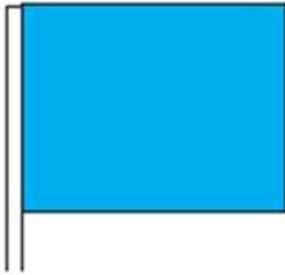
## Timeline for the helmets standards

TIMELINE FOR HELMET RIDERS					
	2022	2023	2024	2025	2026
CCR	FRHPhe-01 test possibilities				FRHPhe-02 compulsory
	FRHPhe-01 compulsory				
OFF-ROAD	UN ECE 22-05 & 22-06 (Only "P" type) JIS T 8133:2015 (Type 2 Full face) SNELL M 2015 or SNELL M 2020D or SNELL M 2020R				
RALLYGP	UN ECE 22-05 & 22-06 (Only "P" type) JIS T 8133:2015 (Type 2 Full face) SNELL M 2015 or M 2020D or M 2020R		UN ECE 22-06 (Only "P" type) JIS T 8133:2015 (Type 2 Full face) SNELL M 2015 SNELL M 2020D or M 2020R		
RALLY2, RALLY3, QUADS	UN ECE 22-05 & 22-06 (Only "P" type) JIS T 8133:2015 (Type 2 Full face) SNELL M 2015 or SNELL M 2020D or SNELL M 2020R				
ALL <sup>1</sup>		Draft FRHPhe-02	FRHPhe-02 test start (January 2023)	FRHPhe-02 Strongly recommended	

**NOTES.....**



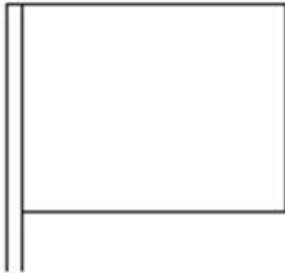
## FLAG SIGNALS



**Blue**  
Overtaking flag



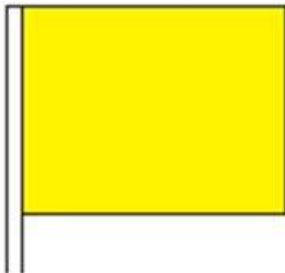
**Green**  
Road clear



**White**  
Service car  
or  
slow moving  
vehicle



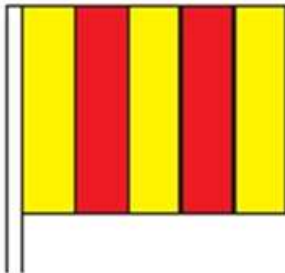
**Black/White  
diagonal**  
Warning flag



**Yellow**  
Danger



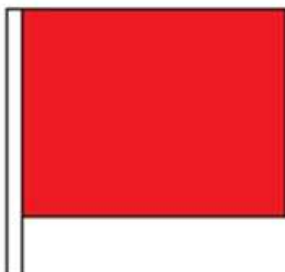
**Black,  
Orange disc**  
Mechanical failure



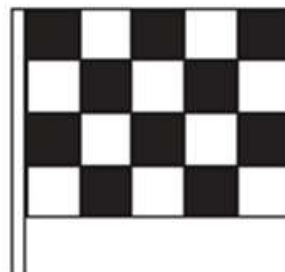
**Yellow/Red**  
Slippery surface



**Black**  
Report to CofC



**Red**  
Cease racing



**Black/White  
chequered**  
End of race