

# UtahSBK

## *Supermoto / Mini Moto*

# 2026

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

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## Forward

**UtahSBK Supermoto / Mini Moto Series** is a local race series held in association with Burt Brothers Motorpark. This rulebook outlines the rules and guidelines that must be followed by all participants. It is the hope of the UtahSBK that this rulebook forms a basis for exciting, sporting and fair racing.

The UtahSBK is a volunteer-based, member-driven organization. It is the hard work of the many members of the club who donate their time that makes racing happen.

Without the club and its members that turn out to race there can be no UtahSBK Series.

Throughout the remainder of this document, Utah Superbike: Supermoto / Mini Moto Series and Burt Brothers Motorpark are referred to as UtahSBK and BBMP 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.

UtahSBK Series, presented by the UtahSBK, 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.

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

# Chapter 1: Class Structure and Class Definitions

## Class Structure

The UtahSBK Series will normally run the following classes at each regular event. In some cases, classes may be combined into a single race (possible staggered start) but will be scored separately. Exceptions may occur due to unforeseen weather conditions, or to provide time for special events or sanctioning partnerships.

## Class Definitions

### **Junior Mini Classes**

*(Up to 15 Yrs Old)*

Junior 65 - Asphalt  
 Junior 85 - Asphalt  
 Junior 65 - Supermoto  
 Junior 85 - Supermoto

### **Adult Mini Classes**

*(16 Yrs and up + Fast Junior 8 Yrs - 15 Yrs)*

Scooter Shuffle - Asphalt (NEW)  
 Girls on Groms - Asphalt (NEW)  
 Limited Mini - Asphalt  
 Super Mini - Asphalt  
 Mini GP - Asphalt  
 Ohvale Cup - Asphalt  
 Mini E-Moto - Supermoto (NEW)  
 Limited Mini - Supermoto  
 Super Mini - Supermoto  
 \*\*Hooligan 125\*\* | Le Mans + Joker (NEW)

### **Adult Full Size Classes**

*(16 Yrs and up + Fast Junior 12 Yrs - 15 Yrs)*

Street 500 - Asphalt (NEW)  
 Half-Liter Hustle - Asphalt (NEW)  
 Super Street 700 - Asphalt (NEW)  
 700 Showdown - Asphalt (NEW)  
 Sportsman DTX - Asphalt (NEW)  
 250 Lites - Asphalt (NEW)  
 Novice - Asphalt  
 Intermediate - Asphalt (NEW)  
 Premier Expert - Asphalt  
 Sportsman DTX - Supermoto (NEW)  
 250 Lites - Supermoto (NEW)  
 Novice - Supermoto  
 Intermediate - Supermoto (NEW)  
 Premier Expert - Supermoto

## 1.1. Motorcycle

**1.1.1.** 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.

## 1.2. Rider

**1.2.1.** Any Junior class riders that wish to participate in any Adult class (Mini 8-15 yrs or Full size 12-15 yrs) must prove they are physically and mentally able to hold pace and compete for position at a higher level.

**1.2.1.A** If a Junior class rider is competing against any adult class and is performing well against the top ranks, they will be evaluated and removed from any Junior class racing

**1.2.1.B.** UtahSBK reserves a right to add or remove riders based on age and skill and the safety of them or their competitors at any time.

## 1.3. JUNIOR Asphalt and Supermoto Classes

**1.3.1.** The Junior Asphalt and Supermoto classes are open for riders that are **15 yrs old or under** at the time the rider's season membership is purchased

**1.3.2.** All modifications are unlimited, provided the modifications do not exceed the engine displacement limits or interfere with safety/tech regulations

**1.3.3.** No Full Size motorcycles allowed in any Junior class

**1.3.4. Junior 65** classes must adhere to the following rules:

"The Future of the Sport"

**1.3.4.A.** Up to 65cc two stroke air/oil/liquid cooled

**1.3.4.B.** Up to 130cc four stroke 4 valve air/oil cooled

**1.3.4.C.** Up to 155cc four stroke 2 valve air/oil cooled

**1.3.4.D.** Junior 65 is recommended to Intermediate and beginner riders only

**1.3.4.E.** The use of MX knobby tires is allowed at the discretion of race direction on a per rider basis. DOT and racing tires are recommended

*Examples: Honda CRF50 / 110 / 125 / Grom / Monkey / Dax, KTM 50SX / 65SX, CFMoto Papio 125, Benelli TNT 125 / 135, SSR Razkull 125, Kawasaki Z125 Pro, KX65,, Yamaha PW50 / TTR50 / 110 / 125, Husqvarna TC50 / 65, GasGas MC50 / 65, Pitster Pro 125 /140 / 155, Suzuki DR-Z50 / 125, Kayo TT140, Greenger G3, G3(S), CRFE2, CFMoto CFX-5E (Subject to race direction)*

**1.3.5. Junior 85** classes must adhere to the following rules:

"Really Fast Kids"

**1.3.5.A.** Up to 85cc two stroke air/oil/liquid cooled

**1.3.5.B.** Up to 150cc four stroke liquid cooled

**1.3.5.C.** Up to 185cc four stroke 4 valve air/oil cooled

**1.3.5.D.** Up to 200cc four stroke 2 valve air/oil cooled

**1.3.5.E.** Junior 85 is recommended to advanced riders only

**1.3.5.F.** The use of MX knobby tires is prohibited. DOT and racing tires are permitted

*Examples: Honda CRF150R, KTM 85SX, Kawasaki KX85, Yamaha YZ85, Husqvarna TC85, GasGas MC85, Pitster Pro 190, "Mini E-Moto" Bikes*

#### 1.4. MINI Asphalt and Supermoto Classes

- 1.4.1. Adult Mini Asphalt and Supermoto classes are open to all Adult Riders and **select** Junior Riders at the discretion of UtahSBK
- 1.4.2. Adult riders (16 yrs old and up) are allowed to enter these classes
- 1.4.3. Fast Junior riders (8 yrs old and up) must petition to be allowed to enter this class\*
- 1.4.4. All modifications are unlimited, provided the modifications do not exceed the engine displacement limits or interfere with safety/tech regulations
- 1.4.5. No Full Size motorcycles allowed in any Mini Class

#### 1.4.6. Mini E-Moto classes must adhere to the following rules:

“Silent Rippers”

- 1.4.6.A. Mid Size Electric Bikes Only\*
- 1.4.6.B. The use of MX knobby tires is prohibited. DOT and racing tires are permitted
- 1.4.6.C. Mini E-Bikes such as Surrón Light Bee, Segway 260 and Talaria Sting R MX4 with modifications limited to controller only (subject to race direction adjustment)
- 1.4.6.D. \*No Full Size Electric: ex Stark Varg, Alta MX, etc.

#### 1.4.7. Scooter Shuffle classes must adhere to the following rules:

“Scooters Only Club”

- 1.4.7.A. Up to 60cc 1 Cylinder, 2 Stroke
- 1.4.7.B. Up to 155cc 1 Cylinder, 4 Stroke
- 1.4.7.C. Step Through Frame, Floorboard for the rider’s feet
- 1.4.7.D. Automatic Transmission
- 1.4.7.E. All modifications are unlimited, provided the modifications do not exceed the engine displacement limits or interfere with safety/tech regulations
- 1.4.7.F. The use of MX knobby tires is allowed at the discretion of race direction on a per rider basis. DOT and racing tires are recommended

#### 1.4.8. Girls on Groms classes must adhere to the following rules:

“Intro to racing for badass babes”

- 1.4.8.A. Up to 125 four stroke 2 valve air/oil cooled
- 1.4.8.B. Women Only
- 1.4.8.C. 12” Front Wheel Max
- 1.4.8.D. The use of MX knobby tires is allowed at the discretion of race direction on a per rider basis. DOT and racing tires are recommended
- 1.4.8.E. MX / Standard Bars Only (Ohvale and Buccì style bikes are not permitted in this class)

*Examples: Honda CRF50 / 110 / 125 / Grom / Monkey / Dax, CFMoto Papio 125, Benelli TNT 125, SSR Razkull 125, Kawasaki Z125 Pro, Yamaha TTR50 / 110 / 125, Pitster Pro 125, Suzuki DR-Z50 / 125, Kayo TT125, Greenger G3, G3(S), CRFE2, CFMoto CFX-5E (Subject to race direction)*

#### 1.4.9. Limited Mini classes must adhere to the following rules:

“Little bikes, Big fun”

- 1.4.9.A. Up to 72cc two stroke air/oil/liquid cooled

**1.4.9.B.** Up to 150cc four stroke 4 valve air/oil cooled

**1.4.9.C.** Up to 162cc four stroke 2 valve air/oil cooled

**1.4.9.D.** The use of MX knobby tires is allowed at the discretion of race direction on a per rider basis. DOT and racing tires are recommended

**1.4.9.E.** MX / Standard Bars Only (Ohvale and Bucci style bikes are not permitted in this class)

*Examples: Honda CRF50 / 110 / 125 / Grom / Monkey / Dax, KTM 50SX / 65SX, CFMoto Papio 125, Benelli TNT 125 / 135, SSR Razkull 125, Kawasaki Z125 Pro, KX65,,Yamaha PW50 / TTR50 / 110 / 125, Husqvarna TC50 / 65, GasGas MC50 / 65, Pitster Pro 125 /140 / 155, Suzuki DR-Z50 / 125, Kayo TT140, Greenger G3, G3(S), CRFE2, CFMoto CFX-5E (Subject to race direction)*

**1.4.10. Super Mini** classes must adhere to the following rules:

“Stupid Fast Mini Bikes”

**1.4.10.A.** Up to 112cc two stroke air/oil/liquid cooled

**1.4.10.B.** Up to 160cc four stroke liquid cooled

**1.4.10.C.** Up to 190cc four stroke 4 valve air/oil cooled

**1.4.10.D.** Up to 250cc four stroke 2 valve air/oil cooled

**1.4.10.E.** The use of MX knobby tires is prohibited. DOT and racing tires are permitted

**1.4.10.F.** MX / Standard Bars Only (Ohvale and Bucci style bikes are not permitted in this class)

*Examples: Honda CRF150R, KTM 85SX / 105SX, Kawasaki KX85 / KX112, Yamaha YZ85, Husqvarna TC85, GasGas MC85, Pitster Pro 190, + “Mini E-Moto” Bikes*

**1.4.11. Mini GP + Ohvale Cup** classes must adhere to the following rules:

“Pocket bike doesn’t do it justice”

**1.4.11.A.** Up to 112cc two stroke air/oil/liquid cooled

**1.4.11.B.** Up to 160cc four stroke liquid cooled

**1.4.11.C.** Up to 190cc four stroke 4 valve air/oil cooled

**1.4.11.D.** Up to 230cc four stroke 2 valve air/oil cooled

**1.4.11.E.** All motorcycles must have “CLIP-ONS” as the primary mode to control the motorcycle to qualify for this class

**1.4.11.F.** The use of MX knobby tires is prohibited. DOT and racing tires are permitted

*Examples: Ohvale GP160 / 190, BucciMoto GP160 / 190*

**1.4.12. \*\*Hooligan 125\*\* | Le Mans + Joker** classes must adhere to the following rules:

“Shenanigans will be had”

**1.4.12.A.** Up to 125cc four stroke 2 valve air/oil cooled

**1.4.12.B.** 12” Front Wheel

**1.4.12.C.** All modifications are unlimited, provided the modifications do not exceed the engine displacement limits or interfere with safety/tech regulations

**1.4.12.D.** The use of MX **knobby** tires is allowed at the discretion of race direction on a per rider basis. DOT and racing tires are recommended

**1.4.12.E.** MX / Standard Bars Only (Ohvale and Bucci style bikes are not permitted in this class)

**1.4.12.F.** A Le Mans Style Start will be the start style to the race. “A Le Mans Style Start is a racing start where drivers begin on one side of the track and run across to their vehicle after the flag drops, turn the machine on, and begin to race”

**1.4.12.F.1** Riders must have their motorcycle OFF before the start.

**1.4.12.F.2** Each motorcycle needs a non-racer to hold their bike in place (Each helper must sign all track liability forms and be wearing appropriate footwear IE. Closed toe shoes)

**1.4.12.F.2** Each non-racer must exit the track surface as soon as their duty to hold up the bike is done, quickly and safely

**1.4.12.G.** A Designated Joker Lap must be used once per rider, per race.

**1.4.12.G.1** "A Joker Lap is a mandatory, alternative route on the track that each rider must take at least once per race. The joker lap is usually a longer or slower section of the track (typically a dirt lane) and the strategic decision of when to take your lap can significantly impact a race's outcome" \*An Asphalt Joker Lane may be substituted if weather is of concern

**1.4.12.G.2** Any rider who fails to complete the joker lane will be given a 60 second penalty or marked as 1 lap down at the end of the moto.

*Examples: Honda CRF50 / 110 / 125 / Grom / Monkey / Dax, CFMoto Papio 125, Benelli TNT 125, SSR Razkull, Kawasaki Z125 Pro, Yamaha TTR50 / 110 / 125, Pitster Pro 125, Suzuki DR-Z50 / 125, Kayo TT125, Greenger G3, G3(S), CRFE2, CFMoto CFX-5E (Subject to race direction)*

## 1.5. FULL SIZE Asphalt and Supermoto Classes

**1.5.1.** These classes are open to all Adult Riders and **select** Junior Riders at the discretion of UtahSBK

**1.5.2.** Adult riders (16 yrs old and up) are allowed to enter these classes.

**1.5.3.** Fast Junior riders (12 yrs old and up) must petition to be allowed to enter this class\*

\*UtahSBK reserves a right to add or remove riders based on age and skill

**1.5.4.** All modifications are unlimited, provided the modifications do not exceed the engine displacement limits or interfere with safety/tech regulations

**1.5.5.** No Mini bikes are allowed in any Full Size class

**1.5.6. Premier Expert, Intermediate, and Novice** classes must adhere to the following rules:

"Full Size Supermoto Throwdown"

**1.5.6.A.** Converted Full Size Supermoto Motorcycles (including FS/SMR)

**1.5.6.B.** Premier Expert is open to advanced riders only

**1.5.6.C.** Intermediate is open to riders with experience and moderate pace only

**1.5.6.D.** Novice is open to riders with little to no experience in racing only

**1.5.6.E.** Number Plates: White Background with Black Number (unless the motorcycle qualifies as a '250 Lites' bike.

**1.5.6.F.** Motorcycles in this class can have unlimited engine displacement and modification\*\*

**1.5.6.G.** MX / Standard Bars Only (Sportbike style bikes are not permitted in these classes)

**1.5.6.H.** The use of MX knobby tires is prohibited. DOT and racing tires are permitted

**1.5.6.I.** Full size E Bikes such as Stark Varg 60/80HP, Surrón Ultra Bee (unlimited modification), Talaria Dragon and Alta are permitted. (subject to race direction adjustment)

**\*\*Stark Varg to set engine map mode at 65HP, and not to exceed at any time during race day\*\***

**1.5.7. 250 Lites** classes must adhere to the following rules:

"A lack of power doesn't mean you can't be fast"

**1.5.7.A.** Converted Full Size Supermoto Motorcycles (FS450 /450SMR are NOT ALLOWED)

**1.5.7.B.** Up to 125cc two stroke air/oil/liquid cooled

- 1.5.7.C. Up to 250cc four stroke air/oil/liquid cooled
- 1.5.7.D. Number Plates: Black Background with White Numbers
- 1.5.7.E. MX / Standard Bars Only (Sportbike style bikes are not permitted in these classes)
- 1.5.7.F. The use of MX knobby tires is prohibited. DOT and racing tires are permitted

### 1.5.8. Sportsman DTX classes must adhere to the following rules:

“Pizza Cutter Class”

- 1.5.8.A Non-Converted Full Size MX, Dual Sport, or Flat Track Motorcycles with Street Oriented Tires
- 1.5.8.B MX Style Front Wheel: 19”- 21”
- 1.5.8.C. OE Brake System, Oversized Rotor is allowed
- 1.5.8.D. Motorcycles in this class can have unlimited engine displacement and modification\*\*
- 1.5.8.E. MX / Standard Bars Only (Sportbike style bikes are not permitted in these classes)
- 1.5.8.F. Full size E Bikes such as Stark Varg 60/80HP, Surrón Ultra Bee (unlimited modification), Talaria Dragon and Alta are permitted. (subject to race direction adjustment)

**\*\*Stark Varg to set engine map mode at 65HP, and not to exceed at any time during race day\*\***

### 1.5.9. Half-Liter Hustle + Street 500 classes must adhere to the following rules:

“Little yet mighty”

- 1.5.9.A. Factory Production Motorcycles (Typically Include Factory Installed Kickstands, Headlights, etc.)
- 1.5.9.B. Up to 500cc
- 1.5.9.C. MX / Standard Bars + Clip-Ons
- 1.5.9.D. No Converted Supermoto Bikes + No FS/SMR

*Approved Bikes and List of Examples: Aprilia RS457, Tuono 457, SXV450, Triumph Speed/Tracker/Thruxton/Scrambler 400, Kawasaki Ninja/Z 500, ZX-4RR, KLX300SM, Honda CB/R 500, Suzuki DR-Z4SM, DR-Z400SM, CFMoto 450SS/NK, 300SS/NK, Svartpilen/Vitpilen 401, KTM RC390, 390 Duke/SMC-R, Yamaha R3, MT03, Ohvale GP7, Benelli 302S, BMW 310R*

\*ZX-4RR will be placed based on qualifying times\*

### 1.5.10. 700 Showdown + Super Street 700 classes must adhere to the following rules:

“Goldilocks: Not too big, Not too small, Just Right”

- 1.5.10.A. Factory Production Motorcycles (Typically Include Factory Installed Kickstands, Headlights, etc.)
- 1.5.10.B. Up to 800cc 2 Cylinder
- 1.5.10.C. Up to 700cc 3 Cylinder
- 1.5.10.D. Up to 85HP 4 Cylinder
- 1.5.10.E. MX / Standard Bars + Clip-Ons Allowed
- 1.5.10.F. No Converted Supermoto Bikes + No FS/SMR

*Approved Bikes and List of Examples: Ducati Hypermotard\*, Monster, Scrambler, Triumph Daytona 675, Trident 660, Husqvarna 701 SM, Svartpilen 801/701, Vitpilen 701, Aprilia RS660, Tuono 660, SXV550, Honda CB750 Hornet, CB/R 650R, Suzuki GSX-8R/S/T, SV650, Kawasaki Ninja/Z650, ZX4RR, KTM 690 SMC-R, Duke 790/690, CFMoto 800NK, 675SS/NK, Yamaha R7, MT-07, GasGas SM700*

\*ZX-4RR will be placed based on qualifying times\*

## 1.6. Regional + National Qualifiers

### **MotoAmerica Mini Cup Qualifier**

If you are interested in competing in a Mini Cup Qualifier please contact [UtahSBK](#) with your name and what mini cup classes you would like to participate in.

All classes will be supported.

Stock 50

Stock 110

GP110

GP160

GP190

Technical regulations set forth by MotoAmerica will need to be followed and can be found here:

<https://americanmotorcyclist.com/wp-content/uploads/2024/01/2024-MotoAmerica-Mini-Cup-Regulation-Final-1.18.24.pdf>

### **NASS - North American Supermoto Shootout Qualifier**

If you are interested in competing in a NASS Qualifier please contact [UtahSBK](#) with your name and what NASS classes you would like to participate in.

All classes will be supported.

Asphalt

Futures

Womens

Vet 35+

Amateur

Pro Lites

Open Pro

Technical regulations set forth by NASS will need to be followed and can be found here:

<https://getnass.com/>

## **Chapter 2: Safety Standards & 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.

### **2.1. Safety Requirements**

#### **2.1.1. Rider Equipment**

**2.1.2. 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.

**2.1.2.A.** Motorcycle helmets should generally be replaced every 5 years from the date of first use, or 7 years from the manufacture date, due to the natural degradation of materials like glue and EPS foam from sweat, oils, and UV exposure. However, any helmet involved in an impact should be replaced immediately, regardless of its age.

**2.1.2.B.** Any helmet that appears to a race official to be unsafe is cause to exclude the racer from competing.

- 2.1.2.C.** No accessories, including cameras, will be mounted to a helmet. Helmets must be worn as manufactured. Any mounts already on a helmet must be removed. Any aftermarket addition to a helmet (to include GoPro sticky mounts) will result in disqualification and the rider will not be allowed entry onto the track until the modification has been removed.
- 2.1.2.D.** Modular or drop down ie. Sun shade helmets are NOT permitted.
- 2.1.2.E.** Must conform to one of the recognized international standards: *i.* Europe - ECE *ii.* Japan - JIS T: *iii.* USA - SNELL *iv.* FIM - FRHP (Circuit Racing Certification)
- 2.1.3. Eye Protection** – MX Goggles or a face shield is required.
- 2.1.4. Gloves** – 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.
- 2.1.5. Boots** – Road Racing specific boots, MX boots, or Certified over-the-ankle Riding Shoes are required. Sorry, no cowboy boots at this rodeo.. yeehaw!
- 2.1.6. Body** – Leathers Please
- 2.1.6.A.** A leather road racing type suit or Supermoto specific gear is **highly** recommended.
- 2.1.6.B.** Use of MX type gear is not recommended. BUT If you choose to use MX type gear, you must wear additional protection under both your jersey and pants that protects you from abrasion / road rash if you slide on the asphalt. (Armored Protection Jacket, Padded Shorts, and Knee Pads or Braces)
- 2.1.6.C.** Leather Road Racing suit is required for any Sportbike style classes with Clip-Ons (Ohvales/500s/700s)
- 2.1.6.D.** If you are needing to borrow or rent a set of leathers, please reach out to the club. Extra 2nd hand gear is occasionally available
- 2.1.7. Cameras** - Any cameras mounted on the motorcycle must be mounted as not to pose a safety hazard to the rider.
- 2.1.7.A.** The camera must be safety wired with a secondary restraint.
- 2.1.7.B.** Final approval of camera mounting rests with UtahSBK officials and may be removed or/mounting position changed at any time.
- 2.1.8. Pit Safety Standards**
- 2.1.8.A.** All flammable liquids must be stored in appropriate containers.
- 2.1.8.B.** A container for proper disposal of waste fluids must be provided.
- 2.1.8.C.** A 5 lb. BC rated fire extinguisher must be readily available at each pit.
- 2.1.8.D** Each pit area must be policed for debris before leaving for the day. Failure to comply may result in a \$20 pit cleanup fee.
- 2.1.8.E.** All Racetrack paddock and pit regulations must be strictly adhered to. If at any time the facility's regulations conflict with UtahSBK regulations, the more stringent or both requirements apply.

## Chapter 3: Technical Inspection

### 3.1. Inspection responsibilities and procedures

- 3.1.1.** 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.
- 3.1.2.** All motorcycles and rider equipment must pass inspection by the UtahSBK Technical Staff before participating in any practice session, race, or school. The primary emphasis of the inspection is race worthiness of the equipment used.
- 3.1.3.** Application of a Technical Inspection Approval Sticker does not imply compliance with class requirements or technical requirements.
- 3.1.4.** It is the responsibility of the racer to locate the authorized technical inspector.

- 3.1.5. The UtahSBK 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. UtahSBK technical inspector may revoke the Technical Inspection Approval Sticker of any motorcycle at any time during the race day. The UtahSBK 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.
- 3.1.6. Technical Inspection and passing of Technical Inspection in no way implies motorcycle or entrant has passed a safety inspection.
- 3.1.7. Any motorcycle involved in a crash must be re-inspected by a UtahSBK Tech Inspector. Damage that in any way endangers rider safety must be repaired prior to starting or continuing any further practice or competition.
- 3.1.8. All motorcycles competing must have their 'tech sticker' visible, as well as a UtahSBK logo

### 3.2. Pre-race Technical Inspection

- 3.2.1. 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.
- 3.2.2. 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:
  - 3.2.2.A Motorcycle(s) to be used in competition
  - 3.2.2.B. Rider's copy of sign-up sheet / tech sheet from registration

### 3.3. Required Motorcycle Preparation

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

- 3.3.1. Motorcycles must display race numbers on number plates.
  - 3.3.1.A. Numbers must be in a contrasting color to number plates
  - 3.3.1.B. Number font should be 6" high and 1" wide (or as close as body work allows). Sans serif font (no frills) recommended. Numbers should not overlap.
  - 3.3.1.C. All competitors will use black numbers with white backgrounds.
  - 3.3.1.D. All '250 Lites' competitors will use white numbers with black backgrounds.
  - 3.3.1.E. Numbers should be legible by all corner stations, start/finish tower, and race control. All number plates must be approved by the Technical Inspector and/or Manager of Competition prior to entering the race track.
  - 3.3.1.F. Motorcycles without number plates will not be allowed on track.
- 3.3.2. Wheels and Tires
  - 3.3.2.A. Spokes tight.
  - 3.3.2.B. Rims straight.
  - 3.3.2.C. Acceptable tread depth.
  - 3.3.2.D. Acceptable sidewall condition.
  - 3.3.2.E. Valve caps installed.
  - 3.3.2.F. No cracks in wheel castings.
  - 3.3.2.G. Rear axle nuts and front axle pinch bolts must be secured (silicone or safety wire for returning racers), or castellated nuts secured with cotter pins or hitch pins. Hitch pin or "hair pin" clips must be safety wired closed.
  - 3.3.2.H. NO Re-capped rubber.
- 3.3.3. Brake System

- 3.3.3.A. Lining thickness adequate.
- 3.3.3.B. Reservoir cap retention device (e.g., screws, clip, duct tape.)
- 3.3.3.C. Cables and/or hoses in good condition.
- 3.3.3.D. Front caliper bolts must be secured (silicone or safety wire for returning racers).
- 3.3.3.E. Front brake lever builds pressure and returns to its original position freely.

### 3.3.4. Frame Components

- 3.3.4.A. Fork stops functioning.
- 3.3.4.B. Fork seals not leaking.
- 3.3.4.C. Brake lever guards or hand guards required.
- 3.3.4.D. Bar end sliders recommended even with Hand Guards installed
- 3.3.4.E. Chain Guide required. 'Shark Fin' also qualifies. (Prevents chain derailment and keeps foreign objects clear of sprocket)
- 3.3.4.F. Axle Sliders Required for Returning Racers on all Full Size Motorcycles (Protects your bike and the track surface)

### 3.3.5. Engine

- 3.3.5.A. All drain plugs and filler caps must be secured (silicone or safety wire for returning racers).
- 3.3.5.B. Oil and gas lines must be tight and leak-free.
- 3.3.5.C. Only water with coolant additives are allowed in liquid cooled motorcycles. **Glycol-based substances are prohibited. NO 'Engine Ice' - USE WATER WETTER or similar.**
- 3.3.5.D. Radiator vent breathers/overflow must be routed into an appropriate catch can to recirculate or container.
- 3.3.5.E. All engines must have the oil breather line(s) returning to the air box or an alternative heat resistant catch tank.
- 3.3.5.F. All fuel vents and carburetor drains must have an appropriate catch can.
- 3.3.5.G. All nuts or fittings which drain fluid when removed, as well as filler caps (except fuel cap) or nuts, must be secured (silicone or safety wire for returning racers)
- 3.3.5.H. Kick-starters, if retained, must be secured at two points.
- 3.3.5.I. Final approval of the catch can system rests with the Tech Inspector.
- 3.3.5.J. All motorcycles must have an operational handlebar-mounted kill switch or button.

### 3.3.6. Exhaust System

- 3.3.6.A. 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.
- 3.3.6.B. The rear fender or seat must extend to the rear of a line drawn vertically through the rear axle.
- 3.3.6.C. All motorcycles must have a working silencer and must meet track sound level regulations.
- 3.3.6.D. Transponder mounting bracket must be securely mounted to the motorcycle and must be visible for tech inspection.
- 3.3.6.E. All motorcycles must carry a functioning transponder at all times while on the track, including practice. Unless the motorcycle/rider is only riding in practice. Failure to do so WILL result in being pulled from the track, loss of grid position or disqualification at the discretion of UtahSBK officials.
- 3.3.6.F. All motorcycles must have a self-closing throttle.

### 3.3.7. Drivetrain

- 3.3.7.A. Chain must be of the "continuous rivet" type, or the Master Link must be safety-wired, or RTV/silicone on the clip.

**3.3.7.B.** Drive belt (if applicable) must be in good condition. Must not be frayed, cupped, or worn. Drive belt cover must be installed and removable for inspection.

### 3.3.8. Body Work

**3.3.8.A.** Neat and clean. Motorcycles that are dirty or show potentially dangerous bodywork or improperly executed modifications or repairs will not be approved.

**3.3.8.B.** Bodywork damaged at an 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.

**3.3.8.C.** Turn signals, mirrors, headlights, brake and tail lights must be removed or may be taped over.

**3.3.8.D.** Center and side stands must be removed or secured in the retracted position. (Rubber Loop, Velcro strap, Safety Wire, or ZipTies)

\*Junior motorcycles may retain the side stand provided that the spring is of sufficient strength to hold it in the retracted position and is approved by the technical inspector.

## Chapter 4: Race Procedures and Points System

### 4.1. Procedures

**4.1.1.** 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 below 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:

**4.1.2.A** First offense: Racer must start in the pit lane for all races entered for that round. This will be at the discretion of the Race Director

**4.1.2.B** Additional offenses will be managed on a case by case basis

**4.1.2. Qualifying** Race control will take a racer's fastest lap time from either qualifying session per class and assign grid positions based on results.

**4.1.2.A.** If a racer does not participate in any qualifying sessions, They will be placed in the back of the grid

**4.1.2.B.** It is the racers final responsibility to verify their transponder is recording during qualifying

**4.1.3.** All UtahSBK 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 the allotted time

**4.1.3.A.** Race classes may be combined into a single race via a wave start format, to fit into allotted time

**4.1.4.** Should there be less than 3 riders in a race then race direction may combine/shorten or eliminate that race

**4.1.5.** 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

**4.1.6.** Riders will 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

**4.1.6.A** Riders who have failed to make it to the pit exit before the pit is closed will start from the hot pit

**4.1.6.B** The racer starting from pit lane shall be released as soon as the last racer on the starting grid crosses the start/finish line

**4.1.6.C** In the event of a two wave start, the racer starting from pit lane shall be released as soon as the last competitor from the second wave crosses the start/finish line, regardless of the class the competitor starting from pit lane is racing in. **The racer starting from pit lane must observe the 35MPH pit lane speed limit while on pit lane, or risk incurring further penalty**

**4.1.7.** The Grid will be set as up to 2 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

- 4.1.7.A.** The first Grid position of the day will be based on morning Qualifying
- 4.1.7.B.** Moto 2 grids will be based on the finishing position of Moto 1
- 4.1.7.C.** It is the rider's responsibility to know their grid position prior to arriving at pre-grid
- 4.1.8.** 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
- 4.1.9. Pole Position** will go to the rider with the fastest qualifying. (Will be the closest starting box to the inside turn) - For BBMP going clockwise, it will be the front right box
- 4.1.10. Jump Start** penalties will be assessed at the sole discretion of Race Direction and the Manager of Competition.
  - 4.1.10.A.** Jump start assessments cannot be protested against another rider
  - 4.1.10.B.** A jump start is defined as a moving advantage. IE. 'rolling the start' or 'straight up going too early'
  - 4.1.10.C.** If a rider jumps the start but gives back the position, a penalty may be dismissed
  - 4.1.10.D.** A jump start will incur a position penalty. The severity of the jump will affect the outcome of the riders final position solely decided by race direction
- 4.1.11. Red Flag** - When a race is stopped (red flagged) before two or fewer laps are completed, it will require a restart in the original position, and all laps will be run after the restart.
- 4.1.12.** 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.
  - 4.1.12.A.** If time constraints require shortening race distances, no race will be called unless 4 continuous racing laps have been completed.
- 4.1.13.** 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.
- 4.1.14.** When more than 50% of the race is complete and the red flag is displayed, UtahSBK 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
- 4.1.15.** Riders may attempt to hold off their competitors if done in a safe manner and keeping the true spirit of racing in mind. (This is merely club racing for fun, where most of us have work the next morning)
  - 4.1.15.A.** It is the responsibility of the passing rider to pass in a safe manner
  - 4.1.15.B.** If contact is made, proof of intent vs racing incident needs to be shown / proved
  - 4.1.15.C.** Riders being lapped may NOT attempt to block the rider behind them
  - 4.1.15.D.** Any rider appearing to be riding dangerously or deliberately aggressive may be assessed a penalty
- 4.1.16.** 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.
- 4.1.17.** Motorcycles may not be pushed while on the track except to remove them from a hazardous position to one of greater safety. (IE. no pushing it across the checkered flag)
- 4.1.18.** Any racer who crashed 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
- 4.1.19.** 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
- 4.1.20.** The Racing surface is defined as the area between the outermost part of the curbing and the painted lines. Any area beyond those described (whether paved or not) is considered off track.
- 4.1.21.** 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

**4.1.21.A.** 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.

## **4.2. Points Classes**

**4.2.1.** Points will be awarded in all classes.

**4.2.2. Transferring Points** You may transfer championship points from one class to another AT HALF VALUE

**4.2.2.A** Exclusively between Novice, Intermediate, & Expert only

**4.2.3.** Points will accrue towards the class championship throughout each season

**4.2.3.A** Points reset at the beginning of each season

**4.2.4.** 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

**4.2.5.** In the event of a race tie that exceeds the resolution of the timing system (currently 1/1000th of a second) the tie breaker will be the fastest timed lap during the race between the two competitors

**4.2.5.A.** In the event that this is also a tie, the winner of the tie shall be determined by a best of three “rock, paper, scissors” match to be supervised by a club official and witnessed by as many club members as can be gathered in a short period of time

**4.2.6.** Points from Moto 1 and Moto 2 will be scored as a “double header” format.

**4.2.6.A** Day winners for each class will be decided based on highest points from Moto 1 and Moto 2 finishing

**4.2.6.B.** Tie breakers for day winners will be awarded to the rider with the better finishing position in Moto 2

**4.2.7.** Championship points will be awarded towards a season championship by the following chart

### **4.2.7.A. Finishing Position Points Awarded Per Moto**

**1st:** 25

**2nd:** 20

**3rd:** 16

**4th:** 13

**5th:** 11

**6th:** 10

**7th:** 9

**8th:** 8

**9th:** 7

**10th:** 6

**11th:** 5

**12th:** 4

**13th:** 3

**14th:** 2

**15th:** 1

**4.2.9.** A **DNS** (Did Not Start) is marked for any rider unable to complete 1 lap under the bikes own power

**4.2.9.A.** A **DNS** will be scored at **ZERO** points

**4.2.10.** A **DNF** (Did Not Finish) is marked for any rider that has completed at least 1 lap but was unable to cross the checkered flag under the bikes own power

**4.2.9.A.** A rider will be given a Last Place finish for any **DNF**

**4.2.9.B.** A DNF will be scored a HALF points

**4.2.11. Hooligan 125** Each race will be scored with double points. Example: 1st place is worth 50 points, 2nd place is worth 40 points. (Since there is only 1 Main Event per day)

**4.2.12. Double Points Weekends** Select round(s) will be given double points value

**4.2.12.A.** Example: Normal weekend: 1st place Moto 1 equals 25 points, Moto 2 is worth 25 points, with 50 potential points. But on a Double Points weekend 1st place Moto 1 equals 50 points, Moto 2 is worth 50 points, with 100 potential points

**4.2.13. Extra Points** Gain extra points throughout race day

**4.2.13.A.** Riders with the fastest qualifying time in each class will get 3 extra points and 1 point to the riders with the second fastest time per race weekend.

## Chapter 5: Flags and Signals

### 5.1. Operational Flags

**5.1.1. Green Flag:** Indicates the start of race or clear track conditions.

**5.1.2. 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, proceed safely and as directed to the designated track exit.

**5.1.3. Black Flag:** Indicates a problem with a rider's equipment or their motorcycle. The Black Flag will be rolled up and then pointed at the offending rider as they pass. If the Black Flag is pointed at you, raise your left hand to indicate that you will be slowing, move off the racing line, then slow to a stop off the racing surface. Ensure you and your motorcycle pose no danger or obstruction to the other racers and wait for a race official to come to you. This is the only flag with which it is permitted to stop on the track.

**5.1.4. Meatball Flag (Black Flag with 12" Orange Center):** Indicates a ride through penalty or other penalty. Report to the Pre-Grid Marshall in the hot pit within 2 laps. Failure to report to the Pre-Grid Marshall within 2 laps will result in a one lap penalty in the race results. This flag is shown at the Start/Finish only.

**5.1.5. Checkered Flag:** Indicates end of race or practice session. Proceed around the course to the designated track exit.

### 5.2. Warning Flags

**5.2.1. Stationary Yellow Flag (caution flag):**

**5.2.1.A** 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.

**5.2.1.B.** Passing is allowed. Exercise caution.

**5.2.2. Waving Yellow Flag (caution flag):**

**5.2.2.A.** 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.

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

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

**5.2.2.D.** 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.

**5.2.2.E.** 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.

### 5.3. Courtesy Flags

- 5.3.1. **White and Green Flags Crossed:** Indicates 1/2 total race distance completed.
- 5.3.2. **White Flag:** Indicates the final lap of the race.

## Chapter 6: Licensing, Rider Qualifications, and Advancement

### 6.1. Licensing

- 6.1.1. All competitors must hold a valid and current UtahSBK, UtahSBK/MoM Racing License, or a valid and current license from another organization recognized by the UtahSB
- 6.1.2. Yearly licenses may be purchased for \$50.
- 6.1.3. After round 3, year license will be discounted to \$25.
- 6.1.4. Day licenses are available for each event at \$15 a day.

### 6.2. Racer Qualifications

- 6.2.1. Age
  - 6.2.1.A. 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.

### 6.3. Advancement

- 6.3.1. Racers wanting to move from Novice, to Intermediate or to Premier Expert are based on lap times and rider abilities. Final class placement will be decided at the discretion of UtahSBK.
- 6.3.2. Racers wanting to advance from Novice, Intermediate, or Premier Expert during the season can petition the UtahSBK management team. (Reminder, Season points will be transferred at Half-Value)
- 6.3.3. 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.
- 6.3.4. Racers may only compete under one class (Novice, Intermediate, or Premier Expert) during the same weekend and/or race event.
- 6.3.5. In addition to the advancement of Novice class champions, the board may review and advance other racers on a case by case basis. Criteria for this includes but is not limited to lap times, overall race experience, and finishing positions within the current season.

## Chapter 7: Entries, Registration, Payment, & Refunds

### 7.1. Entries

- 7.1.1. Racing License
  - 7.1.1.A. All competitors must possess a valid UtahSBK Racing license or a valid and current license from another organization recognized by the UtahSBK
  - 7.1.1.B. UtahSBK reserves the right to postpone or cancel any scheduled event or class
  - 7.1.1.C. 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 UtahSBK officials

## **7.2. Registration**

**7.2.1.** Register for racing at Motorsportsreg.com. It is strongly advised that you do early registration ahead of time.

**7.2.1.A.** Online registration will close on Saturday at 6:00pm before each event. Anyone wishing to register after this day will need to do so in-person the day of the event.

**7.2.2.** Rental transponders will be available for \$25 a day on a first come first serve basis. Members are strongly encouraged to supply their own transponder.

**7.2.2.A.** Transponders will need to be returned at the end of the race day.

**7.2.2.B.** Transponders not returned or damaged during use must be replaced with an equivalent unit at the discretion of the UtahSBK board.

## **7.3. Payment**

**7.3.1.** 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.

## **7.4. Refund Policy**

**7.4.1.** Pre-entries may be canceled, 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.com system.

**7.4.2.** 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 UtahSBK Management Team's discretion.

**7.4.3.** 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.

**7.4.4.** No cash refunds or credits will be given at any UtahSBK race event where the rider has entered the race track. Any credits require prior approval by a UtahSBK Manager. Refunds will be given in the form of race credits at the discretion of UtahSBK Officials.

**7.4.5.** 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 if UtahSBK or BBMP cancels the event. It is the policy of UtahSBK to hold races while wet track conditions exist.

# **Chapter 8: Racer and Crew Conduct**

## **8.1. General Racer Conduct**

**8.1.1.** 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.

**8.1.2.** 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.

**8.1.3.** 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.

**8.1.4.** Each rider is responsible for the behavior and actions of any personnel, either family or crew, who are attached to his/her racing effort. Any punitive actions required for crew behavior will be levied against the rider.

- 8.1.5. It is the responsibility of every competitor to notify race officials of any medical condition which may be worsened by participation at that event. Permission to compete following such notification does not create an assumption of liability on the part of the officials or sanctioning body.
- 8.1.6. 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.
- 8.1.7. Physical violence or abuse of any person within the boundaries of the racetrack facility will result in immediate suspension, a fine, and possible prosecution through local law enforcement agencies.
- 8.1.8. Any behavior, whether on track, in the paddock, or outside of a race weekend that is considered by UtahSBK officials to be detrimental to the UtahSBK, BBMP or their members or staff can result in suspension, fines or other punitive action.
- 8.1.9. At no time is any racer or crew allowed to enter race control unless invited by a UtahSBK official, timing and scoring or race control worker. If an issue or protest arises, please address the Manager of Competition directly.
- 8.1.10. Only authorized persons are allowed in the hot pit area and must have approval from the Manager of Competition. Anyone in violation will be asked to leave.

## 8.2. On Track Conduct

- 8.2.1. Helmets must always be worn while riding on the track surface.
- 8.2.2. The responsibility for the decision to pass rests with the overtaking rider, as does the obligation to do so safely.
- 8.2.3. 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 UtahSBK 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.
- 8.2.4. 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.
- 8.2.5. Hand/Leg Signals:
  - 8.2.5.A. Before entering the pits from the track, the rider should signal by raising an arm or extending a leg.
  - 8.2.5.B. 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.
- 8.2.6. 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.
- 8.2.7. 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.**
- 8.2.8. 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.
- 8.2.9. Any rider ignoring standing or waving flags during a practice session will start their race at the back of the grid.

## 8.3. Pit Conduct

- 8.3.1. Anyone found or caught tampering with another participant's motorcycle or any personal belongings will be subject to disciplinary action from the UtahSBK, including the possibility of a permanent ban
- 8.3.2. All participants, crew and spectators are subject to the BBMP Paddock Regulations. The pertinent regulations are reproduced here verbatim:

- 8.3.2.A.** All vehicles MUST obey the facility speed limit of 15 mph.
- 8.3.2.B.** Absolutely no testing and tuning, practice starts, donuts, burnouts, stoppies, wheelies, etc are allowed in the paddock. Violating safety standards at BBMP may revoke your privilege to be on campus.
- 8.3.2.C.** The Speed Limit for all vehicles in any paddock area is 15 miles per hour. Fines will be levied against anyone who is deemed to be driving or riding any vehicle in an unsafe manner or at a speed considered by BBMP to be more than the speed limit.
- 8.3.2.D.** 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
- 8.3.2.E.** Outside of the kart track, all drivers of motorized vehicles must have a valid license. Children and young adults of ANY kind without a license may not drive any motorized vehicle on the property.
- 8.3.2.F.** A curfew/noise ordinance will be enforced at the facility from 10pm – 7am daily.
- 8.3.2.G.** No drones of any kind without prior BBMP documented approval. Contact BBMP directly.
- 8.3.2.H.** ATV's and Other Paddock Vehicles:
- 8.3.2.H.1.** The use of unlicensed vehicles such as mini-bikes, golf carts, scooters, four- wheelers and dirt bikes shall be restricted to their use as service vehicles for competitors and shall be used only in the paddock area and on paved surfaces and only during event hours. Only licensed drivers/riders shall use such vehicles. Children are specifically prohibited from using such vehicles in the paddock or on any of the general or public access areas. BBMP reserves the right to further restrict the use of these vehicles if, in the sole discretion of BBMP, such use is a danger or annoyance to other persons.
- 8.3.3.** Further to the BBMP regulations above, the following USBA regulations also apply to all participants, crew and spectators:
- 8.3.3.A.** All vehicles must be operated in a safe and controlled manner.
- 8.3.3.B.** UtahSBK 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.
- 8.3.3.C.** Pets are discouraged but are permitted on a leash no longer than 7 feet. BBMP officials reserve the right to remove vicious or uncontrolled pets at the owner's expense.
- 8.3.3.D.** 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.
- 8.3.3.E.** All minors under 16 years of age must be under strict adult supervision at all times when in the Pit area.
- 8.3.3.F.** 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 UtahSBK alcohol and drug policies.
- 8.3.3.G.** There is no smoking or electronic smoking/vaping use allowed on the hot pit.

## Chapter 9: Protests.

### 9.1. Basic Types

- 9.1.1.** Scoring and/or Race Operations
- 9.1.2.** Class Suitability - Visual Discrepancies
- 9.1.3.** Class Suitability - Internal Discrepancies.

## 9.2. Inspection Covenants

- 9.2.1.** 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 UtahSBK Technical Inspection staff, whether the inspection is initiated by another rider entered in the class or initiated by UtahSBK 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.
- 9.2.2.** 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 UtahSBK 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 UtahSBK officials, as well as to require that UtahSBK perform the disassembly.
- 9.2.3.** UtahSBK 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, UtahSBK 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. UtahSBK 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

## 9.3. Procedures and Policies

- 9.3.1.** 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.
- 9.3.2.** 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.
- 9.3.3.** 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.
- 9.3.4.** Protests must be delivered within 30 minutes of the posting of race results. Protests will not be considered after the 30-minute period has elapsed and results will be considered final.
- 9.3.5.** The written protest must specify the rules or procedures that are in question, to include section number and item number from this rulebook. Scoring protests must be in writing, but do not need rulebook references.
- 9.3.6.** Protests among participants are limited to those entered within the same class.
- 9.3.7.** Protests regarding equipment which do not require any mechanical disassembly, as well as protests of race operations, do not require payment of a fee.
- 9.3.8.** 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.
- 9.3.9.** Class suitability protests concerning internal discrepancies initiated by a competitor require payment of fees as follows:
- 9.3.9.A.** Protests Requiring the removal of one- or more-cylinder heads, four-cycle engine: \$250
  - 9.3.9.B.** Protests requiring the removal of cylinder head(s), two cycle engines: \$50/head
  - 9.3.9.C.** Protests requiring removal of one- or more-cylinder heads and cylinders 2 and 4 cycle engines: \$300
  - 9.3.9.D.** Protests requiring removal of cylinder head(s), cylinder(s), and disassembly of engine cases, or other internal components: \$750
  - 9.3.9.E.** Protests requiring only the use of a borescope for inspection: \$50
  - 9.3.9.F.** Camshaft removal, inspection and measurement to compare to stock, 4 cylinder four-stroke (2-stroke camshaft inspection is free): \$100

- 9.3.10.** Once made, a protest may not be withdrawn without permission of the Director of Competition.
- 9.3.11.** 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 UtahSBK officials.
- 9.3.12.** Should the protest be upheld, the protesting rider will be refunded the protest fee.
- 9.3.13.** Should the protest be denied, the protested rider will be awarded the protest fee.
- 9.3.14.** Any legitimate expense to which the Director of Competition or their delegate 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.
- 9.3.15.** 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.
- 9.3.16.** Participants in inspections as a result of class suitability protests are limited to the protesting rider, the protested rider, the Technical Inspectors, the Director of Competition, a representative of either of the riders involved, and/or an UtahSBK Official chosen by the protesting rider.
- 9.3.17.** The official receiving the protest must sign it and note the time in writing. Officials are the Director of Competition and Tech personnel, as well as officers of the organization.
- 9.3.18.** Protests will be ruled upon by a panel of 3 officials selected from the UtahSBK Board of Directors, Director of Competition, and the New Racer Director. The makeup of the panel will be agreed upon by the Director of Competition, the protesting rider and any riders who are the subject of the protest.
- 9.3.19.** The Director of Competition 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 10.
- 9.3.20.** Appeals may be made as to the official’s decision(s) in a protest as well as the penalties imposed.
- 9.3.21.** 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.
- 9.3.22.** Should the option to appeal be exercised, those awards which may be affected will be withheld, pending a final decision on the appeal.
- 9.3.23.** Appeals must be delivered on race day or mailed to the UtahSBK 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 UtahSBK 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 UtahSBK officers.
- 9.3.24.** Within two weeks of the appeal, UtahSBK 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. UtahSBK officials will determine the time and place of the hearing.
- 9.3.25.** 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.
- 9.3.26.** If the appeal is turned down, the \$150 fee will be forfeited. If the appeal is upheld, the fee will be returned.
- 9.3.27.** UtahSBK Officials reserve the right to subject any rider/motorcycle to any article in this rulebook without fees.

## Chapter 10: Penalties

### 10.1. Penalties

#### 10.1.1. Penalty Fines

- 10.1.1.A.** Unless penalties are otherwise expressly provided for in this rulebook, UtahSBK 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.

### **10.1.2 Penalty for License Application**

**10.1.2.A.** 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.

### **10.1.3. Motorcycle Penalties**

**10.1.3.A.** Upon entering a motorcycle in any UtahSBK 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

### **10.1.4. Violations**

**10.1.4.A.** Violations of technical and safety requirements judged by UtahSBK 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 may result in fines and/or suspension.

### **10.1.5. Monetary Penalties**

**10.1.5.A.** Penalties assessed monetarily must be paid prior to participating in any UtahSBK sanctioned event, regardless of when the penalty was assessed.

### **10.1.6. Penalties During a Race**

**10.1.6.A.** Penalties assessed during a race (e.g., a 'stop and go' or ride through penalty) will be decided upon by a panel of 3 officials if at all possible.

### **10.1.7. Suspensions**

**10.1.7.A.** Suspension for longer than a race weekend requires a majority vote of the UtahSBK Board of Directors. The suspension may be appealed.

### **UtahSBK Supermoto / Mini Moto Management**

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