



**2017
Rule Book**

(Revision #4 June 2017)

Overview of the Utah Supermoto Championship

2017 will be the 11th year for the Utah Supermoto Championship series. The purpose of the series is to provide a quality Supermoto racing experience for all skill and age levels, opportunities to practice Supermoto in a relatively safe, controlled environment, and to provide an environment where high-quality friendships can develop.

Race-series related questions can be answered by any Board Member by e-mail. If you have the means or connections to provide any volunteer help or sponsorship of the series, please contact any of the Board Members as well.

The race series takes place at Utah Motorsports Campus, but Utah Supermoto reserves the right to add or change venue locations if the right opportunity becomes available.

Rule Book Updates

Utah Supermoto reserves the right to revise this rule book at any time during the Utah Supermoto Championship series. Revisions after the season starts will be carefully considered and will typically address clarifications, situations that affect rider safety, or changes required to ensure racing is completed during the time for which the track is rented. Any revision will become effective immediately.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSOR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR 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 any participant, spectator or official. The race director and/or any of the board members shall be empowered at any time to permit deviations from any specifications herein or to impose any further restrictions or changes that in their opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

Behavioral Conduct

Even though Supermoto is a highly competitive sport, it is also very family and friend oriented. Please keep this in mind at all times at each Supermoto race.

On-Track Behavior: When entering the track, do so in a safe manner. Don't pull in front of oncoming riders. When exiting the track, stay off line and raise your left hand to signal you are leaving the track. Always ride your line. It's the responsibility of the overtaking rider to avoid you. Moving over to let a rider pass is a risky move for the rider, the passing rider, and any other

rider in the vicinity. Most likely the rider behind you has watched you for a couple of turns and has developed an expectation of where you are going to go. Because of this, it is safest to stay on your usual line. If you see a rider down in front of you, slow down and wave a hand to alert riders behind you, but **do not stop in the middle of the track**. It could result in more injured riders. Passing is not allowed near a downed-rider incident.

If you feel you are the victim of an on-track incident, return to the pits after exiting the track. Do not confront the other rider. Calm down and then re-evaluate the situation. If you feel action is required, discuss the situation only with a race official. The race official will take any action required.

Misbehavior can be penalized by docking the riders finish position, to suspending the rider from that day and/or the next scheduled race and/or the remainder of the season.

Misbehavior includes, but is not limited to: fighting, threatening somebody, unruly pit behavior, unsafe riding, engaging in any unfair or unsafe practice that is detrimental to the racing facility, the promoter, or the sport of Supermoto in general.

The rider is ultimately responsible for the actions of themselves, pit crew, family, and friends. Misbehavior by any of the before mentioned parties can result in a penalty to the rider. Information or requirements passed to a riders' pit crew by Race Officials shall be deemed as passed to the rider.

Excessive rough riding is disallowed. If one rider is consistently involved with several incidents, they may be protested, and or suspended by the officials.

Intentionally hitting another rider may result in either immediate race suspension for that day. In the event of a second infraction the rider is suspended for remainder of season or gone for good.

Fighting (in the pits, during a race, after the race) may result in an immediate exclusion from remaining races of this event; forfeiture of results during that race day and probation for duration of season.

Unsportsmanlike behavior, including:

- Unruly pit behavior.

- Not settling on-track incidents in a calm and rational manner.

- Engaging in any unfair practice, misbehavior or action detrimental to the sport of Supermoto in general, regardless of relationship to a specific event. May result in suspension from an event.

Threatening or attack on a Utah Supermoto board member, course worker or volunteer:

- 1st Offense: minimum of exclusion from current race day + one race suspension.

Memberships, Registration Process, and Fees

Utah Supermoto offers two different memberships for the club, an annual membership and a weekend membership. A membership and a transponder are required to race with Utah Supermoto.

Annual membership is \$50 and will be available to purchase on our online registration or at each race. It includes: Allows you to race with Utah Supermoto for all 6 rounds, \$5 dollars off transponder rental for each round for the whole year, and a free set of bar end sliders from SlideMoto.com.

Weekend membership is \$10 and will be available to purchase on our online registration or at each race. This will only allow you to race for that weekend. Transponder rental will be \$15 per round without annual membership.

Transponders must be returned at the end of each day. Failure to return a transponder will result in the rider reimbursing Utah Supermoto for the cost to replace.

For Adult Classes: The race fee is \$60 for the first class, \$30 for the second class and FREE for the third class.

For Junior Classes: The race fee is \$25 per class.

Registration can be done online at MotorsportsReg.com or on race-day at the track. Minors (racers under 18 years of age) and their parent or legal guardian are both required to be present on race day to sign releases and must also be present at the riders meeting before each race.

Fees Refund and Bounced Check Policy

Race day refunds will only be allowed if you notify the race promoter prior to being on the track. Once you and your bike have been on the track for any reason, there is no longer any possibility of a refund.

No race day fee refunds will be given as the result of inclement weather. It is the policy of Utah Supermoto to hold races even if bad weather or wet track conditions exist. Whether or not the dirt section will be raced is up to the Board Members as well.

If a check is used as form of payment and then bounces (does not clear), that rider's race day results will be changed to a DNS (Did-Not-Start). If the situation is corrected before the next race (including paying back any fee's or penalties incurred by the promoter), the DNS will be replaced with the actual race result(s). If a bounced entry fee is not corrected before the next race, that rider will be ineligible to enter any future races.

The racer will be responsible for any fees resulting from a bounced check or insufficient funds.

Racing Classes

Age restrictions are as follows: To race in a Junior class you need to be 17 years of age or younger. To race in an adult class, you need to be 18 years of age or older. However, it is under the Board of Utah Supermoto's discretion if we feel a rider's ability better fits a certain class, then they will be moved accordingly.

These are the 12 classes for 2017:

- Premier Supermoto
- Premier Asphalt
- Intermediate Supermoto
- Novice Supermoto
- Novice Asphalt
- Lites
- Sportsman
- Unlimited Mini (Adults only)
- Junior Premier Supermoto
- Junior Premier Asphalt
- Junior Novice Supermoto
- Junior Novice Asphalt

Lites, Sportsman and Unlimited Mini are provisional classes. Which means that there must be more than three riders to run the race class. After registration and check in closes, riders will be notified of the class status.

Asphalt vs Supermoto: Asphalt classes omit the dirt section of the track. Supermoto classes include the dirt section of the track.

Junior Classes

Junior Supermoto (65/125): You must be 17 and under to race this class. 2-stroke motorcycles cannot exceed 65cc. 4-stroke motorcycles cannot exceed 125cc.

Junior Asphalt (85/150): You must be 17 and under to race this class. 2-stroke motorcycles cannot exceed 85cc. 4-stroke motorcycles cannot exceed 150cc.

Adult Classes

Unlimited Mini: You must be 18 and older to race this class (Unless approved by the board of Utah Supermoto). Motorcycles can be air or water cooled. 4-strokes cannot exceed 160cc. 2-strokes cannot exceed 85cc. NO FULL SIZE BIKES.

Sportsman: The Sportsman class is for motorcycles running stock (OEM) wheel sizes, and using the stock OEM front brake caliper. Engine displacement is unlimited, as are

engine modifications. For example, motocross based motorcycles must run the OEM 21" front, and a 19" or 18" rear wheel size. Motorcycles used in this class are typically single cylinder MX, dual sport, enduro, or production Supermoto based motorcycles. Street legal motorcycles like the Suzuki DR400SM and Yamaha WR250X are eligible for this class. Because of the power and other advantages, some street legal motorcycles or factory built Supermoto's may not be allowed to race the sportsman class. Examples include, but are not limited to: Aprilia SXV550, Husqvarna SM450R, and KTM 450SMR.

Novice: The Novice class is for new, inexperienced racers with little to no Supermoto experience, or racers with lap times that do not warrant moving them to the Intermediate class. Motorcycles used in this class are typically single cylinder MX, dual sport, enduro, or production Supermoto based motorcycles. Engine displacement and modifications are unlimited.

Lites: The lites class is for riders 18 and up. Riders are restricted to 250cc 4-stroke or 125 2-stroke.

Intermediate: The Intermediate class is for experienced racers with lap times that do not warrant moving them to the Premier class. Motorcycles used in this class are typically single cylinder MX, dual sport, enduro, or production Supermoto based motorcycles. Engine displacement and modifications are unlimited.

Premier: The Premier class is for advanced Supermoto racers, or advanced motorcycle racers from another discipline (Road racing, Motocross, etc.). Motorcycles used in this class are typically single cylinder MX, dual sport, enduro, or production Supermoto based motorcycles. Engine displacement and modifications are unlimited.

Any interpretation or deviation of these class guidelines is left to the discretion of the race promoter. Class guidelines and qualifications may change with or without notice. Promoter's decision is final.

Riders Meetings

There will be two rider's meetings. One for the riders who want to participate in the early practice and then another that takes place before regular practice begins, and is mandatory for ALL riders who wish to participate in the Heats and Mains.

Things that will be included in the rider's meetings are as follows:

- Greetings from any one of the Board Members
- A review of the race day events, changes, or issues
- Where to enter and exit the track
- Starting procedures
- Flags and Red flag incident review
- Last minute questions for the Board Members

Random drawing of names for prizes

If there are any questions, comments or concerns, please don't hesitate to ask any of our seven Board Members.

Race Day Attire

It is the responsibility of the rider to wear adequate and proper protective equipment while participating in the Utah Supermoto Championship. Without the following, a rider will not be allowed on the track.

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.

Eye Protection: Goggles or a face shield is required.

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.

Boots: MX or road-racing specific boots are required.

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).

Be **WARNED** that asphalt is an extremely abrasive surface! The slide will quickly wear through typical MX gear. The resulting road rash and/or injury could be severe!

For the safety of fellow competitors, costume type attire or accessories are not allowed on the track, unless organized by the race promoter for a special event. In which case, all costumes must be cleared by the board members. This includes capes, wigs, "for fun" attire or accessories, or any other attire or items that are not protective apparel and/or gear.

Technical Requirements and Regulations

All race entrants are required to have their motorcycles pass technical inspection prior to entering the race track. It is the rider's responsibility to come to technical inspection with the intention of passing. All riders or a designated crew member must bring the motorcycle to the tech inspection area before entering the racing surface. Any rider caught on the race track

without proper authorization may be asked to leave. This includes riders who are intentionally practicing in multiple groups without permission.

You must have your bike tech inspected **BEFORE** you check in with registration on race day.

Every motorcycle needs to meet the following requirements each time you enter the track on race day:

Please make sure your bike is cold for tech inspection!

- No leaking fluids of any kind. This includes oil, water, or fuel.
- No glycol (antifreeze) based coolant allowed! Cooling system must contain water only, or water mixed with Water wetter or equivalent. (Antifreeze spills on asphalt can result in dangerous loss of traction.)
- Oil drain bolt(s), oil check bolt(s), oil fill bolt(s), and oil filter bolts or a thread-on oil filter must be correctly lock wired (wire is twisted and pulling bolt in a tightening direction).
- The brakes must have a firm (non-mushy) feel.
- Motorcycles with carburetors must have the gas overflow tubes routed into an appropriate catch device.
- No loose or broken parts.
- Kickstands **MUST** be removed.
- Tires must be round profile D.O.T. approved, or Road Race/Supermoto oriented competition tires. Round profile D.O.T. tires mounted on OEM 21" front rim, and 19" or 18" rear rim is allowed. No MX style knobby tires. Kids or unlimited mini bikes only need street tires or DOT tires.

Sportsman Class motorcycles must meet all the requirements listed above, and must also meet the following requirements:

- Wheels must be the original equipment (OEM) size. The OEM 21" front, and a 19" or 18" rear wheel size.
- Stock (OEM) front brake caliper must be used.
- Any lights must be covered with tape sufficiently to contain the glass or plastic in the event they get broken.

Highly Recommended but Not Required:

- Hand guards with sliders: These help protect your hands, and your motorcycle, in the event of a crash.
- Foot peg and axle sliders: These help protect your motorcycle, and the track surface, in the event of a slide out.

Flags & Lights

Green flag or traffic light:

Used to signal the start of a race.

In the event the traffic light is inoperable, a green flag will be used.

White Flag:

Used to signal that one lap of racing is left. On the next lap you will receive the checkered flag. Be aware that if the leader laps you, there is the possibility you will only receive the checkered flag.

Checkered Flag:

Used to signal the end of a race. Do NOT let off the throttle right after the finish line.

There may be racers behind you that are racing full throttle for a position. Letting off the throttle could result in a collision.

Yellow Flag or light:

Waving flag vs Standing flag:

If the yellow flag is "Standing", not being actively waved by the official. The rider is to be aware and use caution until they have safely passed the incident. The rider may continue racing in a safe manner and passing/jumping is permitted.

If the yellow flag is "Waving", actively moving of flag by the official. The rider must slow to an appropriate speed and not pass or jump until the rider has safely passed the incident. If an official witnesses another rider making passes or jumping on a waving yellow flag, the rider will be subject to a penalty to be determined by the Board of Directors or appropriate official. If you have any questions regarding this policy, please ask a Utah Supermoto Official.

Red Flag or light:

Used to indicate the race has been stopped for a safety reason. Stop racing but do not stop on track and slowly return to the hot pits for further instructions. Be aware of any on track Medical and safety personnel. If the race is less than half complete, a restart may occur if the race can be finished within that race's allotted time. If not, or if the race was more than half complete, then the race is considered complete and will be scored using the last lap completed before the red flag was thrown. Race restart is ultimately up to the Board Members discretion.

Black Flag:

This flag will be directed at a specific rider who needs to stop racing and exit the track as soon as safely possible. To exit the track, DO NOT cross the track. The rider usually receives a black flag because he has caused a significant incident with negative consequences, or is having a safety related issue. After the race, the rider will be notified of the reason.

Pre-Race Staging, Staging and Grid Rules

Staging Calls: Throughout the race day there will be announcements to help riders be ready for races. However, it is the rider's responsibility to be ready and know when their race is going to begin.

First call will announce what class is up next.

Second call is another announcement to alert riders that they will need to be at pre-race staging very soon.

THIRD AND FINAL CALL is the final warning. The rider should be waiting in the Pre-Race staging area.

Pre-Race Staging: When third and final call is announced the rider should be in the designated pre-race staging area that is determined on race day (Don't miss riders meeting). The rider should be fully geared up, have a NKA wristband on their wrist, and a tech inspection sticker on the front number plate of the motorcycle; before they will be allowed onto the track.

Staging: When the rider is allowed onto the track after pre-race staging, the rider will complete a lap until they reach the start/finish line. The rider then continues to their determined staging location. There is a gridding area or the grid just before the start/finish line. The Grid will have rows and locations in the rows i.e. 1, 2, 3 or 4 and positions 1, 2, 3, or 4. There will be a director to help riders to their spots on the grid, but it is the rider's responsibility to know their location before entering the track. If a rider doesn't know their grid position beforehand, they will be forced to start the race in the back of the grid. Gridding will be posted in a designated area for riders to look at before the race.

If a rider is not to the staging area on time for either a heat or main, the rider will be held in the pre-race staging area until the race has started. The rider will then be allowed to join the race as soon as it is deemed safe.

Race day schedules will be handed out on race day for the rider's convenience. Please also listen for the staging calls.

The races will consist of a motocross style format of a Heat and a Main. The grid for the Heat race will be determined at random. The grid for the Main will be determined by the finish order from the Heat.

Starting Procedure: The riders will be allowed one “hot lap” before reaching the starting area. A hot lap is typically used to warm up a rider’s tires. This is NOT used for race speeds; the rider needs to safely make it to the staging area for the start of the race. For classes that ride the dirt section, skip the dirt section on your hot lap. Once in the staging area, line up in your proper grid position.

Once gridded, the starting official will point to the racers. If a rider is having a problem, the rider needs to get the officials attention by waving a hand. If it takes the rider more than 30 seconds to correct any issues, it will be under the director’s discretion to ask the rider to safely exit the track or move to the side of the staging grid, while the race continues.

Once the starting official points to all racers, he will point to the overhead traffic light then turn the red light on. After approximately 2 – 4 seconds, the red light will turn off and simultaneously the green light will turn on. When the green light turns on, the race starts. In the event the lights are inoperable, the starter will signal the start of a race with a green flag.

Each rider is responsible to wait for the race to officially start by way of green light or flag. Officials will be watching for someone to start early (jump the start). If a rider jumps the start, they must still start on the green light. Do not wait for the starter to restart the race. Race officials will watch the person/persons who jumped the start to see if they correct the problem to take away the advantage achieved (quickly get re-set, momentarily slow down enough to take away the advantage etc.). If a racer gains an advantage by jumping the start and does not correct it, race officials will dock the racer a minimum of one position.

If a situation occurs where race officials feel a re-start is required, they have the authority to do so.

It is the rider’s responsibility to set their own Holeshot device. The race officials may help, but cannot spend too much time helping every rider out. Please learn to do it on your own.

Points and Scoring System

Race Day Points are awarded using the following points system:

Position	Points
1 st	50
2 nd	40
3 rd	32
4 th	26
5 th	22
6 th	20
7 th	18
8 th	16
9 th	14
10 th	12
11 th	10
12 th	9
13 th	8
14 th	7
15 th	6
16 th	5
17 th	4
18 th	3
19 th	2
20 th	1

Series Point Standings: Series points are accumulated at each race. Points are not transferred from one class to another. The rider with the most points is the series leader in that class. The rider with the second highest point total is in second place in the series, and so on.

Year-end point ties: Will be broken and the advantage will go to the rider with the most overall wins in the series. If that does not break the tie, the number of second place overall finishes will be compared, then thirds, and so on. If a tie remains, the rider with the best second moto finish at the year-end race, the rider who participated in the most races, or any method deemed logical to the race director will be used to break the tie.

Provisional classes will only be awarded if 4 or more race days are run with trophies given out.

Payouts

Premier Supermoto payout based on the Main Event race day points per event:

Position	Amount
1 st	\$140
2 nd	\$100
3 rd	\$80
4 th	\$40
5 th	\$40

