

UtahSBA Endurance Series Rules and Requirements

Section 1: Class Structure and Class Definitions

Endurance Race

The Endurance Race tests rider and machine durability, focusing on teamwork, strategy, and consistency.

Class Definitions

- **Team Endurance:**
 - **Riders:** Teams must consist of 2-4 riders.
 - **Motorcycles:** Teams must use the same motorcycle and transponder throughout the race.
 - **Divisions:** Open & Lightweight (*Refer to UtahSBA rulebook for class definitions*)
- **Relay Endurance:**
 - **Riders:** Teams must consist of 2-4 riders.
 - **Motorcycles:** Teams are allowed to use different motorcycles during the race but must use a single transponder. Only one rider/motorcycle for each team is to be on track at a time. Any laps lost due to a transponder not being swapped will be lost, it is the responsibility of the team to make sure their transponder is moved to the actively racing motorcycle.
- **Ironman Endurance:**
 - **Riders:** A solo class where one rider on a single motorcycle competes for the duration of the race.

Section 2: Motorcycle and Rider Safety Requirements

- **Rider Apparel & Equipment Requirements:** All standard rider Apparel & Equipment requirements/standards also apply from the Utahsba Rulebook. (*Refer to the UtahSBA rulebook for tech standards*)
- **Technical Inspection:** All motorcycles must pass the standard technical inspection before participating in the race. (*Refer to the UtahSBA rulebook for tech standards*)
- **Eligibility:** Motorcycles of unlimited displacement and origin are permitted, provided they meet all general requirements outlined in the organization's rulebook. (*All standard race viable bikes are permitted if they meet a sprint race class standard. Exception: Superstreet bikes will not be permitted*)

- Any conflicts to the Motorcycle and Rider equipment standards set in the Utahsba Rulebook will result in a team or rider being held from racing until the standards are met. Further disregard will result in a penalty or disqualification at the discretion of Director of Competition.
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Section 3: Registration

- **Licensing:** All participants must hold either a novice or expert license with the UtahSBA or through reciprocity.
- **Grid Positions:** Grid positions will be determined based on the qualifying lap set by the fastest rider on the team.

Section 4: Race Procedures

Race Procedures

- **Event Duration:** The endurance race will last approx. 90 Minutes, race time may be adjusted depending on the time available.
- **Pit Lane Regulations:**
 - **Speed Limit:** A strict speed limit of 35 MPH is enforced on the hot pit lane. Speeds may be checked at random, and infractions will result in penalties at the discretion of the director of competition.
 - **Crew Members:**
 - Each team may have up to 4 non-rider crew members assisting in the hot pit area.
 - Crew members must wear long pants and closed-toe shoes while in the hot pit.
 - **Refueling Protocol:**
 - Refueling is only permitted when the rider is off the motorcycle, the bike is on a stand, and the engine is turned off.

- During refueling, the motorcycle must be on a stand and no other work can take place on the motorcycle until refueling is completed.
- During refueling, a crew member or rider must have the fire extinguisher aimed and ready to use as needed.
- Each team must provide a fire extinguisher in their designated pit area.

○ **Rain/Wet Race Procedure:**

- **The endurance race will not be stopped for changing weather conditions** (Exception: A lightning hold) In the interest of fair competition and team strategy, an endurance race will not be outright stopped for teams to make a tire change. It is at the discretion of each team to decide when it is time to change to an appropriate tire to match track conditions.
- If track conditions become extreme, The director of competition reserves the right to declare a full “wet race”. Teams will be informed via which call, PA, and the hot pit officials. Although the exact timing of when teams must change a tire will not be enforced, there will be a grace period of 3 laps once a race is declared fully wet before no bikes on a slick tire will be allowed on track. Once this wet race condition is lifted, tire choice is once again up to the discretion of teams.
- During a declared “wet race” bikes are required to be on a rain tire, DOT tire, or otherwise siped tire option. Slick tires will not be allowed until the condition is lifted. Riders on track who already meet these requirements when a wet race is declared, may continue to race through at their discretion.
- Any bike deemed a hazard based on tire choice (No longer able to reasonably match the pace of other bikes on track/unable to safely and consistently navigate the race course) will be black flagged and required to exit the race and make a change to an appropriate tire to re-enter. Non accordance to this will result in disqualification at the discretion of the Director of Competition.
- Start-finish and/or corner workers will display a surface flag to indicate track conditions are changing. Teams/riders are expected to head these flags and adjust their riding appropriately, as well as be prepared to make a change to a tire to match possible conditions when they feel it is safe for them to do so, in accordance to their individual team strategy.

- In the event of a lightning hold, all bikes will be held in hot pit in accordance to a normal red flag scenario (Refer to “Red Flag Situations”) The clock will continue to run, and the race will re-grid, and restart, once the lightning hold is cleared from track officials.
- **Crash Procedures:**
 - The race will continue in the event of a crash unless:
 - A red flag is thrown
 - The rider requires emergency medical attention.
 - Recovery vehicles need to cross the track to safely gain access to a rider
 - A hazard is created on the track that cannot be cleared promptly (e.g., oil on the racing line).
 - Self recovery is encouraged in the event of a crash if it is possible to safely do so. A downed rider must inspect their bike for any major damage or leaks, before attempting to ride back to the pit.
 - In the event a rider self recovers from a crash, they must return to the pit for an inspection or transponder swap before continuing to race, Laps completed without doing so will not be counted.
 - In the event of a crash that requires recovery, the motorcycle and transponder will be retrieved by the corner crew.
 - All recovered motorcycles will be taken to the tech garage. Transponders may be recovered from tech once a crashed motorcycle has been returned.
 - A relay team may continue the race as soon as the transponder is legally transferred to another team member's motorcycle.
 - Upon technical inspection approval, the crashed motorcycle and rider may rejoin the race.

Scoring

- **Timing:** All timing and scoring will be conducted using AMB transponders.
- **Finishing Order and Points:** All three endurance classes will be scored separately. Finishing order is determined by the total number of laps completed. In the event that multiple teams complete the same number of laps, finishing order on the final lap (checkered flag) will determine finishing order. All laps completed by a team will count

toward finishing order. Points acquired per round will go towards the endurance championship point total for each respective class.

- *Round 6 perimeter endurance will be worth double points*

Penalties

- Any blatant disregard to the processes outlined in the endurance rules will result in a lap deduction penalty or verbal warning at the discretion of the director of competition
- If a verbal warning is received from a UtahSBA official, repeat offenses will incur penalties at the discretion of the director of competition.

Red Flag Situations

- The race clock will continue to run during red flag situations.
- In the event of a red flag all scoring will cease. Once the red flag is thrown all scoring will be backed up to the overall race leader's last completed lap, all subsequent lap completion times will be dropped.
- Bikes on track at the time of the red flag will proceed onto pit lane and park directly across from their pit, Along the track - Hot pit divider wall. Use of stands and tire warmers are permitted during the red flag. Tire warmers may be plugged into a portable generator on the same side of the pit lane as the bike. **Teams must remove the generator, warmers, and any cordage when the 3rd call for restart is given. Failure to do so will result in a penalty.**
- Once calls to re-grid have been started, Only one crew member and the rider are allowed to cross the hot pit to stand/start the bike.
- Rider swaps are permitted during the red flag hold.
- **You may not service, fuel, adjust or repair any bike during a red flag.** Teams attempting bike work during a red flag period will be penalized.
- Calls for restart will follow regular call procedure. 1st, 2nd, and 3rd call. Teams are not required to take the grid for restart. Teams may take the start from the hot pit. A rider may also return to their pit to resume bike work once the grid is released.
- In the interest of time, red flag regriding will not be adjusted to the current race running order, all re-grid positions will follow qualifying order (i.e. the same grid spot as the race start)

Section 5: Hot Pit Setup

- Teams will be assigned a hot pit area prior to the race. Teams may not set up their hot pit area until the lunch period starts on Saturday. After the lunch window is over, access to set up pits will be limited until the prep period immediately before the endurance race. (approximately 15. minutes)
- Teams are encouraged to be considerate of others when setting up their hot pit area.
- Limit your team to one canopy stationed at your team's designated hot pit area. Teams must keep their pit within the confines of the painted lines across the divider wall
- All pit equipment must be stationed behind the hot pit divider wall, Equipment such as generators, tire warmers, coolers, and chairs etc. Only Bikes and their necessary equipment should be stored across the divider wall. (Bikes not allowed to be staged in hot pit until the prep period before the endurance race begins)
- Crew member signaling for riders will take place on the other side of the hot pit and only to the east of the start tower.

These rules are designed to ensure a fair, safe, and competitive environment for all participants in the endurance series. Teams and riders are encouraged to familiarize themselves thoroughly with these regulations and adhere to them during the event.