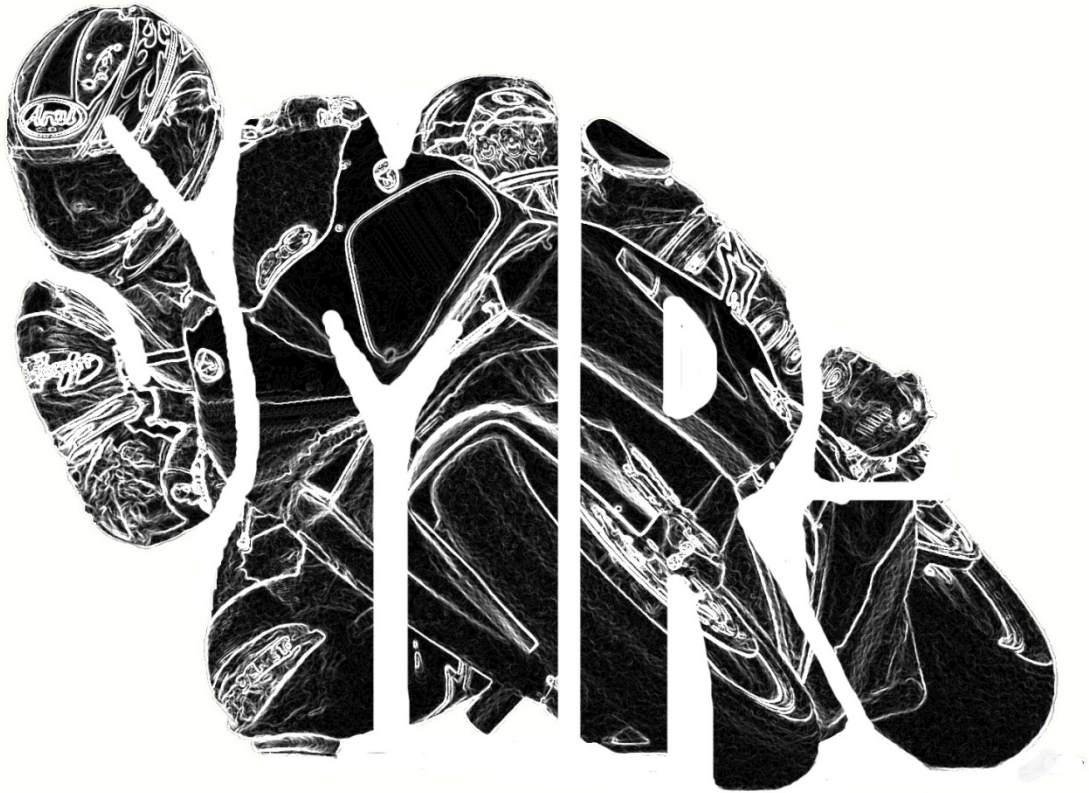


Sandia Motorcycle Roadracing, Inc. Official 2010 Rulebook



Skill x Speed = Victory

Official 2010 SMRI Rulebook

Table of Contents:

FOREWARD

SMRI OFFICIALS

Section 1 - CLASS STRUCTURE

Section 2 - CLASS DEFINITIONS

2.1 Race Types

2.2 Class Limits

2.3 Superbike

2.4 Historic Vintage

Section 3 - LICENSING AND ENTRIES

3.1 Racing License

3.2 Entries

Section 4 - RIDER QUALIFICATIONS AND ADVANCEMENT

4.1 Definitions

4.2 Qualifications

4.3 Advancements

4.4 Policies

4.5 SMRI Official Track Records

Section 5 - TECHNICAL AND SAFETY REQUIREMENTS

5.1 Rider Requirements

5.2 Motorcycle Technical Requirements

5.3 Number Display Regulations

5.4 Pit Safety Standards

Section 6 - RACE PROCEDURES

6.1 Procedures

6.2 Heat Races

6.3 Points Classes

Section 7 - FLAGS AND SIGNALS

Section 8 - RACER CONDUCT

Section 9 - ON TRACK REGULATIONS

Section 10 - PROTESTS

10.1 Basic Types

10.2 Inspection Covenants

10.3 Procedures and Policies

Section 11 - PENALTIES

FOREWORD

Herein are contained the rules and guidelines that all participants must adhere to on and off the track. In recognition of the need for controls over the sport and to promote fair competition, the *Official 2010 Sandia Motorcycle Roadracing Incorporated Competition Rule Book* is written.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY 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.

By signing an entry form and license application, or release waiver, every competitor, or person entering the Pit Area, agrees to be subject to the rules of this book and any printed supplements.

IT IS THE RESPONSIBILITY OF EACH COMPETITOR TO READ AND UNDERSTAND THE CONTENTS OF THIS BOOK.

SINCE IT IS IMPOSSIBLE TO ANTICIPATE EVERY POSSIBLE CIRCUMSTANCE, THE OFFICIALS RESPONSIBLE FOR THE OPERATION OF EACH RACING EVENT WILL RULE ON ANY AREA OF DISPUTE THAT IS NOT CLEARLY COVERED BY THESE RULES. THIS WILL BE DONE USING COMMON SENSE AND FAIR PLAY. THE DECISION OF SMRI ON THESE "GRAY AREAS" WILL BE FINAL.

SMRI rules are subject to change. Information on rule changes may be presented at rider's meetings and membership meetings, and may be published in the SMRI website at <http://www.smri-racing.org>

SMRI, having promulgated these regulations, may modify, add to, delete from, or grant exceptions to these regulations at any time.

SMRI reserves the right to prevent any entrant or entrants from participating in any event including, but not limited to, track days, practices, racing schools and actual competition. Likewise, the Referee or Race Director can prevent an entrant from competing.

SMRI reserves the right to fine, suspend, or revoke (or any combination thereof) a rider's competition license for engaging in any practice, behavior, or action deemed to be detrimental to the sport of motorcycling in general, whether or not related to a specific event or competition.

Last Updated 2/10/2010.

Sandia Motorcycle Roadracing, Inc. Officers and Race Officials 2010

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David Dikitolia

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Secretary – Kim Prichard

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Starter – Keith Hahn

Tech/Safety – Tracy Riffe/Adam Tillie

Marketing – Kurt Von Ahnen

Vintage Rules Committee

Dennis Parrish

Mitch Smith

Hurley Wilvert

John Aylor

Tracy Riffe

SECTION 1 - CLASS STRUCTURE

- A. Unlimited GP (Feature Race)
- B. Open Superbike
- C. Formula 1000
- D. Middleweight Superbike
- E. Historic Vintage Heavyweight
- F. Historic Vintage Middleweight
- G. Historic Vintage Lightweight
- H. Historic Vintage Ultra Lightweight
- I. Super Vintage
- J. Formula Femme
- K. Amateur Club Sport
- L. Amateur Super Twins
- M. Amateur GTU
- N. Amateur GTO
- O. Novice GTU
- P. Novice GTO
- Q. Super Street

SECTION 2 - CLASS DEFINITIONS

2.1 RACE TYPES

******* SMRI reserves the right to introduce heat races as qualifiers for the main events. SMRI also reserves the right to combine multiple classes into one race for scheduling purposes. *******

The number of laps or lengths of time specified for the events listed below are nominal. SMRI officials may, at their discretion and with or without consultation with event entrants, modify the number of laps or length of time for any event when, in their sole opinion, conditions warrant.

1. The Unlimited GP is a 15-lap race and shall be run by experts only.
2. The following races are 10-lap events and shall be run by experts only:
Open Superbike; Formula 1000; Middleweight Superbike
3. The Expert Endurance GTO/GTU is a single combined event, but GTO and GTU classes are scored separately. It will be 30 minutes in length.
4. Historic Vintage races are 10 lap events. Historic Vintage Racing has no expert and novice classifications.
5. Formula Femme races are 10 lap events open to expert and novice females.
6. The following races are 10 lap events and may be run by both novices and experts. NOTE: Any Expert entering both an Amateur race (except Amateur SuperTwins) and the ULGP on the same race day will forfeit ANY and ALL purse money & contingency awards earned from their finishing result in the ULGP.
7. The following races are 10-lap events and shall be run by novices only:
Novice GTU; Novice GTO
8. The Novice Endurance GTO/GTU is a single combined event, but GTO and GTU classes are scored separately. It will be 30 minutes in length.
9. Super Street is designated as a pre-Novice class. No points are awarded for this class. Once a rider wins this race, the rider may not compete in this class again.

A motorcycle may only be entered in a class for 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 enter only classes for which his or her

motorcycle is eligible. If a rider enters a race with a machine later determined to be ineligible, the rider will be disqualified and all points and/or contingency revoked.

2.2 CLASS LIMITS

All classes, excluding Formula 1000, allow entries from a class with smaller displacement limits.

- A. Unlimited GP (Feature Race)
 - 1. Season points determine the next years top ten expert number plate holders
 - 2. Expert Only
 - 3. Unlimited Configuration

- B. Open Superbike
 - 1. Production based 4 strokes
 - 2. Unlimited displacement
 - 3. Unlimited cylinder configuration
 - 4. See Section 2.3 for further requirements

- C. Formula 1000
 - 1. Production based 4 strokes
 - 2. 750cc displacement and above machines only
 - 3. Unlimited cylinder configuration
 - 4. See Section 2.3 for further requirements

- D. Middleweight Superbike
 - 1. Production based 4 strokes
 - 2. Up to 650cc, 4 cylinder
 - 3. Up to 750cc twin, liquid cooled, 4 valve
 - 4. Twin, less than 4 valve, unlimited displacement
 - 5. Triple up to 900cc
 - 6. Four cylinder, two valve, unlimited displacement
 - 7. See section 2.3 for further requirements

- E. Historic Vintage Heavyweight
 - 1. Over 550cc
 - 2. See Section 2.4 for further requirements

- F. Historic Vintage Middleweight
 - 1. Over 400cc
 - 2. See Section 2.4 for further requirements

- G. Historic Vintage Lightweight
 - 1. Under 400cc
 - 2. See Section 2.4 for further requirements

- H. Historic Vintage Ultra Lightweight
 - 1. Under 250cc
 - 2. See Section 2.4 for further requirements

- I. Super Vintage
 - 1. Select motorcycles up to 1983
 - 2. See Section 2.4 for further requirements

- J. Formula Femme
 - 1. Open to Expert and Novice FEMALE riders only
 - 2. Same as OPEN SUPERBIKE
 - 3. May be non-production based
 - 4. See Section 2.3 for further requirements

- K. Amateur Super Twins
 - 1. Open to Novice and Expert
 - 2. Unlimited displacement 4 stroke twins
 - 3. See Section 2.3 for further requirements

- L. Amateur Club Sport
 - 1. Open to Novice and Expert
 - 2. Four cylinder, liquid cooled up to 560cc
 - 3. Twin, liquid cooled up to 700cc
 - 4. Four cylinder, air cooled up to 750cc
 - 5. Twin, air-cooled up to 1200cc
 - 6. Single, unlimited displacement
 - 7. Two stroke, air cooled, unlimited displacement
 - 8. Two cylinder, two stroke, liquid cooled, up to 250cc
 - 9. Modern Vintage Bikes (10+year old VIN#)
 - 10. See Section 2.3 for further requirements

- M. Amateur GTU
 - 1. Open to Novice and Expert
 - 2. Same as MIDDLEWEIGHT SUPERBIKE
 - 3. May be non-production based
 - 4. See Section 2.3 for further requirements

- N. Amateur GTO
 - 1. Open to Novice and Expert
 - 2. Same as OPEN SUPERBIKE
 - 3. May be non-production based
 - 4. See Section 2.3 for further requirements

- O. Novice GTU
 - 1. Same as MIDDLEWEIGHT SUPERBIKE
 - 2. May be non-production based
 - 3. See Section 2.3 for further requirements

- P. Novice GTO
 - 1. Same as OPEN SUPERBIKE
 - 2. May be non-production based
 - 3. See Section 2.3 for further requirements

- Q. Super Street
 - 1. Unlimited configuration
 - 2. Required only to meet Track Day bike preparation requirements
 - 3. Beginner only. See Section 2.1 and 5.3F for rider requirements

2.3 SUPERBIKE CLASSES

Superbikes are machines based upon production models sold by manufacturers and their dealers. Proof of compliance rests with the competitor entering the motorcycle.

2.3.1 Requirements

All machines must meet the requirements of Section 5 (Technical Inspection and Safety Requirements) in addition to the following:

- A. Frame and engine cases must be from the same production model motorcycle, except for single cylinder motorcycles, which may use any frame.
- B. The frame must be as originally supplied by the manufacturer on the approved model except as follows:
 - 1. Strengthening gussets or tubes may be added.
 - 2. Only brackets or tubes not supporting suspension, engine, or driveline components may be removed.
 - 3. Swing arms may be modified or replaced.
 - 4. Rear shocks may be replaced or relocated.
 - 5. Swing arm pivot location may be relocated.
- C. Reducing engine size of machines from stock displacement to meet lower class displacement limits is **NOT** allowed. (I.e., a bike that is a Heavyweight in origin **cannot** be resized for Middleweight competition)
- D. Any fairing may be used as long as it meets the requirements of Section 5.

2.4 HISTORIC VINTAGE

This competition class is intended for motorcycles built up through the 1978 model year and like design approved by SMRI.

2.4.1 Requirements

All machines must meet the requirements of Section 5 (Technical Inspection and Safety Requirements) in addition to the following:

- A. Engine modifications are not limited as long as period or period-production components are used and class displacement limit is not exceeded.
- B. Frames may be modified or changed to racing type, though must be period type and style.
- C. Period fairings are encouraged but not mandatory (no GSXR style bodywork).
- D. Front forks and swing-arm may be changed, though must be period type and style. (no upside down forks in Historic Vintage)
- E. Period or reproduction race gearboxes are permitted. 6-speed maximum.
- F. Disc type front brakes are permitted regardless of whether they came OEM on that motorcycle. Rotors must be period type and style. No floating rotors. No double front disc unless OEM on that model. Calipers can not have more than 2 live cylinders.
- G. Two-strokes must use silencers.
- H. All modifications must be consistent with the spirit of the class and period.
- I. Appearance and workmanship of a reasonable standard shall be enforced.
- J. An "SMRI" decal of approved design must be displayed on both sides of each machine raced (provided upon tech inspection).
- K. More "machine specific" historic vintage classes will be developed and scored separately as demand merits.
- L. NO SLICKS or tire warmers allowed on ULW, LW, MW or HW vintage machines (SuperVintage bikes can run slicks, warmers and wider rims of varied sizes.)
- M. Maximum rim width of WM6 (3.5") on Historic Vintage machines.
- N. Spoke wheels or period style mags only.
- O. Note that any Historic Vintage bike can bump to a higher displacement HV class at the discretion of the rider. Historic Vintage bikes can also bump to SuperVintage. SuperVintage bikes also qualify for ClubSport under the 10 year VIN ruling.
- P. Factory race bikes (ie TZ250 Yamahas etc) are automatically bumped up one class from where they would normally fit based upon displacement and number

of cylinders. So, for example, TZ250 Yamahas that would otherwise qualify for Historic Vintage based upon year of construction, wheel and brake sizes etc, would not be allowed in HV LW (two stroke twins up to 250cc), but must bump up one class to HV MW. The Vintage Rules Committee still withholds the right to bump any given bike up in class if it otherwise dominates the class that it fits in per the rules package.

Q. Ultra Lightweight Class

The following production based motorcycles built up thru the 1978 model year are eligible for Historic Vintage Lightweight

- a. 4-stroke twins up to 200cc
- b. 4-stroke singles up to 270cc
- c. 2-stroke singles up to 185cc
- d. 2-stroke twins up to 125cc

Should any motorcycle dominate the ULW class, the SMRI withholds the right to require it to run in a different class.

The ULW class is intended to include the following motorcycles:

(note – This list is not intended to be all inclusive)

BSA 250
Ducati 250
HD Sprint 250
Honda CB/CL 160, 175, 200, XL250, CA95, CA92
Kawasaki KE175, KZ200
Parilla 250
Suzuki TS185, PE175, Stinger 125
Triumph Cub
Yamaha RD125, DT175

R. Lightweight Class

The following production based motorcycles built up thru the 1978 model year are eligible for Historic Vintage Lightweight

- a. 4-stroke OHC twins and fours up to 400cc
- b. 4-stroke pushrod twins up to 500cc
- c. 4-stroke singles up to 550cc
- d. 2-stroke singles up to 360cc
- e. 2-stroke twins and triples up to 250cc
- f. In addition, Honda CB450 twins and Ducati 450's are allowed to run Historic Vintage Lightweight.

Should any motorcycle dominate the LW class, the SMRI withholds the right to require it to run in a different class.

The LW class is intended to include the following motorcycles:

(note – This list is not intended to be all inclusive)

Honda CB350, CB360, CB350F, CB400F, CB450, CB400 Hawk
Kawasaki KZ400, KH250
Suzuki GS400
Yamaha RD200, RD250, SR500, XS400, MX360
BMW R/5
Triumph Tiger 500

S. Middleweight Class

The following production based motorcycles built up thru the 1978 model year are eligible for Historic Vintage Middleweight

- a. 4-stroke OHC fours up to 550cc
- b. 4-stroke twins and singles up to 750cc
- c. 2-stroke air cooled singles up to 400cc

- d. 2-stroke twins and triples up to 380cc

Should any motorcycle dominate the MW class, the SMRI withholds the right to require it to run in a different class.

The MW class is intended to include the following motorcycles:

(note – This list is not intended to be all inclusive)

Honda CB500, CB550, CB500T, CX500

Kawasaki KH350, KZ750B (twin)

Suzuki GS550,

Yamaha RD350, XS500, XS650

BMW R60/7, R65

Triumph Bonneville 750

Norton 750

T. Heavyweight Class

The following production based motorcycles built up thru the 1978 model year are eligible for Historic Vintage Heavyweight

- a. 4-stroke OHC fours up to 1025cc
- b. 4-stroke twins of unlimited displacement
- c. 2-stroke twins and triples up to 750cc
- d. In addition, Yamaha XS1100's are allowed to run Historic Vintage Heavyweight.

Should any motorcycle dominate the HW class, the SMRI withholds the right to require it to run in a different class.

The HW class is intended to include the following motorcycles:

(note – This list is not intended to be all inclusive)

Honda CB750 (sohc), GL1000

Kawasaki KZ650, KZ750 (four), KZ900, KZ1000, KH400, H1500, H2750

Suzuki GS650, GS750, GS850, GS1000

Yamaha RD400, XS750, XS850, XS1100

BMW R80, R90, R100

Harley Sportster

Norton 850

Note, if any motorcycle would otherwise be eligible for a Historic Vintage class, but has wheels or brakes, or other modifications, that would normally disqualify the bike, it can still be run in SuperVintage.

U. SuperVintage Class

The following production based motorcycles built up thru the 1983 model year are eligible for SuperVintage.

- a. 4-Stroke OHC air cooled engines to 1200cc
- b. Production based 2-Stroke up to 750cc
- c. 4-Stroke pushrod, unlimited displacement
- d. In addition, Honda VF500 (pre '86) and CB700SC Nighthawk and Kawasaki EX500 (any year) and Yamaha SRX600 and RZ350 are allowed to run SuperVintage

The SuperVintage class is intended to include the following motorcycles:

(note – This list is not intended to be all inclusive)

BMW R100 any year

Cagiva/Ducati 650cc Desmo thru '87, Ducati 900SS bevel drive, F1-A and F1-B 750s

HD Sportsters including EVOs (Unlimited Displacement)

Honda CB750F, CB900F, CB1100F (dohc), CBX, VF750, pre-86 VF500,

Nighthawk 650 and 700
Kawasaki GPZ/KZ 550 and 750, GPZ1100
MotoGuzzi all small blocks and pre 83 1000 square fins included
Norton 850 any year
Suzuki pre 86 GS750 and 1100, GS450 any year
Yamaha Seca 550, 650, 750 and 900, XV900, Yamaha SRX single
any year, RZ350, FZ400 (steel frame only)

**Other machines may be entered with approval of Vintage Rules
Committee.**

Section 3 - LICENSING AND ENTRIES

3.1 RACING LICENSE

All competitors must possess a valid SMRI Racing License or a current racing license from another SMRI recognized organization.

1. All racers are required to purchase a one-year racing license (\$125.00) or a single day racing license (\$40.00).
2. All racers and their crew are required to pay a gate fee at all race events.
3. All competitors must possess a current AMA membership card. AMA memberships are available through SMRI at each event, with a \$6 service fee. AMA memberships may be obtained online at www.ama-cycle.org.

3.2 ENTRIES

- A. Pre-Entry Registration must be accomplished online or faxed to SMRI by **Wednesday at midnight** prior to each scheduled event. Entries received after this deadline will be deemed late and assessed a \$30 late fee.
- B. Technical Inspection must be completed prior to the rider entering the active track.
- C. The late entry closing time is 10:00 a.m. on Saturday for all Saturday races. Entries submitted after this time will be accepted only at the discretion of SMRI officials and may be charged additional fees.
- D. The late entry closing time is 9:00 a.m. on Sunday for all Sunday races. Entries submitted after this time will be accepted only at the discretion of SMRI officials and may be charged additional fees.
- E. Season points standing for each class will determine grid position, ranked from most points (1st) to least points (last). Riders with no season points in a class will be gridded directly behind those with season points. All late entries will be gridded at the back of the field, regardless of point standing and will be ranked by time of entry. Super Street Races are exempt from this requirement.
- F. Grid sheets will be posted indicating row and position of each rider in each race. It is the responsibility of the rider to notify race officials if there is an error in the grid sheets within 30 minutes of posting. Changing of grid positions after this period will be only at the discretion of SMRI officials.
- G. The schedule of fees for races is as follows:
 1. The fee of the first points awarding class entered is \$70.
 2. The fee for the second points awarding class entered is \$60.
 3. The fee for the third points awarding class entered is \$50.
 4. The fee for each additional points awarding class entered is \$40.
 5. The fee for Super Street is \$70. If a rider wishes to race other classes on a race weekend in addition to the Super Street race, the additional class shall count as the 2nd race entered.
 6. Entry in the Unlimited GP race will count as the first class entered. A \$30 Purse Fee will be assessed for the Unlimited GP.
 7. Additional fees may be charged at certain events.
 8. Completed entry and pre-entry forms must be accompanied by negotiable U.S. funds. All returned checks will be levied a **\$35** fine plus collection costs. No racer will be allowed to compete until payment is made in cash or certified funds.

- H. Number of Entries:
1. When five or fewer motorcycles are entered in a class, that race may be canceled or combined with another class.
 2. When more than five, but fewer than eight motorcycles are entered in a class, SMRI officials may choose to combine that race with any other.
 3. When fewer than three motorcycles enter a class, trophies will not be awarded.
 - 4.
- I. Refund Policies:
1. No cash refunds will be given at any SMRI race event.
 2. Race Credit Request needs to be received 30 days from date of event.
 3. If a racer cannot race, he or she may apply for a credit voucher for a future race. No credit voucher will be made for a race if a racer enters the racetrack for a warm up lap or enters the racetrack during the race.
 4. Credit vouchers will only be allowed for medical reasons and/or irreparable mechanical problems, unless SMRI Officials approve special circumstances.
 5. Credit vouchers may be given at any SMRI race event. All credit vouchers require prior approval by the SMRI Officials.
 6. Any credit that is not used by the last event of the calendar year will be forfeited, with the exception of credit issued on the last race event of the year.
- J. Sign-Up:
- The racer **MUST** present the following items at the sign-up table:
1. SMRI Race license (*Racers must purchase a one day license if not a current SMRI member*)
 2. AMA membership card
 3. Completed SMRI Race Entry Form (unless pre-registered)
 4. Method of Payment or approved Race Entry Credit
- No exceptions to items 1 - 4.**
- K. For all pre-entries to be paid with credit card, those charges will be run at registration. If a rider cancels, entry fees will be credited toward future events. Credits not used by the last race of a season will be forfeited.
- L. SMRI Officials reserve the right to postpone or cancel any race or race event. This decision is not subject to protest.

Section 4 - RIDER QUALIFICATIONS AND ADVANCEMENT

4.1 DEFINITIONS

4.1.1 Novice

Any rider who meets the Rider Requirements (see Section 4.2) and has **NOT** advanced to expert.

4.1.2 Amateur

Amateur is used to define combined race classes only and is not a license status. Novice and Experts may race together in classes specified as Amateur.

Novices that compete in Super Street cannot race in any Amateur class.

Any expert rider entering both an Amateur race and the ULGP on the same race day will forfeit ANY and ALL purse money & contingency awards earned from their finishing result in the ULGP.

4.1.3 Expert

Racers qualifying and entering classes who have met the advancement requirements (see Section 4.3).

4.2 QUALIFICATIONS

4.2.1 Age

Applicants may be of any age, but must be approved by the New Rider Director. Applicants less than 18 years of age must have a parent or legal guardian present at the track to sign a statement of permission. Admission as a racer will be scrutinized by skill not by age. Riders under 18 years of age must also have passed the SMRI rider school.

4.2.2 Membership

Applicants must be full members of the AMA, and provide proof of AMA membership prior to competition. Membership will be obtainable at SMRI race events with a service fee.

4.2.3 Experience

Applicants must provide proof of prior racing experience or a certificate indicating completion of an approved Riders School within the last three (3) years. Riders Schools are available at predetermined SMRI events.

Current Professional and Expert licenses in good standing from the following organizations, when accompanied by proof of competition in at least one roadrace event within the last three years, will be honored as SMRI expert qualifications:

- AFM (American Federation of Motorcyclists)
- AHRMA (American Historic Racing Motorcycle Association)
- AMA (American Motorcyclist Association)
- ASMA (Arroyo Seco Motorcyclist Association)
- CMRA (Central Motorcycle Roadracing Assoc.)
- CMRRA (California Motorcycle Road Race Assoc.)
- CRA (Central Roadracing Association)
- FIM (As in FIM World Superbike)
- GLRRA (Great Lakes Roadracing Association)
- HRRC (Hallett Road Racing Association)
- MARRC (Mid-Atlantic Roadracing Club)

MRA (Motorcycle Roadracing Association)
OMRRA (Oregon Motorcycle Roadracing Assoc.)
CCS (Championship Cup Series)
SSA (Southeastern Sportbike Association)
THRRA (Team Hawaii Road Racing Association)
USBA (Utah Sport Bike Association)
WERA (Western-Eastern Roadracing Association)
WMRRA (Washington Motorcycle Roadracing Assoc.)
WSMC (Willow Springs Motorcycle Club)

Amateur and Novice licenses from these organizations will be considered for Novice license experience and rider's school requirements at the discretion of the SMRI New Rider Director. SMRI reserves the right to honor or refuse any organization's license(s).

4.3 ADVANCEMENTS

4.3.1 Criteria

Advancement from Novice to Expert can occur when the following requirements have been met, subject to approval by the New Rider Director:

- A. Demonstration of a working knowledge of SMRI safety information, such as race day format, equipment requirements, and the meanings of all corner worker and starter flags.
- B. Demonstrated riding abilities in the areas of accelerating, braking, cornering, passing, and judgment.
- C. Novice riders that have an average lap time around Sandia Motorsports Park equal to or faster than 113% of the fastest lap in the related Expert class will be moved to Expert. (Example... Novice GTU = Middle Weight Superbike, Novice GTO = Heavy Weight Superbike, Novice Open = Open Superbike, and Novice Club Sport = Expert Club Sport.)
- E. Completion of mandated 4 hours of club service required by Novices (see 4.4.1). This requirement will only be waived by SMRI officials for extraordinary circumstances.
- F. Point calculations for the purposes of advancing to expert will be applied prior to application of penalties due to failure to complete 4 hours of service to the club.

Denial of advancement may still occur, even if the above requirements have been met, based on the policies set forth in Section 4.4 and at the discretion of the New Rider Director.

Any appeals to the above criteria may be made to the SMRI Board of Directors, and will be handled on an individual basis.

4.4 POLICIES

The SMRI reserves the right to deny advancement or revoke Expert license standing or to deal with unique situations on an individual basis.

4.4.1 Novice

- A. All riders must complete an approved racing school prior to entering into SMRI competition. Exceptions may be made on the final race event of the season for newly promoted Experts.
- B. Novice riders may ride only in classes designated as Novice and Amateur (e.g. Novice GTO/GTU Amateur GTO/GTU). Novices may not ride in Expert practice sessions without permission from SMRI New Rider Director.

- C. All Novice riders must complete 4 hours of club service each season. 'Club service' may include, but not be confined to, scorekeeping, corner-working, or any other service deemed beneficial to SMRI by club officials. Failure to complete the service will result in the forfeiture of all points and standings for the season in all classes in which the rider has competed.
- D. Any rider who finishes in first place in one Super Street race will be prohibited from competing in Super Street again.

4.4.2 Expert

- A. Expert status must be obtained before signing up for the Expert classes. A racer cannot ride Novice and Expert classes on the same day.
- B. Experts may not practice or race in designated Novice sessions without permission from SMRI Race Officials.
- C. Riders having held Expert racing credentials but who have not raced within the last three years must take a Riders School and race as a Novice for at least six races (see Section 4.3) or arrange to be evaluated by the New Rider Director and be classified as Novice or Expert accordingly.

4.4. Formula Femme, SuperVintage, and Historic Vintage

Historic Vintage and Formula Femme classes are special purpose races and do not have expert and novice requirements.

4.5 SMRI Official Track Records

SMRI Track Records are the fastest single lap time at a given venue by any motorcycle in a race. There will be only one Track Record per venue. The Track Record shall be recorded by transponder assisted lap timers. SMRI Officials must verify Track Records and the rider must have another lap time within 1% of the fastest lap in that race.

Section 5 - TECHNICAL INSPECTION AND SAFETY REQUIREMENTS

The following is a set of standards that will be in effect at all events for both riders and motorcycles:

The rider bears the responsibility of presenting a motorcycle in conformance with all requirements!

All motorcycles and rider safety equipment must pass inspection by the SMRI Technical Staff before participating in any practice session, race, or school. The primary emphasis of the inspection is race worthiness of the equipment used and that potential failure points are guarded or will fail-safe. Application of a Technical Inspection Approval Sticker does not imply compliance with class requirements.

The burden of complying with the rules regarding class suitability and technical requirements rests with the entrant.

It is the rider's responsibility to seek approval of the Technical Inspector for any areas in question. The SMRI Technical Staff reserves the right to inspect any race motorcycle or rider apparel or equipment at any time during race day for compliance to SMRI technical standards and may revoke the Technical Inspection Approval Sticker of any motorcycle at any time during the race day. The SMRI Technical Staff also reserves the right to perform class suitability inspections, including inspection of internal engine and transmission components at any time during the race

day. **Technical Inspection and passing of Technical Inspection in no way implies motorcycle or entrant has passed a safety inspection.** Damage that in any way endangers rider safety must be repaired prior to starting or continuing any further practice or competition. Motorcycles with no Technical Inspection Approval Sticker observed on the racetrack will be black-flagged.

Any motorcycle or rider's safety apparel involved in a crash will be subject to re-inspection prior to resuming track use.

Damage that in any way endangers rider or participant safety must be repaired before the motorcycle will be allowed to re-enter the track.

Motorcycles with damage or modifications that in any way endanger the Technical Inspector in the performance of his/her duties may automatically fail the inspection. Some examples of this are: Safety wire that has not been tucked under; pegs or levers with sharp edges; sharp edges on windshields or fairings; etc. These conditions may also warrant a fine.

SMRI reserves the right to deny track riding privileges if any motorcycle is deemed unsafe by the SMRI Technical Inspector, even if it meets the requirements below.

IT IS THE RACER'S RESPONSIBILITY TO LOCATE AN AUTHORIZED TECHNICAL INSPECTOR.

5.1 RIDER REQUIREMENTS

Racing is dangerous. The Technical Inspection Staff will not approve any racer whose equipment or apparel is considered hazardous. Racers must bring the following items to Technical Inspection:

A. Motorcycle - Fully prepared and reasonably clean race bike. Motorcycles with fairings shall have the lower fairing or belly-pan removed so the Tech Inspector can check the oil filter and plug. See section 5.2 for further motorcycle requirements.

B. Rider Equipment -

1. Leathers - Pants and jacket of leather in good condition with padding on the knees, elbow, and shoulders. Separate pants and jackets must be joined with zipper(s) to create the equivalent of a one-piece suit. **Note: Knee sliders must not be made of a material that produces sparks when sliding on the pavement.**
2. Hard Back protectors - Must be of commercial design and manufacture, i.e. no foam or homemade back protectors. Back protector **MUST** be worn at all times when on the track.
3. Boots - Leather footwear at least 8" in height and in good condition.
4. Gloves - Must be designed for motorcycle roadracing with full protection for the palms, fingers, and wrists.
5. Helmet – Must have a Snell, DOT, or EU equivalent certification. Must also be free from any structural damage and have eye protection free from visual impairments. The SMRI strongly suggest that Helmets SHOULD be less than 5 years old.

C. SMRI Gate Entry Wristband (Proof of waiver compliance and gate fee)

Riders will not be allowed to enter the track surface without a tech sticker on their motorcycle. This may be verified by the Track Marshall and entrance to the racetrack denied. Riders observed riding on the track without a tech sticker may be black-flagged.

5.2 MOTORCYCLE TECHNICAL REQUIREMENTS

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

****** Bikes competing *solely* in the Super Street Class must meet only the technical requirements in the SMRI Track Day Guidelines, Rev 4. ******

5.2.1 Frame Components

- A. Fork stops functional. Fork legs and handlebars must not touch the frame or gas tank.
- B. Fork seals in good condition and not leaking.
- C. **Steering dampers are strongly suggested, but not required.**
- D. Levers and pedals must be in good condition. Levers must have a ball end at least a 1/2inch in diameter. Pedals that have been broken and have sharp edges will not be accepted.
- E. Center and side stands must be removed.

5.2.2 Wheels and Tires

- A. Spokes tight.
- B. Rims straight.
- C. **Tread depth must be greater than wear indicator height.**
- D. Sidewalls must not have cracks, cuts, or threads showing.
- E. Valve caps installed.
- F. No cracks in wheel castings.
- G. Axle nuts must be secured by safety wire, or castellated nuts secured with cotter pins or hitch pins. Hitch pin or "hair pin" clips must be safety wired closed. **Self-locking nuts alone are NOT acceptable.**
- H. Axle pinch bolts, if present, must be secured by safety wire.
- I. Wheel Weights must be covered by duct tape or equivalent.
- J. Chain must be properly adjusted and in good condition.
- K. Sprockets must be in good condition and show no abnormal wear or chain slippage.

5.2.3 Brake System

- A. All motorcycles must have operational front and rear brakes.
- B. Pads must show wear groove or 1.5mm of pad material.
- C. Master cylinder must be covered and secured by a secondary retainer. For master cylinder reservoirs with covers attached by screws, the screws must have duct tape over them. Ensure the bladder vents are not obstructed. For remote master cylinder reservoirs, the screw-on cap must have a locking screw or be secured by duct tape.
- D. Cables and/or hoses in good condition.
- E. Anchor arms and caliper mounts safety wired.
- F. Silicone based brake fluids are NOT allowed. (I.e. DOT 5 Brake fluid)
- G. Brake torque arm bolts must be secured by safety wire, cotter pins or other approved means. **Self-locking nuts are alone NOT acceptable.**

5.2.4 Engine

- A. All engine, transmission, and final drive unit filler caps and drain plugs must be safety wired. For two-stroke bikes, transmission detents must be safety wired.
- B. Oil filter or oil filter cover bolts safety wired. Spin-on oil filters may be secured by attaching a metal clamp and safety wiring the clamp.

- C. Oil, fuel, and coolant lines must be tight and leak-free. All oil, fuel, and coolant carrying hoses or lines must be secured at all connecting points by clips, clamps, safety wire, or other approved means.
- D. Fuel and heat resistant catch cans or bottles must be fitted to engine crankcase breathers or routed to the air box (drain must be sealed).
- E. All open water vents must be routed into belly pan or approved catch can.
- F. Motorcycles with gas tank vent hoses must have the hoses routed to the belly pan, an approved catch can, or have an in-line one-way valve that will prevent gas from leaking out of the hose.
- G. The motorcycle must not show any sign of coolant or oil leaks. Seeping gaskets may be allowed at the Tech Inspector's discretion, but the engine shall not – under any circumstances - leak any fluid onto the ground.

5.2.5 Miscellaneous Motorcycle Requirements

- A. **Neat and clean.** Motorcycles that are excessively dirty or show potentially dangerous bodywork damage will not be approved.
- B. All work, modifications, or maintenance must be secure and not present a hazard to the rider or track officials.
- C. Fairings must be mounted in at least three locations. Bodywork, windscreens, or streamlining must not enclose the rider from the side and/or above while in a normal riding position.
- D. Bodywork damaged during a given event need not be replaced during the remainder of that particular race weekend, provided there is no safety compromise. Final approval rests with the Tech Inspector.
- E. Rear fender or seat must extend to the rear of a line drawn vertically through the rear axle.
- F. No streamlining may be attached to the rider. (Including Helmet fins, UNLESS OEM).
- G. Exhaust system tight; mufflers/megaphones secure - removable baffles safety wired.
- H. Exhaust system must not extend beyond the rear wheel.
- I. All motorcycles must have a self-closing throttle with smooth operation and no binding.
- J. All motorcycles must have an operational handlebar-mounted kill switch or button.
- K. All lights or instrument lenses must be taped or removed.
- L. License plate must be removed.
- M. Brake and taillights must be disconnected and lenses completely taped over.
- N. All turn signals, luggage racks, and mirrors must be removed.
- O. Case guards are recommended on all models with vulnerable wet cases. (Wet cases will release fluids if cracked or worn away)
- P. After-market or relocated original equipment oil coolers must be securely mounted in a protected area. All connections must be safety wired or otherwise secured by approved means.
- Q. Kick-starters, if retained, must be secured at two points. (SuperMoto excluded)
- R. **Cooling system may only contain water and approved additives (Water Wetter, etc.). No ethylene glycol-based additives will be allowed.** For the purpose of this rulebook, motorcycles that use engine oil as a primary cooling fluid are considered to be air-cooled.
- S. An SMRI decal must be displayed on both sides of the bike at least axle line high or higher. (Subject to availability)
- T. Safety wire must be routed and secured in a way that does not present a hazard to others.
- U. If a bolt is flush mounted, silicon may be used in the place of safety wire.

*** NOTE ***

Do not over twist your safety wire! The standard is 8 - 12 twists per inch for .032 diameter safety wire. Any more than that weakens the wire and could cause it to break under stress. Note that wire should always be applied so that tension is in the tightening direction. Good safety wiring is

important and one of the best safety preparations for a race bike. If you are unsure how to safety wire your motorcycle, get help from an experienced racer.

5.3 NUMBER DISPLAY REGULATIONS

- A. Numbers will be assigned by SMRI and remain the property of SMRI. Numbers may be reassigned at any time without notice.
- B. All Expert competitors will use black numbers on a white background. Novices will use black numbers as specified above, but the numbers shall be on a yellow background. Background and numbers must be as large as possible. Numbers should be easily read 30 meters from the front and 30 meters from either side of the bike.
- C. Rider must display his/her SMRI assigned racing number during all SMRI races and SMRI sanctioned or sponsored practices. Exceptions to this rule must be approved prior to Pre-Grid. **ONLY** the SMRI Secretary awards this "approval". If you are not awarded approval, and you race, **YOU WILL BE DISQUALIFIED** and points will be forfeited for that race.
- D. Any/All "TOP TEN" numbers will be earned in the Unlimited GP (Feature Race) previous seasons series only.
- E. Final approval of number display will rest with the Technical Inspectors and/or the SMRI Secretary.
- F. Motorcycles in the Super Street race are not required to adhere to items 5.3 B and C. The motorcycle must display a number – assigned by the SMRI Secretary - for scoring purposes, and this number shall be clearly legible. If the number on an Super Street motorcycle is not legible by the SMRI Scoring Staff during the race, this motorcycle will be disqualified. Responsibility for displaying legible numbers rests solely on the motorcycle rider.

5.4 PIT SAFETY STANDARDS

- A. All flammable liquids must be stored in appropriate containers.
- B. All riders are responsible for the collection of waste fluids in appropriate containers and the disposal of waste fluids at a proper site. Dumping waste oil, gas, or antifreeze at the track is not allowed.
- C. A fire extinguisher must be readily available at each pit. Failure to comply may result in a \$20 fine.
- D. Each pit area must be policed for debris before leaving for the day. Failure to comply will result in a \$20 pit cleanup fee.
- E. Pets must be leashed and under control at all times. SMRI officials reserve the right to remove vicious or uncontrolled pets from the track.
- F. **When riding any machine in the pit area, speed shall not exceed 5 mph.** All vehicles must be operated in a safe and controlled manner. Failure to comply may result in a \$20 fine.
- G. All minors (under 16 years of age), **including racers**, must be under strict adult supervision at all times in the Pit area.
- H. **No intoxicants or drugs, which could affect the mental or physical abilities, may be used in the Pit area during the race event. Violators will be escorted out of the Pit area and pit pass will be revoked. Racers are subject to SMRI alcohol and drug policies.**
- I. All persons are required to sign a release waiver before they will be allowed into the Pit area or areas.

Section 6 - RACE PROCEDURES

6.1 PROCEDURES

- A. SMRI officials will determine the maximum number of riders possible for each track's capacity. When the total number of competitors entered in a class exceeds this number, heats will be run. Heats will determine:
 1. The riders who can qualify for the Main Event.
 2. The grid position of qualifying riders.
- B. Three calls will be made prior to the start of each race. Each call will identify the upcoming race and either First, Second, or Third/Final Call. (These calls will also be used to announce practice sessions.)
 1. First Call – approximately 10 minutes until the start of the race.
 2. Second Call – Approximately 5 minutes until the start of the race.
 3. Third/Final Call – Approximately 3 minutes until the start of the race.
- C. Three minutes after Third/Final call is announced, the Pit Out will signal riders in the staging area onto the track for a warm-up lap. If a rider does not report to the staging area in within three minutes after Third/Final call, the rider must report directly to the Track Marshall. The Track Marshall may allow the late rider to enter the track after all bikes have completed the warm up lap and commenced gridding. The late rider may enter the track and be gridded normally, but WILL NOT be allowed a warm-up lap.
- D. If a rider fails to make the start if their race, they may report to the Track Marshall and be allowed to participate. The Track Marshall may allow the late rider to enter the race in progress, but the rider will be docked the number of laps they missed in the final results.
- E. Riders must check grid positions at the track entrance. Riders who fail to verify their starting position before the Track Marshall signals the riders to enter the track may be required to wait until the field has gridded to enter the track
- F. A two-minute sign will be displayed at the start-finish line, at which time any riders who have not taken their assigned grid positions may be required by the race officials to start the race from behind the last row of gridded riders. This is the only exception to a rider's normal grid position.
- G. All motorcycles must come to a complete stop in their gridded positions before the starting procedures will begin. Riders who are not properly staged at the green flag will be assessed a stop and go penalty or a one lap penalty. A rider is considered staged if the front axle is behind, **but no more than 18" behind**, the designated row line and the front wheel is at a complete stop.
- H. Should an engine stall once the Race Starting Procedures have begun, the rider should wave to get the attention of the starter or a grid marshal. If possible, the rider will be given time to remove the motorcycle from the grid, and will then be given an opportunity to join the race once the field has left the grid.
- I. It is expressly prohibited for any rider to take a warm up lap for any race in which he/she is not an entrant.
- J. A jump-start is when a motorcycle's front tire breaks the plane of the designated row line before the starter has signaled for the race to begin. Riders who are determined to have committed a jump-start will be assessed a stop and go or one lap penalty.

- K. If a rider jumps the start-before the starter has given the "go" signal, and the starter can halt the start procedure, the offender shall be moved to the back of the grid and the start sequence restarted.
- L. When a race is stopped (red flagged) before two or fewer laps are completed, it will be re-started using the original grid positions. All laps will be run after the re-start. A **race lap** is considered completed when the **leader** has crossed the start/finish line. A **race** is considered 50% complete when the **leader** has completed at least 50% of the race distance in whole laps. 50% of a race with an odd number of laps will be calculated by rounding up to the next whole number. (I.E. 50% of 15 laps is 7.5. Round up to 8). In the event that time constraints require shortening race distances no race will be called unless 4 continuous racing laps have been completed.
1. Any race stopped with three or more of the laps completed, but before 50% of the race complete, will be re-started to complete the balance of the race distance. Riders will be re-gridded as to their position on the last completed lap.
 2. When more than 50% of the race is complete and the race is stopped, SMRI officials may choose to call the race. If called, riders will be scored according to the positions held in the last completed lap that preceded the red flag.
 3. 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. Also at the discretion of track officials, the rider(s) causing the red flag may not be allowed to compete in a re-started race.
- M. Any rider who is about to be lapped and appears to be deliberately blocking the lapping bike may be shown the meatball flag.
- N. A rider entered in a class may join the race after the race has started after being signaled onto the track by the Track Marshall. A rider may not rejoin the race on a different motorcycle if he/she has been on the racetrack during that race at any time after the green flag or green light was first displayed.
- O. If a motorcycle is unable to start a main event for which it qualified in a heat race, the rider may start the main event on a replacement motorcycle provided the replacement motorcycle meets the same class requirements as the qualifying motorcycle. In this situation, the rider must notify SMRI Officials.
- P. If, for any reason, a rider is forced to stop **on the track** during a race, the rider is obligated to place the motorcycle on the track in such a manner as to cause **NO danger or obstruction** to other riders.
- Q. Motorcycles may not be pushed while on the track except to remove them from a hazardous position to one of greater safety.
- R. If a motorcycle falls and its handlebar touches the pavement or ground it **may not** re-enter the track until the race is completed **and** permission to proceed back to the pits is given by a corner marshal or other track official. The motorcycle and rider's safety apparel must be re-teched prior to continuing or competing in any further events. **(This rule does not apply to SuperMoto races.)**

6.2 HEAT RACES

Race classes that consist of two heat races with no main event shall be scored as follows:

- A. Riders' finish positions for each race will be added together
- B. The rider with the lowest number value will be scored as first, second lowest as second, etc.
- C. In the event of a tie, the rider with the highest finish in the second race will be awarded the higher placing in the final results.
- D. If a rider misses one heat, the rider will be scored as last place finish in that heat.

Example: Rider A finishes 1 2, Rider B finishes 2 1, Rider C finishes 3 3

Points - Rider A = 3, Rider B = 3, Rider C = 6

1st = Rider B (Higher second race finish)
2nd = Rider A
3rd = Rider C

6.3 POINTS CLASSES

- A. Unlimited GP (Feature Race) points will accrue toward top ten number plates for the following season. Accrued points in Unlimited GP (Feature Race) are the **ONLY** way a top ten number plate may be displayed!
- B. Other classes will award points towards their respective championships.
- C. Grid positions for a class will be determined by SMRI season to date points in that class except in the case of late entry (Section 3.2).
- C. In the event that there is a tie for a championship or grid position, that tie will be broken based on number of first place finishes in the series. If that does not break a tie, number of second-place finishes will be compared, then thirds, fourths, etc., until the tie is broken. If the number of finishes in each place is the same, the championship or higher grid position place will go to the rider with the best finish in the most recent SMRI race (for the class in question) in which both riders competed.

6.3.1 Race Completion

A race consists of one or more classes running in a single competition. For purposes of scoring, classes running in a race are treated separately. However, for purposes of determining the end of the race, eligibility to complete a race, and designation as "Did Not Finish" (DNF) all motorcycles in a race, regardless of class, are considered as a single group and subject to the following:

- A. The race ends when the checkered flag is displayed to the lead motorcycle. This occurs:
 - 1. In a lap event, when the lead motorcycle has completed the designated number of laps.
 - 2. In a timed event, the first time the lead motorcycle crosses the start/finish line *after* the designated amount of time has elapsed.
- B. When the checkered flag is displayed to the lead motorcycle, all motorcycles on the course and under power are allowed to complete their current lap and take the checkered flag. This final lap will be counted towards determining finishing position and number of laps completed. Motorcycles completing this final lap and taking the checkered flag are considered to have finished the race, regardless of the number of laps actually completed.

- C. When the checkered flag is displayed to the lead motorcycle, all motorcycles not on the course and/or not under power will be scored as DNF (Did Not Finish). Once the checkered flag is displayed to the lead motorcycle, motorcycles not on the course may **not** re-enter the course; further, motorcycles on the course but not under power may **not** re-start for the purpose of completing the final lap.
- D. A motorcycle is considered not “under power” when one or both of the rider’s feet are placed on the ground for the purpose of supporting or moving the motorcycle.

6.3.2 Finish Position

- A. For motorcycles under power at the end of a race, the finish position is determined by the total number of laps completed by each motorcycle. For motorcycles completing the same number of laps, the finish position is determined by the order in which the motorcycles crossed the start/finish line on their final lap.
- B. Motorcycles that Did Not Finish (DNF) will be positioned behind all motorcycles that did finish, regardless of the number of laps completed. Among motorcycles scored as DNF, the finish position is determined by the total number of laps completed by each motorcycle. For DNF motorcycles completing the same number of laps, the finish position is determined by the order in which the motorcycles crossed the start/finish line on their last complete lap.

6.3.3 Point Award Schedule

Points will be awarded according to the following schedule:

Position	Points	Position	Points	Position	Points	Position	Points
1st	30	9th	12	17th	4	25th	0
2nd	25	10th	11	18th	3	26th	0
3rd	21	11th	10	19th	2	27th	0
4th	18	12th	9	20th	1	28th	0
5th	16	13th	8	21st	0	29th	0
6th	15	14th	7	22nd	0	30th	0
7th	14	15th	6	23rd	0		
8th	13	16th	5	24th	0		

Riders who Did Not Start (DNS) will not be awarded points.

Section 7 - FLAGS and SIGNALS

Riders are required to comply with all instruction given by an SMRI Official or member of the safety crew, regardless if they are verbal instructions or transmitted to the rider by use of flags as listed in this section. Failure to comply constitutes conduct detrimental to the sport and the Race Director/Referee will levy penalties in accordance with Section 11 of this rulebook. Any penalties or fines levied as a result of violating the rule will not be subject to protest or appeal.

- A. Green Flag: Indicates start of race or clear track conditions. *During a race or practice session, the absence of any flag(s) may be construed as a green flag.*
- B. White Flag: One lap remaining.
- C. Checkered Flag: End of session or race. Complete your lap and return to the pits.
- D. Red Flag: Session or race has been stopped. There is immediate danger on the racetrack. All riders must signal (with hand or leg signals) that they are no longer

racings, then reduce speed, safely complete their lap and return to the pits. No passing is allowed from the flag stations displaying the red flag to the track exit.

- E. Black Flag: Unsafe equipment. The black flag is shown when a specific motorcycle presents a serious safety hazard (e.g. smoke, leaking fluids, dangling parts). If you are shown a black flag, get your motorcycle off of the racing surface **as soon as you can safely do so. Do not** complete your lap. Wait for instructions from a track official. Failure to properly respond to a Black Flag will result in immediate disqualification. Penalties levied as a result of this infraction are not subject to protest or appeal.
- F. Meatball Flag (black flag with red ball in the center):
 - 1. During practice: Complete your lap, return to the pits, and see the Starter or Track Marshal. The meatball flag is shown when a rider's behavior is considered unsafe.
 - 2. During a race: Indicates a "Stop and Go" penalty or lap penalty.
 - 3. Stop and Go: Penalty: On tracks with a hot pit, return to the hot pit within two laps (or before the end of the race if fewer than three laps remain). Come to a complete stop in front of the track official holding a flag (any color) in the hot pit. Wait until the official drops the flag, then re-enter the race. Failure to comply with a stop and go penalty will result in a one-lap penalty.
- G. Lap Penalty: On tracks without hot pits, a one-lap penalty will be assessed. Complete the race without stopping but be advised that one lap will be deducted from your final results.
- H. Yellow Flag
 - 1. Stationary - Be alert; be prepared to slow down; be prepared to change your line. There may be a condition ahead that is not normal but there is no immediate hazard. Passing and high speed are allowed, but exercise caution.
 - 2. Waving - Danger ahead. Slow down and maintain your line. No passing is allowed from the flag stations displaying the waving yellow flag until the rider is safely beyond the incident. Riders who violate this rule may be assessed either a stop and go or a one lap penalty at the discretion of the referee. This penalty is not subject to protest.
- I. Other Yellow Flags
 - 1. Debris Flag. A yellow flag with vertical red stripes indicates that there is a problem with the track surface (oil, debris, water) ahead. The debris flag may be displayed stationary or waving. Follow the same procedures as described for the plain yellow flag above.
 - 2. Ambulance Flag. A yellow flag with a red cross indicates that an ambulance is entering the course. The ambulance flag is always displayed along with a red flag, indicating that the session is over. If you encounter an ambulance on the course, do not follow it; pass with extreme caution and proceed to the pits by the normal route.

Section 8 - RACER CONDUCT

- A. 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.
- B. **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, one-year suspension, and removal from the track.** All racers may be subject to drug testing. This will be done using the procedures defined in the AMA Professional Racing Substance Abuse Policy. Failure to submit to testing procedures, or failure to pass the tests, will result in punitive action up to a \$500 fine and one-year suspension.
- C. Each rider is responsible for the behavior and action of any personnel, either family or crew, who is attached to his/her racing effort. Any punitive actions required for crew behavior will be levied against the rider.
- D. It is the responsibility of every competitor to notify race officials of any medical condition, which may be worsened by participation at that particular event. Permission to compete following such notification does not create an assumption of liability on the part of the officials or sanctioning body.
- E. All riders must sign an official entry form and release for each event, and no rider may practice or compete without such signature. Participation of any kind that results in an unregistered rider participating on the track in either a practice or a race event will result in punitive action against all parties involved including up to a \$1000 fine and one-year suspension.
- F. Physical violence or abuse of any other person within the boundaries of the racetrack facility will result in immediate suspension, a fine, and possible prosecution through local law enforcement agencies.
- G. Dishonored checks may be cause for a fine and immediate suspension from further competition. Fines will be \$35 and suspensions may continue until the dishonored check is redeemed. Check writing privileges will be withdrawn from chronic offenders or those who prove to be reluctant to quickly redeem any outstanding balances.
- H. No obscene language or images will be displayed on the rider, motorcycle, or equipment while on the track premises. A rider displaying obscene language or images will be required to remove or cover the offending objects before he/she is allowed to participate.

Section 9 - ON TRACK REGULATIONS

- A. Riders must wear helmets on track surface at all times! (As defined by 5.1.B)
- B. **The responsibility for the decision to pass rests with the overtaking rider, as does the obligation to do so safely.**
- C. Any rider who appears to be deliberately blocking another motorcycle attempting to pass (during practice), or is observed to be riding dangerously will be penalized or disqualified. This is a judgment call by SMRI officials and is not subject to protest.

- D. Should a rider leave the course, he/she must re-enter at the next safe location with no attempt to shorten the course. If a motorcycle falls and its handlebar touches the pavement or ground it **may not** re-enter the track until the race is completed **and** permission to proceed back to the pits is given by a corner marshal or other track official. The motorcycle and rider's safety apparel must be re-teched prior to continuing or competing in any further events. **(This rule does not apply to SuperMoto races.)**
- E. Hand/Leg Signals:
 - 1. Before entering the pits from the track, the rider should signal by raising their left arm or extending left leg
 - 2. If a rider's encounters a problem and slows significantly, the rider shall signal by raising their left arm or left leg and proceed to a position safely away from the race lines.
- F. It is expressly prohibited to ride or push a motorcycle against traffic on the track unless directed to do so by an Official or Corner Marshal.
- G. Disrespect towards Corner Workers and SMRI Officials will not be tolerated. These officials 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.**
- H. Any racers that ignore waving flag signals will be Black Flagged for a "Stop and Go" or one lap penalty. If a racer consistently ignores waving flag areas, racing privileges will be denied and penalties and/or fines assessed.
- I. A racer paying a "Stop and Go" penalty must exit the race track and proceed at a safe speed to the Track Marshall at the front of the pre-grid and wait until waved back onto the track. Excessive speed through the pre-grid area will result in a longer penalty and/or fines and/or disqualification.
- J. Any rider ignoring standing or waving flags during a practice session may be fined and/or suspended.

Section 10 – PROTESTS

10.1 Basic Types

The basic types of protests are:

- A. Scoring and/or Race Operations.
- B. Class suitability - visual discrepancies
- C. Class suitability - internal discrepancies

10.2 Inspection Covenants

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 SMRI Technical Inspection staff, whether the inspection is initiated by another rider entered in the class, or initiated by SMRI 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. 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 SMRI 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 SMRI officials, as well as to require that the

SMRI perform the disassembly. The SMRI 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 re-assembly. With the consent of the rider, SMRI 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. SMRI officials may assess more severe penalties for failure to comply with these covenants than would be assessed if a protest were upheld or the motorcycle were found to not be in compliance with the applicable rules, standards and/or limits.

10.3 Procedures and Policies

- A. 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.
- B. Protests will not be accepted on decisions of officials (Corner Marshals, Starter, Scorekeepers, and Tech personnel, as well as elected officers of the organization) with respect to the interpretation of SMRI 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.
- C. 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.
- D. Protests must be delivered within 30 minutes of the posting of the race results. Protests will not be considered after the 30-minute period has elapsed and results will be considered final.
- E. The written protest must specify the rules or procedures that are in question, to include page number and item number from this rulebook. Scoring protests must be in writing, but do not need rulebook references.
- F. Protests among participants are limited to those entered within the same class.
- G. Protests regarding equipment, which do not require any mechanical disassembly, as well as protests of race operations, do not require payment of a fee.
- H. Scoring protests must be made in writing and accompanied by a \$25 protest fee.
- I. Should a scoring protest be upheld, the fee would be returned to the protesting rider.
- J. Class suitability protests concerning internal discrepancies initiated by a competitor require payment of fees as follows:
 - 3. Protests requiring removal of one or more cylinder heads, four cycle engine \$200.
 - 4. Protests requiring removal of cylinder head(s), two cycle \$50/head. Protests requiring removal of one or more cylinder heads and cylinders \$275.
 - 5. Protests requiring removal of cylinder head(s), cylinder(s), and disassembly of engine cases, or other internal engine components \$325.
- K. Once made, a protest may not be withdrawn without permission of an SMRI Official.
- L. Should the protest be upheld, the protesting rider would be refunded the protest fee.

- M. Should the protest be denied, the protested rider would be awarded the protest fee.
- N. Any legitimate expense to which an SMRI Official may be put, which includes labor costs incurred for removal of engine components, 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.
- O. 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.
- P. Participants in inspections as a result of class suitability protests are limited to the protesting rider, the protested rider, the Technical Inspectors, the SMRI Official, and a representative of either of the riders involved.
- Q. The officials receiving the protest must sign it and note the time in writing.
- R. SMRI Officials will make the decision regarding any protest.
- S. SMRI Officials will make a decision regarding the penalty to be levied in the event of an upheld protest.
- T. Appeals may be made as to the official's decision(s) in a protest as well as the penalties imposed.
- U. 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.
- V. Should the option to appeal be exercised, those awards that may be affected will be withheld, pending a final decision on the appeal.
- W. Appeals must be delivered at the race day, or mailed to SMRI 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 \$50. Within 10 days of the appeal, the appellant and the SMRI 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 the SMRI Board of Directors.
- X. Within two weeks of the appeal, the SMRI Board of Directors shall return a decision on the appeal.
- Y. The decision of the Board is considered the final word on the matter. The decision is binding to all parties.
- Z. If the appeal is turned down, the \$50 fee will be forfeited. If the appeal is upheld, the fee will be returned.

(SMRI Officials reserve the right to subject any rider or motorcycle to any article in Section 11 without fees.)

Section 11 - PENALTIES

A. Unless penalties are otherwise expressly provided for in this rulebook, SMRI 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.

B. Penalty for license applications, loan of license to another party, participation in fraudulent use of credentials, including loaning of a license or associate membership card(s) for gaining access to an event or for member discounts, shall be cause for suspension of at least one year.

C. Violations of class suitability rules will be penalized at the discretion of SMRI Officials and may result in fines, suspensions, or disqualifications, but none of those particular penalties should be considered automatic. Minor violations will be dealt with in a different manner than serious violations.

D. Upon entering a motorcycle in any SMRI 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.

E. Violations of technical and safety requirements judged by SMRI Officials to gain a performance advantage will result in the rider forfeiting points and monies earned in that class for that day, and all points earned previously that year in that same class. Violations judged to not result in a performance advantage will result in fines and/or suspension.

F. Penalties assessed monetarily must be paid prior to participating in any SMRI sanctioned event, regardless of when the penalty was assessed.

G. All fines must be paid in cash or credit before the fined racer may continue in any present or future events.

SMRI 2009 Class Champions

Unlimited GP	Mike Shreve
Open Superbike	Mike Shreve
Middleweight Superbike	Mike Shreve
Formula 1000	Chazz Neiderman
Super Twins	Daryl Wichern
Expert Endurance GTU	Jason Rizzo
Expert Endurance GTO	Chazz Neiderman
Historic Vintage - Lightweight	Chris Frei
Historic Vintage – Middleweight	Troy Runck
Historic Vintage - Heavyweight	Mitch Smith
Super Vintage	Dennis Parrish
Amateur Club Sport	Mitch Smith
Amateur GTO	Edda Tully
Amateur GTU	Andreas Schmitt-Sody
Amateur Supertwins	John Vargo
Formula Femme	Edda Tully
SuperMoto Open	David Huckabee
SuperMoto Novice	Nicole Hertzler
Novice GTO	Kevin Gibson
Novice GTU	Kim Prichard
Novice Endurance GTU	Steve Andognini
Novice Endurance GTO	Kevin Gibsom

2009 SMRI Top 10 Expert Numbers

- #1 Mikey Shreve**
- #2 Chazz Neiderman**
- #3 Ray Thornton**
- #4 David Luck**
- #5 Kelcey Walker**
- #6 Mike Hall**
- #7 Carlos Montero**
- #8 Terry Kraus**
- #9 Virgilio Gutierrez**
- #10 Brian Helms**