

SuperMoto **USA**

2011

Competition and Technical Regulations
Pro Series and Northern California Championship



2011 Supermoto USA Sponsors



Rundall
Productions

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DESIGN

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Introduction

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to any participant, spectator or official.

The race director and/or referee shall be empowered at any time to permit deviations from any specifications herein or to impose any further restrictions or changes that in their opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

Competition and Technical Regulations

Technical Regulations

All race entrants are required to have their motorcycles pass technical inspection prior to entering the race track. It is the rider's responsibility to come to technical inspection with the intention of passing. All riders or a designated crew member must bring the motorcycle to the tech inspection area before entering the racing surface. Any rider caught on the race track without proper authorization may be asked to leave. This includes riders who are intentionally practicing in multiple groups without permission.

1. Drill and safety wire oil drain plugs and filler caps – may substitute with silicon sealant or equivalent once. Always inspect your bike before coming to tech.
2. No leaking fluids of any kind; oil, water or fuel. No loose parts.
3. No antifreeze in cooling system; water wetter or equivalent ok. No substitutes.
4. Carburetor, overflow fuel lines, radiator overflow hoses and crankcase breather lines should be routed into a suitable catch container.
5. Number plates must be securely attached and be easily read from 50 feet. Riders in the Pro classes must use official SupermotoUSA Pro Racing number plates. All number plates must have black numbers on white backgrounds.
6. Remove kickstand, and any lights – mini classes may retain kickstand if secured.
7. Brakes and tires in race condition; no loose spokes, flat or damaged tires.
8. Throttle operates freely and smooth.
9. Wrap around style hand guards or comparable bar sliders are recommended on bikes over 100cc

10. Properly mounted peg sliders and devices that protect the racing surface such as axle sliders are required at most tracks and are HIGHLY encouraged.

11. Only bikes/riders legal for a class may enter.

** SMUSA staff members may require a rider to leave the track and have the bike re-inspected if a bike does not meet technical requirements.*

Safety Regulations

It is the racers responsibility to wear adequate and proper protective equipment while participating in racing events.

- Full face or MX style helmet and goggles; gloves, boots etc. required
- Suitable, protective riding gear or leathers are mandatory.
- SMUSA staff may chose to exclude a rider from all track activities if the rider is not properly protected.

Fuel Regulations

All brands of gasoline are legal, race or pump any octane, leaded or unleaded.

NO additives , **NO** alcohol, **NO** nitro or methane

Noise Regulations

Racing motorcycles may not exceed 96dba as measured by current standards. Random sound checks may occur, and noise regulations enforced when necessary. Certain venues may have unique restrictions other than the above standards. If a riders bike is found to be too loud for the venue, it may be removed from the track and given an opportunity to become compliant before it may allowed to return on track activity.

Family, Friends and Pits

- Each racer is responsible for the actions of anyone in their pit or anyone who is part of their group. Irresponsible behavior will not be tolerated. In the event that such behavior occurs, or rules are broken, the racers may be asked to leave and all finishing positions and or points will be forfeited
- Unless specifically noted, **PIT RIDING is NOT Allowed** at any Supermoto USA event. After one warning, a rider may be disqualified from an event for pit riding, or if anyone in his group is caught pit riding.
- ALL PET MUST BE ON A LEASH!!! NO EXCEPTION! Please clean up after your pets.
- The racer is responsible for any debris left behind in his or her pit area. Any fines levied to Supermoto USA by the venue will be passed on to the rider pitted there.
- **Camping.** When overnight camping is available, it is the racer who is responsible for the action of their guests. The ability to stay overnight at race tracks is a privilege and it can be revoked at any time. In some instances Supermoto USA Nor-Cal Races will be held at venues where space is limited. In this situation you may be assigned a specific area for the weekend by Supermoto USA Staff, to help accommodate everyone. We ask for your patience and cooperation. Even if a racer or his/her guests have paid to stay overnight, if they demonstrate undesirable or illegal behavior they may be asked to leave and no refund of any kind will be given.

Scoring and Grid Positions

- Heat race grid positions will be determined as follows:
- The first race of the season shall be determined by sign up order
- Subsequent races will use current series point standings and entry order for racers without points.
- Heat race grid positions for non-series championship events will be determined by random order. Via pea pick or other means
- Main event grid positions will be determined by finishing position in the heat race.
- Any racer that begins a race and completes a minimum of 1 lap is entitled to a finishing score.
- Racers who complete more laps than other racers who fail to finish will be scored ahead of the other racers who have previously failed to finish.
- In the event there are more riders entered in a class than can be safely run at one time, the class will be divided into multiple heat races (to be determined by the race director) The division of entries between the heats should be balanced by current point standings. I.e.: 1st place should be in heat #1, 2nd place should be in heat 2, 3rd place in heat #1 (position #2), etc
- The race director will determine the number of qualifiers advancing to the main event.
- For large classes split into A and B mains, points will only be awarded to the A main or top twenty finishers
- From time to time, a race may be declared to be a double points round. This determination will be made a minimum of 2 weeks before the race is to be run.
- It is the rider's responsibility to know their grid position prior to entering the track. At the discretion of the race director, a rider not knowing their grid position, or causing a delay, will be sent to the last available spot on the grid.

- When transponders are used it is the riders responsibility to make sure they have the transponder mounted to the bike or their body.

Main events will be scored with the following points table:

Finishing Position	Points
1.....	25
2.....	22
3.....	20
4.....	18
5.....	16
6.....	15
7.....	14
8.....	13
9.....	12
10.....	11
11.....	10
12.....	9
13.....	8
14.....	7
15.....	6
16.....	5
17.....	4
18.....	3
19.....	2
20.....	1
21+.....	0

- The Unlimited class may run a two Moto format with points paid in both motos. Unless the race director decides otherwise.
- Races run with fewer than 10 competitors, will receive approximately 50% points, unless the series director elects to do otherwise.

Number Plate Regulations

- Number plates must be securely attached and be easily read from 50 feet at 50 mph.
- Official Supermoto USA number plate backgrounds are recommended or required to receive cash prizes or contingency. All riders participating in SupermotoUSA Pro Racing events must run Official SupermotoUSA Pro Racing number plates available through Dirt Digits.* Otherwise **BLACK numbers and WHITE background plates** are acceptable.
- In all racing events, the rider's motorcycle shall be fitted with 3 number plates, each securely fastened to the machine. At the discretion of the head scorer and/or referee, machines whose numbers are not legible may not be scored. Also, technical inspectors have the authority to disallow/disqualify machines with unreadable numbers.
- The numbers 1-10 are reserved annually for the competitors finishing in the overall top 10 the previous year. It is up to the competitor's discretion if they use this number or not. When a top ten rider re-news his/her license, the competitors previous number will be held in reserve for the duration of that season.

The following Nor-Cal race numbers will not be issued as they are permanently retired. God Speed Boys!

59	Paul Orlandi
209	Billy Ray
11	Big Allen Yarrow
888	Dan Caldwell
RIP	Bobby Black

** Exceptions can be made for riders sponsored by competing graphic companies. Any and all exceptions must be approved by SMUSA staff before the bike may pass tech.*

Race and Practice Days

A rider will not be allowed to practice prior to the signing of a liability release and completion of entry forms. By entering an event, it shall be deemed that the entrant had read these rules and agrees to be bound thereby. All competitors must have their own personal medical coverage.

Riders Meetings

All event entrants and pit crew members are required to attend the riders meeting. During the riders meeting, the day's schedule will be reviewed, any special information specific to the race day will be communicated, and track officials will be identified. The riders meeting may conclude with a new rider orientation.

Flags

Red Flag If at any other time during the race a red flag is displayed, all racing will immediately come to a safe halt. A red flag will be displayed and a race may be stopped if there is a situation that warrants. If more than half of the laps have been completed the race will be terminated and racers will be awarded with the position of their last completed lap. If less than half of the laps have been completed, the race will usually be restarted.

Yellow Flag The yellow flag represents a warning to riders that the race track is not as expected and where extra attention is to be paid to the racing environment. Riders are to proceed with caution until past the yellow flag situation. When a waiving yellow flag is displayed passing is prohibited, speed should be in check until you are beyond the incident

Black Flag If a rider is presented the black flag the rider is to safely return to the pits or pull off the track. The black flag is presented to a rider under the following conditions: race conduct, or race officials observe a motorcycle presenting a danger to the rider or other participants. Failure to comply will result in a loss of Championship points.

White Flag The white flag informs the riders that there is one lap remaining in the race event.

Checkered Flag the race is concluded and a winner is declared.

Crossed Green and White Flags: May be used at some events or races, it signifies that the race is ½ complete

Passing Flag/Blue Usually used in pro races to alert soon to be lapped riders that the leaders are coming.

Class Definitions

Unlimited PRO/AM (16+)

Unlimited displacement, unlimited modifications, single or twin cylinder, two or four stroke. Pro or Expert riders only. Riders under 16 may petition series or race director for consideration.

250 PRO/AM

(12+) Production based, 250cc maximum, liquid cooled two or four stroke, single cylinder, unlimited modifications. Production-based means any motorcycle produced by a manufacturer and readily available to the consumer.

450

(14 +) Production based, 450cc maximum, two or four stroke, unlimited modifications, single or twin cylinder. Production-based means any motorcycle produced by a manufacturer and readily available to the consumer.

VET +45

Unlimited displacement, unlimited modifications, single or twin cylinder, two or four stroke.

VET+30

Unlimited displacement, unlimited modifications, single or twin cylinder, two or four stroke.

Open Intermediate

(14 +) Unlimited displacement, unlimited modifications, single or twin cylinder, two or four stroke.

Open Novice

(14 +) Unlimited displacement, unlimited modifications, single or twin cylinder, two or four stroke.

Open Beginner

(12 +) Unlimited displacement, unlimited modifications, single or twin cylinder, two or four stroke. May also race in Novice or 400am. *Not a championship class.*

400

(12+) Up to 400cc, two or four stroke single cylinder with unlimited modifications. Sportsman bikes must use stock mx wheels and suspension with unlimited displacement. 85cc-400cc may run any size wheel, 450cc and above must run standard mx sizes 18 or 19 rear & 21" front. *KTM350 will not be allowed* in this class

150/85 (12-15) Adult Mini

(16+) Unlimited Modifications, up to 105cc liquid cooled two stroke or 150cc liquid cooled four strokes or, 230cc air cooled four stroke with "mini chassis* Liquid cooled bikes must retain original bore and stroke as produced by OEM

125/65

(8+) Unlimited modification Up to 125cc four-stroke Single Up to 65cc two-stroke Single

Pee Wee

(5-10) 110cc maximum, 12" & 14" inch wheel max, KLX110, TTR90, XR70, XR50 Modified 50's and liquid cooled 60cc automatic two strokes; KTM, Polini, Cobra, etc. *Not a Championship class.*

Ladies Only

Divided up by displacement. *Not a Championship class.*

- Most of the classes allow for UNLIMITED MODIFICATIONS, and that means unrestricted with the exception of sound or engine Displacement limits. Random displacement inspections

may occur unannounced or when a machine is protested.

- All classes may not run at every race, always check schedule.
- 6 or more riders to make a class, some classes may be combined
- Class structure is subject to change or modification.
- Basic Awards Formula (promoter may chose otherwise)
 - » Less than 6 riders, 1 trophy
 - » 6 – 10 riders, 1st & 2nd place trophies
 - » 11 – 25 riders, 1st - 3rd, place trophies
 - » 26 or more riders, 1st – 5th place trophies

Class guidelines / skill levels

Many of the current Supermoto USA classes will include riders from all levels in the same race, however classes that have a clear designation should only include riders at those ability levels. Because this can be a “grey area” Supermoto USA officials have the authority to make changes or adjustments to a riders status as they see necessary. All riders in the Open categories are permitted to run in, up to, two divisions/levels on any given race weekend. Riders, Novice and above may enter in the 450 class. Riders of all skill levels may enter in the Vet or mini classes.

Graduation from a class or level

The beginner class is not a championship category, therefore riders can be “pointed out” of that class at any time during the season. Once a rider earns 75 points in the Beginner class, they are no longer allowed to enter. Furthermore if a rider earns two wins in a Beginner main event, they are no longer eligible in that class. The top three Novice riders in points at the end of each season are asked to jump up to Intermediate or above. Riders can “Graduate” themselves at any time during the year, although

points are not transferable from another class. Expert riders should have a minimum of one year supermoto race experience or have competed at a pro or expert level in another discipline of motorcycle competition. Any rider may enter an expert race with the consent of the race director. At the discretion of the referee, a rider may be prohibited from entering the novice/beginner class at future events, if that rider's performance on the day of entry is clearly beyond the average ability of the other competitors. "Cherry-picking" is totally uncool.

Race Regulations

Starts

Jumping the start of a race

At the discretion of the starter and/or referee, if a race is allowed to start when one or more riders make false starts, and the race is then stopped and re-started, the rider(s) may be:

1. Sent back to their original starting position;
2. Sent to the back row of the grid;
3. Sent to a penalty position.

Jump in heat race stopped by red flag. It is the referee's decision to implement a penalty of the following options:

1. If no penalty position has been established, the rider may be sent to the back of grid for race restart
2. If a penalty position has been established: Sent to penalty position for race restart

Jump in heat race NOT stopped by red flag. It is the referee's decision to implement a penalty of the following options:

1. Sent to the back of grid for main
2. Stop and Go (where feasible)
3. Lose 1 or more positions

Jump in main. It is the referee's decision to implement a penalty of the following options:

1. Stop and Go penalty (where feasible)
2. Lose one or more positions

At the discretion of the starter and/or referee, if a race is allowed to start when one or more riders make false starts, and the race is NOT restarted, the rider(s) may be scored, after crossing the start/finish line on the first lap completed, as starting the race at that point.

When a race is stopped after half the distance, the positions of the riders at the last lap completed prior to the stop signal shall be considered the finishing positions. At the referee's decision, this rule may be applied if the race has not reached the halfway point.

The only people authorized to stop a race are the Race Director, Referee, Starter, and Corner Captain.

Turn 1 Red Flag

Starters discretion – Race should be stopped if 2 or more riders fall in a turn 1 incident at the beginning of a race.

- All riders involved may be gridded on the back row at the restart
- At the discretion of the starter and/or referee, if a race is stopped by a red flag at any point and then re-started, the rider(s) involved in the incident may be:
 1. Sent back to their original starting position;
 2. Sent to a new starting position as determined by the race order at the last lap completed;
 3. Sent to the back row of the grid or Sent to a penalty position.

Leaving the Race Course

If a rider leaves the race course during a heat or main event, he must re-enter at the same point, if possible. It is permissible to re-enter the course at another location, so long as the maneuver may be completed safely and no improvement in position is realized. At the discretion of the referee, if a rider cuts the course and improves his position, sanctions will be applied. Sanctions may include:

1. Stop and go penalty.
2. Assigned DNF
3. Loss of 1 or more finishing positions

Changing motorcycles after heat race and/or qualifying

The starting position goes to the rider not the bike, as long as the motorcycle being used complies with the class rules and meets technical requirements. If the bike to be ridden can't make it thru Tech inspection in time, the rider will be placed on the back of the grid.

Attempting to claim a starting spot that was not assigned to you

It is the referee's decision to implement a penalty of the following options

1. Exclusion from start of main
2. Start from Penalty spot
3. If not caught before start of race, a loss of 1 or more positions

Conduct Regulations

1. In all racing events, the rider is responsible for the actions of his entire pit crew. Information or requirements passed to a riders' pit crew by Race Officials shall be deemed as passed to the rider.

2. Excessive Rough Riding is disallowed. If one rider is consistently involved with incident after incident, they may be protested, and or suspended by official
3. Intentionally hitting another rider may result in:
 - a. Immediate race suspension for that day and the next event
 - b. second infraction, rider is suspended for remainder of season or gone for good
4. Fighting (in the pits, during a race, after the race) may result in:
 - a. immediate exclusion from remaining races of this event; forfeiture of results during that race day and probation for duration of season
5. Unsportsmanlike behavior, including:
 - a. unruly pit behavior
 - b. not settling on-track incidents in a calm and rational manner
 - c. engaging in any unfair practice, misbehavior or action detrimental to the sport of Supermoto in general, regardless of relationship to a specific event. May result in suspension from an event
6. Threatening or attack on a Supermoto USA staff, course worker or volunteer:
 - a. 1st Offense: A minimum of exclusion from current race day + One race suspension.
 - b. Do it again and we'll take you out behind the jump and dig a hole.
7. Crashes will be monitored and recorded. Riders deemed to be regularly unsafe might have their licenses revoked. Further, riders entering or continuing on the racetrack with an unsafe machine (e.g. leaking oil, etc.) may have their license revoked, and at the discretion of the referee, may lose all season points.

8. **Alcohol Policy:** Absolutely No alcohol or drugs allowed in pits. Reasonable alcohol consumption may be tolerated after the last race of the day; violators may be removed. Any rider seen to be in consumption of alcohol during the race day will be suspended for a minimum of 3 races. If a riders' mechanic is in violation of this policy, rider(s) will be removed and suspended as well.

Several facilities that we attend have their own guidelines and it will be the responsibility of the participant to understand and adhere to any such rules.

Contingency awards

Forms are the responsibility of the competitor, they are either available thru the manufacturer or at tech. All claim forms must be submitted at race event. Forms will not be accepted for endorsement at any other time

Insurance

All event entrants must sign a waiver and visibly wear a provided wrist band prior to entering the track. All visitors and their guests are required to sign event waiver. Supermoto USA, its' sponsors, promoters, affiliates and race facilities DO NOT provide medical insurance on behalf of racers, spectators or crew. You are participating at your own risk and will be responsible for your own medical coverage and expenses arising from medical treatment.

Event Fees

Event fee payments are required prior to entering the race event. Some events, such as exhibitions, may have different fee structures, which will be communicated in event announcements. The fee for checks returned for non-sufficient funds include original event fees plus \$30.00.

Refund Policy: If a rider pre enters a race online, he or she may cancel their entry at any time prior to registration closing and receive a 100% refund (less any credit card fees). On race days the following refund structure is in place: A 50% refund is given for any or all races entered, when the rider completes one or more laps of practice. *NO refund will be given if the rider completes one or more laps in any race.* Riders who pre enter will be given a credit online, all others will be reimbursed by the means in which they paid. Race entry fee reimbursement will not be done on race weekends. Please contact info@supermotousa.com

Protests

- a. Any competitor may enter a protest against another entered competitor in the event in which both are entered, or against a decision made by the race organizers, to the referee.
- b. All protests must be submitted in writing with the appropriate fee to the referee within 30 minutes following the posting of results of the last heat of the day of the class protested.
- c. All protests must be in writing, and all protest filers must be prepared to be identified to the protested person or team. Protests deemed to be frivolous or found to involve something that would not reasonably be expected to affect the actual race outcome or to cause safety problems may be denied, or assessed a fine or penalty against the protest filer.
- d. The authority of the referee and/or alternate in the interpretation of these rules in all matters of safety shall be absolute, and in the absence of the referee and/or the alternate, the Supermoto USA president will appoint a temporary referee for that event. A rider may appeal the referee/co-referee's decision to the Executive Board. All appeals must be in writing and received or date-stamped within 72 hours after the event. The decision of the Executive Board is final. The Executive Board

will respond to all such appeals in a reasonably timely manner, depending upon the individual circumstances.

- e. If the protest is upheld, the protest fee shall be returned to the protest filer. If the protest is not upheld, the protest fee will be given to the protested rider/owner.
- f. If the protest is machinery eligibility, and is upheld, the protested rider will forfeit any awards, prizes and points earned by the rider for that day for the class protested, and at the discretion of the referee may forfeit all season points for the class protested. The rider or owner must prove to the satisfaction of the referee that the machine meets the rules of the class before it can be re-entered.
- g. If the protest is for rider conduct, and is upheld, the protested rider will forfeit any awards, prizes and points earned by the rider for that day for all classes entered that day, and may face additional sanctions, up to and including permanent expulsion, at the discretion of the referee.
- h. Failure of a protested rider to provide the protested machine for inspection, or to reply promptly to a protest involving rider conduct, will result in the protest being decided in favor of the filer.
- i. Minors (under 18 years of age) wishing to protest, will have a parent, or guardian fill out the protest forms. Adults (over the age of 18) wishing to protest must personally file all necessary forms.

Right to appeal

Any person, entrant, or organization named as a person to a protest or Race director request for action, shall have the right to appeal any decision or penalty imposed by the sanctioning body or advisory board. Note that unwarranted appeals may result in an increase in the penalty decided upon by the director. Appeals must be accompanied by an appeal fee of \$35.

Appeals must be received within 1 week of protested rider receiving judgment.

Appeal format

- » Received by:
- » Appellant
- » Names of any witnesses
- » Reasoning/explanation of appeal

Tear Down and Protest Procedures

- All protest must be submitted in writing with in 1/2 hour after the race in question.
- Only competitors participating in the race in question may file a protest.

All protests must be in writing and accompanied with cash payment and presented to the race director within 1/2 hour of completion of the race in question. The protested machine will be impounded until inspection can be completed. Any one refusing to have their machine officially inspected will be suspended, for a period up to the remainder of the season. No points, trophies or finish will be awarded for that day. If a protest or inspection is decided in favor of the rider who is being protested, that rider will be given 100% of the protest fee amount, less \$50.

- Cost for protest is as follows:
 - » Non Mechanical \$75. (infractions other than those related to the machine)
 - » Visual Mechanical inspection with out disassembly \$150.
 - » Any Mechanical tear down requiring engine disassembly \$250.
 - » Supermoto USA will retain a minimum of \$50. per protestThe balance will be awarded to the party found in favor.

Protest form

Date and location of race _____

Class _____

Heat or Main *(circle one)*

Name and number of rider you want to protest _____

Reason for protest? _____

(continue on back of page if necessary)

** By signing below, I agree to identify myself as the protestor and I am willing will forfeit any remaining amount of the protest fee if I am not found to be in favor. If I am found in favor, I am entitled to a refund of the posted protest fee, less \$50. All decisions are final.*

Your SMUSA license # _____

Name _____

Signature _____

