

UtahSBA
Supermoto
Rule Book

2018

A comprehensive list of the rules and regulations you need to know to go racing at the UtahSBA's Supermoto race series.

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Forward

UtahSBA Supermoto series is a Utah Sport Bike Association race series in association with Utah Motorsports Campus. 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 Supermoto 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 Supermoto Series.

UtahSBA Supermoto series owes much of its quality to Utah Motorsports Campus (UMC) 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, UtahSBA Supermoto series, the Utah Sport Bike Association and Utah Motorsports Campus are referred to as USS, UtahSBA and UMC respectively.

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.

UtahSBA Supermoto Series, presented by the UtahSBA, 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.

UtahSBA Supermoto, UtahSBA assume no liability for any loss, theft, damage, or injury to property or persons whether arising in contract, negligence, equity or otherwise.

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Chapter 1: Class Structure and Class Definitions

Class Structure

The UtahSBA Supermoto Series 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 Special events or sanctioning partnerships.

- Junior Expert Asphalt
- Junior Expert Supermoto
- Junior Novice Asphalt
- Junior Novice Supermoto
- Mini Asphalt
- Mini Supermoto
- Novice Asphalt
- Novice Supermoto
- Expert Asphalt
- Expert Supermoto
- Production 300

Class Definitions

Novice Classes:

- Junior Novice Asphalt and Supermoto
- Novice Asphalt and Supermoto

Mixed Expert and Novice Classes:

- Mini Asphalt and Supermoto
- Production 300

Expert Only Classes:

- Junior Expert Asphalt and Supermoto
- Expert Asphalt and Supermoto

1. Motorcycle

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. Junior Expert and Novice Asphalt and Supermoto Classes

1. The Junior Asphalt and Supermoto classes are open for riders that are 15 and under at the time the rider's season membership is purchased.
 - a. Participants under the age of 15 may petition the competition manager to race in the adult classes. Participants may not compete in both the adult and the junior class at the same event.
2. All Junior classes must adhere to the following rules:
 - 2.2.1. Junior Expert is open to advanced riders only.
 - 2.2.2. Two stroke motorcycles cannot exceed 85cc
 - 2.2.3. Four Stroke cannot exceed 125cc

3. Mini Classes

1. The Mini classes are open for riders that are 16 and older.
 - a. Participants under the age of 16 may petition the competition manager to race in the adult classes. Participants may not compete in both the adult and the junior class at the same event.
2. All Mini classes must adhere to the following rules:
 - 3.2.1. Up to 85cc two stroke
 - 3.2.2. Up to 160cc four stroke water cooled
 - 3.2.3. Up to 200cc four stroke air cooled

4. Expert and Novice Asphalt Classes

1. The Expert and Novice Asphalt class is open for riders that are 16 and older.
 - a. Participants under the age of 16 may petition the competition manager to race in the adult classes. Participants may not compete in both the adult and the junior class at the same event.
2. All Expert and Novice Asphalt classes must adhere to the following rules:
 - 4.2.1. Expert is open to advanced riders only.
 - 4.2.2. Motorcycles in this class can have unlimited engine displacement and modification.
 - 4.2.3. The use of MX knobby tires is prohibited. DOT and racing tires are permitted.

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5. Expert and Novice Supermoto Classes

1. The Expert and Novice Supermoto class is open for all riders 16 years and older.
 - a. Participants under the age of 16 may petition the competition manager to race in the adult classes. Participants may not compete in both the adult and the junior class at the same event.
2. All Expert and Novice Supermoto classes must adhere to the following rules:
 - 5.2.1. Expert is open for advanced riders only. Advanced riders from Motorcross and Roadracing will be accepted into this class.
 - 5.2.2. Novice is open for riders with little or no experience in Supermoto racing.
 - 5.2.3. Motorcycles in this class can have unlimited engine displacement and modification.

6. Production 300 Class

1. The Production 300 Class is a mixed class for motorcycles with minimal modifications. It is open to both Novice and Expert participants that are 16 and older or younger riders that possess a valid roadracing license from a recognized club.
 - a. Participants under the age of 16 may petition the competition manager to race in the adult classes. Participants may not compete in both the adult and the junior class at the same event.
2. Riders participating in the Utah SBA Supermoto series only may participate with a bike having unlimited modifications.
3. Riders participating in both the Utah SBA Supermoto as well as the Utah SBA Roadracing Production 300 class will need to adhere to the Utah SBA rule book restrictions for this class. Details may be found in the Utah SBA rule book Chapter 1, Section 20.
4. Production 300 must adhere to the following rules.
 - a. Maximum displacement 299cc (this includes the Ninja250 & 300, and CBR250 & 300, but excludes the R3)
 - b. Maximum number of cylinders: 2

Chapter 2: Motorcycle and Safety Requirements

The following is a set of standards that will be in effect at Race events for both riders and motorcycles. Specific Exceptions may apply at the discretion of the Supermoto Management Team.

1. Motorcycle Requirements

1. Neat and clean. Motorcycles that are dirty or show potentially dangerous bodywork or improperly executed modifications or repairs will not be approved.
2. Bodywork damaged at a 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.
3. Chain must be of the "continuous rivet" type, or the Master Link must be safety-wired or have RTV/silicone on the clip.
4. Tires must be in good condition and may not be re-caps. Valve caps must be installed.
5. All motorcycles must have operational front and rear brakes, with acceptable lining thickness.
6. All motorcycles must have an operational handlebar-mounted kill switch or button.
7. All motorcycles must have a self-closing throttle.
8. Turn signals, mirrors, headlights, brake and tail lights must be removed or may be taped over.
9. Center and side stands must be removed or safety wired in the retracted position.
 - 1.9.1. Junior motorcycles may retain the side stand provided that the spring is of sufficient strength to hold it in the retracted position and as approved by the technical inspector.
10. Rear fender or seat must extend to the rear of a line drawn vertically through the rear axle.
11. All fluid-carrying hoses or lines must be properly secured.
12. All engines must have the oil breather line(s) returning to the air box or an alternative heat resistant catch tank.
13. Final approval of the catch can system rests with the Tech Inspector.
14. All nuts or fittings which drain fluid when removed, as well as filler caps (except fuel cap) or nuts, must be secured with safety wire or other approved means.
15. Kick-starters, if retained, must be secured at two points.
16. 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 antifreeze 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.
17. Exhaust system must not extend beyond the rear wheel.
18. All motorcycles must have bar-end sliders or hand guards.

19. All motorcycles must have a working silencer and must meet track sound level regulations.
20. All motorcycles must carry a functioning transponder at all times while on the track, including practice. Failure to do so WILL result in being pulled from the track, loss of grid position or disqualification at the discretion of UtahSBA Supermoto officials.

2. Safety Requirements

1. Rider Equipment

- 2.1.1. **Helmet** – The racer/legal guardian is wholly responsible to make sure their helmet is properly certified and in safe condition. The racer/legal guardian is responsible to know if the helmet used has suffered a previous impact, which could make continued use of the helmet unsafe. Many helmet manufacturers recommend replacing helmets older than 5 years. Any helmet that appears to a race official to be unsafe is cause to exclude the racer from competing.
- 2.1.2. **Eye Protection** – Goggles or a face shield is required.
- 2.1.3. **Gloves** – Some type of glove must be worn. Leather or street style gloves are recommended. MX gloves are not recommended as they typically do not offer adequate abrasion resistance if a rider ends up sliding on the asphalt.
- 2.1.4. **Boots** – MX or road-racing specific boots are required.
- 2.1.5. **Body** – A leather road racing type suit or Supermoto specific gear is **highly** recommended. Use of MX type gear is not recommended. If you choose to use MX type gear, it is highly recommended that you wear additional protection under both your jersey and pants that protects you from abrasion (road rash) if you slide on the asphalt.

2. Pit Safety Standards

- 2.2.1. All flammable liquids must be stored in appropriate containers.
- 2.2.2. A container for proper disposal of waste fluids must be provided.
- 2.2.3. A 5 lb. BC rated fire extinguisher must be readily available at each pit.
- 2.2.4. Each pit area must be policed for debris before leaving for the day. Failure to comply may result in a \$20 pit cleanup fee.
- 2.2.5. All Racetrack paddock and pit regulations must be strictly adhered to. If at any time the facility's regulations conflict with UtahSBA regulations, the more stringent or both requirements apply.

Chapter 3: Technical Inspection

1. Inspection responsibilities and procedures

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.
2. All motorcycles and rider equipment must pass inspection by the UtahSBA Supermoto Technical Staff before participating in any practice session, race or school. The primary emphasis of the inspection is race worthiness of the equipment used.
3. Application of a Technical Inspection Approval Sticker does not imply compliance with class requirements or technical requirements.
4. It is the racer's responsibility to seek approval of the Technical Inspector of any areas in question.
5. The UtahSBA Supermoto 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 Supermoto technical inspector may revoke the Technical Inspection Approval Sticker of any motorcycle at any time during the race day. The UtahSBA Supermoto Technical Staff also reserves the right to perform class suitability inspections, including inspection of internal engine and transmission components at any time during the event.
6. Technical Inspection and passing of Technical Inspection in no way implies motorcycle or entrant has passed a safety inspection.
7. Any motorcycle involved in a crash must be re-inspected by a UtahSBA Supermoto Tech Inspector. Damage that in any way endangers rider safety must be repaired prior to starting or continuing any further practice or competition.
8. It is the responsibility of the racer to locate an authorized technical inspector.

2. Pre-race Technical Inspection

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.
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:
 - 2.2.1. Motorcycle to be used in competition
 - 2.2.2. Rider's copy of sign-up sheet / tech sheet from registration

3. Required Motorcycle Preparation

The following items may be checked at Technical Inspection at the discretion of the UtahSBA Supermoto Technical Staff. The rider bears the responsibility of presenting a motorcycle in conformance with all requirements.

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1. Number Plates
2. Wheels and Tires
 - 3.2.1. Spokes tight.
 - 3.2.2. Rims straight.
 - 3.2.3. Acceptable tread depth.
 - 3.2.4. Acceptable sidewall condition.
 - 3.2.5. Valve caps installed.
 - 3.2.6. No cracks in wheel castings.
3. Brake System
 - 3.3.1. Lining thickness adequate.
 - 3.3.2. Reservoir cap retention device (e.g., screws, clip, duct tape.)
 - 3.3.3. Cables and/or hoses in good condition.
4. Frame Components
 - 3.4.1. Fork stops functional.
 - 3.4.2. Fork seals not leaking.
 - 3.4.3. Bar-end sliders or hand guards installed.
5. Engine
 - 3.5.1. All filler caps and drain plugs safety wired.
 - 3.5.2. Oil and gas lines must be tight and leak-free.
6. Miscellaneous Motorcycle Requirements
 - 3.6.1. 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.
 - 3.6.2. Turn signals, mirrors, headlights, brake and tail lights must be removed or may be taped over.
 - 3.6.3. Kill switch operational on handlebars
 - 3.6.4. Side and center stands must be removed or wired in the retracted position
 - a. Junior motorcycles may retain the side stand provided that the spring is of sufficient strength to hold it in the retracted position and as approved by the technical inspector.
 - 3.6.5. Only water, Redline Water Wetter, Royal Purple Ice, Ice Water (NOT Engine Ice or Evans coolant), or Silkolene Pro CCA coolant additives are allowed in liquid cooled motorcycles. **Glycol-based substances are prohibited.**
 - 3.6.6. Transponder mounting bracket must be securely mounted to the motorcycle and must be visible for tech inspection.

Chapter 4: Race Procedures and Points System

1. Procedures

1. A mandatory riders' meeting will be held each day of the race event. Time will be posted on the Race Day Schedule. Location of the Riders meeting will be in the bleachers by the kart track timing tower unless otherwise noted. Each racer must attend the riders meeting. The rider is responsible to know and follow the rules and information discussed in the meeting. Failure to attend the riders meeting will result in the following:
 - 1.1.1. First offense: Racer must start in pit lane for all races entered for that round. This will be at the discretion of the Race Director.
 - 1.1.2. Additional offenses will be managed on a case by case basis.
2. All UtahSBA Supermoto 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. Any time spent cleaning-up a crash, will result in loss of time in practice or racing.
3. Riders pre-grid at the track entrance. 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 Marshall may direct.
4. Riders are able to complete one warm up lap prior to the start of each race, at the direction of the Pit Marshal. This warm up lap opens at the time the Pit Marshal designates and closes once the leading rider on track passes the designated point on the course configuration for that weekend.
5. The Grid will be set as up to 3 riders per row. Riders that have failed to grid in a timely manner will be required to start behind the last row of gridded riders.
6. 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. When a race is stopped (red flagged) before two or fewer laps are completed, it will require a restart in original position, and all laps will be run after the restart.
8. 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.
9. 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. Grid positions will be determined at the discretion of the Race Director.
10. When more than 50% of the race is complete and the red flag is displayed, UtahSBA Supermoto 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.
11. 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.
12. 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.

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13. Motorcycles may not be pushed while on the track except to remove them from a hazardous position to one of greater safety.
14. Any Novice racer who crashes twice in any weekend must petition, in writing, the Director of Competition if they wish to participate in any further events for that weekend only.
15. Any rider who runs off the track must reenter the course without attempting to shortcut the course unless instructed to do so by a race official or corner worker. If an advantage is gained, a rider will be subject to penalties of a ride through, loss of laps, disqualification or fines. Penalties will be at the discretion of the race director.

2. Points Classes

1. Points will be awarded in all classes.
2. Points may NOT be transferred from one class to another.
3. In the event that there is a tie for a class 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.

Finishing Position	Points Awarded	Finishing Position	Points Awarded
1st	50	16th	5
2nd	40	17th	4
3rd	32	18th	3
4th	26	19th	2
5th	22	20th	1
6th	20	21st	
7th	18	22nd	
8th	16	23rd	
9th	14	24th	
10th	12	25th	
11th	10	26th	
12th	9	27th	
13th	8	28th	
14th	7	29th	
15th	6	30th	

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Chapter 5: Flags and Signals

1. Operational Flags

1. **Green Flag:** Indicates start of race or clear track conditions.
2. **Checkered Flag:** Indicates end of race or practice session. Proceed around course to the designated track exit.
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.
4. **Black Flag:** Indicates a problem. Carefully reduce speed and proceed to exit the track as soon as you get to pit in. Riders are not permitted to return to the racecourse unless cleared by an official. Failure to exit the track for a black flag will result in immediate disqualification from the current race and suspension from future UtahSBA Supermoto events pending review.

2. Warning Flags

1. Stationary Yellow Flag (caution flag):

2.1.1. Warning flags that are held stationary indicate a change in conditions or a potentially hazardous situation on or near the track. Motorcycles, riders, and/or Marshals are in the area but out of race lines/run off areas.

2.1.2. Passing is allowed. Exercise caution.

2. Waving Yellow Flag (caution flag):

2.2.1. Any waving warning flag indicates a hazardous condition on the racetrack and possibly in the racing line. Proceed with caution. Motorcycles, riders, and/or Marshals are in the area but out of race lines/run off areas.

2.2.2. Passing is not allowed under any waving flag from the point of the flag until past the incident area.

2.2.3. Passing in a waving flag zone will cause a minimum 30 second penalty. Additional penalties may be added by the Race Director.

2.2.4. 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.

2.2.5. 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 return to their prior position to avoid a penalty.

3. Courtesy Flags

1. White and Green Flags Crossed: Indicates 1/2 total race distance completed.
2. White Flag: Indicates final lap of race.

Chapter 6: Licensing, Rider Qualifications, and Advancement

1. Licensing

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

2. Racer Qualifications

1. 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 parents, or legal guardians, and only notarized waivers can be accepted from parents or guardians not present at registration on race day. At least one parent must be present at the track on race day.

2. Advancement

1. Novice racers finishing in first place in the previous season's championship automatically advance to the Expert Class for the following season.
2. Racers wanting to advance from Novice to Expert during the season can petition the UtahSBA Supermoto management team.
3. Racers must allow the Utah Supermoto management team at least two weeks to evaluate petitions for advancement. Petitions for advancement must be submitted in writing.
4. Racers may only compete under one class during the same weekend or race event.

Chapter 7: Entries, Registration, Payment, & Refunds

1. Entries

1. Racing License
 - 1.1.1. All competitors must possess a valid UtahSBA Supermoto Racing license or a valid and current license from another organization recognized by the UtahSBA Supermoto.
2. UtahSBA Supermoto reserves the right to postpone or cancel any scheduled event or class.
3. All racers and their crew members must sign appropriate waivers and releases of liability. Failure to sign the appropriate waivers is considered a serious offense and may result in disqualification and other penalties at the discretion of UtahSBA Supermoto officials.

2. Registration

1. Register for racing at Motorsportsreg.com. It is strongly advised that you do early registration ahead of time. A \$15 fee will be assessed to any event registration within one week of the event. Online registration will close the Friday before each event. Anyone wishing to register after this day will need to do so in-person the day of the event.

3. Payment

1. 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.

4. Refund Policy

1. Pre-entries may be cancelled, in writing, prior to the pre-entry deadline before a race weekend. Changes before the pre-entry deadline can also be made by the racer in the Motorsportsreg system.
2. Race-day credits will only be allowed for medical reasons and/or irreparable mechanical problems including those caused by crashing and will be awarded at the UtahSBA Supermoto Management Team's discretion.
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 credit, in writing, in the race day office.
4. No cash refunds will be given at any UtahSBA Supermoto race event. Any credits require prior approval by a UtahSBA Supermoto Manager. Refunds will be given in the form of race credits at the discretion of UtahSBA Supermoto Officials.
5. No refund or credit of entry fees will be considered as a result of inclement weather conditions provided that the event is held. Refunds will be given in the form of credit in the event that UtahSBA Supermoto or UMC cancels the event. It is the policy of UtahSBA Supermoto to hold races while wet track conditions exist

Chapter 8: Racer and Crew Conduct

1. General Racer Conduct

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.
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.
3. All racers may be subject to drug testing. 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.
4. 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.
5. 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.
6. All riders must sign an official release 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.
7. 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.
8. 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 UtahSBA Supermoto, UtahSBA, UMC or their members or staff can result in suspension, fines or other punitive action.
9. At no time is any racer or crew allowed to enter race control unless invited by a UtahSBA official, timing and scoring or race control worker. If an issue or protest arises, please address the Director of Competition directly.

2. On Track Conduct

1. Helmets must be worn while riding on the track surface at all times.
2. The responsibility for the decision to pass rests with the overtaking rider, as does the obligation to do so safely.
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 cannot be protested. Repeated incidents of rough or dangerous riding will result in suspension.

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.
5. Hand/Leg Signals:
 - 2.5.1. Before entering the pits from the track, the rider should signal by raising an arm or extending a leg.
 - 2.5.2. 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.
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.
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.
8. A racer paying a "Stop and Go" or ride through penalty must exit the race track and proceed through the hot pits at 35 mph (hot pit speed limit) to the Grid Marshal, and proceed, at the direction of the Marshall, back onto the track. Excessive speed through the pre-grid area will result in a longer penalty and/or fines and/or disqualification.
9. Any rider ignoring standing or waving flags during a practice session will start their race at the back of the grid.

3. Pit Conduct

1. Regulations
 - 3.1.1. 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.
 - 3.1.2. The paddock speed limit is 15 mph at all times. This includes race bikes and pit vehicles (pit bikes, bicycles, etc.). Fines and/or penalties may be assessed or equipment may be impounded. The rider is responsible for the conduct of their crew and family
 - 3.1.3. All vehicles must be operated in a safe and controlled manner.
 - 3.1.4. 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.
2. Pets are discouraged, but are permitted on a leash no longer than 7 feet. UMC officials reserve the right to remove vicious or uncontrolled pets at the owner's expense.
3. All minors under 16 years of age must be under strict adult supervision at all times when in the Pit area.

Use of intoxicants or drugs, which could affect mental or physical abilities, may not 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 Supermoto alcohol and drug policies.

Only authorized persons will be allowed into the hot pit area and must have approval from the Manager of Competition. Anyone in violation will be asked to leave.