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## FOREWORD

Herein are contained the rules and guidelines that all participants must adhere to on and off the track. In recognition of the need for controls over the sport and to promote fair competition, the Official Sandia Motorcycle Roadracing Incorporated Competition Rule Book is written. This particular version was compiled in 2020 and is valid until superseded.

**NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM THE PUBLICATION OF AND COMPLIANCE WITH THESE RULES AND 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 PARTICIPANTS, SPECTATORS, OR OTHERS.**

By signing a release waiver every competitor or person entering the Pit Area agrees to be subject to the rules of this book and any printed supplements.

**IT IS THE RESPONSIBILITY OF EACH COMPETITOR TO READ AND UNDERSTAND THE CONTENTS OF THIS BOOK.**

**SINCE IT IS IMPOSSIBLE TO ANTICIPATE EVERY POSSIBLE CIRCUMSTANCE THAT MIGHT ARISE THE OFFICIALS RESPONSIBLE FOR THE OPERATION OF EACH RACING EVENT WILL RULE ON ANY AREAS OF DISPUTE THAT ARE NOT CLEARLY COVERED BY THESE RULES. THIS WILL BE DONE USING COMMON SENSE AND FAIR PLAY. THE DECISION OF SMRI OFFICIALS ON THESE "GRAY AREAS" IS FINAL.**

SMRI rules are subject to change. Information on rule changes may be presented at rider's meetings and membership meetings and may be published on the SMRI website.

SMRI, having promulgated these regulations, may modify, add to, delete from, or grant exceptions to these regulations at any time. SMRI reserves the right to prevent any entrant or entrants from participating in any event including, but not limited to, track days, practices, racing schools and actual competition. SMRI reserves the right to fine or suspend any Racer, or revoke his or her Racer's License (or any combination thereof) for engaging in any practice, behavior, or action deemed to be detrimental to the sport of motorcycling in general, whether or not related to a specific event or competition. Please note, that just because it isn't spelled out as forbidden, doesn't make it legal.

### *Note on Video Cameras.*

**If a Racer chooses to put a camera on his or her bike or helmet a secondary attachment method must be employed. The stock camera mount is not sufficient.**

**Cameras and their mounts must be presented to the SMRI Technical Inspector. A Technical Inspection Approval Sticker shall be affixed to the camera when the Technical Inspector is satisfied that these mounting provisions have been met.**

## Section 1: SMRI STRUCTURE

SMRI is a New Mexico Corporation whose primary function is to operate a Racing Club. The Corporation has, per State requirements, a Board of Directors who are responsible for overseeing the functions of the corporation and ensuring the Racing Club's continued operation.

### 1.1: Board of Directors

The SMRI Board of Directors comprises three members who are "permanent" for purposes continuity. Board members may resign but may not be removed except by a 2/3 vote of the Board. Board members are replaced upon resignation by agreement of the remaining two members.

### 1.2: Elected Racing Club Officers

The Racing Club is governed by a set of bylaws sanctioned by the Board of Directors. Currently the Racing Club has five elected Officers whose terms are two years. The President's and Vice President's terms intentionally alternate years to provide continuity. All elected Racing Club Officers MUST be members of the Racing Club.

President  
Vice President  
Secretary  
New Rider Director

### 1.3: Appointed Racing Club Officials

Race Officials are appointed by the Board of Directors and the Elected Officers. There is often overlap between these personnel and the Board and Elected Officers in order to minimize the club's overhead expenses. All appointed Racing Club Officers MUST be members of the Racing Club.

Chief Corner Marshall  
Treasurer  
Tech/Safety  
Marketing  
Timing and Scoring

The Racing Club's Bylaws and its Roster of Club Officers and Officials are a matter of public record and are available under separate cover for your perusal.

## Section 2: MEMBERSHIP

Membership in SMRI's Racing Club (hereafter known as SMRI) is open to "any individual interested in promoting and participating in the advancement, appreciation and perpetuation of the sport of motorcycle roadracing in the state of New Mexico and the southwest region regardless of age, race, creed, national origin, political belief, religious persuasion, sex or handicap of the member." Members are broadly broken into two categories; Associate Members and Racing Members.

### 2.1: Associate Membership

Associate membership is available to those who wish to be part of SMRI, but who do not wish to actively compete in racing events. Associate members are entitled to the following benefits:

- A. Associate Membership Card
- B. Waiver of the \$5 gate fee at all SMRI hosted events.
- C. Voting rights in elections of Racing Club officers and other matters that require a vote of the membership.

### 2.2: Racing Membership

Competitive membership is available to those who wish to be part of SMRI and who wish to actively compete in racing events. Competitive members are entitled to the following benefits:

- A. Racing Membership Card in the form of a Racing License.
- B. Waiver of the \$5 gate fee at all SMRI hosted events.
- C. Voting rights in elections of Racing Club officers and other matters that require a vote of the membership.
- D. Register for and compete in all SMRI hosted racing events subject to the restrictions and fees outlined in Sections 3 and 4.

### 2.4: Membership Requirements

Those wishing to become SMRI members must submit a Membership Application accompanied by the appropriate Membership Fees. Racing Members must also meet the licensing requirements enumerated in Section 3 and must submit an SMRI Medical Form. Membership Fees are enumerated in Section 4.2.3

### 2.5: Further Information

Membership in SMRI is governed by the Club's bylaws. The complete SMRI bylaws are a matter of public record and are available under separate cover for your perusal on the SMRI website

## Section 3 - RIDER QUALIFICATIONS AND ADVANCEMENT

### 3.1 License Classifications

#### 3.1.1 Novice Racer

- A. Novice Racers must earn a Novice Racer's License either by comity or by taking the SMRI's New Racer School as outlined in Section 3.2.3.2

- B. Novice Racers may ride only in classes designated Novice, Amateur, or Historic Vintage and may not compete in classes designated Expert.
- C. Novice Racers may ride in practice sessions designated Novice or Historic Vintage and may not ride in practice sessions designated Expert, without the approval of the New Rider Director/Board.

### 3.1.2 Expert Racer

- A. Expert Racers must earn an Expert Racer's License either by comity as outlined in Section 3.2.3.1 or organically via promotion from Novice Racer status as outlined in Section 3.3.
- B. Expert Racers may compete only in classes designated as Amateur, Expert, or Historic Vintage and may not compete in classes designated Novice.
- C. Expert Racers may ride in practice sessions designated Expert or Historic Vintage and may not ride in practice sessions designated Novice.

### 3.1.3 All Racers with a SMRI license

- A. All Racers must complete 8 hours of club service each season. "Club Service" may include, but is not limited to, scorekeeping, working as a corner marshal during a race day or track day, picking up or placing air fence, or any other tasks deemed beneficial to SMRI by club officials.
- B. Failure to complete required "Club Service" will result in the forfeiture of all points and standings for the season in all classes in which the rider has competed.
- C. Up to 4 hours of club service may be waived with a financial donation of \$25 per hour.

## 3.2 QUALIFICATIONS

### 3.2.1 Age

Applicants may be of any age. Applicants less than 18 years of age must have a parent or legal guardian present at the track to sign the Statement of Permission form. Admission as a racer will be scrutinized by skill not by age. Riders under 18 years of age must also have passed the SMRI New Racers' School.

### 3.2.2 AMA Membership

Applicants must be full members of the AMA and provide proof of AMA membership prior to competition. AMA Membership may be purchased at SMRI race events with an additional service fee.

### 3.2.3 Experience

Applicants for SMRI Racing Licenses may be granted licensure in one of two ways, either by comity or via organic racer development.

#### 3.2.3.1 Comity

Those wishing to apply by comity must provide a valid license in good standing from one of the following organizations, along with proof of competition in at least one roadrace event within the last five years:

- AFM (American Federation of Motorcyclists)
- AHRMA (American Historic Racing Motorcycle Association)
- AMA (American Motorcyclist Association)

- ASMA (Arroyo Seco Motorcyclist Association)
- CMRA (Central Motorcycle Roadracing Assoc.)
- CMRRA (California Motorcycle Road Race Assoc.)
- CRA (Central Roadracing Association)
- FIM (As in FIM World Superbike)
- GLRRA (Great Lakes Roadracing Association)
- HRRC (Hallett Road Racing Association)
- MARRC (Mid-Atlantic Roadracing Club)
- MRA (Motorcycle Roadracing Association)
- OMRRA (Oregon Motorcycle Roadracing Assoc.)
- CCS (Championship Cup Series)
- SSA (Southeastern Sportbike Association)
- THRRA (Team Hawaii Road Racing Association)
- USBA (Utah Sport Bike Association)
- WERA (Western-Eastern Roadracing Association)
- WMRRA (Washington Motorcycle Roadracing Assoc.)
- WSMC (Willow Springs Motorcycle Club)

Licenses from other racing organizations MAY be honored at the discretion of the New Rider Director.

“Proof of Competition” may be a results sheet, a letter from a club official, a published article in Roadracing World or similar publication, or any other document acceptable to the New Rider Director.

Holders of current “Professional” and “Expert” licenses in good standing shall be granted an SMRI Expert Racer’s License upon completion of the Membership Application and SMRI Medical Form, and remittance of the appropriate fee.

Likewise, holders of “Amateur” and “Novice” licenses in good standing shall be granted an SMRI Novice Racer’s License upon completion of the Membership Application and SMRI Medical Form, and remittance of the appropriate fee.

Finally, a prospective racer may present a certificate indicating completion of an approved Racers’ School within the last three (3) years. This school must have been conducted by one of the organizations listed above or by another organization deemed appropriate by the New Rider Director. Such persons shall be granted an SMRI Novice Racers License upon completion of the Membership Application and SMRI Medical Form, and remittance of the appropriate fee.

### **3.2.3.2 SMRI New Racer School**

Riders who wish to become racers may attend SMRI Race License School. These schools are available at predetermined SMRI events as scheduled by the New Rider Director. This school is intended for those new or returning racers who wish to obtain a racing license but have not raced before or have not raced within three years.

Riders who take and pass the *SMRI* Race License School shall be granted a certificate of completion and are eligible to receive a Novice Racers License upon completion of the Membership Application and SMRI Medical form, and remittance of the appropriate fee.

## 3.3 ADVANCEMENT CRITERIA

- A. Advancement from Novice to Expert shall occur only when the following requirements have been met as judged by the New Rider Director:
  - a. Racer must demonstrate a working knowledge of SMRI safety information including race day format, equipment requirements, and the meanings of all communications flags.
  - b. Racer must demonstrate a mastery of “race craft” including skills in accelerating, braking, cornering, passing, and good judgment.
  - c. Racers must demonstrate the ability to maintain an average lap time around Sandia Motor Speedway (in either configuration) equal to or faster than 113% of the fastest lap in a related Expert class. For example, a racer participating in Novice Middleweight Superbike will be compared to the fastest racer in the Expert Middleweight Superbike class while one competing in Novice Open Superbike will be compared to the fastest racer in the Expert Open Superbike class.
  - d. Completion of mandated 8 hours of club service required of Novice Racers (see 3.1.3).
- B. Any appeal to the New Rider Director’s decision may be made to the SMRI Board of Directors, and will be handled on an individual basis.



## Section 4: RACE REGISTRATION AND FEES

### 4.1 Registration Requirements

All racers must possess a valid SMRI Racer's License (See Section 3.1) and a valid AMA Membership Card. Additionally, in order to register on-line the racer must establish credentials on the SMRI website.

### 4.2 Race Registration

Registration may be via Pre-Entry Registration or On-Site Registration.

#### 4.2.1 Pre-Entry Registration

NOTE: Due to COVID-19 restrictions, all participants are required to pre-register for SMRI events on-line, there will NOT be any registering on site.

Pre-Entry Registration may be done online. **Only those racers who use the Pre-Entry Registration option will be assigned their grid positions by class standing.**

Online Pre-Entry Registration may be accomplished at <http://www/smri-racing.org>. Using the online registration option requires the racer to register a user profile and be verified as a Racer on the website.

Once the racer's credentials are verified he or she will be able to register without submission of further evidence of licensure, etc.

Online payment is required for online Pre-Entry Registration. Failure to pay in advance will result in the voiding of the entry.

Online payments should be processed via the website before **Thursday at Midnight** prior to each scheduled event in order to avoid registration lines. Those who chose to pre-register but who do not pay their fees online must visit Registration on the day of the event.

#### 4.2.2 On-Site Registration – Currently, not an option for the 2021 season

This is being left in for the option should the COVID-19 restrictions ease up enough to allow it.

On-Site Registration is available at each event. Those who have Pre-Registered online may pay their fees at Registration without further documentation. Registration closes at 8:15 a.m. on Sunday for all Sunday races. **NO ENTRIES WILL BE ACCEPTED AFTER REGISTRATION HAS CLOSED ON RACE DAY!** Each On-Site Registrant must have the following items:

- SMRI Race License
- AMA membership card
- Completed SMRI Race Entry Form
- Method of Payment or approved Race Entry Credit

#### 4.2.3 Fee Schedule

The schedule of fees for races is as follows:

Note: No Refunds will be given. A credit can be issued that is good for the current season only. If credit is granted for the last event of the season, the credit is only good for the first event of the next season.

- Registration fee for first entry: \$150
- Each additional race: \$20

- The fees are capped at \$210 for the day.
- ULGP Purse Fee: \$40
- Novice Grand Prix Purse Fee: \$20

Other fees the club may charge include:

- Associate Membership Fee: \$30 (see Section 2.1)
- Race License Fee: \$150 (\$100 at the previous year's banquet. See Section 2.2 and Section 3)
- One Day Race License Fee: \$50 (see Section 2.2 and Section 3)
- 
- Race School Fee: \$250 (includes a track day to practice techniques taught during the school and entry to a Super Street race)
- Gate Fee: \$5 for all persons entering the facility during an SMRI event.
- Returned Check Fee: \$35 plus collection costs. (Racer banned from further Club participation until the Club is made whole in cash or other certified funds.)
- AMA Membership: \$56 (\$49 plus a \$6 Service Fee)
- Safety Gear Rental: \$40 (includes any or all of leathers, boots, gloves)
- Transponder Rental: \$20 per day (club holds driver license until returned)
- Transponder Bracket Purchase: \$10
- SMRI Corner workers Stipend Fund: \$5 (this is a purely voluntary fee to help the club pay Corner workers stipends each day)

#### 4.2.4 Grid Positions

Grid positions for races will be assigned as follows:

- A. For racers who registered using the Pre-Entry Registration method grid positions will be determined by season points ranked from most points (Pole Position) to least points. Riders with no season points in a class will be gridded directly behind those with season points. For the first race of each season and for all Super Street races grid positions will be decided by registration date and time.
- B. Racers who registered On-Site will be gridded at the back of the field, regardless of point standing and will be ranked by time of entry.

Grid sheets will be posted indicating row and position of each rider in each race. It is the responsibility of the rider to notify race officials if there is an error in the grid sheets within 30 minutes of posting. Changing of grid positions after this period will be only at the discretion of SMRI officials.

#### 4.2.5 Number of Entries

- A. When five or fewer motorcycles are entered in a class, that class' race may be canceled or combined with another class.
- B. When more than five but fewer than eight motorcycles are entered in a class, SMRI officials may choose to combine that race class with another that has comparable closing speeds.
- C. When fewer than three motorcycles enter a class, trophies may not be awarded.

#### 4.3 Refund Policies

- A. Cash Refunds will **NOT** be given at any SMRI race event.
- B. If a racer has registered for a race but cannot participate, he or she may apply for a credit voucher for a future race by filling out a Race Credit Request within 30 days of the event date.

No credit voucher will be issued for a race if the claiming racer enters the racetrack for any part of the race including the warm-up lap.

- C. Credit vouchers will only be issued due to medical issues or irreparable mechanical problems unless approved by SMRI Officials.
- D. Any credit that is not used by the last event of a calendar year will be forfeited with the exception of credit issued for the last race event of the year. These credits are valid for the first 3 events of the following season.

## 4.4 Race Cancellation

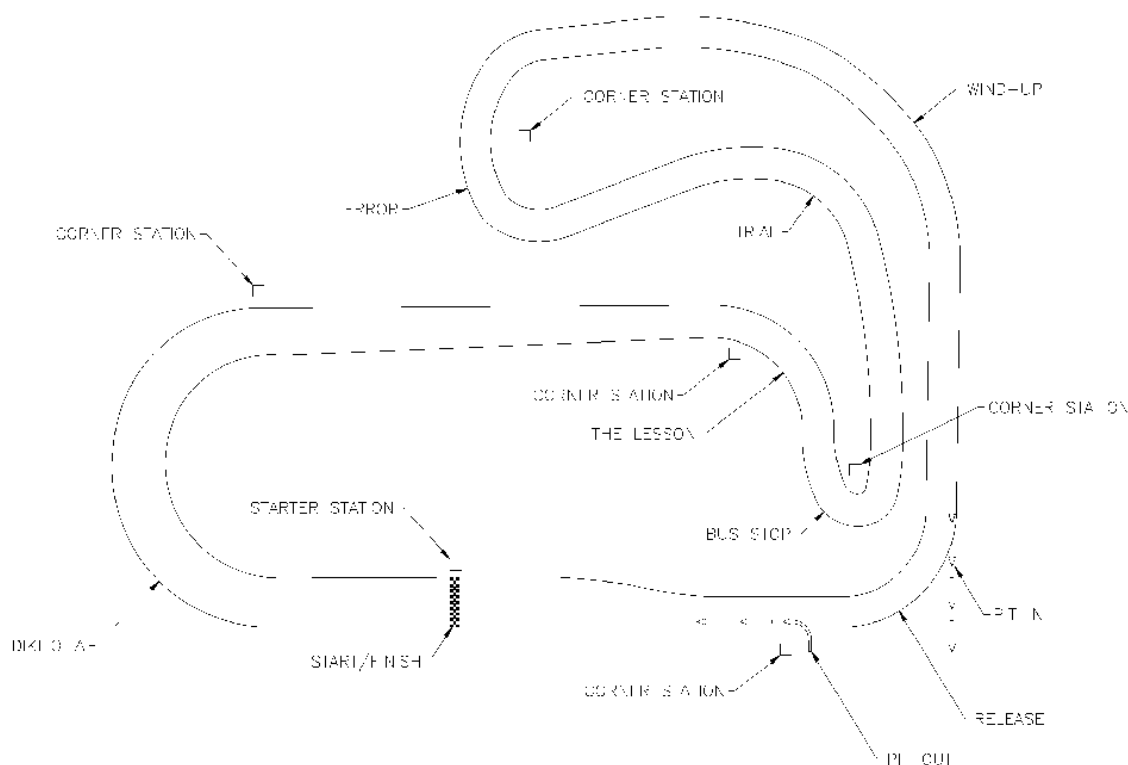
SMRI Officials reserve the right to postpone or cancel any race or race event. This decision is not subject to protest.

## Section 5: TRACK CONFIGURATIONS

SMRI conduct races at Sandia Speedway in two configurations. These shall be hereafter annotated the “Standard Configuration” and the “Alternate Configuration”.

### 5.1 Standard Configuration

The Standard Configuration consists of seven turns as shown on the accompanying track map.



STANDARD CONFIGURATION

## 5.2 Alternate Configuration

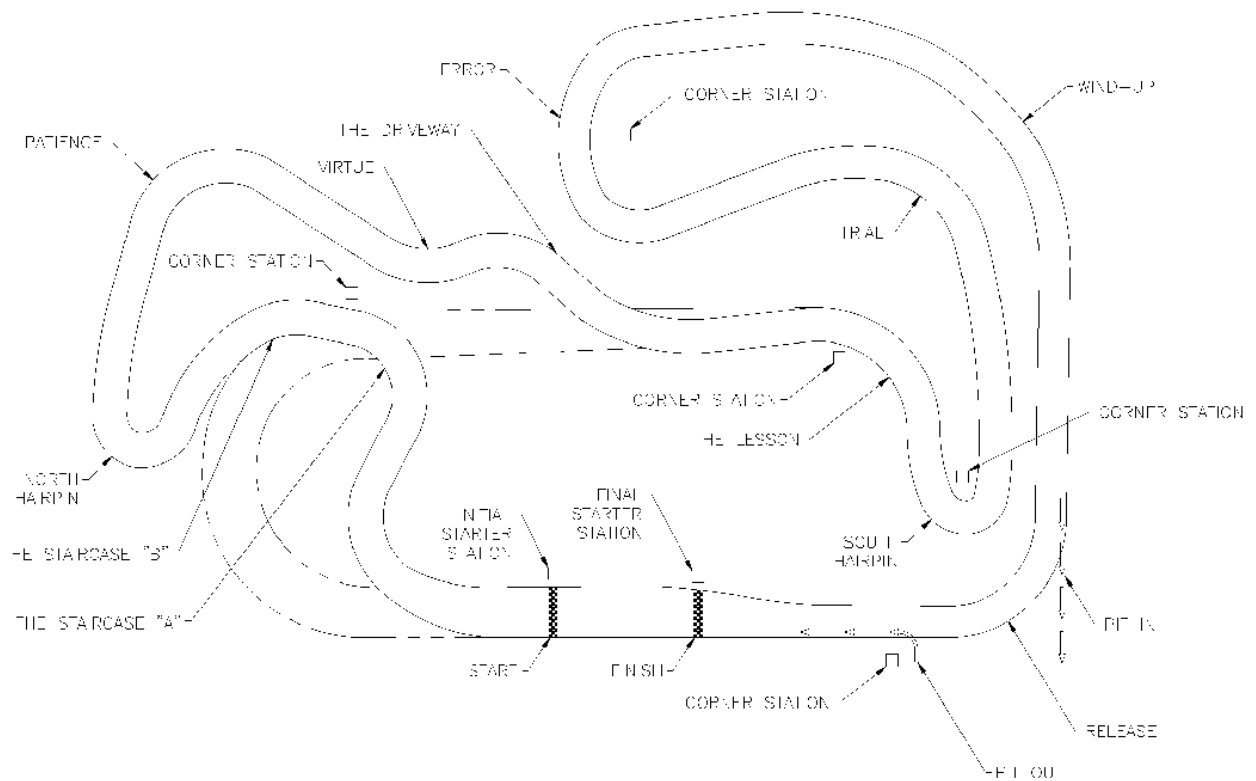
The Alternate Configuration consists of thirteen turns as shown on the accompanying track map. When using the Alternate Configuration any rider who runs off the first turn after the finish line shall be docked a lap.

### *Note on Grid Positions*

**“Pole Position” on the “Standard Configuration” will be the farthest right position on the first row.**

**“Pole Position” for the “Alternate Configuration” will be the furthest left position on the front row.**

**Grid rows will have three riders in the first row, two riders in the second row and then alternating with three riders and two riders per row after that.**



ALTERNATE CONFIGURATION

## Section 6: CLASS DEFINITIONS

### 6.1 Race Types

- 1) Novice races are open to racers who hold a valid SMRI Novice Racing License.
- 2) Amateur races are open to racers who hold a valid SMRI Racing License, either Novice or Expert.
- 3) Expert races are open to racers who hold a valid SMRI Expert Racing License.
- 4) Historic Vintage (including Super Vintage and Modern Vintage) races are open to racers who hold a valid SMRI racing license, either Novice or Expert.

### 6.2 Race Classes

**SMRI reserves the right to combine multiple classes into one race for scheduling purposes.**

A motorcycle may only be entered in a class for which all eligibility requirements are met. If a motorcycle is entered in more than one class, it must conform to the requirements for each class in which it is entered. It is the racer's responsibility to enter only classes for which his or her motorcycle is eligible. If a rider enters a race with a machine later determined to be ineligible, the rider will be disqualified and all points and/or contingency in the infringed class for that day shall be revoked and all points accrued in that class for the year shall be revoked.

Race length shall be 10 laps in the Standard Configuration or 8 laps in the Alternate Configuration, unless otherwise noted.

All classes, excluding Expert Formula 1000, allow entries from a class with smaller displacement limits.

Class limits, requirements, and race lengths are:

#### 6.2.1 Unlimited Grand Prix

- A. ULGP is open to Expert racers only.
- B. Season points determine the next year's top ten Expert number plate holders.
- C. Motorcycles may be of unlimited configuration.
- D. See Section 7 for further requirements.
- E. The final Expert Practice of the morning shall be timed as the Qualifying Session for Unlimited Grand Prix. All racers who wish to qualify shall mount their transponders for this session. The racer with the lowest lap time shall be gridded in the Pole Position, and racers with subsequently higher lap times shall be gridded in sequentially higher grid positions until the grid is filled. Racers who do not wish to participate in qualifying shall start from the rear of the grid in order of registration.
- F. Race length shall be 15 laps in the Standard Configuration or 12 laps in the Alternate Configuration.
- G. The Purse shall be comprised of the sum of the entrant's Purse Fees. The Purse shall be awarded 50% to the winner, 30% to second place, and 20% to third place.

#### 6.2.2 Expert Open Superbike

- A. Expert Open Superbike is open to Expert racers only.
- B. Motorcycles must be production based and employ 4 stroke engines.
- C. Engines may be of unlimited displacement.

- D. Engines may employ any number of cylinders.
- E. See Section 6.3 and Section 7 for further requirements.

## 6.2.3 Expert Middleweight Superbike

- A. Expert Middleweight Superbike is open to Expert racers only.
- B. Motorcycles must be production based and employ 4 stroke engines.
- C. Engine configuration may be:
  - a. Four-cylinder, four valves per cylinder up to 650cc
  - b. Two-cylinder, four valves per cylinder up to 850 cc
  - c. Three-cylinder, four valves per cylinder up to 900 cc
  - d. Any number of cylinders, two valves per cylinder unlimited displacement
- D. See Section 6.3 and Section 7 for further requirements

## 6.2.4 Historic Vintage Heavyweight

- A. Historic Vintage Heavyweight is open to Novice and Expert racers.
- B. The following production-based motorcycles built through the 1978 model year are eligible for Historic Vintage Heavyweight:
  - a. Four-cylinder, four-stroke OHC up to 1085cc
  - b. Two-cylinder, four-stroke unlimited displacement
  - c. Two- and three-cylinder, two-stroke up to 750cc
  - d. In addition, Yamaha XS1100s may run Historic Vintage Heavyweight.
- C. *The Historic Vintage Heavyweight class is intended to include the following motorcycles:*  
*(note – This list is not intended to be exhaustive and is for reference only)*
  - i. Honda CB750 (sohc), GL1000
  - ii. Kawasaki KZ750 (four), KZ900, KZ1000, H2 750
  - iii. Suzuki GS750, GS850, GS1000
  - iv. Yamaha XS750, XS850, XS1100
  - v. BMW R80, R90, R100
  - vi. Harley Sportster
  - vii. Norton 850
- D. See Section 6.4 and Section 7 for further requirements

## 6.2.5 Historic Vintage Middleweight

- A. Historic Vintage Middleweight is open to Novice and Expert racers.
- B. The following production-based motorcycles built through the 1978 model year are eligible for Historic Vintage Middleweight:
  - a. Four-cylinder, four-stroke, OHC up to 650cc
  - b. Two- and one-cylinder, four-stroke up to 750cc
  - c. One-cylinder, two-stroke air cooled unlimited displacement
  - d. Two- and three-cylinder two-stroke up to 550cc
- C. Should any motorcycle dominate the MW class, the SMRI withholds the right to require it to run in a different class.
- D. The Historic Vintage Middleweight class is intended to include the following motorcycles:  
*(note – This list is not intended to be exhaustive and is for reference only)*
  - i. Honda CB500, CB550, CB500T, CX500, CB650
  - ii. Kawasaki KH350, KH400, H1500, KZ750B (twin)
  - iii. Suzuki GS550, GS650, T500, GT380, GT550

- iv. Yamaha RD350, RD400, XS500, XS650
  - v. BMW R60/7, R65 R75
  - vi. Triumph Bonneville 750
  - vii. Norton 750
- E. See Section 6.4 and Section 7 for further requirements

## 6.2.6 Historic Vintage Lightweight

- A. Historic Vintage Lightweight is open to Novice and Expert racers.
- B. The following production-based motorcycles built through the 1978 model year are eligible for Historic Vintage Lightweight:
- a. Two-cylinder, four-stroke OHC up to 450cc
  - b. Four-cylinder, four-stroke OHC up to 400cc
  - c. Two-cylinder, four-stroke pushrod valve actuation up to 500cc
  - d. One-cylinder, four-stroke up to 550cc
  - e. One-cylinder, two-stroke up to 360cc
  - f. Two- and three-cylinder, two-stroke up to 250cc
- C. Should any motorcycle dominate the LW class, SMRI withholds the right to require it to run in a different class.
- D. The Historic Vintage Lightweight class is intended to include the following motorcycles:  
(note – This list is not intended to be all inclusive)
- i. Honda CB350, CB360, CB350F, CB400F (stock bore), CB450, CB400 Hawk
  - ii. Kawasaki KZ400, KH250
  - iii. Suzuki GS400
  - iv. Yamaha RD200, RD250, SR500, XS400, MX360
  - v. BMW R/5
  - vi. Triumph Tiger 500
- E. See Section 6.4 and Section 7 for further requirements.

## 6.2.7 Historic Vintage Ultra Lightweight

- A. Historic Vintage Ultra Lightweight is open to Novice and Expert racers.
- B. The following production-based motorcycles built through the 1978 model year are eligible for Historic Vintage Lightweight:
- a. One-cylinder, four-stroke up to 270cc
  - b. Two-cylinder, four-stroke up to 200cc
  - c. One-cylinder, two-stroke up to 185cc
  - d. Two-cylinder, two-stroke up to 125cc
- C. Should any motorcycle dominate the ULW class, SMRI withholds the right to require it to run in a different class.
- D. The Historic Vintage Ultra Lightweight class is intended to include the following motorcycles:  
(note – This list is not intended to be exhaustive and is for reference only)
- i. BSA 250
  - ii. Ducati 250, 200, 160
  - iii. HD Sprint 250
  - iv. Honda CB/CL 160, 175, 200, XL250, CA95, CA92
  - v. Kawasaki KE175, KZ200
  - vi. Parilla 250
  - vii. Suzuki TS185, PE175, Stinger 125



- viii. Triumph Cub
- ix. Yamaha RD125, DT175
- E. See Section 6.4 and Section 7 for further requirements
- F. Race Length shall be 8 laps in the Standard Configuration or 6 laps in the Alternate Configuration

## 6.2.8 (Amateur) Super Vintage

- A. Super Vintage is open to Novice and Expert racers.
- B. Production based motorcycles built through the 1989 model year with modifications as follows are eligible for Super Vintage:
  - Note:** "Like Design" rule applies.
  - Note:** If any motorcycle would otherwise be eligible for a Historic Vintage class, but has wheels or brakes, or other modifications, that would normally disqualify the bike, it can still be run in Super Vintage.
  - a. Internal engine modifications are allowed. Aftermarket heads, cylinders and crankshafts are not allowed. No displacement limit.
  - b. Carburetors must be employed. (i.e.: No fuel injection)
  - c. Gearbox may be modified.
  - d. Stock frame must be used, though gussets and modifications are allowed. Aftermarket swing arms are allowed.
  - e. 46mm maximum fork tube diameter.
  - f. Twin disks and calipers with a maximum of four pistons per caliper. Lower spec brakes are allowed.
  - g. Clip-on handlebars are permitted but not required.
- C. See Section 6.4 and Section 7 for further requirements

## 6.2.9 (Amateur) Modern Vintage

- A. Modern Vintage is open to Novice and Expert racers.
- B. Modern Vintage falls under the rules of Production Motorcycles rather than Historic Vintage Motorcycles. See section 6.3 and Section 7 for further requirements.
- C. Motorcycles with a VIN number 10 years old or older are eligible for Modern Vintage.
- D. "Like Design" rule does **NOT** apply.

## 6.2.10 (Amateur) Formula Femme

- A. Formula Femme is open to Novice and Expert FEMALE racers only.
- B. Motorcycles may be of unlimited configuration.
- C. See Section 6.3 and Section 7 for further requirements.

## 6.2.11 (Amateur) Thunderbike

- A. Amateur Thunderbike is open to Novice and Expert racers.
- B. Any motorcycle employing fewer than four cylinders is eligible for Amateur Thunderbike.
- C. See Section 6.3 and Section 7 for further requirements.

## 6.2.12 (Amateur) Club Sport

- A. Amateur Club Sport is open to Novice and Expert racers.
- B. Motorcycles within the following restrictions are eligible for Amateur Club Sport:
  - a. Four-cylinder, four-stroke, liquid cooled up to 560cc

- b. Two-cylinder, four-stroke, liquid cooled up to 700cc
- c. Four-cylinder, four-stroke, air cooled up to 750cc
- d. Two-cylinder, four-stroke, air cooled up to 1200cc
- e. Single-cylinder, four-stroke, unlimited displacement
- f. Two-stroke, air cooled, unlimited displacement
- g. Two-cylinder, two-stroke, liquid cooled, up to 250cc
- h. All electric motorcycles (provisional)
- C. See Section 6.3 and Section 7 for further requirements

## 6.2.13 Amateur Middleweight Superbike

- A. Amateur Middleweight Superbike is open to Novice and Expert racers.
- B. Machine requirements are the same as EXPERT MIDDLEWEIGHT SUPERBIKE.
- C. See Section 6.3 and Section 7 for further requirements

## 6.2.14 Amateur Open Superbike

- A. Amateur Open Superbike is open to Novice and Expert racers.
- B. Machine requirements are the same as EXPERT OPEN SUPERBIKE.
- C. See Section 6.3 and Section 7 for further requirements.

## 6.2.15 Novice Middleweight Superbike

- A. Novice Middleweight Superbike is open to Novice racers only.
- B. Machine requirements are the same as EXPERT MIDDLEWEIGHT SUPERBIKE.
- C. See Section 6.3 and Section 7 for further requirements.

## 6.2.16 Novice Open Superbike

- A. Novice Open Superbike is open to Novice racers only.
- B. Machine requirements are the same as EXPERT OPEN SUPERBIKE.
- C. See Section 6.3 and Section 7 for further requirements.

## 6.2.17 (Amateur) 250 Supersport

- A. Amateur 250 Supersport is open to Novice and Expert racers.
- B. ONLY the following models are eligible for Amateur 250 Supersport:
  - i. Kawasaki Ninja 250
  - ii. Honda CBR250
  - iii. Honda VTR250 Interceptor
  - iv. Hyosung GT250
- C. See Section 6.5 and Section 7 for further requirements.

## 6.2.18 (Amateur) 500 Supersport

- A. Amateur 500 Supersport is open to Novice and Expert racers.
- B. ONLY the following models are eligible for Amateur 500 Supersport:
  - i. Kawasaki Ninja 300
  - ii. Kawasaki EX 500
  - iii. Honda CBR250RR
  - iv. Honda CBR300
  - v. Honda CBR500
  - vi. Suzuki GS 500

- vii. Yamaha R3
- viii. KTM 390
- ix. Any bike legal for Amateur 250 Supersport
- C. See Section 6.5 and Section 7 for further requirements.

## 6.2.19 Novice Super Street

- A. Super Street is open to Novice racers who have never recorded an official lap time under 1:00 in the Standard Configuration or 1:20 in the Alternate Configuration.
- B. Super Street is run as a two-heat event.
- C. Motorcycles may be of unlimited configuration.
- D. Required only to meet Track Day bike preparation requirements, including:
  - a. Remove mirrors and license plate.
  - b. Tape headlight(s), taillight(s), and turn signals.
  - c. Ensure brake pads and tires are in good order (50% life remaining).
  - d. Motorcycle must have no obvious leaks from engine or suspension.
  - e. Throttle must automatically return to a closed position when the steering head is turned against its stops.

## 6.3 Production Motorcycles

Production Motorcycles are those that begin as motorcycles sold by manufacturers and their dealers. Proof of compliance rests with the competitor entering the motorcycle.

### 6.3.1 Requirements

All machines must meet the requirements of Section 7 (Technical Inspection and Safety Requirements) in addition to the following:

- A. Frame and engine cases must be from the same production model motorcycle, except for single cylinder motorcycles, which may use any frame.
- B. The frame must be as originally supplied by the manufacturer on the approved model except as follows:
  - a. Strengthening gussets or tubes may be added.
  - b. Only brackets or tubes not supporting suspension, engine, or driveline components may be removed.
  - c. Swing arms may be modified or replaced.
  - d. Rear shocks may be modified, replaced, or relocated.
  - e. Swing arm pivot location may be relocated.
- C. Reducing engine size of machines from stock displacement to meet lower class displacement limits is **NOT** allowed. (I.e., a bike that is a Heavyweight in origin **cannot** be resized for Middleweight competition)
- D. Any fairing may be used so long as it meets the requirements of Section 5.

## 6.4 Historic Vintage Motorcycles

### 6.4.1 Like Design Rule

All Historic Vintage competition classes are intended for motorcycles built through the 1978 model year. However, motorcycles built after 1978 **MAY**, upon approval of SMRI Officials, be allowed to compete in Historic Vintage classes if they are a continuation of a model built in 1978. Such motorcycles must be substantially identical to, and must have no substantive performance advantage over, the 1978 or earlier

model. Competitors should obtain this “Like Design Rule” waiver prior to entering the subject motorcycle in any race.

## 6.4.2 Requirements

All machines must meet the requirements of Section 5 (Technical Inspection and Safety Requirements) in addition to the following:

- A. Engine modifications are not limited as long as period or period-production components are used, and class displacement limit is not exceeded. Where the class displacement limit would be exceeded by over boring the standard size bore, a maximum overbore of 1.0 mm is allowed.
- B. Frames may be modified or changed to racing type, though they must be period type and style.
- C. Period fairings are encouraged but not mandatory (no late model bodywork).
- D. Front forks and swing-arm may be changed, though they must be period type and style. (no inverted forks in Historic Vintage classes)
- E. Period or reproduction race gearboxes are permitted to a maximum of six gears.
- F. Disc front brakes are permitted regardless of whether they are original to the specific motorcycle. Rotors must be period type and style. Floating rotors are not allowed. Dual front disks are allowed **ONLY** when they are original equipment to the specific model. Calipers cannot have more than 2 live cylinders
- G. Motorcycles employing two-stroke engines must use exhaust silencers.
- H. Throttles must be self-closing.
- I. All motorcycles must employ a handlebar mounted “kill switch”.
- J. All modifications must be consistent with the spirit of the class and period.
- K. Appearance and workmanship of a reasonable standard shall be enforced.
- L. All motorcycles in Historic Vintage classes must display numbers in accordance with Section 7.3.2.
- M. An “SMRI” decal of approved design must be displayed on both sides of each machine raced (provided upon tech inspection).
- N. NO SLICKS allowed in Historic Vintage classes except Super Vintage.
- O. Maximum rim width of WM6 (3.5”) on Historic Vintage machines except Super Vintage.
- P. Spoke wheels or period style mags only.
- Q. Note that any Historic Vintage bike can bump to a higher displacement Historic Vintage class at the discretion of the rider. Historic Vintage bikes can also bump to Super Vintage. Super Vintage bikes may also qualify for Modern Vintage under the 10-year VIN ruling.
- R. Factory race bikes (TZ Yamaha, H1R Kawasaki etc.) are automatically bumped up one class from where they would normally fit based upon displacement and number of cylinders. So, for example, TZ250 Yamahas that would otherwise qualify for Historic Vintage based upon year of construction, wheel and brake sizes etc., would not be allowed in Historic Vintage Lightweight (two stroke twins up to 250cc), but must bump up one class to Historic Vintage Middleweight.

## 6.5 Supersport Motorcycles

Only modifications listed below may be made to Supersport motorcycles. Any modification not explicitly allowed herein is forbidden.

- a. Wheels must be original to the motorcycle except that Kawasaki EX250 of any year may use 2008 and later EX250 forks, wheels and brakes.
- b. Bodywork changes are unlimited.

- c. No internal engine modifications of any kind are permitted. Engine configuration must remain as delivered from the factory. Rebuilding or refreshing motor with standard specification stock production OEM parts is allowed.
- d. Exhaust systems, including exhaust bracket assembly, may be replaced with parts of unlimited origin. Wrapping exhaust to protect bodywork and rider's foot ONLY is accepted.
- e. Carburetor jetting consisting of main jet, pilot jet, needle and slide-hole size may be changed. No other modifications to carburetor are allowed. Stock carburetors must be retained.
- f. The PAIR valve may be blocked.
- g. Suspension may be modified with different springs, valves and oil. The stock fork tubes must be retained. Preload adjusters may be added to the forks.
- h. The stock shock may be replaced with parts of unlimited origin.
- i. Rear ride height may be altered or adjusted, including use of aftermarket linkage.
- j. Brake pads may be replaced with parts of unlimited origin; however, brake calipers and rotors must remain stock
- k. Brake lines may be replaced with parts of unlimited origin
- l. Hand and foot controls, rearsets, handlebars and levers may be replaced with parts of unlimited origin.
- m. Gearing may be changed by replacement of chain and sprockets only. These parts may be of unlimited origin.
- n. Tires may be of unlimited origin.
- o. Stock charging system must always be fully connected and functional.
- p. Instrument cluster may be removed, and gauges may be replaced with parts of unlimited origin.
- q. Parts which are not critical to bodywork or integral support may be removed, but they must be removed at the stock mounting or bolting point. Cutting of materials or frame is prohibited, except for the side-stand bracket which may be removed for ground clearance. The countershaft sprocket cover may also be modified or removed.

## Section 7 - TECHNICAL INSPECTION AND SAFETY

This section comprises a set of standards that will be in effect at all events for both riders and motorcycles. Racers must bring each motorcycle to be raced to Technical Inspection. Each motorcycle must be fully prepared and reasonably clean. Motorcycles with fairings shall have the lower fairing or belly-pan removed so the Technical Inspector can fully inspect for compliance. See section 5.2 for further motorcycle requirements.

- A. **The RACER bears the responsibility of presenting a motorcycle in conformance with all technical and class suitability requirements! IT IS THE RACER'S RESPONSIBILITY TO SEEK APPROVAL OF THE TECHNICAL INSPECTOR FOR ANY AREAS OF CONCERN OR CONFUSION.**
- B. All motorcycles must pass inspection by the SMRI Technical Staff before a rider or motorcycle participates in any practice session, race, school, or other club sanctioned event. The primary emphasis of the inspection is race worthiness of the equipment used and that potential failure points are guarded or will fail-safe. Application of a Technical Inspection Approval Sticker does not imply compliance with class requirements.
- C. Upon successful completion of Technical Inspection, a Technical Inspection Approval Sticker (Tech Sticker) will be applied to the racer's motorcycle(s).
- D. Technical Inspection Approval Sticker must be affixed to the racer's motorcycle before the racer enters the Racetrack. Absence of a Technical Inspection Approval Sticker is deemed sufficient cause to remove a rider from the Racetrack via "meatball flag".
- E. The SMRI Technical Staff reserves the right to inspect any race motorcycle, rider apparel, or equipment at any time during race day for compliance to SMRI technical standards and may revoke the Technical Inspection Approval Sticker of any motorcycle at any time during any Club sponsored event. The SMRI Technical Staff also reserves the right to perform class suitability inspections including inspection of internal engine and transmission components at any time during any Club sponsored racing event.
- F. Technical Inspection and affixation of Technical Inspection Approval Sticker in no way implies that a motorcycle or a racer has passed a safety inspection.
- G. Damage that in any way endangers rider safety must be repaired prior to starting or continuing any further practice or competition.
- H. Any motorcycle involved in a crash must have its corresponding Technical Inspection Approval Sticker removed and will be subject to re-inspection prior to reentering the track. Damage that endangers rider safety must be repaired before re-inspection.
- I. Motorcycles with damage or modifications that in any way endanger the Technical Inspector in the performance of his/her duties may automatically fail Technical Inspection. Some examples of this are: Safety wire that has not been tucked under; pegs or levers with sharp edges; sharp edges on windscreens or fairings; etc. These conditions may also warrant a fine.
- J. SMRI reserves the right to deny track riding privileges if any motorcycle is deemed unsafe by the SMRI Technical Inspector, even if it meets the requirements below.
- K. **IT IS THE RACER'S RESPONSIBILITY TO LOCATE AN AUTHORIZED TECHNICAL INSPECTOR BEFORE PARTICIPATING IN A CLUB SPONSORED EVENT!**

## 7.1 RIDER REQUIREMENTS

Additionally, each rider must have the following “Rider Equipment.” Rider Equipment will not be inspected and is the sole responsibility of the Racer.

- A. Leathers - Pants and jacket of leather in good condition with padding on the knees, elbow, and shoulders. Separate pants and jackets must be joined with zipper(s) to create the equivalent of a one-piece suit.

**Note: Knee sliders must not be made of a material that produces sparks when sliding on the pavement.**

- B. Back Protector - Must be of commercial design and manufacture and cannot be “homemade”. Back protector **MUST** be worn at all times when on the track.
- C. Chest Protectors are not required, but are encouraged.
- D. Boots – Motorcycle specific footwear at least 8" in height and in good condition.
- E. Gloves - Must be designed for motorcycle roadracing with full protection for the palms, fingers, and wrists.
- F. Helmets – Must be of a “full face” design and have a Snell, DOT, or EU equivalent certification. Helmet must be free from any structural damage and have a full face shield free from visual impairments. Helmets **MUST** have a fixed chin bar and **MAY NOT** be of the “Modular” type. Helmet shall be no more than 5 years old.
- G. Gate Entry Wristband (Proof of Waiver Compliance and Gate Fee)

## 7.2 MOTORCYCLE TECHNICAL REQUIREMENTS

The following items are required of all racing motorcycles except those competing solely in the Super Street class and may be checked at Technical Inspection.

**The RACER bears the responsibility of presenting a motorcycle in conformance with all technical and class suitability requirements! IT IS THE RACER’S RESPONSIBILITY TO SEEK APPROVAL OF THE TECHNICAL INSPECTOR FOR ANY AREAS OF CONCERN OR CONFUSION.**

**Note: Motorcycles competing solely in the Super Street Class must meet only the technical requirements of Section 6.2.20.**

### 7.2.1 Frame Components

- A. Fork stops must be functional. Fork legs and handlebars must not touch the frame or gas tank at the extremes of steering head movement.
- B. Fork seals must be in good condition and must not leak.
- C. Steering dampers are not required, but are strongly recommended.
- D. Levers and pedals must be in good condition. Levers must have a ball end at least ½ inch in diameter. Pedals that have been broken and have sharp edges will not be accepted.
- E. Center and side stands must be removed.

### 7.2.2 Wheels and Tires

- A. Spokes, if present, shall be tight.

- B. Rims shall be straight.
- C. Tire wear indicators must not be "exhausted".
- D. Tire sidewalls must not show cracks, cuts, or reinforcements.
- E. Valve caps shall be installed.
- F. Wheels shall be free of cracks.
- G. Axle nuts shall be secured by safety wire or shall be of the castellated type secured with suitable pins. Hitch pin or "hair pin" clips must be safety wired closed.  
**Note: Self-locking nuts alone are NOT acceptable.**
- H. Axle pinch bolts, if present, must be secured by safety wire.
- I. Wheel Weights must be covered by duct tape or equivalent.
- J. Drive chain must be properly adjusted and in good condition.
- K. Sprockets must be in good condition and show no abnormal wear or chain slippage.

## 7.2.3 Brake System

- A. All motorcycles must have operational front and rear brakes.
- B. Pads must show wear groove or 1.5mm of pad material.
- C. Brake fluid reservoirs must be covered, and their covers secured by a secondary retainer. For master cylinder reservoirs with covers attached by screws, the screws must have duct tape over them. *Ensure the bladder vents are not obstructed.* For remote master cylinder reservoirs, the screw-on cap must have a locking screw or be secured by duct tape.
- D. Brake fluid reservoirs shall be at least half filled with brake fluid.
- E. Silicone based brake fluids (DOT 5) are NOT allowed.  
**Note: DOT 5 brake fluid is usually blue or purple in color.**
- F. Cables and/or hoses shall be in good condition.
- G. Anchor arms and caliper mounts shall be safety wired.
- H. Brake torque arm bolts must be secured by safety wire, cotter pins or other approved means.  
**Note: Self-locking nuts alone are NOT acceptable.**

## 7.2.4 Engine

- A. All engine, transmission, and final drive unit filler caps and drain plugs must be safety wired. For two-stroke motorcycles, transmission detents must be safety wired.
- B. Oil filter or oil filter cover bolts shall be safety wired. Spin-on oil filters may be secured by attaching a metal clamp and safety wiring the clamp to an adjacent fixed structure.
- C. Oil, fuel, and coolant lines must be tight and leak-free. All oil, fuel, and coolant carrying hoses or lines must be secured at all connecting points by clips, clamps, safety wire, or other approved means.
- D. Engine crankcase breathers shall be routed either to a fuel and heat resistant catch can or bottle, or to the OEM air box. In this case the air box drains must be plugged.
- E. All open water vents must be routed into belly pan or approved catch can.
- F. Motorcycles with gas tank vent hoses must have the hoses routed to the belly pan, an approved catch can, or have an in-line one-way valve that will prevent gas from leaking out of the hose.
- G. The motorcycle must not show any sign of coolant or oil leaks. Seeping gaskets may be allowed at the Tech Inspector's discretion, but the engine shall not – under any circumstances - leak any fluid onto the ground.



## 7.2.5 Miscellaneous Motorcycle Requirements

- A. Motorcycles presented for Technical Inspection shall be neat and clean. Motorcycles that are excessively dirty or show potentially dangerous bodywork damage will not be approved.
- B. All work, modifications, or maintenance must be secure and not present a hazard to the rider or track officials.
- C. Fairings must be mounted in at least three locations. Bodywork, windscreens, or streamlining must not enclose the rider from the side and/or above while in a normal riding position.
- D. A belly pan capable of containing the entire contents of the crankcase is REQUIRED for all motorcycles.
- E. Bodywork damaged during a given event need not be replaced during the remainder of that race weekend, provided there is no safety compromise. Final approval rests with the Tech Inspector.
- F. Rear fender or seat must extend to the rear of a line drawn vertically through the rear axle.
- G. No streamlining may be attached to the rider. (Including Helmet fins UNLESS OEM). "Aero Humps" on leathers are allowed.
- H. Exhaust system supports and joints shall be tight. Mufflers (or megaphones) shall be properly secured. Removable baffles shall be safety wired.
- I. Exhaust system must not extend beyond the rear wheel.
- J. All motorcycles must have a self-closing throttle with smooth operation and no binding at the extremes of steering head movement.
- K. All motorcycles must have an operational handlebar-mounted kill switch or button.
- L. All lights or instrument lenses must be taped or removed.
- M. License plate must be removed.
- N. Brake and taillights must be removed or be disconnected with lenses completely taped over.
- O. All turn signals, luggage racks, and mirrors must be removed.
- P. Case guards are not required but are recommended on all models with vulnerable wet cases. (Wet cases will release fluids if cracked or worn away)
- Q. After-market or relocated original equipment oil coolers must be securely mounted in a protected area. All connections must be safety wired or otherwise secured by approved means.
- R. Kick-starters, if retained, must be secured at two points.
- S. **Cooling system may contain only water and/or approved coolant (Water Wetter, etc.). No ethylene glycol-based additives or coolants are allowed.** For the purpose of this rulebook, motorcycles that use engine oil as a primary cooling fluid are air-cooled.
- T. An SMRI decal must be displayed on both sides of the motorcycle at least as high as a line drawn through both axles. (Subject to availability)
- U. Safety wire must be routed and secured in a way that does not present a hazard to others.
- V. If a bolt is countersunk silicon may be used in place of safety wire.

**NOTE:** Do not over twist your safety wire! The standard is 8 - 12 twists per inch for .032 diameter safety wire. Any more than that weakens the wire and could cause it to break under stress. Note that wire should always be applied so that tension is in the tightening direction. Good safety wiring is important and one of the best safety preparations for a race bike. If you are unsure how to safety wire your motorcycle, get help from an experienced racer.

## 7.3 NUMBER DISPLAY REGULATIONS

### 7.3.1 Assignment of Racing Numbers

- A. Numbers remain the property of SMRI and may be reassigned at any time without notice.

- B. Each Racer may request a Number when filling out his or her Membership Application each year. SMRI will assign Numbers, when possible, based upon the Racer's request. If the Racer's requested Number(s) are already in use the SMRI Secretary will generally consult with the Racer to find an available valid Number.
- C. Once a Racer is assigned a number SMRI will make every effort to avoid changing that number without consulting the Racer beforehand.
- D. Should a Racer fail to compete for one complete season his or her number shall be surrendered and made available to other Racers.
- E. Expert Racers may use single-digit, two-digit, or three-digit numbers. Number 0 may not be used, nor may 00 or 000. Further, numbers in formats 0X and 00X may not be used. Numbers 1 through 10 are reserved for the previous season's Unlimited Grand Prix champion (1) and championship contenders (2-10). Racers who choose to display their ULGP Championship Numbers shall have their "abandoned" Racer Numbers held in reserve should they choose to use them in subsequent seasons.
- F. Novice Racers must use 3 digit numbers.
- G. Number 000 is not acceptable. Nor are numbers in the format 00X. (Our timing and scoring system cannot differentiate between "7" and "007", for instance.)

## 7.3.2 Display of Racing Numbers

- A. Expert Racers may use black numbers on a white background or white numbers on a black background. Other arrangements MAY be used with prior approval of the SMRI board.
- B. Novice Racers must use black numbers on a yellow background.
- C. Background and numbers must be as large as possible. Numbers should be easily read 30 meters from the front of the motorcycle and from the scoring tower above and to the left of the motorcycle.
- D. Each Racer must display his or her SMRI assigned racing number during all SMRI races and practices. Exceptions to this rule must be approved prior to Pre-Grid. **ONLY the SMRI Secretary awards this "approval"**. Any Racer who participates in a race while displaying a missing or incorrect number without prior approval shall be **DISQUALIFIED** from that race.  
*Note: This rule is written to avoid confusion when one Racer borrows another Racer's motorcycle or when two Racers share a motorcycle. This can result in scoring errors or dissemination of incorrect information in the event of a catastrophic accident.*
- E. Final approval of number display will rest with the Technical Inspectors and/or the SMRI Secretary.
- F. Motorcycles used EXCLUSIVELY in the Super Street race are not required to adhere to items 7.3.2 B and D. The Racer must display his or her Racing Number on the front and both sides of the motorcycle in a manner that is clearly legible to SMRI scoring officials. Responsibility for displaying legible numbers rests solely on the motorcycle rider.

## 7.4 PIT SAFETY STANDARDS

- A. All flammable liquids must be stored in appropriate containers.
- B. All riders are responsible for the collection of waste fluids in appropriate containers and the disposal of waste fluids at a proper site. Dumping waste oil, gas, or antifreeze at the track is not allowed.
- C. A fire extinguisher must be readily available at each pit. Failure to comply may result in a \$20 fine.

- D. Each pit area must be policed for debris before leaving for the day. Failure to comply may result in a \$20 pit cleanup fee.
- E. Pets must be leashed and under control at all times. SMRI officials reserve the right to remove vicious or uncontrolled pets from the track.
- F. **All vehicles operated in the Pit must observe the 5 mph speed limit.** All vehicles must be operated in a safe and controlled manner. Failure to comply may result in a \$20 fine.
- G. All minors (under 16 years of age), **including Racers**, must be under strict adult supervision at all times in the Pit area.
- H. **No intoxicants or drugs that could affect the mental or physical abilities of the user may be consumed in the Pit area while race operations are ongoing. Violators will be escorted out of the Pit area and the violator's pit pass will be revoked. Racers are subject to SMRI alcohol and drug policies as outlined in Section 8 Item B.**
- I. All persons are required to sign a release waiver before they are allowed into the Pit.

## Section 8 - RACE PROCEDURES

### 8.1 GENERAL PROCEDURES

A Race consists of one or more Classes running on the Racetrack simultaneously. For purposes of scoring, different classes running together in a common Race are treated separately. However, for purposes of Race procedures all motorcycles in a Race, regardless of Class, are considered as a single group and subject to the following:

#### 8.1.1 Grid Sheets

- A. Racers who registered using the Pre-Entry Registration option will be gridded for their races by season class-points standings with the exceptions of the first race of the season and for all races in the Super Street class.
- B. Racers who registered using the On-Site Registration option will be gridded behind those who exercised the Pre-Entry Registration option in order of time of registration.
- C. Grid sheets will be posted on the west wall of the Tuff Shed indicating the row and position of each Racer in each race.
- D. It is the responsibility of the Racer to notify race officials if there is an error in the grid sheets within 30 minutes of posting. Modification of grid positions after this period will occur only at the discretion of SMRI officials.
- E. For the Standard Configuration the rightmost slot (farthest from the wall) on the front row of the grid is designated as the Pole Position. For the Alternate Configuration the leftmost slot (nearest the wall) on the front row of the grid is designated as the Pole Position.

#### 8.1.2 Race Calls

- A. Race Calls shall be made by the Pit-Out Marshal or by the General Announcer.
- B. Three calls will be made prior to the start of each race. Each call will identify the upcoming race and will be designated either First, Second, or Third/Final Call. (These calls will also be used to announce practice sessions.)

- a. First Call – approximately 12 minutes until the start of the race. This is usually announced at the commencement of the prior race.
- b. Second Call – Approximately 7 minutes until the start of the race. This is usually announced at the halfway point of the prior race.
- c. Third/Final Call – Approximately 2 minutes until the start of the race. This is usually announced at the display of the checker flag during the prior race.

## 8.1.3 Pit-Out

- A. Two minutes after Third/Final call is announced the Pit-Out Marshal may signal riders in the staging area onto the track for a warm-up lap in consultation with the Chief Corner Marshal.
- B. If a Racer(s) reports to the Pit-Out Marshal after the preponderance of competing Racers have commended their warm-up laps the Marshal may hold the Racer(s) until after all competitors already on the Racetrack have completed their warm up laps and commenced gridding. The late Racer(s) may then enter the track and be gridded normally, but WILL NOT be allowed a warm-up lap.
- C. If a Racer presents himself or herself to the Pit-Out Marshal after the commencement of their scheduled race he or she may still be allowed to participate. The Pit-Out Marshal may allow the late Racer to enter the race in progress, though only laps completed by the Racer during the scheduled race shall be counted on the results sheet.
- D. The Pit-Out Marshal will show each Racer the grid sheet so that they may check their grid positions prior to entering the Racetrack. Racers who fail to verify their starting position before the Track Marshall signals Racers to enter the track may be required to wait until the field has gridded to enter the track.

## 8.1.4 Race Starting Procedure

- A. The Race Starter is the SMRI Official who is responsible for insuring that all Racers assume the correct grid position prior to commencement of the Race Starting Procedure. All Racers MUST obey the Race Starter's instructions and signals.
- B. Upon entering the track the Race Starter will wave all Racers past the grid area to partake in the warm-up lap
- C. Upon completing the warm-up lap all Racers are to assume their grid positions. Racers should signal to the riders behind them and to the Race Starter that they are coming to a stop in the interest of safety.
- D. All motorcycles must come to a complete stop in their grid positions before the Race Starting Procedure begins. Riders who are not properly staged at the commencement of the race will be assessed a one lap penalty.
- E. A rider is considered staged if the front axle is behind, **but no more than 18" behind**, the designated row line and both wheels are at a complete stop.
- F. Should a Racer's engine stall once the Race Starting Procedure has begun, the rider should wave to get the attention of the SMRI Race Starter. If possible the Racer will be given time to restart or remove the motorcycle from the grid and may then be given an opportunity to join the race once the field has left the grid if necessary.
- G. It is expressly prohibited for any Racer to take a warm-up lap for any race in which he/she is not an entrant.

- H. If the front tire of a Racer's motorcycle breaks the plane of the designated row line before the Race Starter has signaled for the race to begin then that Racer is designated as a "Jump Starter". Riders who are determined to have committed a "jump start" will be assessed a one-lap penalty.
- I. Once the Race Starter has determined that all Racers are properly gridded he or she will begin the Race Starting Procedure. The Race Starting Procedure is as follows:
  - a. The Race Starter will check to see that the Timing and Scoring Officer is ready to commence the race.
  - b. The Race Starter will turn on the Starting Light.
  - c. The Race Starter will turn off the Starting Light
- J. When the Starting Light is extinguished Racers are free to commence racing.
- K. A race lap is considered complete when the leader has crossed the finish line.

## 8.1.5 Race Interruptions

- A. A race is considered 50% complete when the leader has completed at least 50% of the race distance rounded up to the nearest whole lap.
- B. When a race is stopped before completion it may or may not be restarted as designated below:
  - a. Any race stopped when fewer than three laps are completed will be restarted using the original grid positions. All laps will be run after the re-start as though the interrupted race never occurred. The restarted race may or may not have a warm-up lap at the discretion of SMRI officials. Racers should check with the Pit-Out Marshal to determine whether or not a warm-up lap will be undertaken.
  - b. Any race stopped when three or more laps are completed but before 50% of the race is completed will be re-started to complete the balance of the race distance. Riders will be re-gridded as to their position on the last completed lap.
  - c. Any race stopped when 50% or more of the laps are completed will be designated as "complete" and will not be restarted. Racers will be scored according to the positions they held in the last completed lap that preceded the stoppage.
- C. At the discretion of track officials any Racer(s) involved in an incident leading to or causing the stoppage may be scored as the last Racer(s) to have completed the last lap scored for the purpose of determining finishing order.
- D. At the discretion of track officials, the Racer(s) causing the stoppage may or may not be allowed to compete in a re-started race.

## 8.1.6 Race Completion

- A. A race ends when the checkered flag is displayed to the lead Racer. This occurs when the lead Racer has completed the designated number of laps or has raced for the predetermined time period.
- B. When the checkered flag is displayed to the lead Racer all motorcycles on the racetrack and under power are allowed to complete their current lap. This final lap will be counted toward determining finishing position and number of laps completed. Motorcycles completing this final lap are considered to have finished the race, regardless of the number of laps actually completed.
- C. When the checkered flag is displayed to the lead Racer all Racers unable to cross the finish line will be scored as DNF (Did Not Finish). Once the checkered flag is displayed to the lead Racer, Racers not on the course may **not** re-enter the course; further, Racers on the course but not under power may **not** re-start for the purpose of completing the final lap.

- D. A Racer is considered not “under power” when one or both of the rider’s feet are placed on the ground for the purpose of supporting or moving the motorcycle.

## 8.1.7 Finish Position

- A. For Racers under power at the end of a race, the finish position is determined by the total number of laps completed by each motorcycle. For motorcycles completing the same number of laps the finish position is determined by the order in which the motorcycles crossed the finish line on their final lap.
- B. Racers who scored DNF will be positioned behind all motorcycles that did finish, regardless of the number of laps completed. Among Racers scored DNF the finish position is determined by the total number of laps completed by each Racer. For DNF Racers completing the same number of laps, the finish position is determined by the order in which they crossed the finish line on their last complete lap.

## 8.1.8 On- Track Behavior and Racing Etiquette

- A. Racers must wear helmets at all times while on the Racetrack as defined in Section 7.1.E.
- B. Passing on the Racetrack is the responsibility of the overtaking rider. Excessively aggressive actions may be penalized or fined at the discretion of SMRI officials.
- C. Any action deemed to intentionally harm another rider may result in fines, revocation of a Racer’s License, expulsion from some number of future events, or permanent expulsion from SMRI at the discretion of SMRI officials.
- D. Any Racer who is about to be lapped and appears to be deliberately blocking the lapping Racer may be removed from the track via the Meatball Flag.
- E. Should a Racer leave the Racetrack but NOT touch a handlebar to the pavement or the ground, he or she must re-enter at the next safe location with no attempt to shorten the course.
- F. If a motorcycle falls and either handlebar should touch the pavement or the ground, the Racer **may not** re-enter the Racetrack until the race is completed **and** permission to proceed back to the Pit is given by a Corner Marshal or other SMRI Official. The Racer’s motorcycle and gear must undergo Technical Inspection before returning to competition.
- G. Hand/Leg Signals:
  - a. Before entering the pits from the track, the Racer should signal by raising their left arm or extending their left leg
  - b. If a Racer encounters a problem and slows significantly, the Racer shall signal by raising their left arm or left leg and proceed to a position safely away from the race line.
- H. Disrespect toward Corner Marshals and other SMRI Officials will not be tolerated. These officials are responsible for Racers’ safety and shall be treated with respect and deference at all times.  
**VIOLATIONS OF THIS ARTICLE ARE GROUNDS FOR FINES AND/OR SUSPENSION.**
- I. Any Racer who ignores any flag signals may be fined, suspended, or otherwise penalized at the discretion of SMRI Officials.
- J. Racers must complete each race, or heat in the event of a multiple heat race, on a single motorcycle. Racers participating in races consisting of multiple heats may ride different motorcycles in each heat but must complete each individual heat on a single motorcycle.
- K. If a Racer is unable to start a main event using the same motorcycle used to qualify in a heat race, the Racer may start the main event on a replacement motorcycle provided the replacement motorcycle meets the same class requirements as the qualifying motorcycle. In this situation, the rider must notify SMRI Officials.

- L. Riders must never voluntarily stop on the Racetrack. If, for any reason, a Racer is forced to stop on the Racetrack during a race, he or she is obligated to locate his or her motorcycle in such a manner as to cause any **danger or obstruction** to other Racers.
- M. Motorcycles may not be pushed while on the track except to remove them from a hazardous position to one of greater safety.

## 8.2 SUPER STREET SCORING

- A. Racers' finish positions for each heat will be added together.
- B. The Racer with the lowest aggregate total will be placed first, second lowest as second, etc.
- C. In the event of a tie the Racer with the best finish in the second race will be awarded the higher placing in the final results.
- D. If a Racer misses one heat he or she will be scored as the last place finisher in the missed heat. If more than one Racer misses a heat all of them will be scored identically in last place for that heat.

Example: Rider A finishes 1<sup>st</sup> then 2<sup>nd</sup>, Rider B finishes 2<sup>nd</sup> then 1<sup>st</sup>, Rider C finishes 3<sup>rd</sup> then 3<sup>rd</sup>.

Points Tally: Racer A = 3, Racer B = 3, Racer C = 6

1<sup>st</sup> = Racer B (Better second heat finish)

2<sup>nd</sup> = Racer A

3<sup>rd</sup> = Racer C

## 8.3 GENERAL RACE SCORING

- A. Racers in each class will be awarded points upon the completion of each Race per table 8.3 RACE SCORING according to their Finish Position in each race.
- B. Racers finishing 21<sup>st</sup> or lower shall score 0 points.
- C. Racers who Did Not Start (DNS) shall be awarded no points.
- D. Racers' class points accrue throughout the season and are added together from race to race to maintain a Championship Standings for each class.
- E. For Racers who exercise the Pre-Entry Registration option in section 3.2.1, race grid positions shall be determined by Championship Standings for the class in which they are racing.
- F. In the event that there is a tie for a Championship or grid position, that tie will be broken based on number of first place finishes in the series. If that does not break a tie, number of second-place finishes will be compared, then thirds, fourths, etc., until the tie is broken. If the number of finishes in each place is the same the Championship or higher grid position place will go to the rider with the best finish in the most recent SMRI race (for the class in question) in which both riders competed.

Table 8.3 POSITION SCORING				
Position	Points		Position	Points
1	30		11	10
2	25		12	9
3	21		13	8
4	18		14	7
5	16		15	6
6	15		16	5

7	14		17	4
8	13		18	3
9	12		19	2
10	11		20	1



## Section 9 - FLAGS and SIGNALS

Riders are required to comply with all instruction given to them by SMRI Officials including verbal instructions or those transmitted to the rider by use of flags as listed in this section. Failure to comply constitutes conduct detrimental to the sport and the Race Director/Referee will levy penalties in accordance with Section 11 of this rulebook. Any penalties or fines levied as a result of violating the rule will not be subject to protest or appeal.

- A. **Green Flag:** The Green Flag indicates a clean start to a race or clear track conditions and is generally displayed only at the completion of the first lap to indicate to riders that a clean start was made. *During a race or practice session, the absence of any flag(s) may be construed as a green flag.*
- B. **White Flag:** The White Flag indicates that a race has one lap remaining.
- C. **Checker Flag:** The Checker Flag denotes the end of practice session or race. Racers shall complete their current lap and return to the pit.
- D. **Red Flag:** The Red Flag indicates that a session or race has been stopped due to eminent danger on the racetrack. All riders must signal (with hand or leg signals) that they are no longer racing, then reduce speed, safely complete their lap and return to the pit. No passing is allowed from the flag stations displaying the red flag to the track exit.
- E. **Black Flag:** The black flag denotes that a specific Racer presents a serious safety hazard to himself or other Racers (e.g. smoke, leaking fluids, dangling parts). ***A Racer who is shown a black flag MUST get off of the racing surface as soon as safely possible and should not complete the current lap,*** then wait for instructions from a track official. Failure to properly respond to a Black Flag will result in immediate disqualification. Penalties levied as a result of this infraction are not subject to protest or appeal.
- F. **Meatball Flag** (black flag with red ball in the center): The Meatball Flag indicates that a Racer presents a less serious safety hazard to himself or other racers. The Racer should return to the pits and see the Pit-Out Marshal to determine why the flag was displayed.
- G. **Yellow Flag:** The Yellow flag is a flag of caution and may be displayed in either a Stationary or Waving mode.
  - a. Stationary – Racers should be alert, be prepared to slow down, and be prepared to change their lines. There is be a condition ahead that is not normal but there is no immediate hazard. Passing and high speed are allowed, but Racers should exercise caution.
  - b. Waving – Eminent danger ahead. Racers should slow down and maintain their lines. No passing is allowed from the first flag station displaying the waving yellow flag until the Racer is safely beyond the incident. Racers who violate this rule shall be assessed a one lap penalty. This penalty is not subject to protest.
- H. **Debris Flag:** The Debris Flag is a yellow flag with two vertical red stripes. It indicates that there is a problem with the track surface (oil, debris, water) ahead. The debris flag may be displayed stationary or waving. Follow the same procedures as described for the plain yellow flag above.
- I. **Ambulance Flag:** The Ambulance Flag is a yellow flag with a red cross. It indicates that an ambulance is entering the course. At SMRI Events the ambulance flag is always displayed along with a Red Flag, indicating that the session is over. If you encounter an ambulance on the course, do not follow it; pass with extreme caution and proceed to the pits by the normal route.
- J. **Crossed Flags:** Furled and crossed Green and White flags are shown at the finish line to indicate to racers that the race is half complete. These flags are crossed at their centers and form an “X”.

For races with an odd number of laps the crossed flags lap display count is rounded down, so for 15 lap races they are displayed at 7 laps.

## Section 10 - RACER CONDUCT

- A. All participants must assess for themselves the facility, Track surface, organization, safety measures, weather conditions, and any other considerations regarding the risk of competition at any given event. Participation indicates an assumption of all risks involved.
- B. **The use of intoxicants or drugs of any nature which could affect the mental or physical abilities of any participant from his/her normal capabilities when in good mental and physical health are strictly prohibited. Failure to comply will result in punitive action up to a \$500 fine, one-year suspension, and removal from the track.**
- C. Each Racer is responsible for the behavior and action of any personnel, either family or crew, who is attached to his/her racing effort. Any punitive actions required for crew behavior will be levied against the Racer.
- D. It is the responsibility of every competitor to notify race officials of any medical condition, which may be worsened by participation at that particular event. Permission to compete following such notification does not create an assumption of liability on the part of the officials or sanctioning body.
- E. All Racers must sign an official entry form and release for each event, and no Racer may practice or compete without such signature. Participation of any kind that results in an unregistered Racer participating on the track in either a practice or a race event will result in punitive action against all parties involved including up to a \$1000 fine and one-year suspension.
- F. Physical violence, abuse or the threat violence to any other person within the boundaries of the racetrack facility will result in immediate suspension, a fine, and possible prosecution through local law enforcement agencies.
- G. Dishonored checks may be cause for a fine and immediate suspension from further competition. Fines will be \$35 and suspensions may continue until the dishonored check is redeemed. Check writing privileges will be withdrawn from chronic offenders or those who prove to be reluctant to quickly redeem any outstanding balances.
- H. No obscene language or images will be displayed on the Racer, motorcycle, or equipment while on the track premises. A rider displaying language or images deemed widely offensive by SMRI Officials will be required to remove or cover the offending objects before he/she is allowed to participate.

## Section 11 – PROTESTS

### 11.1 Protest Types

The allowable types of protests are:

- A. Scoring and/or Race Operations.
- B. Class suitability - obvious discrepancies
- C. Class suitability - covert discrepancies

### 11.2 Inspection Covenants

- A. By entering a race each Racer agrees to make each motorcycle on which he or she starts or joins a race available for inspection by the SMRI Technical Inspection staff, whether the inspection is initiated by another rider entered in the class or by SMRI officials.
- B. The Racer agrees to keep his or her motorcycle available for protests or re-inspection for 45 minutes after leaving the racetrack in each class entered and, if such protest or re-inspection is ordered, for whatever time is necessary to complete the appropriate inspections.
- C. The Racer further agrees to immediately make his/her motorcycle available for and to submit to inspection procedures involving disassembly of the motorcycle and collection of samples of fluids, materials, and parts when requested by SMRI Officials.
- D. The Racer has the right to be present, together with one additional person of his or her choosing, and to perform disassembly in the presence of, and as requested by SMRI officials, as well as to require that SMRI perform the disassembly.
- E. SMRI has the right to retain samples of fluids, materials and parts for up to 60 days. The rider assumes all responsibility for conserving items disassembled, for all damages occurring during disassembly, and for appropriate re-assembly. With the consent of the rider SMRI officials may impound the motorcycle for later inspection at a mutually agreed upon time and place.
- F. Failure to comply with these covenants may result in fines, suspensions, and forfeiture of all class points for the season, as well as unfavorable resolution of the protest(s).
- G. SMRI officials may assess more severe penalties for failure to comply with these covenants than would be assessed if a protest were upheld or the motorcycle were found to not be in compliance with the applicable rules, standards and/or limits.

### 11.3 Protest Procedures and Policies

- A. Protests will not be accepted regarding safety or procedural violations except at the instigation of officials and when there is confirmation by an official that a violation took place.
- B. Protests will not be accepted regarding decisions of SMRI Officials with respect to the interpretation of SMRI rules as they pertain to race procedures. Such decisions include, but are not limited to, conformance to grid arrangement, race starts, control of Racers, race delays and/or stoppages, re-start grid arrangements, and the assessment of lap penalties.
- C. All protests must be delivered in writing to an official within 30 minutes of posting of race results. Protests will not be considered after the 30-minute period has elapsed and results will be considered final. Protests requiring a fee must be accompanied by the appropriate funding in cash or certified check.
- D. The written protest must specify the rule(s) or procedure(s) that the Claimant believes to have been infringed, to include page number and item number from this rulebook. Scoring protests must be in writing, but do not need rulebook references.
- E. Protests among participants are limited to those entered within the same class.

- F. Scoring and Race Operations protests must be made in writing and accompanied by a \$25 protest fee.
- G. Class suitability protests concerning overt discrepancies initiated by a competitor requiring no mechanical disassembly do not require a fee.
- H. Class suitability protests concerning covert discrepancies initiated by a competitor require payment of fees as follows:
  - a. Protests requiring removal of one or more cylinder heads, four-stroke engine: \$200.
  - b. Protests requiring removal of cylinder head(s), two-stroke engine: \$50/head.
  - c. Protests requiring removal of one or more cylinder heads and cylinders: \$275.
  - d. Protests requiring removal of cylinder head(s), cylinder(s), and disassembly of engine cases or other internal engine components: \$325.
- I. Once made, a protest may not be withdrawn without permission of an SMRI Official.
- J. If the protest is upheld, the protesting rider shall be refunded the protest fee.
- K. If the protest is denied, the protested rider shall be awarded the protest fee, or in the case of Scoring and Race Operations protests shall be deposited in the Club's coffers.
- L. Any legitimate expenses incurred by SMRI as a result of a protest must be paid by the protesting party if the protest is denied or by the protested party if the protest is upheld. SMRI may require a deposit of the protesting party in anticipation of such costs.
- M. It is the responsibility of the protested party to produce documentation regarding specifications of his/her motorcycle for use in determining class suitability. Such documentation must be produced within three days of notification to the protested party or the protest will be upheld.
- N. Participants in inspections as a result of class suitability protests are limited to the protesting Racer, the protested Racer, the Technical Inspector and his or her designees, and one representative of each of the Racers involved.
- O. The SMRI Official receiving the protest must sign it and note the time in writing.
- P. SMRI Officials will uphold or deny each protest in a timely manner.
- Q. SMRI Officials will make a decision regarding the penalty to be levied in the event a
- R. Protest is upheld.
- S. Appeals may be made as to the official's decision(s) in a protest as well as the regarding any penalties imposed.
- T. Within 60 minutes following a protest decision, either the protesting Racer or protested Racer must give notice if he/she is exercising his or her right to an appeal.
- U. Should the option to appeal be exercised all monies related to the protest shall be quarantined and all penalties shall be suspended pending a final decision on the appeal.
- V. Appeals in writing must be hand delivered to an SMRI Official, or mailed to SMRI, within two days of initial protest resolution. Timeliness of mailed appeals shall be determined by post mark. All appeals must be accompanied by cash or certified funds in the amount of \$50.
- W. Within 10 days of receipt of the written appeal, the appellant and the SMRI officials involved in the protest decision must file statements and documents pertaining to their position on the matter. All filings are to be made to the SMRI Board of Directors.
- X. Within two weeks of the submission of statements and supporting documentation the SMRI Board of Directors shall return a decision on the appeal.
- Y. The decision of the Board is considered the final word on the matter. The decision is binding to all parties.
- Z.** If the appeal is denied the \$50 appeal fee will be forfeited to the Club and the original decision will be enforced or vacated as dictated by the board. If the appeal is upheld, the fee will be

returned to the appellant and the original decision will be enforced or vacated as dictated by the board.

## Section 12 – PENALTIES

- A. Unless penalties are otherwise expressly provided for in this rulebook, SMRI Officials may disqualify or suspend any rider for the remainder of the event for any violation of the rules of competition, insubordination, or any other conduct detrimental to the event. In addition, fines ranging from \$25 to \$1,000 may be levied.
- B. Falsification of license applications, loan of license to another party, participation in fraudulent use of credentials including loaning of a license or associate membership card(s) for gaining access to an event or for member discounts shall be cause for suspension of at least one year.
- C. Violations of class suitability rules will be penalized at the discretion of SMRI Officials and may result in fines, suspensions, or disqualifications, but none of those particular penalties should be considered automatic. Minor violations will be dealt with in a different manner than serious violations.
- D. Upon entering any SMRI race it is the Racer's responsibility to ensure that his or her motorcycle meets class requirements. If an infringing motorcycle is found to have been used in competition the infringing Racer will forfeit points and monies earned in that class for that day and may be subject to fines.
- E. Violations judged to not result in a performance advantage may result in sanctions to include verbal or written warnings, fines and/or suspension.
- F. All fines must be paid prior to a Racer's continued participation in any SMRI sanctioned events including races and practice sessions.