

**MASTERS OF THE MOUNTAINS
MOTORCYCLE ROADRACING CHAMPIONSHIP SERIES
AT MILLER MOTORSPORTS PARK**

PROMOTED BY THE UTAH SPORT BIKE ASSOCIATION

2010 RULEBOOK



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FORWARD

Masters of the Mountains is promoted by the Utah Sport Bike Association in association with Miller Motorsports Park. This rulebook outlines the rules and guidelines that must be adhered to by all participants. It is the hope of the Utah Sport Bike Association (UtahSBA) that this rulebook forms a basis for exciting, sporting and fair motorcycle road racing.

The UtahSBA is a volunteer-based, member-driven organization and it is the hard work of the many members of the club who donate their time that makes the racing happen. Without them and the club members that turn out to race there can be no Masters of the Mountains (MoM).

Masters of the Mountains owes much of its quality to Miller Motorsports Park (MMP) and the fine people that run it. They provide a high-quality, motorcycle-friendly environment for the racing, and substantial support for this race series.

Throughout the remainder of this document, Masters of the Mountains, the Utah Sport Bike Association and Miller Motorsports Park are referred to as MoM, UtahSBA and MMP respectively.

Utah Sport Bike Association
P.O. Box 26971
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RULE BOOK DISCLAIMER AND WAIVER OF LIABILITY

The rules and guidelines outlined in this rulebook are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. No express or implied warranty of safety, including any implied warranty of fitness of persons or machines for a particular purpose shall result from the publication of, or 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. It is understood that racing by its very nature is a hazardous activity and can result in serious injury or death. These rules and guidelines shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.

Masters of the Mountains, UtahSBA and Miller Motorsports Park, while giving guidance on and where required to, enforcing the rules and guidelines of the event, will not otherwise enforce track discipline or safety measures. These rules and guidelines are intended as a guide for the conduct of the sport and use of and/or adherence to these rules and guidelines does not guarantee the well being of the participant and is in no way a guarantee against injury or death to a participant, spectator or official. Masters of the Mountains, UtahSBA and Miller Motorsports Park assume no liability for any loss, theft, damage, or injury to property or persons whether arising in contract, negligence, equity or otherwise

1 CLASS STRUCTURE

The 2009 Masters of the Mountains Motorcycle Roadracing Championship Series (MoM) will normally run the following classes at each regular event. In some cases, classes may be combined into a single race but will be scored separately. Exceptions may occur due to unforeseen weather conditions, or to provide time for United States Grand Prix Union classes.

Novice GTU
Novice GTO
Amateur GTU
Amateur GTO
Sportsman
Formula 5
Middleweight Superstock
Heavyweight Superstock
Open Superstock
Middleweight Superbike
Open Superbike
Twins GTU
Twins GTO
Super Twins
Formula 40 GTO
King of the Mountain (KoM) GTU
King of the Mountain (KoM) GTO
Endurance GTU
Endurance GTO

Please note:

Definition of Novice may be found in section 4.1.3.2
Definition of Amateur may be found in section 2.5.2
Definition of Expert may be found in section 4.1.3.3
Definition of King of the Mountain may be found in section 2.4.4
Definitions of GTU and GTO may be found in section 2.4
Definition of Superstock may be found in section 2.2
Definition of Superbike may be found in section 2.3
Definition of Twins GTU may be found in section 2.4.3.2
Definition of Twins GTO may be found in section 2.4.3.3
Definition of Super Twins may be found in section 2.4.3.5
Definition of Formula 40 may be found in section 2.4.4.4
Definition of Sportsman may be found in section 2.4.4.6
Definition of Formula 5 may be found in section 2.4.4.7
Rules specific to endurance classes may be found in chapter 12

2 CLASS DEFINITIONS

Novice Classes:

GTU

GTO

Amateur Classes:

GTU

GTO

Mixed Expert and Novice Classes

Sportsman

Formula 5

Formula 40 GTO

Twins GTU, GTO, Supertwins

Endurance GTO, GTU

Expert Only Classes:

Superstock MW, HW, OPEN

SuperBike MW, OPEN

KoM GTO, GTU

2.1 A MOTORCYCLE may only be entered in a class in 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 only enter classes in which his or her motorcycle is eligible.

2.2 SUPERSTOCK

2.2.1 Superstock motorcycles must meet the following requirements in addition to the equipment standards (Chapter 5) and technical inspection (Chapter 6) Only the modifications listed in this section are permitted. No other changes from showroom stock will be allowed. Absolutely no updating or backdating of parts will be allowed unless specified by the rules.

2.2.2 All motorcycles must display a vehicle identification number on the main frame, or provide documentation as evidence of year, make and model of any un-marked replacement frame.

2.2.3 Superstock motorcycles are motorcycles with two or more cylinders sold by the manufacturers and their dealers for street use. For motorcycles produced prior to the current season, a minimum number of units (below) must have been available through dealers in the United States via normal commercial channels. Current year models will be approved based upon manufacturer agreement to have met the minimum quantity requirements through their normal distribution channels by a date no later than the first day of June of the current season.

2.2.4 Minimum Quantities. Minimum availability quantities for Superstock participation are as follows:

Three or four cylinder equipment - 500 units

Two cylinder equipment - 50 units

2.2.5 Requirements

- 1 The following items MAY be removed:
 - a) Horn.
 - b) Instruments, instrument brackets and associated cables.
 - c) License bracket.
 - d) Radiator fan and wiring.
 - e) Passenger footrests and mounting brackets.
 - f) Rear fender. Rear fender or rear section of rear fender may be modified or removed if there is tail/seat bodywork covering the top of the rear wheel.
 - g) The ignition key may be removed and the ignition rewired to the handle bar mounted kill switch.
- 2 The following items may be added or replaced with other than OEM parts:
 - a) Case guards. (also see section 6.3.8.10)
 - b) Fork brace.
 - c) Fire retardant foam may be installed in fuel tanks.
 - d) Steering damper.
- 3 The following items may be replaced by parts of unrestricted origin:
 - a) Handlebars, hand controls and levers, switches, foot controls. Handlebars and hand/foot controls may be relocated.
 - b) Brake master cylinders.
 - c) Instruments, instrument brackets and switches.
 - d) Wiring harness.
 - e) Control cables.
 - f) Speedometer drive.
 - g) Oil, oil filters, lubricants and fluids.
 - h) Final drive sprockets and chains. Chain size may be changed. A shark fin chain guard is highly recommended for 2010 and will be required for the 2011 race season.
 - i) Rear shocks (linkage must remain stock).
 - j) Body parts and fairing (not including fuel tank).
 - 1) Size and dimensions must be the same as the original parts.
 - 2) Construction must be of plastic or fiberglass composites
 - 3) Original combination instrument/fairing brackets may be replaced with after-market brackets of the same basic material. All other fairing brackets must be original stock parts.
 - 4) Should the stock fairing include air-ducting tubes, those tubes may be removed or replaced with aftermarket air duct tubes provided they retain the stock internal area and overall shape.

- 5) Paint scheme is not restricted, but chroming, powder coating, etc. of material, wheels, frame and other structural components is not allowed. Only original equipment powder coating is allowed.
- 6) Seat, seat base, and associated bodywork. These may be replaced with parts similar in appearance to the original stock parts. Seat brackets may be added but none removed from the frame.
- 7) Profile may be changed to allow for proper number display.
- 8) Standard fasteners may be replaced with aftermarket fasteners of the same material and design. Fasteners may be drilled for safety wire but intentional weight-saving modifications are not permitted. Fairing/bodywork fasteners may be changed to quick-disconnect type.
- 4 Brake rotors and pads may be replaced with aftermarket products of original material and dimension, and brake lines of any origin may be used.
- 5 Brake discs may be drilled or chamfered.
- 6 Exhaust systems. All motorcycles must have a functional silencer; all motorcycles must meet track noise regulations.
- 7 The stock gas cap may be replaced by any aftermarket gas cap that tightly seals the fuel tank
- 8 Fork modifications are limited to the following:
 - a) Standard production internal parts of forks may be modified to alter damping qualities. After-market damper kits or valves may be installed.
 - b) Fork springs may be replaced with optional or aftermarket springs. Fork caps may be modified or replaced to allow external adjustment of fork springs only.
- 9 Carburetor/intake/fuel injection throttle body modifications are limited to the following:
 - a) Carburetor jets and needles may be replaced.
 - b) Resizing of air metering holes involved in CV carburetor throttle slide control is permitted.
 - c) Throttle slide and return spring may be replaced with aftermarket parts.
 - d) Fuel lines and vent lines may be replaced.
 - e) After-market fuel filters may be added.
 - f) All components involved in fuel injection systems must remain standard except as noted below.
 - 1) Electronic control modules (ECU/ECM) may be modified or replaced with aftermarket modules, provided they connect to original connectors only.
 - 2) Installation of additional components for the purpose of adjusting fuel metering (e.g., Power Commander) is permitted. No sensors may be added to the bike to aid control of fuel delivery,

including wheel speed sensors used for traction or wheelie control.

- g) The complete original equipment airbox must be utilized. The only modification permitted is the sealing of airbox drains. After-market or OEM air filters must be used.

10 Engine modifications on two cylinder motorcycles with fewer than four valves per cylinder are unlimited. All other motorcycles are limited to the following:

- a) Except as noted, all internal and external engine parts must remain stock with no modifications, metal removal, blueprinting, or surface treatments.
- b) Pistons, rings, piston pins and circlips may be replaced only with standard bore, stock production items. There is NO allowance for overbore.
- c) Cam timing may be altered by modifying or replacing sprockets, substituting adjustable sprockets, or other means such that the original camshaft, including lift, duration, profile and weight are not altered.
- d) Valve seat inserts may be reworked or replaced with OEM or after-market seats of original dimensions. Any dimensional thickness of the stock inserts may not be increased. Aluminum casting of cylinder head must remain absolutely stock with no metal removal.
- e) Valves must remain as produced with no modifications. Valve springs may be shimmed with standard or after-market shims.
- f) Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may NOT be bead blasted, or blasted with any other media type.
- g) All gaskets may be replaced with after market gaskets.
- h) Cylinder head, cylinders, and crankcase gasket surfaces only may be machined for increased compression. All other surfaces of the cylinder head, cylinders, and crankcases must remain absolutely stock with no metal removal. Light cleaning of gasket surfaces with steel wool, Scotch-Brite™, etc. is allowed.
- i) Clutch plates and springs may be replaced with after-market parts.
- j) Transmission gears may be shimmed only for the purpose of proper engagement. Standard or after-market shims may be utilized.
- k) Shifter return or detent springs may be replaced with after-market springs.
- l) Modifications to the stock starting and charging systems are not permitted. Showroom stock starter, flywheel, rotor, coil assembly also known as the complete charging system must be showroom stock, in

place, connected and functional before, during, and after an event.

- m) Engine case guards in the form of strengthened engine side covers may be installed. These covers must be constructed of the same basic material as OEM covers. Stronger aftermarket case covers must be used on models where fluid loss is likely in the event of a crash.
- n) 49-State model engine and ignition components may replace those same components on California-only motorcycles of the same manufacturer, year and model.
- o) Modifications are permitted as follows:
 - 1) Ignition timing may be altered by slotting ignition trigger mounting plate, replacing stock ignition rotor with an after-market rotor, or use of aftermarket plug-in modules (e.g., Power Commander, Evans). Add-on modules must connect to original connectors and may not be used to provide traction control.
 - 2) Spark plugs and plug wires may be replaced with after-market parts.
 - 3) The rev limiting system must be in proper working order.
 - 4) Electric ignition cutout shift devices are permitted. These devices may not physically operate the shift lever or shifting mechanism, except in the case of racers unable to operate regular foot controls.

11 Tires

- a) For any event not designated as “Wet”, only tires that meet DOT standards and are approved by the tire manufacturer for road use may be used. Manufacturers must make tires available in minimum quantities as follows:
 - Front tires - 100
 - Rear tires - 200
- b) On events officially designated as “Wet”, only molded-grooved-tread wet racing tires or DOT tires (as required for “dry” conditions) will be permitted.
- c) Construction and compound number molded into the tire will identify approved tires. Manufacturer must verify that the tire is available for purchase by any competitor through normal dealer/distributor channels in quantities no less than stated above.
- d) Any type of modification to approved tires is prohibited. This includes, but is not limited to grooving, razor cuts, or trimming the tire for clearance.
- e) Any competitor found to be using a tire not meeting the above requirements (including qualifying sessions and races) or which differs in any way from an approved

model will be disqualified from the affected class for that day and will lose all championship points earned to date in the class.

- f) Tire manufacturers who try to circumvent these requirements will have their eligibility revoked.

2.2.6 Class Limits

- 1 Middleweight Superstock
 - a) Up to 600cc four cylinder
 - b) Up to 650cc pre-1984 four cylinder
 - c) Up to 750 three cylinder
 - d) Up to 850cc two cylinder four stroke, three or more valves per cylinder
 - e) Up to 1000cc, two cylinder, four stroke, two valves per cylinder, air cooled
 - f) Unlimited displacement pushrod, two cylinder, four stroke, two valves per cylinder, air cooled
- 2 Heavyweight Superstock
 - a) Up to 750cc four cylinder
 - b) Up to 1000cc two cylinder, water cooled
 - c) Unlimited displacement, two cylinder, air cooled
 - d) Unlimited displacement three cylinder
- 3 Open Superstock
 - a) Unlimited displacement

2.3 SUPERBIKE

2.3.1 SuperBikes are machines based upon production models sold by manufacturers and their dealers for street use except as noted below. The burden of proof of compliance rests with the competitor entering the motorcycle.

2.3.2 Requirements

- 1 All machines must meet the equipment standards (Chapter 5) and technical inspection (Chapter 6) as well as the following:
- 2 Frame and engine cases must be from the same production model motorcycle, except for single cylinder motorcycles, which may use any frame.
- 3 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 drive line components may be removed.
 - c) Swing arms may be modified or replaced.
 - d) Rear shocks may be replaced or relocated.
 - e) Swing arm pivot location may be relocated.
- 4 Class displacement limits are absolute.
- 5 Reducing engine size of machines from stock displacement to meet lower class displacement limits is not allowed. (e.g., a bike that is a Heavyweight in origin can not be re-sized for Middleweight competition.)

- 6 Any fairing may be used as long as it meets the requirements of Chapter 5.
- 7 Forced induction (e.g., turbo- or super-charging) is not allowed.

2.3.3 Class Limits

- 1 Middleweight Superbike
 - a) Up to 640cc four cylinder four stroke, three or more valves per cylinder
 - b) Up to 750cc three cylinder four stroke, three or more valves per cylinder
 - c) Up to 850cc two cylinder four stroke, three or more valves per cylinder
 - d) Unlimited displacement two or three cylinder four stroke, two valves per cylinder
 - e) Up to 250cc one or two cylinder two stroke, water cooled, unlimited origin.
 - f) Up to 1050cc four cylinder four stroke, two valves per cylinder
 - g) Up to 510cc single cylinder two stroke, water cooled
 - h) Unlimited displacement two stroke, air cooled
 - i) Unlimited displacement single cylinder
- 2 Open Superbike
 - a) Over 485cc two or more cylinder

2.4 GT

2.4.1 GT Classes permit motorcycles of unrestricted origin.

2.4.2 GT Classes are designated as follows:

- King of the Mountain GTO / GTU
- Twins GTO / GTU
- Supertwins
- Novice GTO / GTU
- Amateur GTO / GTU
- Formula 40 GTO
- Sportsman
- Formula 5
- Endurance GTO / GTU

2.4.3 Class limits are set as follows:

- 1 GTU (as applied to all GTU classes except Twins GTU)
 - a) Up to 430cc two or more cylinder two stroke, unlimited origin
 - b) Up to 550cc two or more cylinder two stroke, if frame is from a motorcycle manufactured for street use in North America
 - c) Up to 550cc single cylinder two stroke, unlimited origin
 - d) Up to 675cc three cylinder four stroke, liquid cooled
 - e) Up to 640cc four cylinder four stroke, liquid cooled
 - f) Up to 850cc two cylinder four stroke four or more valves per cylinder, liquid cooled
 - g) Up to 900cc three or more cylinder four stroke, air cooled

- h) Unlimited displacement air cooled two cylinder four stroke two or three valves per cylinder
 - i) Unlimited displacement single cylinder four stroke, unlimited origin
 - j) Forced induction (e.g., turbo- or super-charging) is not allowed
- 2 Twins GTU
- a) Up to 565cc four cylinder four stroke, three or more valves per cylinder
 - b) Up to 750cc four cylinder four stroke, two valves per cylinder, air cooled
 - c) Unlimited displacement two cylinder, air cooled, two-valve per cylinder four stroke
 - d) Up to 650cc three cylinder four stroke
 - e) Up to 750cc two cylinder three valve
 - f) Up to 700cc two cylinder four valve
 - g) Unlimited displacement two stroke, air cooled
 - h) Up to 125cc single cylinder two stroke, water cooled, unlimited origin
 - i) Up to 250cc two stroke, water cooled, if frame is from a motorcycle manufactured for street use in North America.
- 3 Twins GTO
- a) Up to 430cc two or more cylinder two stroke, unlimited origin
 - b) Up to 550cc two or more cylinder two stroke, if frame is from a motorcycle manufactured for street use in North America
 - c) Up to 550cc single cylinder two stroke, unlimited origin
 - d) Up to 1000cc two cylinder four stroke four or more valves per cylinder, liquid cooled, except the Ducati 999R and equivalents (Ducati 999 is legal in this class; Ducati 999R is not)
 - e) Unlimited displacement air cooled, one or two cylinders
- 4 GTO (as applied to all GTO classes except Twins GTO)
- a) Unlimited displacement and origin
 - b) Forced induction (e.g., turbo- or super-charging) is allowed for bikes under 750cc displacement only, and is allowed only in Endurance GTO and KoM GTO.
- 5 Super Twins
- a) Only bikes with one or two cylinders are permitted; unlimited displacement restriction.
- 2.4.4 Class Definitions
- 1 King of the Mountain (KoM). The Masters of the Mountains Premier classes, KoM GTO & GTU, are intended for the most competitive of racers.
- a) All KoM riders are required to possess a valid annual UtahSBA race license.

- b) Motorcycles entered in KoM GTU may also be used in KoM GTO.
 - c) KoM GTO participants must have a qualifying time within 112% of the fastest qualifying racer.
 - d) Forced induction may be utilized only in KoM GTO, and only on bikes of 750cc or less displacement only.
- 2 Twins GTU, Twins GTO and Super Twins
- a) The Twins classes are intended for expert and approved novice racers.
 - b) Novices must obtain approval to participate from the New Racer Director. Approval lasts the remainder of the season, unless revoked for cause.
- 3 Amateur GTU/GTO: All novices and Experts are eligible to enter Amateur events. However, Experts who compete in the Amateur GTU or GTO events will be ineligible for purse monies or points in KoM races. See above for definition of GTU and GTO.
- 4 Formula 40 GTO
- a) The Formula 40 class is intended for expert and approved novice racers.
 - b) Novices must obtain approval to participate from the New Racer Director. Approval lasts the remainder of the season, unless revoked for cause.
 - c) The racer must be 40 years old or older on the day of the race event.
- 5 Novice GTU/GTO. See definition of Novice, Chapter 4.
- 6 Sportsman
- a) Sportsman is open to all motorcycles that meet technical and safety requirements stipulated in chapter 5 (it is a GTO class).
 - b) Sportsman is open to Expert and Novice racers who have not completed a race lap posted on Mylaps under 1:45 on the East Track and 1:40 on the West Track are eligible to race Sportsman. The minimum eligible lap times are subject to change.
 - c) No championship or championship points will be awarded in Sportsman.
- 7 Formula 5
- a) Formula 5 is open to Expert and Novice racers.
 - b) Formula 5 is open to all bikes at least 5 years older than the current model year; for the 2009 race season, model year 2004 and older bikes are eligible.
 - c) There is no motor displacement limit for Formula 5 (it is a GTO class).
- 8 Endurance GTU/GTO. See Chapter 12.

2.5 AMATEUR CLASSES

- 2.5.1 The following classes are Amateur: Amateur GTU, Amateur GTO.

- 2.5.2 Amateur classes are open to all experts and novices subject to the restriction that experts who compete in Amateur GTU or Amateur GTO are ineligible for purse money and points in KoM GTU and KoM GTO.

3 ENTRIES

3.1 RACING LICENSE

- 3.1.1 All competitors must possess a valid UtahSBA Race License, or a current roadracing license from another MoM - recognized organization.
- 1 Other racing organizations whose racing licenses will be recognized by UtahSBA/MoM include the following. Others may be accepted at the discretion of the UtahSBA Director of Competition or President.
AFM, AMA, AHRMA, CCS, CMRA, CRA, MRA, OMRRA, SMRI, USGPRU, WERA, WMRRRA, WSMC
 - 2 Competitors racing without a UtahSBA / MoM license must purchase a single-event license for \$25. The single-event license qualifies the rider to compete in all classes except KoM GTU and KoM GTO, and the rider will be ineligible for purse money and contingency awards.
 - 3 Competitors must purchase a full season UtahSBA/MoM race license to compete in KoM GTU, KoM GTO, and to be eligible for purse money.
- 3.1.2 UtahSBA Racing License holders and one crew member are provided free gate entry at all events for which the license-holder is registered to compete.
- 3.1.3 All competitors must hold a current AMA membership. AMA memberships are available at www.ama-cycle.org and from the UtahSBA at race events (however, please obtain an AMA membership prior to the race weekend). This rule is necessary because MoM is insured through the AMA.
- 3.1.4 UtahSBA will accept valid, current expert and professional competition licenses from other recognized roadrace organizations, and novice and amateur licenses at the discretion of UtahSBA officials. However, these riders receive no MoM class points, and are not eligible for KoM races, purse money nor contingency awards.
- 3.1.5 Racers holding a current professional roadrace license from any other organization cannot compete in any Novice or Amateur classes.

3.2 ENTRIES

- 3.2.1 All on-line pre-entries must be received no later than 6pm on the Wednesday prior to the race weekend, and mailed pre-entries must be received by the Monday prior to the race weekend. After that time, a \$25 late-entry fee will be assessed. Also, note that your grid position may be adversely affected by late entry.
- 3.2.2 No entries will be accepted after 9am on race-day, with the exception of the endurance race entries, which shall close at noon on Saturday.
- 3.2.3 Number of Entries:

- 1 When six or fewer motorcycles are entered in a class, that race may be canceled or combined with another class.
 - 2 When more than six, but fewer than 15 motorcycles are entered in a class, UtahSBA officials may choose to combine that race with any other.
 - 3 Fifteen motorcycles entered will constitute a class.
- 3.2.4 UtahSBA reserves the right to postpone or cancel any scheduled event or class.
- 3.2.5 All racers and their crew members must sign appropriate waivers and releases of liability, which normally includes an AMA waiver and an UtahSBA waiver. **Both parents and/or guardians of minors must sign the AMA waiver.** Failure to sign the appropriate waivers is considered a serious offense and may result in disqualification, suspension, fines and other penalties at the discretion of UtahSBA officials.
- 3.2.6 All racers must present the following items at the sign-up table:
- Race license
 - AMA membership card
 - Completed sign-up sheet.

3.3 REFUND POLICIES

- 3.3.1 Pre-entries may be cancelled, in writing, up to 24 hours prior to the beginning of the race-event entered.
- 3.3.2 Race-day refunds will only be allowed for medical reasons and/or irreparable mechanical problems including those caused by crashing.
- 3.3.3 If a racer determines on race day that he or she cannot race for reasons other than crashing, he or she may apply for a refund in the race day office for any races in excess of two that they have missed; the race fees may be reimbursed at the incremental race rate. In other words, fees for the first two races missed shall not be reimbursed, but fees for additional races may be reimbursed. Reimbursement will be based on the incremental rate, wherein the cost of the first race is greatest and the cost of additional races is less.
- 3.3.4 No cash refunds will be given at any UtahSBA race event. All refunds require prior approval by the UtahSBA Competition Director or Treasurer. In lieu of cash refunds, refunds may be given in the form of race credits at the discretion of UtahSBA Race Officials.
- 3.3.5 No refund or credit of entry fees will be considered as a result of inclement weather conditions. It is the policy of UtahSBA to hold races while wet track conditions exist.
- 3.3.6 Riders who pre-enter with a credit card or a check that does not 'clear' will be considered NOT entered until such time as the fees are paid. The rider is responsible for ensuring that funds 'clear' and are paid in full. If funds have not been paid in full within 10 calendar days following of the race day, the rider will be considered no to have entered.

4 LICENSING, QUALIFICATIONS AND ADVANCEMENT

4.1 LICENSING

4.1.1 All competitors must hold a valid and current UtahSBA/MoM Racing License or a valid and current license from another organization recognized by the UtahSBA/MoM.

1 Other racing organizations whose racing licenses will be recognized by UtahSBA/MoM include the following. Others may be accepted at the discretion of the Race Director.

AFM, AMA, AHRMA, CCS, CMRA, CRA, MRA, OMRRA, SMRI, USGPRU, WERA, WMRA, WSMC

2 Competitors racing without a UtahSBA / MoM license must purchase a single-event license for \$25. The single-event license qualifies the rider to compete in all classes except KoM GTU and KoM GTO, and the rider will be ineligible for purse money and contingency.

3 Competitors must purchase a full season UtahSBA/MoM race license to compete in KoM GTU, KoM GTO, and to be eligible for purse money.

4.1.2 All competitors must hold a valid and current AMA membership (available at www.ama-cycle.org or from the UtahSBA at race events; however please obtain AMA membership prior to the first race weekend).

4.1.3 MoM license categories are Provisional Novice, Novice and Expert. Note that Amateur is a racing class, not a license type.

1 Provisional Novice.

a) A Provisional Novice is any rider who has successfully completed a UtahSBA New Racer Certification (NRC), or has held a Novice or equivalent license with another recognized club within the past 2 years, and has completed less than two race rounds without incident.

b) Provisional Novice Riders must wear a contrasting colored shirt over their leathers (while on the track) for at least two rounds. Upon completion of at least two rounds, a rider will be granted a Novice License unless the Director of Competition decides otherwise

c) Provisional Novices may only participate in Slow Practice, and at most two of the following race classes in a single weekend: Novice GTU, Novice GTO, Sportsman or Twins GTU.

d) Provisional Novice riders will grid at the back of the grid.

e) If a Provisional Novice violates any of the Provisional Novice rules, including having a crash or an at fault incident, as determined by the Race Director, they will lose their Provisional Novice status, all accrued

points, and may be required to re-take the NRC at the discretion of the New Racer Director.

2 Novice.

- a) A Novice is any rider who has successfully completed a UtahSBA New Racer School, an approved new racer school from another organization, or has held a Novice or equivalent license with another recognized club within the past 2 years. See rule 4.3 below for requirements for advancement to expert (mandatory and by petition).
- b) To hold a Novice license, a racer must not have competed as an Expert in any race organization within the past two years. Appeals may be made to the New Racer Director or the Director of Competition to waive this rule.
- c) Novices may compete in Novice and Amateur class races, and mixed Novice/Expert classes with approval of the New Racer Director.

3 Expert.

- a) Obtained by advancement from Novice or by showing proof of holding a valid and expert road racing license with a recognized club. A rider who does not hold a current expert license, but has held one with a recognized club within the past 2 years may petition the New Racer Director or UtahSBA Director of Competition for an Expert license.
- b) Experts shall display good competency in the areas of safety, riding skills, knowledge of race and track procedures, technical and safety requirements for their motorcycle, UtahSBA/MoM rules and other important aspects of motorcycle road racing.
- c) Riders having held an Expert racing license but who have not raced within the last three years must take a New Riders School and race as a Novice for at least six races (i.e., re-certify as a new racer) or arrange to be evaluated by the New Racer Director and be classified as Novice or Expert accordingly.
- d) The UtahSBA Director of Competition, or New Racer Director, reserve the right to revoke a racers Expert racer status, and revert that racer back to a Novice status, at any time. The racer must then submit a petition in writing to have their Expert status returned.

4.2 RACER QUALIFICATIONS

- 4.2.1 Age. Applicants must be 14 years or more in age. **Applicants less than 18 years of age, and all applicants below the age of majority in their home state, must provide signed waivers from both parents or legal guardians, and only notarized waivers can be accepted**

from parents or guardians not present at registration on race day.

4.2.2 Memberships

- 1 All participants must be full members of the AMA, and provide proof of AMA membership prior to competition. All competitors must hold a current AMA membership (available at www.ama-cycle.org or from the UtahSBA at race events; however please obtain AMA membership prior to the race weekend)..

4.3 ADVANCEMENT

4.3.1 Applicants for Novice licenses must provide proof of prior racing experience or a certificate indicating completion of an approved New Racer School within the last 12 months. New Racer Schools are available from the UtahSBA at pre-determined UtahSBA events.

4.3.2 Advancement from Novice to Expert. Racers may petition the New Racer Director to advance from Novice to Expert status after having completed a minimum of 6 races and having fulfilled the requirements of the Novice Volunteer Program (4.3.7). In order to advance to Expert, racers must demonstrate a working knowledge of UtahSBA/MoM safety information including: bike preparation, flags, race procedures and must have demonstrated safe riding ability. Determination of whether the criteria for advancement have been met rests with the New Racer Director. Appeals of the New Racer Director's decisions may be made in writing to the UtahSBA Board of Directors.

4.3.3 Mandatory advancement from Novice to Expert. The top 5 finishers in Novice GTO, Novice GTU, Amateur GTO and Amateur GTU season championships must advance to Expert for the following season. They will be ineligible to compete as a Novice in subsequent seasons. Other racers may also be advanced to expert between seasons at the discretion of the New Racer Director or Director of Competition. Racers being mandatory advanced may petition in writing, to the New Racer Director, to remain a Novice racer.

4.3.4 Racers must allow the New Racer Director at least two weeks to evaluate petitions for advancement. Petitions for advancement must be submitted in writing.

4.3.5 Racers may not compete as both a Novice and Expert during the same weekend or race event.

4.3.6 Novice Volunteer Program

- 1 Beginning 2009, all racers who compete at any time as a Novice must complete 4 hours of volunteer activities for the UtahSBA.
- 2 Volunteer activities include registration, technical inspection, Endurance race tasks, scorekeeping, corner working, UtahSBA ART functions, or any other service as

defined by the UtahSBA Board. Volunteer activities must be verified by the Volunteer Coordinator.

- 3 The volunteer activities may be completed by another person on behalf of the Novice racer, or may be waived in lieu of a \$100 donation to the UtahSBA corner worker fund.
- 4 Failure to complete the required volunteer activities will result in removal of all season championship points and placings, denial of advancement to Expert. A racer who competes at any time as a novice with the UtahSBA can not participate in more than 7 race weekends with the UtahSBA without completing the volunteer program.

4.4 GRANTING OF RACE NUMBERS

- 4.4.1 Race numbers can be held by holders of current UtahSBA/MoM racing licenses only.
- 4.4.2 Race numbers are requested upon submission of an application for a UtahSBA/MoM race license.
- 4.4.3 Novice class riders must use 3 digit numbers; Experts may use 2 digit numbers.
- 4.4.4 Race numbers 1-10 are reserved for the top ten in the previous season's KoM GTO season championship. Racers who elect to utilize a top ten number will have their regular number held in reserve during the time they use the top-ten number.
- 4.4.5 After a one year or more lapse in holding a valid UtahSBA/MoM license, a rider's race number may be released, at the discretion of UtahSBA officials, to be claimed by another rider.
- 4.4.6 All race numbers are the property of the UtahSBA, may be revoked at any time, and all decisions on allocation of numbers by the UtahSBA are final.

5 TECHNICAL AND SAFETY REQUIREMENTS

5.1 THE FOLLOWING is a set of standards that will be in effect at all events for both riders and motorcycles:

5.2 RIDER EQUIPMENT

- 5.2.1 Full coverage helmet with undamaged shell and face shield conforming to Section 6.4.1.
- 5.2.2 Leather footwear at least 8" in height and in good condition.
- 5.2.3 Gauntlet-style gloves with leather protecting the palms and fingers.
- 5.2.4 Pants and jacket of leather or aramid material (Kevlar) in good condition with padding on the knees, elbows and shoulders. Separate pants and jackets must be joined with zipper(s) to create the equivalent of a one-piece suit (i.e., minimum 270° zipper).
- 5.2.5 Back protector must be worn at all times when on the track.
- 5.2.6 All racers must have emergency information on their person at all times they are on the track. Emergency information includes full name, health insurance carrier, name and contact information of person to be notified in case of emergency, known allergies and blood type if available.

5.3 NOVICE AND EXPERT RACER MOTORCYCLE REQUIREMENTS

- 5.3.1 Neat and clean. Motorcycles that are dirty or show potentially dangerous bodywork or improperly executed modifications or repairs will not be approved.
- 5.3.2 Bodywork damaged at that particular event may be removed providing that unsafe or sharp edges are not the result of such removal. Where required, belly pans must be retained. Final approval rests with the Tech Inspector.
- 5.3.3 Chain must be of the "continuous rivet" type, or the Master Link must be safety-wired or have RTV/silicone on the clip.
- 5.3.4 Tires must be in good condition and may not be re-caps. Valve caps must be installed.
- 5.3.5 All motorcycles must have operational front and rear brakes, with acceptable lining thickness.
- 5.3.6 All motorcycles must have an operational handlebar-mounted kill switch or button.
- 5.3.7 All motorcycles must have a self-closing throttle.
- 5.3.8 All turn signals, luggage racks and mirrors must be removed.
- 5.3.9 All lights and reflectors must be removed.
- 5.3.10 Center and side stands must be removed.
- 5.3.11 License plate must be removed.
- 5.3.12 Rear fender or seat must extend to the rear of a line drawn vertically through the rear axle.
- 5.3.13 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.
- 5.3.14 No streamlining may be attached to the rider.
 - 5.3.15 All fluid-carrying hoses or lines must be properly secured.
 - 5.3.16 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.
 - 5.3.17 All engines must have the oil breather line(s) returning to the air box or an alternative heat resistant catch tank of at least 12-ounce capacity (no glass, thin plastic, or paper). The inlet line must be securely fastened and the catch tank adequately vented to avoid pressurization. Alternatively, production-based motorcycles may vent the oil breather(s) to the air box with plugged drains.
 - 5.3.18 All vents of any kind must be routed such that any fluid escaping will be caught by the fluid-containment belly pan.
 - 5.3.19 Final approval of the catch can system rests with the Tech Inspector.
 - 5.3.20 Axle nuts/bolts, pinch bolts and brake torque arm bolts must be secured by safety wire, cotter pins or other approved means. Self-locking nuts are not acceptable.
 - 5.3.21 All nuts or fittings which drain fluid when removed, as well as filler caps (except fuel cap) or nuts, and filters must be secured with safety wire or other approved means.
 - 5.3.22 Kick-starters, if retained, must be secured at two points.
 - 5.3.23 Cooling system may only contain water and approved additives which do not leave a liquid residue when the water is evaporated. Glycol-based fluids (including anti-freeze and Engine Ice) are prohibited. For the purpose of this rulebook, motorcycles which use engine oil as a primary cooling fluid are considered to be air-cooled.
 - 5.3.24 Silicone brake fluid is not allowed (DOT 5 Brake Fluid).
 - 5.3.25 Exhaust system must not extend beyond the rear wheel.
 - 5.3.26 Steering damper is required and must be in good operating condition.
 - 5.3.27 All motorcycles must have frame sliders and bar-end sliders. Frame slider requirement is waived for GP (2-stroke) motorcycles.
 - 5.3.28 All motorcycles must have a working silencer and must meet track sound level regulations.
 - 5.3.29 On all 4-stroke motorcycles, the fairing bottom must be constructed in such a fashion as to form a fluid catch pan capable of retaining a minimum of 3 quarts of fluid or 1.5 times the amount of oil in the motorcycle, whichever is less. A sealed hole in the fairing bottom is permissible. The hole may be opened in races declared 'wet.'
 - 5.3.30 An UtahSBA Masters of the Mountains decal shall be displayed on both sides of the bike at least axle line high or higher.

- 5.3.31 All motorcycles must carry a functioning transponder at all times while on the track. Failure to do so may result in being pulled from the track, loss of grid position or disqualification at the discretion of UtahSBA officials.
- 5.3.32 2006 and 2007 Yamaha R6 motorcycles must have devices ("tank sliders") installed on both sides of the gas tank to protect against puncturing or wear-through of the tank in the event of a crash. Mass-produced devices pre-approved by the UtahSBA Technical inspector are encouraged; other devices intended for re-sale may be approved by the UtahSBA Technical inspector prior to a race weekend. Do not expect to have a home-made device approved at technical inspection on a race weekend.

5.4 NUMBER DISPLAY REGULATIONS

- 5.4.1 See Chapter 4 for information on granting of race numbers. Racers must use the number granted to them by the UtahSBA as described in this rulebook.
- 5.4.2 All Expert competitors will use black numbers on a completely white background. Numbers should be in a sans serif (no frills) font approximately 7" high and 1" wide, or as close to this size a body work allows. Numbers should not overlap; 1/2" of space must separate numbers from other numbers and from the edge of the number plate. Any decorative additions must be approved by the Technical Inspector and/or Director of Competition prior to entering the track.
- 5.4.3 Novices will use black numbers as specified above, but the numbers shall be on a yellow background.
- 5.4.4 Expert class champions from the previous UtahSBA season are permitted to use white numbers on a black background with the same size and style restrictions.
- 5.4.5 Number plates, or number display areas should be approximately 10" by 10" with rounded corners, or as close as possible to 10" x 10" as body work allows. A plate or display area is required on the front and each side of the motorcycle. The racer's number must be clearly visible from the front; centered front numbers are encouraged. The side displays must be mounted in such a way that the number is clearly visible without interference caused by rider, or motorcycle parts and extremities. If a display area is used rather than a separately mounted plate, it must be clearly outlined with a border to distinguish it from the paint scheme of the motorcycle. In cases where there is insufficient room for reasonable display of numbers on the side of the tail section of a motorcycle, a single number on the top of the tail section may be used provided there is sufficient room for a number plate close to 10" x 10".
 - 1 Visiting Racers: Racers from other organizations, who are racing with MoM for only one event, will retain their race number from their regular race organization. If the visiting

racer has the same number as a full time MoM racer, the visiting racer will place a letter designator after their number. Letter will be designated by the Tech Inspector or Registration Manager.

- 2 Numbers must be displayed on the motorcycle as required per the requirements of this section whenever a motorcycle is on the track. Riders who race without their approved number displayed will be fined \$10 for each time they entered the race track without correct number displays. Practicing on a bike that has approved number displays and has been properly entered by a racer other than the rider practicing on it is allowed.

5.4.6 Final approval of number display will rest with the Technical Inspectors and/or the Chief Score Keeper.

5.5 PIT SAFETY STANDARDS

- 5.5.1 All flammable liquids must be stored in appropriate containers.
- 5.5.2 A container for proper disposal of waste fluids must be provided.
- 5.5.3 A 5 lb. BC rated fire extinguisher must be readily available at each pit.
- 5.5.4 Each pit area must be policed for debris before leaving for the day. Failure to comply will result in a \$20 pit cleanup fee.

5.6 GASOLINE

- 5.6.1 Only gasoline or race gas meeting UtahSBA specifications is permitted as fuel:
- 5.6.2 Fuel must be petroleum-based gasoline as defined by the American Society for Testing and Materials, (ASTM), Designation: D4814.
- 5.6.3 The specific gravity must fall within the range: .715-.765 at 60 degrees F.
- 5.6.4 The maximum allowable oxygen content is 8.0% m/m.
- 5.6.5 The only allowable oxygenates are ethers and alcohols, as listed and characterized for oxygen mass fraction in ASTM D4814. Epoxides (e.g., propylene oxide) will not be considered ethers. Nitrogen-bearing compounds are not allowed.
- 5.6.6 All fuels must be supplied from a single source which employs no means to contain or supply different mixtures of fuels. Only fuel from this single source may be introduced to the combustion chamber. No supplements, reactants, oxidizers (e.g., Nitrous Oxide) or combustants may be introduced to the combustion chamber other than fuel meeting the specifications in this section.
- 5.6.7 Lubrication additives are permitted provided the resulting mixture will meet the above requirements. Lubricants may be introduced through a source other than through the fuel, but must not contain nitrogen or oxygen - bearing compounds.

- 5.6.8 Samples for lab analysis may be taken from a competitor's fuel tank and/or oil supply at the discretion of UtahSBA officials. Laboratory results will be the final determining factor as to whether illegal performance additives are present in a particular fuel sample.

6 TECHNICAL INSPECTION

6.1 INSPECTION RESPONSIBILITIES AND PROCEDURES

- 6.1.1 The rider bears the responsibility of presenting a motorcycle in conformance with all requirements! The burden of complying with the rules regarding class suitability and technical requirements rests with the entrant.
- 6.1.2 All motorcycles and rider equipment must pass inspection by the UtahSBA Technical Staff before participating in any practice session, race or school. The primary emphasis of the inspection is race worthiness of the equipment used.
- 6.1.3 Application of a Technical Inspection Approval Sticker does not imply compliance with class requirements or technical requirements.
- 6.1.4 It is the racer's responsibility to seek approval of the Technical Inspector of any areas in question.
- 6.1.5 The UtahSBA Technical Staff reserves the right to inspect any race motorcycle or rider apparel or equipment at any time during race day for compliance to the requirements of this rulebook. UtahSBA technical inspector may revoke the Technical Inspection Approval Sticker of any motorcycle at any time during the race day. The UtahSBA Technical Staff also reserves the right to perform class suitability inspections, including inspection of internal engine and transmission components at any time during the race day.
- 6.1.6 For at least one Superstock race per event, one contestant may be selected randomly after the start of the race to have the following items inspected by an UtahSBA Technical Inspector at the completion of the race:
 - 1 showroom stock charging system
 - 2 air box, air filter, velocity stacks
 - 3 any other Superstock - restricted modification
 - 4 The same rider may be inspected twice during the course of one UtahSBA race weekend. More than one rider may be checked per Superstock race, and this is at the discretion of the UtahSBA Director of Rules & Tech. In the event a contestant refuses post-race inspection, the contestant will be disqualified and penalized. A contestant may choose to have his/her bike inspected for multiple classes at one time; however UtahSBA will impound the bike in a suitable location between the individual races. (this location is NOT the contestants pit area)
- 6.1.7 Technical Inspection and passing of Technical Inspection in no way implies motorcycle or entrant has passed a safety inspection.
- 6.1.8 Any motorcycle or rider involved in a crash must be re-inspected by a UtahSBA Tech Inspector. Damage that in any way endangers rider safety must be repaired prior to starting or continuing any further practice or competition.

- 6.1.9 To earn contingency awards, racers must pass an inspection for compliance with contingency standards immediately following the race.
- 6.1.10 It is the racer's responsibility to locate an authorized technical inspector.

6.2 RACEDAY TECHNICAL INSPECTION

- 6.2.1 Racing is dangerous. Do not skimp on your equipment. The Technical Inspection Staff will not approve any racer whose equipment or apparel they consider to be hazardous.
- 6.2.2 Technical Inspection opens at 7:00 a.m. on the day of the race event. Racers must bring the following items to Technical Inspection on race day:
 - Motorcycle; lowers removed, and with access to coolant.
 - Rider's copy of sign-up sheet
 - Leathers
 - Helmet
 - Boots
 - Gloves
 - Back Protector

6.3 REQUIRED MOTORCYCLE PREPARATION

- 6.3.1 The following items may be checked at Technical Inspection at the discretion of the UtahSBA Technical Staff.
- 6.3.2 The rider bears the responsibility of presenting a motorcycle in conformance with all requirements!
- 6.3.3 Number Plates (see section 5.4)
- 6.3.4 Wheels and Tires
 - 1 Spokes tight.
 - 2 Rims straight.
 - 3 Acceptable tread depth.
 - 4 Acceptable sidewall condition.
 - 5 Valve caps installed.
 - 6 Minimum 16" wheel diameter.
 - 7 No cracks in wheel castings.
- 6.3.5 Brake System
 - 1 Lining thickness adequate.
 - 2 Reservoir cap retention device (e.g., screws, clip, duct tape.)
 - 3 Cables and/or hoses in good condition.
 - 4 Anchor arms and caliper mounts safety wired.
 - 5 Silicone based brake fluids are NOT allowed. (no DOT 5 brake fluid).
- 6.3.6 Frame Components
 - 1 Fork stops functional.
 - 2 Fork seals not leaking.
 - 3 Axle nuts and axle pinch bolts safety wired, or castellated nuts secured with cotter pins or hitch pins. Hitch pin or "hair pin" clips must be safety wired closed.
 - 4 Steering damper operational

- 5 Frame and Bar-end sliders installed. Frame sliders must be of a durable design and construction. (Frame sliders are exempted for 2-stroke motorcycles)
- 6.3.7 Engine
 - 1 All filler caps, drain plugs, and transmission detents safety wired.
 - 2 Oil filter or oil filter cover bolts safety wired, if applicable.
 - 3 Oil and gas lines must be tight and leak-free.
 - 4 Fuel and heat resistant catch cans or bottles must be fitted to engine crankcase breathers. (no glass, thin plastic, or paper)
 - 5 Catch tanks for all open water vents. Plastic IS O.K.
- 6.3.8 Miscellaneous Motorcycle Requirements
 - 1 Exhaust system tight; mufflers and megaphones secure; removable baffles safety wired. It is recommended but not required that exhaust hanger bolts/nuts be safety wired.
 - 2 Turn signals, Head lights, brake and tail lights must be removed
 - 3 Mirrors removed
 - 4 License plate removed
 - 5 Kill switch operational on handlebars
 - 6 Side and center stands must be removed
 - 7 Only water, Red Line Water Wetter, Royal Purple Ice (NOT Engine Ice or Evans coolant), or Silkolene Pro CCA coolant additives are allowed in liquid cooled motorcycles. Glycol-based substances are prohibited.
 - 8 Case guards installed on ALL applicable models (see technical inspector) with vulnerable wet cases. Wet cases will emit fluids if cracked or worn away
 - 9 On applicable models, a shark fin or chain guard is recommended to prevent a rider's toes or fingers from getting caught in the sprocket
 - 10. Transponder mounting bracket must be securely mounted to the motorcycle and must be visible for tech inspection.

6.4 RIDER APPAREL AND EQUIPMENT

- 6.4.1 Helmet
 - 1 A full coverage helmet bearing a label of compliance to DOT FMVSS 218 and Snell Foundation specifications or any FIM certification (e.g., JIS T8133, ECE 22.05, etc.) with a date of manufacture no earlier than 5 years prior to the first UtahSBA event of the season.
 - 2 Straps, shell, liner and shield in good condition.
 - 3 No aftermarket quick releases will be allowed.
 - 4 Damaged helmets must have manufacturer's re-certification for approval.
- 6.4.2 Leathers

- a) One piece or zip together equivalent (i.e., minimum 270° zipper).
 - b) No holes or tears.
 - c) Sufficient protection.
 - d) Taping pants and jackets together is prohibited.
- 6.4.3 Gauntlet-style leather gloves, in good condition.
- 6.4.4 Leather footwear at least 8" in height and in good condition.
- 6.4.5 No metallic or sparking knee sliders.
- 6.4.6 Back Protectors. Back protectors are required and must be of commercial design and manufacture. No homemade back protectors.

7 RACE PROCEDURES

7.1 PROCEDURES

- 7.1.1 All Masters of the Mountains events will be held on a “time-available” schedule. Race control will make all necessary adjustments to this schedule, including (when necessary) shortening and / or eliminating practice or qualifying sessions. Races may be shortened as well, to fit into allotted time. Basically: Any time spent cleaning-up your crash, will result in loss of time in practice, qualifying or racing.
- 7.1.2 KoM grids will be determined by race event qualifying. If race event qualifying is not able to take place or is cancelled, KoM grids will be determined as described below in section 7.1.3. It is the responsibility of each rider to qualify with the correct group and on the correct motorcycle. Racers that qualify in the wrong group will be placed at the back of the grid for the race. Racers who qualify on a motorcycle that is determined to be non-class-legal for the class qualifying, will be disqualified for that race.
- 7.1.3 For non-qualifying classes, grids shall be determined as follows:
 - 1 Pre-entered riders, based on current points
 - 2 Pre-entered riders without points in order of entry
 - 3 Post-entered riders by order of entry
- 7.1.4 UtahSBA officials will determine the maximum number of riders possible for each track's capacity. When the total number of competitors entered in a class exceeds this number, qualifying order will determine the participants. In classes where there is no qualifying, heat races may be run to determine participants.
- 7.1.5 Riders pre-grid at the track entrance. Riders who fail to take their assigned position at pre-grid may be required to start the race from behind the last row of gridded riders, or from pit road once the remaining motorcycles have passed, at the discretion of the officials. The Pre-grid Marshall will signal the riders onto the track to proceed to the starting grid, or take additional hot laps as the Pre-grid Marshal may direct.
- 7.1.6 A two-minute sign will be displayed at the start-finish line, at which time any riders who have not taken their assigned grid positions may be required by the race officials to start the race from behind the last row of gridded riders.
- 7.1.7 Once the grid is set, if a motorcycle stalls, the rider is to hold their hand up and the race starts around them at the discretion of the starter.
- 7.1.8 The start shall be a full-stop start. Riders who are not properly staged at the green flag will be assessed a stop and go penalty on pit road or a time penalty at the discretion of the race officials up to 15 seconds. A rider is considered staged if

- the front axle is behind but no more than 18" behind the designated row line and the front wheel is at a complete stop.
- 7.1.9 When a race is stopped (red flagged) before two or fewer laps are completed, it will require a re-start in original position, and all laps will be run after the re-start.
 - 7.1.10 The race is considered 50% complete when the leader has completed at least 50% of the race distance in whole laps. 50% of a race distance that is an odd number of laps is the number of laps plus one and then divided by two. In the event that time constraints require shortening race distances, no race will be called unless 4 continuous racing laps have been completed (2 laps on full or perimeter course configuration at MMP).
 - 7.1.11 Any race stopped with more than two of the laps run, but before being 50% completed, may be re-started with riders gridded in their on track positions . The balance of the laps will be run.
 - 7.1.12 When more than 50% of the race is complete and the red flag is displayed, UtahSBA officials may choose to call the race. If called, riders will be scored according to the positions held at the completion of the lap preceding the red flag.
 - 7.1.13 At the discretion of track officials, a rider or riders involved in an incident leading to or causing the red flag to be displayed, may be scored as the last rider or riders to have completed the last lap scored for the purpose of determining finishing order. In addition, if it can be conclusively determined that a racer was responsible for causing a race to be red flagged, that racer may take the restart but will be scored as DNF.
 - 7.1.14 Any rider appearing to be deliberately blocking a bike seeking to pass may be assessed a penalty. A penalty assessed for blocking may be appealed.
 - 7.1.15 A rider entered in a class may join the race after the race has started after being signaled onto the track by a race official. A rider may not rejoin the race on a different motorcycle if he/she has been on the racetrack during that race at any time after the green flag or green light was first displayed.
 - 7.1.16 If a rider is unable to start a main event on the motorcycle with which he qualified, that rider may start the main event on a motorcycle other than the one used in qualifying provided the motorcycle meets the same class requirements. In this situation, the rider must notify the track officials and start the race behind the last row on the starting grid.
 - 7.1.17 If, for any reason, a rider is forced to stop on the track during a race, it should be his/her first duty to place the motorcycle in such a manner as to cause NO danger or obstruction to other riders.
 - 7.1.18 Motorcycles may not be pushed while on the track except to remove them from a hazardous position to one of greater safety.

- 7.1.19 If a motorcycle falls to the ground, it and its rider can not finish the race (except for Endurance events; see Chapter 12). Falling to the ground includes contacting the ground with a handle bar, gas tank or other part of the bike that normally does not touch the ground.
- 7.1.20 Corner Marshals will not allow any racer/motorcycle that has fallen to re-enter the race surface, UNLESS they "deem it safe to ride in on the side of the track" out of the race line or until the race or practice session is completed or has been stopped. The rider, motorcycle and rider's safety apparel must be re-inspected by an UtahSBA tech inspector prior to continuing or competing in any further events.
- 7.1.21 Any Novice racer who crashes twice in any weekend must petition in writing, the Race Director, if they wish to participate in any further events for that weekend only.

7.2 POINTS CLASSES

- 7.2.1 Points will be awarded in all MoM classes except Sportsman at all MoM events.
- 7.2.2 KOM GTO points will accrue toward top ten number plates for the following season. Accrued points in KOM GTO is the ONLY way a top ten number plate may be displayed.
- 7.2.3 Points will accrue toward class championships in all other classes.
- 7.2.4 The Total Points Championship shall be scored based on the expert class championship points that each racer accrues throughout the season. Expert classes open to approved Novices (all twins classes and Formula 40) count towards this championship. The racer that accrues the most championship points in expert classes shall be declared the winner, the racer who accrues the second most points shall be awarded second place, and the racer who accrues the third most points shall be awarded third.
- 7.2.5 Points may NOT be transferred from one class to another.
- 7.2.6 In the event that there is a tie for a championship, that tie will be broken based on the number of wins in the series. If that does not break a tie, the number of second-place finishes will be compared, then thirds, fourths, etc. until the tie is broken. If a tie remains, the best finish in the last race will determine the champion. Ties will be broken as they occur.

7.3 FINISH POSITION

- 7.3.1 To qualify for a finish position in a KoM event, a rider must start the race with the green flag or while the race is in progress and must complete at least 50% of the laps completed by the race winner. Finishing position will be determined by distance completed and order on the track.
- 7.3.2 In the event a non-KoM race is red-flagged and restarted to complete the laps remaining at the time of

the red flag, racers may receive finishing positions based on having taken the start prior to the red flag.

- 7.3.3 Point Awards: Championship points will be awarded towards a season championship by the following formula in all Novice and Expert classes listed in Chapter 1 (except some Endurance events for which the following will be doubled; see Chapter 12):

Finishing Position	Points Awarded	Finishing Position	Points Awarded
1st	36	16th	15
2nd	32	17th	14
3rd	29	18th	13
4th	27	19th	12
5th	26	20th	11
6th	25	21st	10
7th	24	22nd	9
8th	23	23rd	8
9th	22	24th	7
10th	21	25th	6
11th	20	26th	5
12th	19	27th	4
13th	18	28th	3
14th	17	29th	2
15th	16	30th	1

8 FLAGS AND SIGNALS

8.1 OPERATIONAL FLAGS

- 8.1.1 Green Flag and/or Green Light: Indicates start of race or clear track conditions.
- 8.1.2 Checkered Flag: Indicates end of race or practice session. Proceed around course to the designated track exit.
- 8.1.3 Red Flag: Indicates race has not yet commenced or has been stopped. A red flag displayed during a race or practice indicates extreme danger. Reduce speed and proceed safely and as directed to the pit road.
- 8.1.4 Black Flag with 12" Orange Center (meatball flag): Indicates a "Stop and Go" penalty or other penalty. Report to the Pre-Grid Marshal within three laps. (Sec. 10.J) A number board will be displayed with the flag indicating the rider being signaled. Failure to report to the Pre-Grid Marshal within 3 laps will result in a one lap penalty in the final results.
- 8.1.5 Black Flag: Indicates a problem and immediate removal of your motorcycle from the racing line. Carefully reduce speed, get off of the racing line and stop at the first safe location off the course. Riders are not permitted to return to the racecourse unless cleared by an official. Failure to stop for a Black Flag according to the rules will result in immediate disqualification from the current race and suspension from future UtahSBA events pending review.

8.2 WARNING FLAGS

- 8.2.1 Stationary flags:
 - 1 Warning flags that are held stationary indicate a change in conditions or a potentially hazardous situation on or near the track.
 - 2 Passing is allowed. Exercise caution.
- 8.2.2 Waving flags:
 - 1 Any waving warning flag indicates a hazardous condition on the racetrack and possibly in the racing line. Proceed with caution.
 - 2 Passing is not allowed under any waving flag from the point of the flag until past the incident area.
 - 3 Officials may designate a point for each flag station after which passing is not allowed if a waving flag is displayed.
 - 4 Passing in a waving flag zone will cause a minimum 30 second penalty. Additional penalties may be added by the Race Director.
 - 5 If a rider unintentionally passes another rider in a waving flag area, the passing rider must return to their prior position at the earliest safe opportunity. No penalty will be assessed if the rider returns to their previous position.
 - 6 If a rider unintentionally passes another rider in a waving flag area in which the rider had no choice but to pass, and

the rider being passed is being lapped or is in a different class from the passing rider, the passing rider need not let the passed rider pass them back to avoid a penalty.

- 8.2.3 The following warning flags may be used:
- 1 Yellow Flag with Red Stripes: (Debris flag) Indicates oil, gas, dirt or other debris are on the track surface. Proceed with caution.
 - 2 Yellow Flag: (Caution flag) Indicates motorcycles, riders, and/or Marshals are in the area but out of racing lines or likely run off areas. Proceed with caution.
 - 3 White Flag with Red Cross: (Ambulance flag) indicates that ambulances, safety vehicles or emergency personnel are on the course. Exercise caution.
 - 4 A waving "Ambulance" flag indicates an ambulance and/or some other safety vehicles are working directly downstream. Exercise extreme caution! Do not pass other competitors until after the incident area. You may pass the ambulance if it is safe to do so.

8.3 COURTESY FLAGS

- 8.3.1 White and Green Flags Crossed: Indicates 1/2 total race distance completed.
- 8.3.2 White Flag: Indicates final lap of race.
- 8.3.3 Checkered Flag: End of race.

9 RACER AND CREW CONDUCT

9.1 GENERAL RACER CONDUCT

- 9.1.1 All participants must assess for themselves the facility, 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.
- 9.1.2 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 and one-year suspension. All racers may be subject to drug testing. This will be done using the procedures defined in the AMA Professional Racing Substance Abuse Policy. Failure to submit to testing procedures, or failure to pass the tests, will result in punitive action up to a \$500 fine and one-year suspension.
- 9.1.3 Each rider 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 rider.
- 9.1.4 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.
- 9.1.5 All riders must sign an official entry form and releases of liability for each event, and no rider may practice or compete without such signatures. Participation of any form which results in an unregistered rider participating on the track in either a practice or a race event will result in punitive action being levied against all parties involved.
- 9.1.6 Physical violence or abuse of 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.
- 9.1.7 Any behavior, whether on track, in the paddock, or outside of a race weekend that is considered by UtahSBA officials to be detrimental to the Masters of the Mountains, UtahSBA, MMP or their members or staff can result in suspension, fines or other punitive action.

9.2 ON TRACK CONDUCT

- 9.2.1 Helmets must be worn while riding on the track surface at all times.
- 9.2.2 The responsibility for the decision to pass rests with the overtaking rider, as does the obligation to do so safely.

- 9.2.3 Any rider who appears to be deliberately blocking another motorcycle attempting to pass, or is observed to be riding roughly or dangerously will be penalized or disqualified. This is a judgment call by UtahSBA officials. Penalties for blocking may be protested, but penalties for rough or dangerous riding can not be protested. Repeated incidents of rough or dangerous riding will result in suspension.
- 9.2.4 Should a rider leave the course but not fall-down, he/she must re-enter at the next safe location with no attempt to shorten the course.
- 9.2.5 Hand/Leg Signals:
- 1 Before entering the pits from the track, the rider should signal by raising an arm or extending a leg.
 - 2 If a rider's speed slows significantly, for any reason, the rider should signal by raising an arm or extending a leg and safely position him/herself out of race lines.
- 9.2.6 It is expressly prohibited to ride or push a motorcycle counter-race on the track or pit road, unless directed to do so by an Official or Corner Marshal.
- 9.2.7 Disrespect towards Corner Workers or other race officials will not be tolerated. These people are responsible for hazardous areas around the racecourse and are in position for racers' safety. VIOLATIONS IN THIS MATTER ARE GROUNDS FOR LEVIED FINES AND/OR SUSPENSION.
- 9.2.8 Any racer or racers that do not significantly slow in a waving flag area may be assessed a penalty. If a racer consistently ignores waving flag areas, racing privileges will be denied and penalties and/or fines assessed.
- 9.2.9 Corner Marshals will not allow any racer/motorcycle that has fallen to re-enter the race surface until the race is completed. The rider, motorcycle and rider's safety apparel must be re-inspected prior to competing in any further events.
- 9.2.10 A racer paying a "Stop and Go" penalty must exit the race track and proceed through the hot pits at 35 mph (hot pit speed limit) to the Pre-grid Marshall, come to a full stop and wait until waved back onto the track. Excessive speed through the pre-grid area will result in a longer penalty and/or fines and/or disqualification.
- 9.2.11 Any rider ignoring standing or waving flags during a practice session will start their race at the back of the grid.

9.3 PIT CONDUCT

9.3.1 Regulations

- 1 Anyone found or caught tampering with another participant's motorcycle or any personal belongings will be subject to disciplinary action from the UtahSBA, including the possibility of a permanent ban.
- 2 All pit bikes will visibly display the competitor's number.
- 3 The paddock speed limit is 10 mph at all times. This includes race bikes and pit vehicles (pit bikes, bicycles,

- etc.). Fines and/or penalties may be assessed, or UtahSBA Officials may impound equipment.
- 4 All vehicles must be operated in a safe and controlled manner.
 - 5 UtahSBA reserves the right to impound any vehicle operated in an unsafe manner and will not return the vehicle until the end of the race day.
- 9.3.2 Pets are discouraged, but are permitted on a leash no longer than 7 feet. No snakes or reptiles allowed. MMP officials reserve the right to remove vicious or uncontrolled pets at the owner's expense.
- 9.3.3 All minors under 16 years of age must be under strict adult supervision at all times when in the Pit area, and are not allowed to operate wheels of any kind, unless they are participants in the race event.
- 9.3.4 No use of intoxicants or drugs which could affect mental or physical abilities may be used in the Pit area by any persons during the race event. Violators will be escorted out of the Pit area and pit pass will be revoked. Racers are subject to UtahSBA alcohol and drug policies.
- 9.3.5 All persons are required to sign a release waiver before they will be allowed into the Pit area or areas.

10 PROTESTS

10.1 BASIC TYPES

- 10.1.1 Scoring and/or Race Operations
- 10.1.2 Class suitability - visual discrepancies
- 10.1.3 Class suitability - internal discrepancies

10.2 INSPECTION COVENANTS

- 10.2.1 By entering an event, each rider agrees to make each motorcycle on which he or she starts or joins a race available for inspection by the UtahSBA Technical Inspection staff, whether the inspection is initiated by another rider entered in the class, or initiated by UtahSBA officials. The rider 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.
- 10.2.2 The rider 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 at the event when requested by UtahSBA officials or designated officials. The rider 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 UtahSBA officials, as well as to require that UtahSBA perform the disassembly.
- 10.2.3 UtahSBA 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 reassembly. With the consent of the rider, UtahSBA officials may impound the motorcycle for later inspection at a mutually agreed on time and place. Failure to comply with these covenants may result in fines, suspensions and forfeiture of all class points for the season, as well as the upholding of the protest(s) received. UtahSBA 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

10.3 PROCEDURES AND POLICIES

- 10.3.1 Protests will not be accepted regarding safety or procedure violations by another competitor. These violations will only be acted upon at the instigation of officials and when there is confirmation by an official that the violation took place.

- 10.3.2 Protests shall not be accepted on decisions of officials (Corner Marshals, Starter, Scorekeepers, and Tech personnel, as well as officers of the organization) with respect to the interpretation of these rules as they pertain to race procedures. Such decisions include, but are not limited to, the line up of the motorcycles, the start of the race, the control of the motorcycles, the election to stop or delay a race, the position of motorcycles on re-starts, and the assessment of lap penalties.
- 10.3.3 All protests must be delivered in writing to an official within the time limits outlined below. Protests requiring a fee must be accompanied by the appropriate funding in cash or certified check.
- 10.3.4 Protests must be delivered within 30 minutes of the completion of the race. Protests will not be considered after the 30-minute period has elapsed and results will be considered final.
- 10.3.5 The written protest must specify the rules or procedures that are in question, to include page number and item number from this rulebook. Scoring protests must be in writing, but do not need rule book references.
- 10.3.6 Protests among participants are limited to those entered within the same class.
- 10.3.7 Protests regarding equipment which do not require any mechanical disassembly, as well as protests of race operations, do not require payment of a fee.
- 10.3.8 Scoring protests must be made in writing and accompanied by a \$25 protest fee. Should a scoring protest be upheld, the fee will be returned to the protesting rider.

10.3.9 Class suitability protests concerning internal discrepancies initiated by a competitor require payment of fees as follows:

Protest	Fee
Protests requiring removal of one or more cylinder heads, four cycle engine	\$250
Protests requiring removal of cylinder head(s), two cycle	\$50/head
Protests requiring removal of one or more cylinder heads and cylinders	\$300
Protests requiring removal of cylinder head(s), cylinder(s), and disassembly of engine cases, or other internal engine components	\$750
Protests requiring only the use of a borescope for inspection	\$50
Camshaft removal, inspection and measurement to compare to stock (four cylinder four stroke) (2-stroke camshaft inspection is free)	\$100

10.3.10 Once made, a protest may not be withdrawn without permission of the Race Director.

10.3.11 The protesting rider may, at their option, specify that this is an anonymous protest. The identity of the protesting rider will be kept confidential from everyone without a “need to know”, including UtahSBA officials.

10.3.12 Should the protest be upheld, the protesting rider will be refunded the protest fee.

10.3.13 Should the protest be denied, the protested rider will be awarded the protest fee.

10.3.14 Any legitimate expense to which the Race Director may be put, as a result of the protest, must be paid by the protesting party, and a deposit may be demanded in advance. If the protest is upheld, however, the protested party must reimburse such costs.

10.3.15 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.

10.3.16 Participants in inspections as a result of class suitability protests are limited to the protesting rider, the protested rider, the Technical Inspectors, the Race Director, a representative of either of the riders involved, and/or an UtahSBA Official chosen by the protesting rider.

10.3.17 The official receiving the protest must sign it and note the time in writing. Officials are the Race Director and Tech personnel, as well as officers of the organization.

10.3.18 Protests will be ruled upon by a panel of 3 officials selected from the UtahSBA Board of Directors, Race Director, and the New Racer Director. The make up of the panel will be agreed

- upon by the Race Director, the protesting rider and any riders who are the subject of the protest.
- 10.3.19 The Race Director will make a decision regarding the penalty to be levied. In the event of an upheld protest penalties will be assessed in accordance with Chapter 11.
 - 10.3.20 Appeals may be made as to the official's decision(s) in a protest as well as the penalties imposed.
 - 10.3.21 Within a period of 60 minutes following the decision on a protest, either the protesting rider or protested rider must give notice if he/she is exercising his/her right to an appeal.
 - 10.3.22 Should the option to appeal be exercised, those awards which may be affected will be withheld, pending a final decision on the appeal.
 - 10.3.23 Appeals must be delivered on race day, or mailed to the UtahSBA with a U.S. Government postal mark no later than 48 hours from the time of decision on the protest. All appeals must be accompanied with cash or certified funds in the amount of \$150. Within 10 days of the appeal, the appellant and the UtahSBA 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 UtahSBA offices.
 - 10.3.24 Within two weeks of the appeal, UtahSBA Directors shall appoint a three-member appeal board. The appellant will be given written notice of the location and time of the board hearing, and may appear on their own behalf. UtahSBA officials will determine the time and place of the hearing.
 - 10.3.25 The decision of the appeal board will be rendered within seven days of the hearing, and is considered the final word on the matter. The decision is binding to all parties.
 - 10.3.26 If the appeal is turned down, the \$150 fee will be forfeited. If the appeal is upheld, the fee will be returned.
 - 10.3.27 UtahSBA Officials reserve the right to subject any rider/motorcycle to any article in this rulebook without fees.
 - 10.3.28 Disallowed protests may be appealed to the American Motorcycle Association.

11 PENALTIES

- 11.1 UNLESS PENALTIES** are otherwise expressly provided for in this rule book, UtahSBA 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. Fined riders are barred from further competition pending payment of the fine, unless there is an appeal in process.
- 11.2 PENALTY FOR LICENSE APPLICATIONS,** loan of license to another party, participation in fraudulent use of credentials, including loaning of a license for gaining access to an event or for member discounts, shall be cause for suspension of at least one year.
- 11.3 UPON ENTERING A MOTORCYCLE** in any MoM class, the rider is responsible for their motorcycle meeting class requirements. If at any time the entered motorcycle is found to be illegal for the entered class, the rider will forfeit points and monies earned in that class for that day, and all points earned previously that year in that same class.
- 11.4 VIOLATIONS OF TECHNICAL AND SAFETY REQUIREMENTS** judged by UtahSBA Officials to gain a performance advantage will result in the rider forfeiting points and monies earned in that class for that day, and all points earned previously that year in that same class. Violations judged to not result in a performance advantage will result in fines and/or suspension.
- 11.5 PENALTIES ASSESSED MONETARILY** must be paid prior to participating in any UtahSBA sanctioned event, regardless of when the penalty was assessed.
- 11.6 PENALTIES ASSESSED DURING A RACE** (e.g., a 'stop and go' penalty) will be decided upon by a panel of 3 officials if at all possible.
- 11.7 SUSPENSION** for longer than a race weekend requires a majority vote of the UtahSBA Board of Directors, and the suspension may be appealed.

12 ENDURANCE

12.1 ENDURANCE ENTRANTS

- 12.1.1 All entrants will be considered a team, even solo entrants. Teams will consist of a team owner and team riders. The team owner will register the team at the first event in which the team competes. The team owner may or may not be a team rider.
- 12.1.2 The owner will receive and own all season championship points, awards, purse monies and contingency monies awarded to the team.
- 12.1.3 All team members shall receive championship points that shall count towards to the Total Points Season Championship only (only the team captain shall receive championship points that count towards the Endurance championship).
- 12.1.4 The team owner may be held responsible for penalties and fines levied due to actions or inactions by team members. Furthermore, a single infraction may result in penalties and/or fines being levied against at both the team owner and responsible team members.
- 12.1.5 Teams must consist of 1 to 4 riders, excepting events longer than 2.5 hours, in which the minimum number on a team will be 2. The Race Director may waive this rule for teams of 1 rider provided the rider agrees to take long breaks during the race.
- 12.1.6 Teams can not have more than 4 riders over the course of the season.
- 12.1.7 Team riders may be Novices and/or Experts, and must meet the requirements of Chapter 4. Teams may mix Novice and Expert riders. All team members must register for the race and pay the requisite entry fee prior to the start of the race. Failure to do so may result in severe penalties, including disqualification of the team, fines and suspension.
- 12.1.8 Riders can enter and ride with only one team per event.

12.2 ENDURANCE CLASSES

- 12.2.1 Endurance classes will be Endurance GTO and Endurance GTU. Bikes must meet the requirements of the GTO or GTU class as defined in Chapter 2, as well as all requirements and exceptions listed in this Endurance chapter. There is no separate solo class; all teams compete against each other regardless of the number of teammates.
- 12.2.2 A season championship will be scored and awarded for Endurance GTO and GTU.

12.3 ENDURANCE MOTORCYCLE TECHNICAL SPECIFICATIONS

- 12.3.1 Endurance motorcycle technical and safety requirements are the same as those outlined in this rule book for sprint motorcycles (Chapters 5 and 6) with the following exceptions.

- 12.3.2 Quick change wheel devices are allowed subject to approval by the technical inspector (as a GTO/U modification). The technical inspector must deem that the devices appear to be of a safe and reliable design and construction. However, all responsibility and liability for the safety and reliability of quick-change devices rests entirely with the team; neither the UtahSBA, MMP, nor the technical inspector shall be held liable for the safety or reliability of quick-change devices.
- 12.3.3 Dry break refueling systems are legal on Endurance motorcycles.
- 12.3.4 A team can not earn championship points on more than three different motorcycle frames during a season under normal circumstances.

12.4 ENDURANCE RACE PROCEDURES

- 12.4.1 Endurance races will be run in the same fashion, including the awarding of season championship points, as sprint races, with the following exceptions.
- 12.4.2 Races normally will be 1.5 hours in length. Race duration will be announced at the rider's meeting. Up to two events may be up to 4 hours in length. Race duration will be announced at the riders' meeting at the latest.
- 12.4.3 Championship points will be awarded as specified in Chapter 7 for endurance events less than 2.5 hours in length. Double points will be awarded for events over 2.5 hours in length.
- 12.4.4 To score points in an endurance event a team must either take the start and the checkered flag on **the same frame** or complete at least 50% of the number of laps of the winning team. (ref 12.4.6)
- 12.4.5 Grid positions will be determined by the season championship point totals of each team or by the previous season's totals for the first event of the season. Teams tied on points, including those with zero points, will be gridded based on order of entry.
- 12.4.6 Teams may replace wheels, motors or other parts during a race. Teams may also switch motorcycles, but will lose all laps accumulated on the motorcycle on which they began the race. A team will be considered to have switched motorcycles if they ride on a different frame. If a team chooses to utilize a second motorcycle they must notify the Race Director before re-entering the track or be subject to penalties including but not limited to loss of all laps.
- 12.4.7 All motorcycles must be able to pass technical inspection at all times during the race.
- 12.4.8 Placing will be determined by laps completed and order on the race track.
- 12.4.9 Each team's last counted lap will be the last lap they complete during the time frame of the event. For example, if the event ends at 5:00 pm only laps completed by 4:59.99 pm count.
- 12.4.10 In the event of a red flag

- 1 Motorcycles must be parked in the hot pits, along the pit wall adjacent to the track, and across from the team's pit area. Only one crew member may cross the pit lane to assist parking the bike.
 - 2 Bikes may be examined but not touched, worked on, fueled or adjusted in any way during the red flag stoppage. Work of any kind on bikes already in the pits must immediately cease in the event of a red flag. The only exception is to assist unloading of a crashed bike from a crash truck and putting a bike on the rear stand. This rule ensures that no team benefits from on-track incidents.
 - 3 In the event of any restart, bikes will be re-gridded according to their on-track positions if time allows. If there is insufficient time to re-set the grid, bikes will be gridded according to their original starting positions.
 - 4 Once the race has restarted, work may commence on bikes in the pit area.
- 12.4.11 Pit Stops, refueling and pit stop equipment
- 1 At MMP, stopping and refueling during the race are allowed only on the concrete hot pit road in the team's designated area (except during a red flag).
 - 2 A maximum of 5 crew members may be over the hot pit wall at any time, including riders.
 - 3 Only hand-operated motorcycle stands are permitted. Powered lifts (e.g., pneumatic, hydraulic or electrically-operated) are prohibited.
 - 4 Bike must be fully supported by a rear stand and the rider must be off the bike during refueling.
 - 5 The gas cap may be removed only while the bike is on a rear stand.
 - 6 The bike's ignition must be in the off position during refueling.
 - 7 Only non-sparking funnels may be used.
 - 8 Motorcycles may be refueled only from a hand-held dump can by force of gravity only. No pressurized refueling systems or towers are allowed.
 - 9 During refueling, a crewmember must stand at the ready with a 5lb (or larger) BC-rated fire extinguisher, pin pulled, pointed at the motorcycle, positioned at an appropriate distance from the motorcycle (normally several feet away).
 - 10 All crewmembers on the "Hot Pits" must wear long pants, long-sleeved shirt, closed-toe shoes and eye protection. Natural fiber (e.g., cotton or wool) or fire retardant (e.g., Nomex) clothing and balaclava are recommended. All crew members working on the hot pits must sign AMA and MMP waivers of liability.
 - 11 Right of way in the pits during pit stops belongs to riders entering the pits from the track; riders exiting their pits and heading to the track must yield right of way.

12All fuel must be stored behind the pit wall except during refueling.

13No smoking or fires of any kind are allowed in the hot pits.

12.4.12 Pit speed limit

1 Maximum speed in the hot pits will be 35 mph.

2 The pit speed limit must not be exceeded anywhere in the hot pits, which at MMP is considered the length of pits along which the concrete lane is present.

3 Exceeding the pit speed limit will result in a stop-and-go penalty.

12.4.13 Crashes and Mechanical Breakdowns

1 Crashed bikes and riders may return to the pits with the aid of a crash truck. A crash truck will be dispensed to recover unsafe motorcycles as quickly and fairly as feasible as determined by the Race Director.

2 Crashed bikes may be ridden back to the pits, provided the racer carefully evaluates the bike to ensure it is safe to ride and is not leaking any fluids, and the racer proceeds directly to the pits riding off the racing line and signaling approaching racers with a raised hand or foot. Resuming riding a crashed bike while ignoring the provisions of this rule will result in being penalized, possibly including disqualification and suspension. Examples of damage rendering a bike unsafe include but are not limited to leaking fluids or inoperable brakes. This rule applies only to endurance races.

3 Crashed motorcycles must pass a technical inspection before continuing in the race. No laps will be scored until this is completed. Teams that fail to have a crashed motorcycle re-inspected may be fined, disqualified and/or suspended at the discretion of UtahSBA officials.

4 Bikes leaking fluid or in any way unsafe to ride must exit the racing surface at the first safe opportunity and must not re-enter the racing surface. A crash truck will be dispensed to recover unsafe motorcycles as quickly and fairly as feasible as determined by the Race Director.

5 In the event that a bike is too damaged to continue, a team may switch bikes per section 12.4.5.

6 Pit Lane ("hot pits") is restricted to racers on bikes, team crewmembers actively involved in a pit stop or signaling a rider on the track, journalists, photographers and others explicitly given permission by the Race Director or MMP.

7 Only routine minor repairs, adjustments, refueling, and rider switches may be undertaken on the hot pits. Major repairs or other work must be done behind the pit wall.

12.5 IT IS THE INTENTION OF THE ENDURANCE RULES to provide a fair, competitive and safe racing environment. The Endurance Rules are not to be used to harass other teams, or to unnecessarily affect race results. When possible, races should be decided by superior

performances of riders, bikes and crew members on the track and during pit stops.

13 APPENDICES

- A1. Utah Sportbike Association 2010 Board Members
- A2. UtahSBA Event Dates
- A3. 2009 Class Champions
- A4. Track Map
- A5. Safety Wiring Suggestions and Tips
- A6. How to Get Started Racing
- A7. Rule Changes for 2010

APPENDIX 1: UTAH SPORTBIKE ASSOCIATION 2009 BOARD OF DIRECTORS

President	Greg Dingman	president@utahsba.com
Vice President	Kory Cowan	vp@utahsba.com
Treasurer	Jill Giles	treasurer@utahsba.com
Membership Director	Warren Rose	membership@utahsba.com
Director of Schools	Troy Buchanan	schools@utahsba.com
Secretary	Kelly Rees	secretary@utahsba.com
New Racer Director	Mark Benigni	new.racers@utahsba.com
Competition Director	Don Roberts	racing@utahsba.com

APPENDIX 2: EVENT DATES

MOM 2010 RACE DATES

- Round 1: 4/24-25 East Track
 - Round 2: 5/22-23 combined with WERA perimeter
 - Round 3: 6/19-20 w/USGPRU East Track
 - Round 4: 7/24-25 East Track
 - Round 5: 8/14-15 West Track
 - Round 6: 9/4-5 West Track
 - Round 7: 10/9-10 W/USGPRU Full Track
- (dates are subject to change)

UTAH SBA ADVANCED RIDER TRAINING SCHOOLS FOR 2010

- April 17 Supper ART With APEX WEST Track
- May 2 ART Kart Track
- June 13 ART Kart Track
- August 8 ART Kart Track
- August 21 Sport touring ART W/APEX West Track
- September 26 ART Kart Track

UTAH SBA NEW RACER CERTIFICATION CLINICS

- April 17 Apex East Track
 - April 23 Friday MoM practice East Track
- Also at additional Apex events and Friday MoM practices provided there is sufficient interest

APEX TRACKDAYS 2010 EVENT DATES AT MMP

(New Racer Schools available with sufficient interest)

- April 17 West Track
- May 8 East Track
- June 1 Perimeter (WSBK Event)
- June 11 East Track (Evening 5:30pm to 8:30pm)
- July 16 West Track (evening 5:30 pm to 8:30 pm)
- July 17 West Track
- August 21 West Track
- September 6 Full Track
- October 23 East Track

APPENDIX 3: 2010 CLASS CHAMPIONS

2010 MASTERS OF THE MOUNTAINS CHAMPIONS

King of the Mountain GTO	1. Shane Turpin #14 2. Clint Warner #5 3. Ryan Brand #4
King of the Mountain GTU	1. Shane Turpin #14 2. Kory Cowan #84 3. Michael Bunds #44
Open Superbike	1. Shane Turpin #14 2. Ryan Brand #4 3. Clint Warner #5
Open Superstock	1. Ryan Brand #4 2. Clint Warner #5 3. Steve Davidson #24
Heavyweight Superstock	1. Kory Cowan #84 2. Mac Millner #414 3. Matt Guiver #523
Middleweight Superbike	1. David Lewis #16 2. Kory Cowan #84 3. Oleg Pianykh #57
Middleweight Superstock	1. David Lewis #16 2. Kory Cowan #84 3. Clint Gibson #370
Endurance GTU	1. Michael Bunds #44 2. Warren Rose #314 3. Jason Woodbury #730
Endurance GTO	1. Kel Davidson #23 2. Travis Child #35 3. Stephen Clark #727
Supertwins	1. Shane Turpin #14 2. Michael Bunds #44 3. Brandal Glenn #177
Twins GTO	1. Michael Bunds #44 2. Brandal Glenn #177 3. Scott Ferguson #91
Twins GTU	1. Shane Turpin #14 2. Scott Ferguson #91 3. Don Roberts #50
Formula 40	1. Shane Turpin #14 2. Gary Poole #112 3. Michael Bunds #44

Amateur GTU	<ol style="list-style-type: none"> 1. Shannon Pitre #79 2. Brad Moore #33 3. Brandal Glenn #173
Amateur GTO	<ol style="list-style-type: none"> 1. Chris Coyne #134 2. Mark Snethen #34 3. Brian Childree #49
Novice GTU	<ol style="list-style-type: none"> 1. Tim Koehler #109 2. Trevor Fortner #679 3. Shane Kelsey #991
Novice GTO	<ol style="list-style-type: none"> 1. Chris Coyne #134 2. Tim Koehler #109 3. Shane Kelsey #991
Formula 5	<ol style="list-style-type: none"> 1. Tim Koehler #109 1. Trevor Fortner #679 2. Troy Buchanan #11
King Of Clubs	<ol style="list-style-type: none"> 1. Utah 2. Idaho 3. Apex
Total Points	<ol style="list-style-type: none"> 1. Shane Turpin #14 2. Michael Bunds #44 3. Kory Cowan #84

APPENDIX 5: SAFETY WIRING SUGGESTIONS AND TIPS

This is a general guide to safety-wiring a bike for participation in MoM Novice, Amateur and Expert races. It in no way supersedes any rule in the MoM rulebook. For specifics on bike preparation, see Chapters 5 and 6. Further clarification should be obtained from the UtahSBA/MoM Technical Inspector.

ITEMS TO SAFETY WIRE. The following items should be safety wired on all bikes.

All nuts, bolts and seals with fluid behind them. This includes (but is not limited to):

- Oil drain plug
- Oil filter (wired hose clamp is OK).
- Oil filler cap
- Oil dip stick, if present.
- Coolant drain plug.
- Radiator cap.

Brake caliper bolts.

Front and rear axle nuts, or axle if there is no nut.

Axle pinch bolts.

Muffler mounting bolts (recommended but not required).

THE FOLLOWING ITEMS DO NOT NORMALLY NEED TO BE SAFETY WIRED

Brake banjo bolts

Gas tank cap.

ITEMS SUGGESTED TO BE WIRED. Many racers consider it wise to safety wire the following items.

Retaining bolt on front brake lever.

Brake banjo bolts

Pinch bolts that retain foot pegs if present.

Exhaust spring connections

Brake pad pin retaining clips. Alternatively, RTV/silicone may be used to secure the pin.

SAFETY WIRING METHODS

Safety-pin type clips (spring-loaded, self-closing) may be used if they are sufficiently robust and securely wired to the bike so as to prevent loosening of the nut or bolt that they secure.

R-type clips (open ends), if used, must have their ends wired shut.

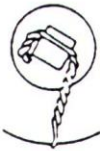
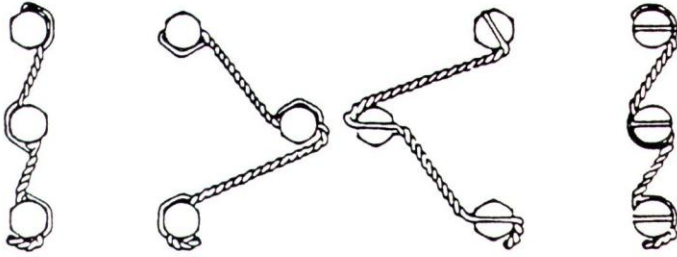
On oil filters, use of a hose clamp securely tightened around the filter and wired to the bike is acceptable for filters that are not pre-drilled for safety wire.

Cotter pins are acceptable on nuts designed for their use (e.g., some rear wheel axle nuts).

Remember, final approval on safety wire rests with the Tech Inspector. If in doubt, ask.

Don't 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 directions. Below are a few examples of proper safety wiring techniques. Proper 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, try to get help from someone who has been doing it for a while. Anyone who has worked with mechanical aircraft preparation is probably an expert at safety wiring.



Bolt wired to a right angle bracket with the wire wrapped around the bracket



13.1



Correct method for wiring adjustable connecting rod



When Practical, hollow head plugs should be wired with the pigtail bent inside to avoid snags or injury

A6. HOW TO GET STARTED RACING

This is a beginner's guide to getting yourself and your bike ready to participate in the Masters of the Mountains road racing series at Miller Motorsports Park. This guide is aimed at riders new to racing. Please note that the UtahSBA forum and website (www.utahsba.com) is a great place to get your questions answered.

It is easy to get started racing. Although they may seem complicated at first, the requirements to begin racing are actually quite simple. You will need a race license, a race-prepped bike, and safety gear. This guide should be very useful, but please bear in mind that the full 2009 MoM rulebook is the final word on requirements and rules for racing with the UtahSBA. Please read the rule book and refer to it for detailed information not in this guide.

YOUR RACE LICENSE

You'll need to qualify for a UtahSBA/MoM (Utah Sport Bike Association) 2009 racing license. If you have held a race license and raced with the UtahSBA or another club in the past 2 years, you qualify to purchase a 2009 license. If you are brand new to racing, you must pass a New Racer Certification (NRC) or an approved race certification school with another club. NRC's will be available – if attendance is sufficient – at every Masters of the Mountains (MoM) race weekend and most Apex Trackdays events (the dates of these events can be found in another appendix).

Once you have completed the New Racer Certification, you will be eligible to purchase a Novice MoM racing license. When you purchase your license you can apply for your race number, which will go on your bike. You will be a Provisional Novice for your first two race weekends. Refer to section 5.4 for the requirements on size, color, etc. of the numbers that you place on your bike. To purchase a license go to <http://www.utahsba.com/racing/> and follow the link.

You also must be a member of the AMA to race in MoM. Memberships currently are \$39/year and may be purchased online at www.ama-cycle.org.

Safety Gear

You will need the same personal safety equipment, essentially, as for an ART and New Racer Certification:

Helmet (recent DOT or Snell or European certification)

Leathers – one piece, or two piece with at least a 270° zipper. High-end aramid suits such as an Aerostich may be acceptable also. The suit should have substantial padding in knees, elbows and shoulders.

Gauntlet-style gloves; must overlap your leathers

Boots that extend above the ankle and overlap your leathers

Back protector – optional (but highly recommended) for Clubman, mandatory for Novice.

YOUR BIKE

A summary of motorcycle preparation requirements for Novice and Expert classes at MoM are given below.

There are additional requirements for a bike to pass Tech for Novice racing.

The requirements include preparing the bike for additional safety, and possibly ascertaining which classes it qualifies for. Below is an outline of what's required; for full details, see Chapters 5 and 6 of the rulebook.

Bike must have a proper 3 quart catch pan; no aluminum roasting pans.

Race body work has a catch pan. Nearly all Novice and Expert racers have race plastic on their bike, for many reasons including reduced costs. If you have street plastic and you're certain you really want to race, it's advisable to sell your street plastic and buy race body work.

Bike must be safety wired. This includes (also see the appendix to the rule book on this topic):

All nuts, bolts, and caps with fluid behind them:

oil drain plug

oil filler cap

oil dipstick

oil filter

radiator cap

coolant drain plug

banjo bolts and bleeder valves do not need to be safety wired

Brake caliper bolts, front and rear

Axles front and rear

Axle pinch bolts

Muffler

Must remove: kickstand, all lights, license plate, mirrors, luggage racks, passenger foot rests, etc.

Frame sliders are required

Most bikes must have case covers

Working kill switch

No glycol-based coolant

No silicone-based (DOT 5) brake fluid.

Bike in good working order

See Chapters 5 and 6 of the rulebook for complete requirements

CLASSES YOU CAN ENTER

You can enter online at www.utahsba.com.

What class(es) should you enter?

As a provisional novice, you will only be allowed to race Novice GTU (if your bike qualifies; see below) and Novice GTO (and possibly endurance and Twins GTU, pending Board approval) for your first two race weekends.

Once you are a full-fledged Novice, you will have the option of running many classes, depending on your race bike(s):

Endurance – open to all novices, on all types of bikes.

Novice GTU – open to all novices on 600cc inline 4 bikes (e.g., Yamaha R6 or equivalent) or smaller (e.g., SV650, Ducati 749)

Novice GTO – open to all novices on all types of bikes

Amateur GTU – open to all novices on 600cc inline 4 bikes (e.g., Yamaha R6 or equivalent) or smaller (e.g., SV650). Open to some experts as well.

Amateur GTO – open to all novices on all types of bikes (some experts are eligible as well)

Formula 40 – open to all novices and experts over 40 years of age, all bike types

Twins GTU – open to approved novices*; open to bikes such as SV650, 125 GP bike (and smaller)

Twins GTO – open to approved novices*; open to bikes such as Ducati 749, 848, 999, 250 GP bike.

Super Twins – open to approved novices*; open to all two cylinder bikes (* petition the New Racer Director, Mark Benigni, for permission).

Formula 5 – for bikes 5 years or more old (2004 and older model year qualify for 2009 race season)

Sportsman – limited to racers who have not gone faster than 1:40 on the West Track nor 1:45 on the East.

OTHER HELPFUL HINTS

Many other items and bits of knowledge will come in handy your first race weekend.

Pre-enter

Get a copy of the weekend race schedule and familiarize yourself with it well in advance of the race weekend. Bring a copy with you to the track.

Make sure you know the gridding and starting procedure.

Make a list of everything you need to bring to the track.

In case you crash, the following are important:

Have a friend at the track who can help you out if you go down.

Fill out the personal information sheet (rule book appendix), and put it in your leathers.

Be sure you are covered by your medical insurance.

Bring a chair, food and water.

If it's mid-summer, try to bring an awning.

Bring a tool kit and a tire gauge.

Plan on practicing, but use the practice for practice not racing; do not risk crashing in practice.

Tire warmers are helpful but not absolutely necessary. Electrical outlets are available at MMP.

A7. RULE CHANGES FOR 2010

Removed

6.3.8 -2 All lenses must be taped

6.3.8-3 Brake and taillights must be disconnected and completely taped.

Added

6.3.8-2 Turn signals, Head lights, brake and tail lights must be removed

Changed 7.1.8

Is

The start shall be a full-stop start. Riders who are not properly staged at the green flag will be assessed a stop and go penalty on pit road or a time penalty at the discretion of the race officials up to 15 seconds. A rider is considered staged if the front axle is behind but no more than 18" behind the designated row line and the front wheel is at a complete stop.

Was

The start shall be a full-stop start. Riders who are not properly staged at the green flag will be assessed a stop and go penalty on pit road. A rider is considered staged if the front axle is behind but no more than 18" behind the designated row line and the front wheel is at a complete stop.

Changed 7.3.2

Is

In the event a non-KoM race is red-flagged and restarted to complete the laps remaining at the time of the red flag, racers may receive finishing positions based on having taken the start prior to the red flag.

Was

In the event a non-KoM race is red-flagged and restarted to complete the laps remaining at the time of the red flag, racers may receive finishing positions based on having taken the start prior to the red flag. In the that a race is red-flagged and restarted to run the full race distance, a racer must take the restart at the green flag or while the race is in progress to earn a finishing position.

Changed

is

12.4.4 To score points in an endurance event a team must either take the start and the checkered flag on the same frame or complete at least 50% of the number of laps of the winning team. (ref 12.4.6)

Was

12.4.4 To score points in an endurance event a team must either take the start and the checkered flag on or complete at least 50% of the number of laps of the winning team.

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