

**THE PLAZA CYCLE
MASTERS OF THE MOUNTAINS
MOTORCYCLE ROADRACING CHAMPIONSHIP SERIES
PRESENTED BY HONDA MOTORCYCLES
AT MILLER MOTORSPORTS PARK**

PROMOTED BY THE UTAH SPORT BIKE ASSOCIATION

**2007 RULEBOOK
v 1.7b**



Utah Sport Bike
Association
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FORWARD

Plaza Cycle Masters of the Mountains is promoted by the Utah Sport Bike Association in association with Miller Motorsports Park. This rulebook outlines the rules and guidelines that must be adhered to by all participants. It is the hope of the Utah Sport Bike Association (UtahSBA) that this rulebook forms a basis for exciting, sporting and fair motorcycle road racing.

The UtahSBA is a volunteer-based, member-driven organization and it is the hard work of the many members of the club who donate their time that makes the racing happen. Without them, and the club members that turn out to race, there can be no Masters of the Mountains.

Plaza Cycle Masters of the Mountains owes much of its quality to Miller Motorsports Park and the fine people that run it. They provide a high-quality, motorcycle-friendly environment for the racing, and substantial support for this race series.

Plaza Cycle has generously title-sponsored Masters of the Mountains for both years of the series' existence. Plaza Cycle's support helps raise Masters of the Mountains to a professional level, and deserves the heartfelt thanks and support of all the participants and fans of Masters of the Mountains.

RULE BOOK DISCLAIMER AND WAIVER OF LIABILITY

The rules and guidelines outlined in this rulebook are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. No express or implied warranty of safety, including any implied warranty of fitness of persons or machines for a particular purpose shall result from the publication of, or compliance with these rules and regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others. It is understood that racing by its very nature is a hazardous activity and can result in serious injury or death. These rules and guidelines shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.

Plaza Cycle Masters of the Mountains, UtahSBA and Miller Motorsports Park, while giving guidance on and where required to, enforcing the rules and guidelines of the event, will not otherwise enforce track discipline or safety measures. These rules and guidelines are intended as a guide for the conduct of the sport and use of and/or adherence to these rules and guidelines does not guarantee the well being of the participant and is in no way a guarantee against injury or death to a participant, spectator or official. Plaza Cycle Masters of the Mountains, UtahSBA and Miller Motorsports Park assume no liability for any loss, theft, damage, or injury to property or persons whether arising in contract, negligence, equity or otherwise

1 CLASS STRUCTURE

The 2007 Masters of the Mountains Presented by Honda Motorcycles Motorcycle Roadracing Championship Series (MoM) will normally run the following classes at each regular event. In some cases, classes may be combined into a single race but will be scored separately. Exceptions may occur due to unforeseen weather conditions, or to provide time for USGPRU classes (August 25 and 26).

Clubman
Novice GTU
Novice GTO
Amateur GTU
Amateur GTO
Middleweight Superstock
Heavyweight Superstock
Open Superstock
Lightweight Superbike
Middleweight Superbike
Open Superbike
Twins GTU
Twins GTO
Formula 40 GTO
Classic GTO
King of the Mountain GTU
King of the Mountain GTO
Endurance

2 CLASS DEFINITIONS

Novice Classes:

GTU
GTO

Amateur Classes:

GTU
GTO

Formula 40 GTO

Formula 220 GTO

Mixed Expert and Novice Classes

Lightweight Superbike

Twins GTO/GTU

Classic GTO

Endurance

Expert Only Classes:

Superstock (MW, HW, OPEN)

SuperBike (MW, OPEN)

KoM GTO/GTU

2.1 A MOTORCYCLE may only be entered in a class in which all eligibility requirements are met. If a motorcycle is entered in more than one class, it must conform to the requirements for each class in which it is entered. It is the racer's responsibility to only enter classes in which his or her motorcycle is eligible.

2.2 SUPERSTOCK

- 2.2.1 Superstock motorcycles must meet the following requirements in addition to the requirements in Chapters 5 & 6- Technical and Safety Requirements and inspection. Only the modifications listed in this section are permitted. No other changes from showroom stock will be allowed. Absolutely no updating or backdating of parts will be allowed unless specified by the rules.
- 2.2.2 All motorcycles must display a vehicle identification number on the main frame, or provide documentation as evidence of year, make and model of any un-marked replacement frame.
- 2.2.3 Superstock motorcycles are motorcycles with two or more cylinders sold by the manufacturers and their dealers for street use. For motorcycles produced prior to the current season, a minimum number of units (below) must have been available through dealers in the United States via normal commercial channels. Current year models will be approved based upon manufacturer agreement to have met the minimum quantity requirements through their normal distribution channels by a date no later than the first day of June of the current season.
- 2.2.4 Minimum Quantities. Minimum availability quantities for Superstock participation are as follows:

Three or four cylinder equipment - 500 units

Two cylinder equipment - 50 units

2.2.5 Requirements

1 The following items MAY be removed:

- a) Horn.
- b) Instruments, instrument brackets and associated cables.
- c) License bracket.
- d) Radiator fan and wiring.
- e) Passenger footrests and mounting brackets.
- f) Rear fender. Rear fender or rear section of rear fender may be modified or removed if there is tail/seat bodywork covering the top of the rear wheel.
- g) The ignition key may be removed and the ignition rewired to the handle bar mounted kill switch.

2 The following items may be added or replaced with other than OEM parts:

- a) Case guards. (also see section 6.3.8.10)
- b) Fork brace.
- c) Fire retardant foam may be installed in fuel tanks.
- d) Steering damper.

3 The following items may be replaced by parts of unrestricted origin:

- a) Handlebars, hand controls and levers, switches, foot controls. Handlebars and hand/foot controls may be relocated.
- b) Brake master cylinders.
- c) Instruments, instrument brackets and switches.
- d) Wiring harness.
- e) Control cables.
- f) Speedometer drive.
- g) Oil, oil filters, lubricants and fluids.
- h) Final drive sprockets and chains. Chain size may be changed.
- i) Rear shocks (linkage must remain stock).
- j) Body parts and fairing (not including fuel tank).
 - 1) Size and dimensions must be the same as the original parts.
 - 2) Construction must be of plastic or fiberglass composites
 - 3) Original combination instrument/fairing brackets may be replaced with after-market brackets of the same basic material. All other fairing brackets must be original stock parts.
 - 4) Should the stock fairing include air-ducting tubes, those tubes may be removed or replaced with aftermarket air duct tubes provided they retain the stock internal area and overall shape.
 - 5) Paint scheme is not restricted, but chroming, powder coating, etc. of material, wheels, frame and

other structural components is not allowed. Only original equipment powder coating is allowed.

6) Seat, seat base, and associated bodywork. These may be replaced with parts similar in appearance to the original stock parts. Seat brackets may be added but none removed from the frame.

7) Profile may be changed to allow for proper number display.

8) Standard fasteners may be replaced with after-market fasteners of the same material and design. Fasteners may be drilled for safety wire but intentional weight-saving modifications are not permitted. Fairing/bodywork fasteners may be changed to quick-disconnect type.

4 Brake rotors and pads may be replaced with aftermarket products of original material and dimension, and brake lines of any origin may be used.

5 Brake discs may be drilled or chamfered.

6 Exhaust systems. All motorcycles must have a functional silencer.

7 The stock gas cap may be replaced by any aftermarket gas cap that tightly seals the fuel tank

8 Fork modifications are limited to the following:

a) Standard production internal parts of forks may be modified to alter damping qualities. After-market damper kits or valves may be installed.

b) Fork springs may be replaced with optional or after-market springs. Fork caps may be modified or replaced to allow external adjustment of fork springs only.

9 Carburetor/intake/fuel injection throttle body modifications are limited to the following:

a) Carburetor jets and needles may be replaced.

b) Resizing of air metering holes involved in CV carburetor throttle slide control is permitted.

c) Throttle slide and return spring may be replaced with aftermarket parts.

d) Fuel lines and vent lines may be replaced.

e) After-market fuel filters may be added.

f) All components involved in fuel injection systems must remain standard except as noted below.

1) Electronic control modules (ECU/ECM) may be modified or replaced with aftermarket modules, provided they connect to original connectors only.

2) Installation of additional components for the purpose of adjusting fuel metering (e.g., Power Commander) is permitted. The use of aftermarket modules for the purpose of affecting power delivery (e.g., traction control) is not permitted.

g) The complete original equipment airbox must be utilized. The only modification permitted is the sealing

of airbox drains. After-market or OEM air filters must be used.

10 Engine modifications on two cylinder motorcycles with fewer than four valves per cylinder are unlimited. All other motorcycles are limited to the following:

- a) Except as noted, all internal and external engine parts must remain stock with no modifications, metal removal, blueprinting, or surface treatments.
- b) Pistons, rings, piston pins and circlips may be replaced only with standard bore, stock production items. There is NO allowance for overbore.
- c) Cam timing may be altered by modifying or replacing sprockets, substituting adjustable sprockets, or other means such that the original camshaft, including lift, duration, profile and weight are not altered.
- d) Valve seat inserts may be reworked or replaced with OEM or after-market seats of original dimensions. Any dimensional thickness of the stock inserts may not be increased. Aluminum casting of cylinder head must remain absolutely stock with no metal removal.
- e) Valves must remain as produced with no modifications. Valve springs may be shimmed with standard or after-market shims.
- f) Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may NOT be bead blasted, or blasted with any other media type.
- g) All gaskets may be replaced with after market gaskets.
- h) Cylinder head, cylinders, and crankcase gasket surfaces only may be machined for increased compression. All other surfaces of the cylinder head, cylinders, and crankcases must remain absolutely stock with no metal removal. Light cleaning of gasket surfaces with steel wool, Scotch-Brite™, etc. is allowed.
- i) Clutch plates and springs may be replaced with after-market parts.
- j) Transmission gears may be shimmed only for the purpose of proper engagement. Standard or after-market shims may be utilized.
- k) Shifter return or detent springs may be replaced with after-market springs.
- l) Modifications to the stock starting and charging systems are not permitted. Showroom stock starter, flywheel, rotor, coil assembly also known as the complete charging system must be showroom stock, in place, connected and functional before, during, and after an event.
- m) Engine case guards in the form of strengthened engine side covers may be installed. These covers must be constructed of the same basic material as OEM

covers. Stronger aftermarket case covers must be used on models where fluid loss is likely in the event of a crash.

- n) 49-State model engine and ignition components may replace those same components on California-only motorcycles of the same manufacturer, year and model.
- o) Modifications are permitted as follows:
 - 1) Ignition timing may be altered by slotting ignition trigger mounting plate, replacing stock ignition rotor with an after-market rotor, or use of aftermarket plug-in modules (e.g., Power Commander, Evans). Add-on modules must connect to original connectors and may not be used to provide traction control.
 - 2) Spark plugs and plug wires may be replaced with after-market parts.
 - 3) The rev limiting system must be in proper working order.
 - 4) Electric ignition cutout shift devices are permitted. These devices may not physically operate the shift lever or shifting mechanism, except in the case of racers unable to operate regular foot controls.

11 Tires

- a) For any event not designated as "Wet", only tires that meet DOT standards and are approved by the tire manufacturer for road use may be used. Manufacturers must make tires available in minimum quantities as follows:
 - Front tires - 100
 - Rear tires - 200
- b) On events officially designated as "Wet", only molded-grooved-tread wet racing tires or DOT tires (as required for "dry" conditions) will be permitted.
- c) Construction and compound number molded into the tire will identify approved tires. Manufacturer must verify that the tire is available for purchase by any competitor through normal dealer/distributor channels in quantities no less than stated above.
- d) Tires available only through racetrack sales will not be approved, except as noted in
- e) Any type of modification to approved tires is prohibited. This includes, but is not limited to grooving, razor cuts, or trimming the tire for clearance.
- f) Any competitor found to be using a tire not meeting the above requirements (including qualifying sessions and races) or which differs in any way from an approved model will be disqualified from the affected class for that day and the remainder of the season.
- g) Tire manufacturers who try to circumvent these requirements will have their eligibility revoked.

- 2.2.6 Class Limits
- 1 Middleweight Superstock
 - a) Up to 600cc four cylinder
 - b) Up to 650cc pre-1984 four cylinder
 - c) Up to 750cc two or three cylinder
 - d) Up to 1000cc, two cylinder, four stroke, two valves per cylinder, air cooled
 - e) Unlimited displacement pushrod, two cylinder, four stroke, two valves per cylinder, air cooled
 - 2 Heavyweight Superstock
 - a) Up to 750cc four cylinder
 - b) Up to 1000cc two cylinder, water cooled
 - c) Unlimited displacement, two cylinder, air cooled
 - d) Unlimited displacement three cylinder
 - 3 Open Superstock
 - a) Unlimited displacement

2.3 SUPERBIKE

2.3.1 SuperBikes are machines based upon production models sold by manufacturers and their dealers for street use except as noted below. The burden of proof of compliance rests with the competitor entering the motorcycle.

2.3.2 Requirements

- 1 All machines must meet the equipment standards (Chapter 5) and technical inspection (Chapter 6) as well as the following:
- 2 Frame and engine cases must be from the same production model motorcycle, except for single cylinder motorcycles, which may use any frame.
- 3 The frame must be as originally supplied by the manufacturer on the approved model except as follows:
 - a) Strengthening gussets or tubes may be added.
 - b) Only brackets or tubes not supporting suspension, engine, or drive line components may be removed.
 - c) Swing arms may be modified or replaced.
 - d) Rear shocks may be replaced or relocated.
 - e) Swing arm pivot location may be relocated.
- 4 Class displacement limits are absolute.
- 5 Reducing engine size of machines from stock displacement to meet lower class displacement limits is not allowed. (e.g., a bike that is a Heavyweight in origin can not be re-sized for Middleweight competition.)
- 6 Any fairing may be used as long as it meets the requirements of Chapter 5.
- 7 Forced induction (e.g., turbo- or super-charging) is not allowed.

2.3.3 Class Limits

- 1 Lightweight Superbike
 - a) Up to 565cc four cylinder four stroke, three or more valves per cylinder

- b) Up to 750cc four cylinder four stroke, two valves per cylinder, air cooled
 - c) Unlimited displacement two cylinder four stroke, two valves per cylinder, air cooled
 - d) Up to 650cc three cylinder four stroke
 - e) Up to 750cc two cylinder three valve
 - f) Up to 700cc two cylinder four valve
 - g) Unlimited displacement two stroke, air cooled
 - h) Up to 125cc single cylinder two stroke, water cooled, unlimited origin
 - i) Up to 250cc two stroke, water cooled, if frame is from a motorcycle manufactured for street use in North America.
- 2 Middleweight Superbike
 - a) Up to 640cc four cylinder four stroke, three or more valves per cylinder
 - b) Up to 750cc two or three cylinder four stroke, three or more valves per cylinder
 - c) Unlimited displacement two or three cylinder four stroke, two valves per cylinder
 - d) Up to 250cc one or two cylinder two stroke, water cooled, unlimited origin.
 - e) Up to 1050cc four cylinder four stroke, two valves per cylinder
 - f) Up to 510cc single cylinder two stroke, water cooled
 - g) Unlimited displacement two stroke, air cooled
 - h) Unlimited displacement single cylinder
 - 3 Open Superbike
 - a) Over 485cc two or more cylinder

2.4 GT

2.4.1 GT Classes permit motorcycles of unrestricted origin.

2.4.2 GT Classes are designated as follows:

King of the Mountain GTO / GTU
 Twins GTO / GTU
 Novice GTO / GTU
 Amateur GTO / GTU
 Classic GTO
 Formula 40 GTO
 Formula 220 GTO
 Endurance GTO

2.4.3 Class limits are set as follows:

- 1 GTU (as applied to all GTU classes except Twins GTU)
 - a) Up to 430cc two or more cylinder two stroke, unlimited origin
 - b) Up to 550cc two or more cylinder two stroke, if frame is from a motorcycle manufactured for street use in North America
 - c) Up to 550cc single cylinder two stroke, unlimited origin
 - d) Up to 675cc three cylinder four stroke, liquid cooled
 - e) Up to 640cc four cylinder four stroke, liquid cooled

- f) Up to 750cc two cylinder four stroke four or more valves per cylinder, liquid cooled
- g) Up to 900cc three or more cylinder four stroke, air cooled
- h) Up to 750cc two cylinder four stroke four or more valves per cylinder
- i) Unlimited displacement air cooled two cylinder four stroke two or three valves per cylinder
- j) Unlimited displacement single cylinder four stroke, unlimited origin
- k) Forced induction (e.g., turbo- or super-charging) is not allowed

2 Twins GTU

- a) Same limits as GTU, except only bikes with one or two cylinders are permitted.

3 GTO (as applied to all GTO classes except Twins GTO)

- a) Unlimited displacement and origin
- b) Forced induction (e.g., turbo- or super-charging) is allowed for bikes under 750cc displacement only, and is allowed only in Endurance GTO and KoM GTO.

4 Twins GTO

- a) Same limits as GTO, except only bikes with one or two cylinders are permitted.

2.4.4 Class Definitions

1 King of the Mountain (KoM). The Masters of the Mountains Premier classes, KoM GTO & GTU, are intended for the most competitive of racers.

- a) All King of the Mountain riders are required to possess a valid UtahSBA race license.
- b) Motorcycles entered in King of the Mountain GTU may also be used in King of the Mountain GTO.
- c) KoM GTO participants must have a qualifying time within 112% of the fastest qualifying racer.
- d) Forced induction may be utilized on bikes of 750cc or less displacement only.

2 Twins GTU

- a) The Twin GTU class is intended for expert and approved novice racers.
- b) Novices must obtain approval to participate from the New Racer Director. Approval lasts the remainder of the season, unless revoked for cause.

3 Twins GTO

- a) The Twin GTO class is intended for expert and approved novice racers.
- b) Novices must obtain approval to participate from the New Racer Director. Approval lasts the remainder of the season, unless revoked for cause.

4 Amateur GTU/GTO: All novices and Experts are eligible to enter Amateur events. However, Experts who compete in the Amateur GTU or GTO events will be ineligible for

purse monies or points in KoM races. See above for definition of GTU and GTO.

5 Classic GTO

- a) The Classic class is intended for expert and approved novice racers.
- b) Novices must obtain approval to participate from the New Racer Director. Approval lasts the remainder of the season, unless revoked for cause.
- c) Motorcycles must use a frame and engine case 10 years old or older, as determined by manufacturer's model year. For 2007, the model year must be 1997 or prior.

6 Formula 40 GTO

- a) The Formula 40 class is intended for expert and approved novice racers.
- b) Novices must obtain approval to participate from the New Racer Director. Approval lasts the remainder of the season, unless revoked for cause.
- c) The racer must be 40 years old or older on the day of the race event.

7 Formula 220 GTO

- a) The Formula 220 class is intended for expert and novice racers.
- b) Novices must obtain approval to participate from the New Racer Director. Approval lasts the remainder of the season, unless revoked for cause.
- c) The racer must be at least 220 lbs. In the case where the rider's minimum weight is in question, the rider's shall be weighed wearing no more than T-shirt, socks, and shorts.
- d) If requested, the official rider weight shall be verified during the event weekend at tech and must be completed by the close of tech inspection on race Sunday.

8 Novice GTU/GTO. See definition of Novice, Chapter 4.

9 Endurance. See Chapter 12.

10 Clubman. See definition of Clubman, Chapter 13.

2.5 AMATEUR CLASSES

2.5.1 The following classes are Amateur: Amateur GTU, Amateur GTO, Formula 40 and Formula 220.

2.5.2 Amateur classes are open to all experts and novices with the following restrictions

- 1 Novices must obtain approval from the New Racer Director or the Race Director to compete in Formula 40.
- 2 Experts who compete in Amateur GTU or Amateur GTO are ineligible for purse money and points in KoM GTU and KoM GTO.

3 ENTRIES

3.1 RACING LICENSE

- 3.1.1 All competitors must possess a valid UtahSBA Race License, or a current road racing license from another MoM - recognized organization.
- 1 Other racing organizations whose racing licenses will be recognized by UtahSBA/MoM include the following. Others may be accepted at the discretion of the Race Director.
AFM, AMA, AHRMA, CCS, CMRA, CRA, MRA, OMRRA, SMRI, USGPRU, WERA, WMRRRA, WSMC
 - 2 Competitors racing without a UtahSBA / MoM license must purchase a single-event license for \$25. The single-event license qualifies the rider to compete in all classes except KoM GTU and KoM GTO, and the rider will be ineligible for purse money.
 - 3 Competitors must purchase a full season UtahSBA/MoM race license to compete in KoM GTU, KoM GTO, and to be eligible for purse money.
- 3.1.2 UtahSBA Racing License holders and three crew members are provided free gate entry at all events for which they are registered to compete (The number of free crew members is subject to change).
- 3.1.3 All competitors must hold a current AMA membership. AMA memberships are available at www.ama-cycle.org and from the UtahSBA at race events (however, please obtain an AMA membership prior to the race weekend).
- 3.1.4 UtahSBA will accept valid, current expert and professional competition licenses from other recognized road race organizations, and novice and amateur licenses at the discretion of UtahSBA officials. However, these riders receive no MoM class points, and are not eligible for KoM races.
- 3.1.5 Racers holding a current professional road race license from any other organization cannot compete in any Novice or Amateur classes.

3.2 ENTRIES

- 3.2.1 All on-line pre-entries must be received no later than 6pm on the Wednesday prior to the race weekend, and mailed pre-entries must be received by the Monday prior to the race weekend. After that time, a \$25 late-entry fee will be assessed. Also, note that your grid position may be adversely affected by late entry.
- 3.2.2 No entries will be accepted after 9am on race-day, with the exception of the endurance race entries, which shall close at noon on Saturday.
- 3.2.3 Number of Entries:
- 1 When six or fewer motorcycles are entered in a class, that race may be canceled or combined with another class.

2 When more than six, but fewer than 15 motorcycles are entered in a class, UtahSBA officials may choose to combine that race with any other.

3 Fifteen motorcycles entered will constitute a class.

3.2.4 UtahSBA reserves the right to postpone or cancel any scheduled event or class.

3.2.5 All racers must present the following items at the sign-up table:

- Race license
- AMA membership card
- Completed sign-up sheet.

3.3 REFUND POLICIES

- 3.3.1 Pre-entries may be cancelled, in writing, up to 24 hours prior to the beginning of the race-event entered.
- 3.3.2 Race-day refunds will only be allowed for medical reasons and/or irreparable mechanical problems.
- 3.3.3 If a racer determines on race day that he or she cannot race, he or she may apply for a refund in the race day office for 50% of the class entry fee(s) paid in excess of \$50, which is retained as an administrative and practice fee. No refund will be made for a race if a racer enters the racetrack for a warm up lap or enters the racetrack during the race.
- 3.3.4 No cash refunds will be given at any UtahSBA race event. All refunds require prior approval by the UtahSBA Competition Director. In lieu of cash refunds, refunds may be given in the form of race credits at the discretion of UtahSBA Race Officials.
- 3.3.5 No refund or credit of entry fees will be considered as a result of inclement weather conditions. It is the policy of UtahSBA to hold races while wet track conditions exist.
- 3.3.6 Riders who pre-enter with a credit card or a check that does not 'clear' will be considered NOT entered, until such time as the fees are paid.

4 LICENSING, QUALIFICATIONS AND ADVANCEMENT

4.1 LICENSING

- 4.1.1 This section applies to Novice and Expert licenses and racers. For requirements and limitations applicable to Clubman racers, see Chapter 13.
- 4.1.2 All competitors must hold a valid and current USBA/MoM Racing License or a valid and current license from another organization recognized by the USBA/MoM.
- 1 Other racing organizations whose racing licenses will be recognized by UtahSBA/MoM include the following. Others may be accepted at the discretion of the Race Director.
AFM, AMA, AHRMA, CCS, CMRA, CRA, MRA, OMRRA, SMRI, USGPRU, WERA, WMRRA, WSMC
 - 2 Competitors racing without a UtahSBA / MoM license must purchase a single-event license for \$25. The single-event license qualifies the rider to compete in all classes except KoM GTU and KoM GTO, and the rider will be ineligible for purse money.
 - 3 Competitors must purchase a full season UtahSBA/MoM race license to compete in KoM GTU, KoM GTO, and to be eligible for purse money.
- 4.1.3 All competitors must hold a valid and current AMA membership (available at www.ama-cycle.org or from the UtahSBA at race events; however please obtain AMA membership prior to the first race weekend).
- 4.1.4 MoM license categories are Clubman, Novice and Expert. Note that Amateur is a racing class, not a license type.
- 1 For Clubman requirements see Chapter 13
 - 2 Novice.
 - a) A Novice is any rider who has successfully completed a UtahSBA New Racer School, an approved new racer school from another organization, or has held a Novice or equivalent license with another recognized club within the past 2 years. See rule 4.3 below for requirements for advancement to expert (mandatory and by petition).
 - b) To hold a Novice license, a racer must not have competed as an Expert in any race organization within the past two years. Appeals may be made to the New Racer Director or the Director of Competition to waive this rule.
 - c) Novices may compete in Novice and Amateur class races.
 - 3 Expert.
 - a) Obtained by advancement from Novice or by showing proof of holding a valid and expert roadracing license with a recognized club. A rider who does not hold a current expert license, but has held one with a

recognized club within the past 2 years may petition the New Racer Director or UtahSBA Director of Competition for an Expert license.

- b) Experts shall display good competency in the areas of safety, riding skills, knowledge of race and track procedures, technical and safety requirements for their motorcycle, UtahSBA/MoM rules and other important aspects of motorcycle road racing.
- c) Riders having held an Expert racing license but who have not raced within the last three years must take a New Riders School and race as an Novice for at least six races (i.e., re-certify as a new racer) or arrange to be evaluated by the New Racer Director and be classified as Novice or Expert accordingly.
- d) The UtahSBA Director of Competition, or New Racer Director, reserve the right to revoke a racers Expert racer status, and revert that racer back to a Novice status, at any time. The racer must then submit a petition in writing to have their Expert status returned.

4.2 RACER QUALIFICATIONS

- 4.2.1 Age. Applicants must be 14 years or more in age. Applicants less than 18 years of age, and all applicants below the age of majority in their home state, must provide a notarized statement of permission from a legal parent or guardian for each event.
- 4.2.2 Memberships
- 1 All participants must be full members of the AMA, and provide proof of AMA membership prior to competition. All competitors must hold a current AMA membership (available at www.ama-cycle.org or from the UtahSBA at race events; however please obtain AMA membership prior to the race weekend)..

4.3 ADVANCEMENT

- 4.3.1 Applicants for Novice licenses must provide proof of prior racing experience or a certificate indicating completion of an approved New Racer School within the last 12 months. New Racer Schools are available from the UtahSBA at pre-determined UtahSBA events.
- 4.3.2 Advancement from Clubman to Novice. Any rider who holds a Clubman license and meets the requirements in section 4.1.4.2 (definition of Novice) may request a Novice license.
- 4.3.3 Advancement from Novice to Expert. Racers may petition the New Racer Director to advance from Novice to Expert status after having completed a minimum of 6 races. In order to advance to Expert, racers must demonstrate a working knowledge of UtahSBA/MoM safety information including: bike preparation, flags, race procedures and must have demonstrated safe riding ability. Determination of whether the criteria for advancement have been met rests with the New

Racer Director. Appeals of the New Racer Director's decisions may be made in writing to the UtahSBA Board of Directors.

- 4.3.4 Mandatory advancement from Novice to Expert. The top 5 finishers in Novice GTO, Novice GTU, Amateur GTO and Amateur GTU season championships must advance to Expert for the following season. They will be ineligible to compete as a Novice in subsequent seasons. Other racers may also be advanced to expert between seasons at the discretion of the New Racer Director or Director of Competition. Racers being mandatory advanced may petition in writing, to the New Racer Director, to remain a Novice racer.
- 4.3.5 Racers must allow the New Racer Director at least two weeks to evaluate petitions for advancement. Petitions for advancement must be submitted in writing.
- 4.3.6 Racers may compete under only one license status on any given weekend or race event. A rider may not advance during a race weekend.

4.4 GRANTING OF RACE NUMBERS

- 4.4.1 Race numbers can be held by holders of current UtahSBA/MoM racing licenses only.
- 4.4.2 Race numbers are requested upon submission of an application for a UtahSBA/MoM race license (Clubman, Novice or Expert).
- 4.4.3 Clubman and Novice class riders must use 3 digit numbers; Experts may use 2 digit numbers.
- 4.4.4 Race numbers 1-10 are reserved for the top ten in the previous season's KoM GTO season championship. Racers who elect to utilize a top ten number will have their regular number held in reserve during the time they use the top-ten number.
- 4.4.5 After a one year or more lapse in holding a valid UtahSBA/MoM license, a rider's race number may be claimed by another rider.
- 4.4.6 All race numbers are the property of the UtahSBA, may be revoked at any time, and all decisions on allocation of numbers by the UtahSBA are final.

5 TECHNICAL AND SAFETY REQUIREMENTS

5.1 THE FOLLOWING is a set of standards that will be in effect at all events for both riders and motorcycles:

5.2 RIDER EQUIPMENT

- 5.2.1 Full coverage helmet with undamaged shell and face shield conforming to Section 6.4.1.
- 5.2.2 Leather footwear at least 8" in height and in good condition.
- 5.2.3 Gauntlet-style gloves with leather protecting the palms and fingers.
- 5.2.4 Pants and jacket of leather or aramid material (Kevlar) in good condition with padding on the knees, elbows and shoulders. Separate pants and jackets must be joined with zipper(s) to create the equivalent of a one-piece suit (i.e., minimum 270° zipper).
- 5.2.5 Back protector must be worn at all times when on the track.

5.3 NOVICE AND EXPERT RACER MOTORCYCLE REQUIREMENTS

- 5.3.1 Neat and clean. Motorcycles that are dirty or show potentially dangerous bodywork or improperly executed modifications or repairs will not be approved.
- 5.3.2 Bodywork damaged at that particular event may be removed providing that unsafe or sharp edges are not the result of such removal. Where required, belly pans must be retained. Final approval rests with the Tech Inspector.
- 5.3.3 Chain must be of the "continuous rivet" type, or the MasterLink must be safety-wired or have RTV/silicone on the clip.
- 5.3.4 Tires must be in good condition and may not be re-caps. Valve caps must be installed.
- 5.3.5 All motorcycles must have operational front and rear brakes, with acceptable lining thickness.
- 5.3.6 All motorcycles must have an operational handlebar-mounted kill switch or button.
- 5.3.7 All motorcycles must have a self-closing throttle.
- 5.3.8 All turn signals, luggage racks and mirrors must be removed.
- 5.3.9 All lights and reflectors must be removed.
- 5.3.10 Center and side stands must be removed.
- 5.3.11 License plate must be removed.
- 5.3.12 Rear fender or seat must extend to the rear of a line drawn vertically through the rear axle.
- 5.3.13 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.
- 5.3.14 No streamlining may be attached to the rider.
- 5.3.15 All fluid-carrying hoses or lines must be properly secured.
- 5.3.16 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.

- 5.3.17 All engines must have the oil breather line(s) returning to the air box or an alternative heat resistant catch tank of at least 12-ounce capacity (no glass, thin plastic, or paper). The inlet line must be securely fastened and the catch tank adequately vented to avoid pressurization. Alternatively, production-based motorcycles may vent the oil breather(s) to the air box with plugged drains.
- 5.3.18 All vents of any kind must be routed such that any fluid escaping will be caught by the fluid-containment belly pan.
- 5.3.19 Final approval of the catch can system rests with the Tech Inspector.
- 5.3.20 Axle nuts/bolts, pinch bolts and brake torque arm bolts must be secured by safety wire, cotter pins or other approved means. Self-locking nuts are not acceptable.
- 5.3.21 All nuts or fittings which drain fluid when removed, as well as filler caps (except fuel cap) or nuts, and filters must be secured with safety wire or other approved means.
- 5.3.22 Kick-starters, if retained, must be secured at two points.
- 5.3.23 Cooling system may only contain water and approved additives which do not leave a liquid residue when the water is evaporated. Glycol-based fluids (including anti-freeze and Engine Ice) are prohibited. For the purpose of this rulebook, motorcycles which use engine oil as a primary cooling fluid are considered to be air-cooled.
- 5.3.24 Silicone brake fluid is not allowed (DOT 5 Brake Fluid).
- 5.3.25 Exhaust system must not extend beyond the rear wheel.
- 5.3.26 Steering damper is required and must be in good operating condition.
- 5.3.27 All motorcycles must have frame sliders and bar-end sliders. Frame slider requirement is waived for GP (2-stroke) and Clubman motorcycles.
- 5.3.28 All motorcycles must have a working silencer and must meet track sound level regulations.
- 5.3.29 On all 4-stroke motorcycles, the fairing bottom must be constructed in such a fashion as to form a fluid catch pan capable of retaining a minimum of 3 quarts of fluid. A sealed hole in the fairing bottom is permissible. The hole may be opened in races declared 'wet.'
- 5.3.30 A Masters of the Mountains decal shall be displayed on both sides of the bike at least axle line high or higher.
- 5.3.31 All motorcycles must carry a functioning transponder at all times while on the track.
- 5.3.32 Motorcycles with frames designed and manufactured primarily for off-road or dual-sport use are not allowed in any classes.

5.4 NUMBER & NAME DISPLAY REGULATIONS

- 5.4.1 See Chapter 4 for information on granting of race numbers.

- 5.4.2 All Expert competitors will use black numbers on a white background. Numbers must be approximately 7" high and 1" wide standard block lettering with no shading or outlining.
- 5.4.3 Novices will use black numbers as specified above, but the numbers shall be on a yellow background.
- 5.4.4 Expert class champions from the previous UtahSBA season are permitted to use white numbers on a black background with the same size and style restrictions.
- 5.4.5 Number plates, or number display areas should be approximately 10" by 10" with rounded corners. A plate or display area is required on the front and each side of the motorcycle. The side displays must be mounted in such a way that the number is clearly visible without interference caused by rider, or motorcycle parts and extremities. If a display area is used rather than a separately mounted plate, it must be clearly outlined with a border to distinguish it from the paint scheme of the motorcycle.
 - 1 Visiting Racers: Racers from other organizations, who are racing with MoM for only one event, will retain their race number from their regular race organization. If the visiting racer has the same number as a full time MoM racer, the visiting racer will place a letter designator after their number. Letter will be designated by the Tech Inspector.
 - 2 Numbers must be displayed on the motorcycle as required per the requirements of this section whenever a motorcycle is on the track. Riders who practice without their number displayed will be gridded at the rear of their grids for that day and may be fined.
- 5.4.6 Final approval of number display will rest with the Technical Inspectors and/or the Chief Score Keeper.

5.5 PIT SAFETY STANDARDS

- 5.5.1 All flammable liquids must be stored in appropriate containers.
- 5.5.2 A container for proper disposal of waste fluids must be provided.
- 5.5.3 A 5 lb. BC rated fire extinguisher must be readily available at each pit.
- 5.5.4 Each pit area must be policed for debris before leaving for the day. Failure to comply will result in a \$20 pit cleanup fee.

5.6 GASOLINE

- 5.6.1 Only gasoline or race gas meeting UtahSBA specifications is permitted as fuel:
- 5.6.2 Fuel must be petroleum-based gasoline as defined by the American Society for Testing and Materials, (ASTM), Designation: D4814.
- 5.6.3 The specific gravity must fall within the range: .715-.765 at 60 degrees F.
- 5.6.4 The maximum allowable oxygen content is 5.0% m/m.
- 5.6.5 The only allowable oxygenates are ethers and alcohols, as listed and characterized for oxygen mass fraction in ASTM

D4814. Expoxides (e.g., propylene oxide) will not be considered ethers. Nitrogen-bearing compounds are not allowed.

- 5.6.6 All fuels must be supplied from a single source which employs no means to contain or supply different mixtures of fuels. Only fuel from this single source may be introduced to the combustion chamber. No supplements, reactants, oxidizers (e.g., Nitrous Oxide) or combustants may be introduced to the combustion chamber other than fuel meeting the specifications in this section.
- 5.6.7 Lubrication additives are permitted provided the resulting mixture will meet the above requirements. Lubricants may be introduced through a source other than through the fuel, but must not contain nitrogen or oxygen - bearing compounds.
- 5.6.8 Samples for lab analysis may be taken from a competitor's fuel tank and/or oil supply at the discretion of UtahSBA officials. Laboratory results will be the final determining factor as to whether illegal performance additives are present in a particular fuel sample.

6 TECHNICAL INSPECTION

6.1 INSPECTION RESPONSIBILITIES AND PROCEDURES

- 6.1.1 The rider bears the responsibility of presenting a motorcycle in conformance with all requirements! The burden of complying with the rules regarding class suitability and technical requirements rests with the entrant.
- 6.1.2 All motorcycles and rider equipment must pass inspection by the UtahSBA Technical Staff before participating in any practice session, race or school. The primary emphasis of the inspection is race worthiness of the equipment used.
- 6.1.3 Application of a Technical Inspection Approval Sticker does not imply compliance with class requirements or technical requirements.
- 6.1.4 It is his/her responsibility to seek approval of the Technical Inspector of any areas in question.
- 6.1.5 The UtahSBA Technical Staff reserves the right to inspect any race motorcycle or rider apparel or equipment at any time during race day for compliance to the requirements of this rulebook. UtahSBA technical inspector may revoke the Technical Inspection Approval Sticker of any motorcycle at any time during the race day. The UtahSBA 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.
- 6.1.6 For at least one Superstock race per event, one contestant may be selected randomly after the start of the race to have the following items inspected by an UtahSBA Technical Inspector at the completion of the race:
 - 1 showroom stock charging system
 - 2 air box, air filter, velocity stacks
 - 3 any other Superstock restricted modification
 - 4 The same rider may be inspected twice during the course of one UtahSBA race weekend. More than one rider may be checked per Superstock race, and this is at the discretion of the UtahSBA Director of Rules & Tech. In the event a contestant refuses post-race inspection, the contestant will be disqualified and penalized. A contestant may choose to have his/her bike inspected for multiple classes at one time; however UtahSBA will impound the bike in a suitable location between the individual races. (this location is NOT the contestants pit area)
- 6.1.7 Technical Inspection and passing of Technical Inspection in no way implies motorcycle or entrant has passed a safety inspection.
- 6.1.8 Any motorcycle or rider involved in a crash must be re-inspected by a UtahSBA Tech Inspector. Damage that in any way endangers rider safety must be repaired prior to starting or continuing any further practice or competition.

- 6.1.9 It is the racer's responsibility to locate an authorized technical inspector.

6.2 RACEDAY TECHNICAL INSPECTION

- 6.2.1 Racing is dangerous. Do not skimp on your equipment. The Technical Inspection Staff will not approve any racer whose equipment or apparel they consider to be hazardous.
- 6.2.2 Technical Inspection opens at 7:00 a.m. on the day of the race event. Racers must bring the following items to Technical Inspection on race day:
- Motorcycle; Lowers removed
 - Rider's copy of sign-up sheet
 - Leathers
 - Helmet
 - Boots
 - Gloves
 - Back Protector

6.3 REQUIRED MOTORCYCLE PREPARATION

- 6.3.1 The following items may be checked at Technical Inspection at the discretion of the UtahSBA Technical Staff.
- 6.3.2 The rider bears the responsibility of presenting a motorcycle in conformance with all requirements!
- 6.3.3 Number Plates
- 1 Securely mounted in at least two places.
 - 2 Legible.
 - 3 Recommended 10" by 10" background, white for Experts, yellow for Amateurs, optionally black for the previous season expert class champions.
 - 4 Recommended black numbers, 7" minimum height, optionally white for the previous season's Expert class champions.
 - 5 Three total; one plate on the front and one plate on each side to the rear of the rider.
- 6.3.4 Wheels and Tires
- 1 Spokes tight.
 - 2 Rims straight.
 - 3 Acceptable tread depth.
 - 4 Acceptable sidewall condition.
 - 5 Valve caps installed.
 - 6 Minimum 16" wheel diameter.
 - 7 No cracks in wheel castings.
- 6.3.5 Brake System
- 1 Lining thickness adequate.
 - 2 Reservoir cap retention device (e.g., screws, clip, duct tape.)
 - 3 Cables and/or hoses in good condition.
 - 4 Anchor arms and caliper mounts safety wired.
 - 5 Silicone based brake fluids are NOT allowed. (no DOT 5 brake fluid).
- 6.3.6 Frame Components

- 1 Fork stops functional.
- 2 Fork seals not leaking.
- 3 Axle nuts and axle pinch bolts safety wired, or castellated nuts secured with cotter pins or hitch pins. Hitch pin or "hair pin" clips must be safety wired closed.
- 4 Steering damper operational
- 5 Frame and Bar-end sliders installed. Frame sliders must be of a durable design and construction. (Frame sliders are exempted for 2-stroke motorcycles)

6.3.7 Engine

- 1 All filler caps, drain plugs, and transmission detents safety wired.
- 2 Oil filter or oil filter cover bolts safety wired, if applicable.
- 3 Oil and gas lines must be tight and leak-free.
- 4 Fuel and heat resistant catch cans or bottles must be fitted to engine crankcase breathers. (no glass, thin plastic, or paper)
- 5 Catch tanks for all open water vents. Plastic IS O.K.

6.3.8 Miscellaneous Motorcycle Requirements

- 1 Exhaust system tight; mufflers and megaphones secure; removable baffles safety wired. It is recommended but not required that exhaust hanger bolts/nuts be safety wired.
- 2 All lenses taped.
- 3 Brake and taillights disconnected and completely taped.
- 4 Turn signals removed
- 5 Mirrors removed.
- 6 License plate removed
- 7 Kill switch operational on handlebars.
- 8 Side and center stands must be removed
- 9 Only water, Red Line Water Wetter, Royal Purple Ice (NOT Engine Ice or Evans coolant), or Silkolene Pro CCA coolant additives are allowed in liquid cooled motorcycles. Glycol-based substances are prohibited.
- 10 Case guards installed on ALL applicable models (see technical inspector) with vulnerable wet cases. Wet cases will emit fluids if cracked or worn away
- 11 On applicable models, a shark fin or chain guard is recommended to prevent a rider's toes or fingers from getting caught in the sprocket.
- 12 Transponder mounting bracket must be securely mounted to the motorcycle and must be visible for tech inspection.

6.4 RIDER APPAREL AND EQUIPMENT

6.4.1 Helmet

- 1 A full coverage helmet bearing a label of compliance to either Snell Foundation specifications, DOT FMVSS 218, or any FIM certification with a date of manufacture no earlier than 5 years prior to the first UtahSBA event of the season.
- 2 Straps, shell, liner and shield in good condition.
- 3 No aftermarket quick releases will be allowed.

- 4 Damaged helmets must have manufacturer's re-certification for approval.
- 6.4.2 Leathers
 - a) One piece or zip together equivalent (i.e., minimum 270° zipper).
 - b) No holes or tears.
 - c) Sufficient protection.
 - d) Taping pants and jackets together is prohibited.
- 6.4.3 Gauntlet-style leather gloves, in good condition.
- 6.4.4 Leather footwear at least 8" in height and in good condition.
- 6.4.5 No metallic or sparking knee sliders.
- 6.4.6 Back Protectors
 - 1 Back protectors are required and must be of commercial design and manufacture. No homemade back protectors.

7 RACE PROCEDURES

7.1 PROCEDURES

- 7.1.1 All Masters of the Mountains events will be held on a "time-available" schedule. Race control will make all necessary adjustments to this schedule, including (when necessary) shortening and / or eliminating practice or qualifying sessions. Races may be shortened as well, to fit into allotted time. Basically: Any time spent cleaning-up your crash, will result in loss of time in practice, qualifying or racing.
- 7.1.2 KoM grids will be determined by race event qualifying. If race event qualifying is not able to take place or is cancelled, KoM grids will be determined as described below in section 7.1.3. It is the responsibility of each rider to qualify with the correct group, on the correct motorcycle. Racers that qualify in the wrong group will be placed at the back of the grid for the race. Racers who qualify on a motorcycle that is determined to be non-class-legal for the class qualifying, will be disqualified for that race.
- 7.1.3 For non-qualifying classes, grids shall be determined as follows:
 - 1 Pre-entered riders, based on current points
 - 2 Pre-entered riders without points in order of entry
 - 3 Post-entered riders by order of entry
- 7.1.4 UtahSBA 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, qualifying order will determine the participants. In classes where there is no qualifying, heat races may be run to determine participants.
- 7.1.5 Riders pre-grid at the track entrance. Riders who fail to take their assigned position at pre-grid may be required to start the race from behind the last row of gridded riders, or from pit road once the remaining motorcycles have passed, at the discretion of the officials. The Pre-grid Marshall will signal the riders onto the track to proceed to the starting grid, or take additional hot laps as the Pre-grid Marshal may direct.
- 7.1.6 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.
- 7.1.7 Once the grid is set, if a motorcycle stalls, the rider is to hold their hand up and the race starts around them at the discretion of the starter.
- 7.1.8 The start shall be a full-stop start. Riders who are not properly staged at the green flag will be assessed a stop and go penalty on pit road. 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.

- 7.1.9 When a race is stopped (red flagged) before two or fewer laps are completed, it will require a re-start in original position, and all laps will be run after the re-start.
- 7.1.10 The race is considered 50% complete when the leader has completed at least 50% of the race distance in whole laps. The completion of 50% of an odd number of laps is the number of laps plus one and then divided by two. In the event that time constraints require shortening race distances, no race will be called unless 4 continuous racing laps have been completed.
- 7.1.11 Any race stopped with more than two of the laps run, but before being 50% completed, may be re-started with riders gridded in their on track positions. The balance of the laps will be run.
- 7.1.12 When more than 50% of the race is complete and the red flag is displayed, UtahSBA officials may choose to call the race. If called, riders will be scored according to the positions held at the completion of the lap preceding the red flag.
- 7.1.13 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.
- 7.1.14 Any rider appearing to be deliberately blocking a bike seeking to pass may be assessed a penalty. A penalty assessed for blocking may be appealed.
- 7.1.15 A rider entered in a class may join the race after the race has started after being signaled onto the track by the Pre-grid 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.
- 7.1.16 If a rider is unable to start a main event on the motorcycle with which he qualified, that rider may start the main event on a motorcycle other than the one used in qualifying provided the motorcycle meets the same class requirements. In this situation, the rider must notify the track officials and start the race behind the last row on the starting grid.
- 7.1.17 If, for any reason, a rider is forced to stop on the track during a race, it should be his/her first duty to place the motorcycle in such a manner as to cause NO danger or obstruction to other riders.
- 7.1.18 Motorcycles may not be pushed while on the track except to remove them from a hazardous position to one of greater safety.
- 7.1.19 If a motorcycle falls to the ground, it and its rider can not finish the race. Falling to the ground includes contacting the ground with a handle bar, gas tank or other part of the bike that normally does not touch the ground.
- 7.1.20 Corner Marshals will not allow any racer/motorcycle that has fallen to re-enter the race surface, UNLESS they "deem it safe

to ride in on the side of the track" out of the race line or until the race or practice session is completed or has been stopped. The rider, motorcycle and rider's safety apparel must be re-inspected by an UtahSBA tech inspector prior to continuing or competing in any further events.

- 7.1.21 Any Novice racer who crashes twice in any weekend must petition in writing, the Race Director, if they wish to participate in any further events for that weekend only.

7.2 POINTS CLASSES

- 7.2.1 Points will be awarded in all MoM classes at all MoM events, excepting Clubman.
- 7.2.2 KOM GTO points will accrue toward top ten number plates for the following season. Accrued points in KOM GTO is the ONLY way a top ten number plate may be displayed.
- 7.2.3 Points will accrue toward class championships in all other classes.
- 7.2.4 The pole position rider can choose to swap with the outside position of the front row.
- 7.2.5 Points may NOT be transferred from one class to another.

7.3 FINISH POSITION

- 7.3.1 To qualify for a finish position a rider must start the race with the green flag or start while the race is in progress. Any rider who does not complete the full race distance for any reason will be awarded a finish position based on the distance they completed. Any rider who is on the grid but does not start the race or join the race in progress will be scored as a DNS (no points awarded)

7.4 POINT AWARDS. Points will be awarded by the following formula:

Finishing Position	Points Awarded	Finishing Position	Points Awarded
1st	36	16th	15
2nd	32	17th	14
3rd	29	18th	13
4th	27	19th	12
5th	26	20th	11
6th	25	21st	10
7th	24	22nd	9
8th	23	23rd	8
9th	22	24th	7
10th	21	25th	6
11th	20	26th	5
12th	19	27th	4
13th	18	28th	3
14th	17	29th	2
15th	16	30th	1

8 FLAGS AND SIGNALS

8.1 OPERATIONAL FLAGS

- 8.1.1 Green Flag and/or Green Light: Indicates start of race or clear track conditions.
- 8.1.2 Checkered Flag: Indicates end of race or practice session. Proceed around course to the designated track exit.
- 8.1.3 Red Flag: Indicates race has not yet commenced or has been stopped. A red flag displayed during a race or practice indicates extreme danger. Reduce speed and proceed safely and as directed to the pit road.
- 8.1.4 Black Flag with 12" Orange Center (meatball flag): Indicates a "Stop and Go" penalty or other penalty. Report to the Pre-Grid Marshal within three laps. (Sec. 10.J) A number board will be displayed with the flag indicating the rider being signaled. Failure to report to the Pre-Grid Marshal within 3 laps will result in a one lap penalty in the final results.
- 8.1.5 Black Flag: Indicates a problem and immediate removal of your motorcycle from the racing line. Carefully reduce speed, get off of the racing line and stop at the first safe location off the course. Riders are not permitted to return to the racecourse unless cleared by an official. Failure to stop for a Black Flag according to the rules will result in immediate disqualification from the current race and suspension from future UtahSBA events pending review.

8.2 WARNING FLAGS

- 8.2.1 Stationary flags:
 - 1 Warning flags that are held stationary indicate a change in conditions or a potentially hazardous situation on or near the track.
 - 2 Passing is allowed. Exercise caution.
- 8.2.2 Waving flags:
 - 1 Any waving warning flag indicates a hazardous condition on the racetrack and possibly in the racing line. Proceed with caution.
 - 2 Passing is not allowed under any waving flag from the point of the flag until past the incident area.
 - 3 Officials may designate a point for each flag station after which passing is not allowed if a waving flag is displayed.
 - 4 Passing in a waving flag zone will cause a minimum 30 second penalty. Additional penalties may be added by the Track Marshal.
 - 5 If a rider unintentionally passes another rider in a waving flag area, the passing rider must return to their prior position at the earliest safe opportunity. No penalty will be assessed if the rider returns to their previous position.
 - 6 If a rider unintentionally passes another rider in a waving flag area in which the rider had no choice but to pass, and in so that the passing rider does not gain position on the

passed rider, they will not need to let the passed rider pass them back to avoid a penalty. (This will only apply in the case of lapped riders or riders from other classes.)

8.2.3 The following warning flags may be used:

- 1 Yellow Flag with Red Stripes: (Debris flag) Indicates oil, gas, dirt or other debris are on the track surface. Proceed with caution.
- 2 Yellow Flag: (Caution flag) Indicates motorcycles, riders, and/or Marshals are in the area but out of racing lines or likely run off areas. Proceed with caution.
- 3 White Flag with Red Cross: (Ambulance flag) indicates that ambulances, safety vehicles or emergency personnel are on the course. Exercise caution.
- 4 A waving "Ambulance" flag indicates an ambulance and/or some other safety vehicles are working directly downstream. Exercise extreme caution! Do not pass other competitors until after the incident area. You may pass the ambulance if it is safe to do so.

8.3 COURTESY FLAGS

- 8.3.1 White and Green Flags Crossed: Indicates 1/2 total race distance completed.
- 8.3.2 White Flag: Indicates final lap of race.
- 8.3.3 Checkered Flag: End of race.

9 RACER AND CREW CONDUCT

9.1 GENERAL RACER CONDUCT

- 9.1.1 All participants must assess for themselves the facility, organization, safety measures, weather conditions, and any other considerations regarding the risk of competition at any given event. Participation indicates an assumption of all risks involved.
- 9.1.2 The use of intoxicants or drugs of any nature which could affect the mental or physical abilities of any participant from his/her normal capabilities when in good mental and physical health are strictly prohibited. Failure to comply will result in punitive action up to a \$500 fine and one-year suspension. 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.
- 9.1.3 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.
- 9.1.4 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.
- 9.1.5 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 form which results in an unregistered rider participating on the track in either a practice or a race event will result in punitive action being levied against all parties involved.
- 9.1.6 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.

9.2 ON TRACK CONDUCT

- 9.2.1 Helmets MUST be worn on track surface at all times.
- 9.2.2 The responsibility for the decision to pass rests with the overtaking rider, as does the obligation to do so safely.
- 9.2.3 Any rider who appears to be deliberately blocking another motorcycle attempting to pass, or is observed to be riding roughly or dangerously will be penalized or disqualified. This is a judgment call by UtahSBA officials. Penalties for blocking may be protested, but penalties for rough or dangerous riding can not be protested.

- 9.2.4 Should a rider leave the course but not fall-down, he/she must re-enter at the next safe location with no attempt to shorten the course.
- 9.2.5 Hand/Leg Signals:
 - 1 Before entering the pits from the track, the rider should signal by raising an arm or extending a leg.
 - 2 If a rider's speed slows significantly, for any reason, the rider should signal by raising an arm or extending a leg and safely position him/herself out of race lines.
- 9.2.6 It is expressly prohibited to ride or push a motorcycle counter-race on the track or pit road, unless directed to do so by an Official or Corner Marshal.
- 9.2.7 Disrespect towards Corner Workers or other race officials will not be tolerated. These people are responsible for hazardous areas around the racecourse and are in position for racers' safety. VIOLATIONS IN THIS MATTER ARE GROUNDS FOR LEVIED FINES AND/OR SUSPENSION.
- 9.2.8 Any racer or racers that do not significantly slow in a waving flag area may be assessed a penalty. If a racer consistently ignores waving flag areas, racing privileges will be denied and penalties and/or fines assessed.
- 9.2.9 Corner Marshals will not allow any racer/motorcycle that has fallen to re-enter the race surface until the race is completed. The rider, motorcycle and rider's safety apparel must be re-inspected prior to competing in any further events.
- 9.2.10 A racer paying a "Stop and Go" penalty must exit the race track and proceed at a safe speed to the Pre-grid 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.
- 9.2.11 Any rider ignoring standing or waving flags during a practice session will start their race at the back of the grid.

9.3 PIT CONDUCT

- 9.3.1 Regulations
 - 1 Anyone found or caught tampering with another participant's motorcycle or any personal belongings will be banned permanently from the UtahSBA.
 - 2 All pit bikes will visibly display the competitor's number.
 - 3 10 MPH MAXIMUM! This includes race bikes and pit vehicles (pit bikes, bicycles, etc.). Fines and/or penalties may be assessed, or UtahSBA Officials will impound equipment.
 - 4 All vehicles must be operated in a safe and controlled manner.
 - 5 UtahSBA reserves the right to impound any vehicle operated in an unsafe manner and will not return the vehicle until the end of the race day.
- 9.3.2 Pets are discouraged, but are permitted on a leash no longer than 7 feet. No snakes or reptiles allowed. MMP officials

reserve the right to remove vicious or uncontrolled pets at the owner's expense.

- 9.3.3 All minors (under 16 years of age) must be under strict adult supervision at all times when in the Pit area, and are not allowed to operate wheels of any kind, unless they are participants in the race event.
- 9.3.4 No use of intoxicants or drugs which could affect mental or physical abilities may be used in the Pit area by any persons during the race event. Violators will be escorted out of the Pit area and pit pass will be revoked. Racers are subject to UtahSBA alcohol and drug policies.
- 9.3.5 All persons are required to sign a release waiver before they will be allowed into the Pit area or areas.

10 PROTESTS

10.1 BASIC TYPES

- 10.1.1 Scoring and/or Race Operations
- 10.1.2 Class suitability - visual discrepancies
- 10.1.3 Class suitability - internal discrepancies

10.2 INSPECTION COVENANTS

- 10.2.1 By entering an event, each rider agrees to make each motorcycle on which he or she starts or joins a race available for inspection by the UtahSBA Technical Inspection staff, whether the inspection is initiated by another rider entered in the class, or initiated by UtahSBA 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.
- 10.2.2 The rider further agrees to immediately make his/her motorcycle available for and to submit to inspection procedures involving disassembly of the motorcycle and collection of samples of fluids, materials and parts at the event when requested by UtahSBA 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 UtahSBA officials, as well as to require that UtahSBA perform the disassembly.
- 10.2.3 UtahSBA has the right to retain samples of fluids, materials and parts for up to 60 days. The rider assumes all responsibility for conserving items disassembled, for all damages occurring during disassembly, and for appropriate reassembly. With the consent of the rider, UtahSBA 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. UtahSBA 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

- 10.3.1 Protests will not be accepted regarding safety or procedure violations by another competitor. These violations will only be acted upon at the instigation of officials and when there is confirmation by an official that the violation took place.
- 10.3.2 Protests shall not be accepted on decisions of officials (Corner Marshals, Starter, Scorekeepers, and Tech

personnel, as well as officers of the organization) with respect to the interpretation of these rules as they pertain to race procedures. Such decisions include, but are not limited to, the line up of the motorcycles, the start of the race, the control of the motorcycles, the election to stop or delay a race, the position of motorcycles on re-starts, and the assessment of lap penalties.

- 10.3.3 All protests must be delivered in writing to an official within the time limits outlined below. Protests requiring a fee must be accompanied by the appropriate funding in cash or certified check.
- 10.3.4 Protests must be delivered within 30 minutes of the completion of the race. Protests will not be considered after the 30-minute period has elapsed and results will be considered final.
- 10.3.5 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 rule book references.
- 10.3.6 Protests among participants are limited to those entered within the same class.
- 10.3.7 Protests regarding equipment which do not require any mechanical disassembly, as well as protests of race operations, do not require payment of a fee.
- 10.3.8 Scoring protests must be made in writing and accompanied by a \$25 protest fee. Should a scoring protest be upheld, the fee will be returned to the protesting rider.

10.3.9 Class suitability protests concerning internal discrepancies initiated by a competitor require payment of fees as follows:

Protest	Fee
Protests requiring removal of one or more cylinder heads, four cycle engine	\$250
Protests requiring removal of cylinder head(s), two cycle	\$50/head
Protests requiring removal of one or more cylinder heads and cylinders	\$300
Protests requiring removal of cylinder head(s), cylinder(s), and disassembly of engine cases, or other internal engine components	\$750
Protests requiring only the use of a borescope for inspection	\$50
Camshaft removal, inspection and measurement to compare to stock (four cylinder four stroke) (2-stroke camshaft inspection is free)	\$100

- 10.3.10 Once made, a protest may not be withdrawn without permission of the Race Director.
- 10.3.11 The protesting rider may, at their option, specify that this is an anonymous protest. The identity of the protesting rider will be kept confidential from everyone without a "need to know", including UtahSBA officials.
- 10.3.12 Should the protest be upheld, the protesting rider will be refunded the protest fee.
- 10.3.13 Should the protest be denied, the protested rider will be awarded the protest fee.
- 10.3.14 Any legitimate expense to which the Race Director may be put, as a result of the protest must be paid by the protesting party, and a deposit may be demanded in advance. If the protest is upheld, however, the protested party must reimburse such costs.
- 10.3.15 It is the responsibility of the protested party to produce documentation regarding specifications of his/her motorcycle for use in determining class suitability. Such documentation must be produced within three days of notification to the protested party or the protest will be upheld.
- 10.3.16 Participants in inspections as a result of class suitability protests are limited to the protesting rider, the protested rider, the Technical Inspectors, the Race Director, a representative of either of the riders involved, and/or an UtahSBA Official chosen by the protesting rider.
- 10.3.17 The official receiving the protest must sign it and note the time in writing. Officials are the Race Director and Tech personnel, as well as officers of the organization.
- 10.3.18 Protests will be ruled upon by a panel of 3 officials selected from the UtahSBA Board of Directors, Race Director, and the New Racer Director. The make up of the panel will be agreed

upon by the Race Director, the protesting rider and any riders who are the subject of the protest.

- 10.3.19 The Race Director will make a decision regarding the penalty to be levied. In the event of an upheld protest penalties will be assessed in accordance with Chapter 11.
- 10.3.20 Appeals may be made as to the official's decision(s) in a protest as well as the penalties imposed.
- 10.3.21 Within a period of 60 minutes following the decision on a protest, either the protesting rider or protested rider must give notice if he/she is exercising his/her right to an appeal.
- 10.3.22 Should the option to appeal be exercised, those awards which may be affected will be withheld, pending a final decision on the appeal.
- 10.3.23 Appeals must be delivered on race day, or mailed to the UtahSBA 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 \$300. Within 10 days of the appeal, the appellant and the UtahSBA 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 UtahSBA offices.
- 10.3.24 Within two weeks of the appeal, UtahSBA Directors shall appoint a three-member appeal board. The appellant will be given written notice of the location and time of the board hearing, and may appear on their own behalf. UtahSBA officials will determine the time and place of the hearing.
- 10.3.25 The decision of the appeal board will be rendered within seven days of the hearing, and is considered the final word on the matter. The decision is binding to all parties.
- 10.3.26 If the appeal is turned down, the \$300 fee will be forfeited. If the appeal is upheld, the fee will be returned.
- 10.3.27 UtahSBA Officials reserve the right to subject any rider/motorcycle to any article in this rulebook without fees.
- 10.3.28 Disallowed protests may be appealed to the American Motorcycle Association.

11 PENALTIES

- 11.1 UNLESS PENALTIES** are otherwise expressly provided for in this rule book, UtahSBA 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.
- 11.2 PENALTY FOR LICENSE APPLICATIONS,** loan of license to another party, participation in fraudulent use of credentials, including loaning of a license for gaining access to an event or for member discounts, shall be cause for suspension of at least one year.
- 11.3 UPON ENTERING A MOTORCYCLE** in any MoM 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.
- 11.4 VIOLATIONS OF TECHNICAL AND SAFETY REQUIREMENTS** judged by UtahSBA 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.
- 11.5 PENALTIES ASSESSED MONETARILY** must be paid prior to participating in any UtahSBA sanctioned event, regardless of when the penalty was assessed.
- 11.6 PENALTIES ASSESSED DURING A RACE** (e.g., a 'stop and go' penalty) will be decided upon by a panel of 3 officials if at all possible.

12 ENDURANCE

12.1 ENDURANCE ENTRANTS

- 12.1.1 All entrants will be considered a team, even solo entrants. Teams will consist of a team owner and team riders. The team owner will register the team at the first event in which the team competes. The team owner may or may not be a team rider.
- 12.1.2 The owner will receive and own all season championship points, awards, purse monies and contingency monies awarded to the team.
- 12.1.3 The team owner may be held responsible for penalties and fines levied due to actions or inactions by team members. Furthermore, a single infraction may result in penalties and/or fines being directed at both the team owner and one or more responsible team members.
- 12.1.4 Teams must consist of 1 to 4 riders, excepting 4 hour events in which the minimum number on a team will be 2.
- 12.1.5 Teams can not have more than 4 riders over the course of the season.
- 12.1.6 Team riders may be Novices and/or Experts, and must meet the requirements of Chapter 4. Teams may mix Novice and Expert riders.
- 12.1.7 Riders can enter and ride with only one team per event.

12.2 ENDURANCE CLASSES

- 12.2.1 Endurance GTO will be the only Endurance class unless the number of entrants warrants subdivision into classes based on motorcycle type. Bikes must meet the requirements of the GTO class, as well as all requirements and exceptions listed in this Endurance chapter. There is no separate solo class; all teams compete against each other regardless of the number of teammates.
- 12.2.2 A season championship will be scored and awarded for Endurance GTO. A season championship may also be awarded for any additional classes that are run at every event. If a 4 hour endurance event is run, double points will be awarded for that event.

12.3 ENDURANCE MOTORCYCLE TECHNICAL SPECIFICATIONS

- 12.3.1 Endurance motorcycle technical and safety requirements are the same as those outlined in this rule book for sprint motorcycles with the following exceptions.
- 12.3.2 Quick change wheel devices are allowed subject to approval by the technical inspector (as a GTO/U modification). The technical inspector must deem that the devices appear to be of a safe and reliable design and construction. However, all responsibility and liability for the safety and reliability of quick-change devices rests entirely with the team; neither the UtahSBA, MMP, or the technical inspector or anyone else

shall be held liable for the safety or reliability of quick-change devices.

12.3.3 Dry break refueling systems are legal on Endurance motorcycles.

12.4 ENDURANCE RACE PROCEDURES

12.4.1 Endurance races will be run in the same fashion, including the awarding of season championship points, as sprint races, with the following exceptions.

12.4.2 Races normally will be 1 to 1.5 hours in length. Race duration will be announced at the rider's meeting.

12.4.3 One 4 hour endurance event may be run each season; championship points awarded at a 4 hour event may be double those awarded at events in which races are 1 to 1.5 hours in length.

12.4.4 Grid positions will be determined by the season point totals of each team. Point totals from the previous season will be used to assign grid positions at the first event of the year for team owners that can satisfactorily provide evidence of team ownership during the previous year to the Race Director. Teams tied on points, including those with zero points, will be gridded based on order of entry.

12.4.5 Teams may replace wheels, motors or other parts during a race. Teams may also switch motorcycles, but will lose all laps accumulated on the motorcycle on which they began the race. A team will be considered to have switched motorcycles if they ride on a different frame. If a team chooses to utilize a second motorcycle they must notify the Race Director before re-entering the track or be subject to penalties including but not limited to loss of all laps.

12.4.6 All motorcycles must be able to pass technical inspection at all times during the race.

12.4.7 Placing will be determined by laps completed and order on the race track.

12.4.8 In the event of a red flag

1 Motorcycles must be parked in the hot pits, along the pit wall adjacent to the track, and across from the team's pit area. Only one crew member may cross the pit lane to assist parking the bike.

2 Bikes may be examined but not touched, worked on, fueled or adjusted in any way during the red flag stoppage. Work of any kind on bikes already in the pits must immediately cease in the event of a red flag. The only exception is to assist unloading of a crashed bike from a crash truck and putting a bike on the rear stand. This rule ensures that no team benefits from on-track incidents.

3 In the event of any restart, bikes will be re-gridded according to their on-track positions if time allows. If there is insufficient time to re-set the grid, bikes will be gridded according to their original starting positions.

4 Once the race has restarted, work may commence on bikes in the pit area.

12.4.9 Pit Stops, refueling and pit stop equipment

1 At MMP, stopping and refueling during the race are allowed only on the concrete hot pit road in the team's designated area (excepting during a red flag).

2 A maximum of 5 crew members may be over the hot pit wall at any time, including riders.

3 Only hand-operated motorcycle stands are permitted. Powered lifts (e.g., pneumatic, hydraulic or electrically-operated) are prohibited.

4 Bike must be fully supported by a rear stand and the rider must be off the bike during refueling.

5 The gas cap may be removed only while the bike is on a rear stand.

6 The bike's ignition must be in the off position during refueling.

7 Only non-sparking funnels may be used.

8 Motorcycles may be refueled only from a hand-held dump can by force of gravity only. No pressurized refueling systems or towers are allowed.

9 During refueling, a crewmember must stand at the ready with a 5lb (or larger) BC-rated fire extinguisher, pin pulled, pointed at the motorcycle, positioned at an appropriate distance from the motorcycle (normally several feet away).

10 All crewmembers on the "Hot Pits" must wear long pants, long-sleeved shirt, closed-toe shoes and eye protection. Natural fiber (e.g., cotton or wool) or fire retardant (e.g., Nomex) clothing and balaclava are recommended.

11 Right of way in the pits during pit stops belongs to riders entering the pits from the track; riders exiting their pits and heading to the track must yield right of way.

12 All fuel must be stored behind the pit wall except during refueling.

13 No smoking or fires of any kind are allowed in the hot pits.

12.4.10 Pit speed limit

1 Maximum speed in the hot pits will be 35 mph.

2 The pit speed limit must not be exceeded anywhere in the hot pits, which at MMP is considered the length of pits along which the concrete lane is present.

3 Exceeding the pit speed limit will result in a stop-and-go penalty.

12.4.11 Crashes and Mechanical Breakdowns

1 Crashed bikes and riders may return to the pits with the aid of a crash truck.

2 Crashed bikes must undergo a technical inspection before returning to the track. It is the intention of the UtahSBA to have an inspector available in the hot pits during the race.

3 In the event that a bike is too damaged to continue, a team may switch bikes per section 12.4.5.

- 4 Pit Lane (“hot pits”) is restricted to racers on bikes, team crewmembers actively involved in a pit stop or signaling a rider on the track, journalists, photographers and others explicitly given permission by the Race Director or MMP.

12.5 IT IS THE INTENTION OF THE ENDURANCE RULES to provide a fair, competitive and safe racing environment. The Endurance Rules are not to be used to harass other teams, or to unnecessarily affect race results. When possible, races should be decided by superior performances of riders, bikes and crew members on the track and during pit stops.

13 CLUBMAN

- 13.1 THIS CLASS IS DESIGNED** for the street rider to experience the track and race environment. This is a designed to be a “fun” class that will not be scored in any way; there will be no season championship.
- 13.2 PARTICIPANTS** must be a member of the Utah Sportbike Association.
- 13.3 A CLUBMAN LICENSE** is obtained by completing a UtahSBA New Racer School or a school recognized by the UtahSBA. Racers with a Clubman license may race in Clubman races, but not Novice, Amateur or Expert races.
- 13.4 THE CLUBMAN LICENSE COST** is \$40 (Forty) dollars per season and is subject to change. Should a Clubman rider choose to advance to racing MoM Novice, a \$30 (thirty dollar) discount will be applied to the purchase of the MoM license.
- 13.5 CLUBMAN EVENTS** will be canceled if there are fewer than 6 pre-registered entrants.
- 13.6 ALL CLUBMAN RACERS MUST COMPLY** with all provisions of this rulebook except as noted below.
- 13.7 CLUBMAN RACES** will not be run under wet conditions. Riders will be given credit toward any future Clubman event.
- 13.8 RIDER REQUIREMENTS:** Riders must attend an ART class held by the UtahSBA as well as a NRC (new racer certification) as outlined by the UtahSBA. Rider must pass both courses in order to race at Clubman events.
- 13.9 RIDER MAY NOT HAVE HELD** any motorcycle roadracing race license within previous 3 years. Riders who competed in any 2006 MPRA motorcycle event are not eligible to ride Clubman in 2007.
- 13.10 RIDERS ARE LIMITED** to participating in 3 (three) Clubman weekends. Racers may petition the New Racer Director or Race Director for an exemption to this rule.
- 13.11 ANY RIDER WHO CRASHED** must petition the Race Director if they wish to continue riding that day.
- 13.12 RIDER GEAR** shall meet the requirements of Chapter 5 of this rule book.
- 13.13 MOTORCYCLES** shall meet, at a minimum, the following requirements of this chapter.
- 13.13.1 Motorcycle must be in good working order with no engine, fork or other leaks, or other mechanical issues. Chain, brakes and tires must be in good condition. Any unsafe condition must be

corrected before the motorcycle may enter the track. (See Clubman Tech sheet)

- 13.13.2 All bikes must have an operating and marked engine kill switch on the handlebars.
- 13.13.3 All bikes must have a self-closing throttle.
- 13.13.4 All oil drain bolts must be secured with RTV.
- 13.13.5 OEM or better engine case covers are required. An aftermarket "hard engine cover" is strongly recommended but optional.
- 13.13.6 Glycol-based coolants are prohibited. Engines must be thoroughly flushed of all glycol-based coolant. Only water and non-glycol additives (e.g., Red Line Water Wetter, Royal Purple Ice, or Silkolene Pro CCA) are acceptable (no Engine Ice or Evans coolant). Bikes must have a separate 6 oz. overflow reservoir/catch tank.
- 13.13.7 A catch pan must be installed under the engine to catch liquids in the event of a motor failure or other problem. Catch pan must be able to hold a minimum of 3 quarts and be securely fastened. A carefully installed aluminum turkey-baster pan may be used.
- 13.13.8 All glass and plastic parts which may break or shatter must be removed or completely taped over with the exception of windscreen, brake reservoirs, and gauges. Clear tape may not be used.
- 13.13.9 Handlebar ends must have either: (1) end-plugs, (2) be solid, or (3) stock bar-ends must be retained. Handlebar ends may not be hollow or ground to a sharp edge.
- 13.13.10 Mirrors must be removed.
- 13.13.11 Steering dampers are strongly recommended but not required for all bikes.
- 13.13.12 Frame sliders are encouraged, but not required.
- 13.13.13 Clubman riders must run clearly visible 3-digit numbers. They must contrast with the background on which they are placed. Numbers must be run on the front of the bike and on each side of the tail section. Using shoe polish for numbers is not permitted.
- 13.13.14 Numbers will be requested through, and issued with purchase of Clubman license, by the UtahSBA Membership Director. membership@utahsba.com. Contact the Membership Director with at least 3 back-up number choices (3-digit only).
- 13.13.15 Motorcycle owners may be required to show proof of ownership upon request of the Technical Inspector or Race Director.

13.16.1 East or West course – 6 laps

13.16.2 Perimeter course – 4 laps

13.16.3 Full course – 3 laps

13.14 GRIDS will be created based on order of registration.

13.15 TRANSPONDERS AND RACE NUMBERS must be used anytime a motorcycle is on the track.

13.16 CLUBMAN RACE LENGTH WILL NORMALLY BE LIMITED TO:

14 APPENDICES

- A1. Utah Sportbike Association 2007 Board Members
- A2. UtahSBA Event Dates
- A3. 2006 Class Champions
- A4. Track Map
- A5. Safety Wiring Suggestions and Tips
- A6. How to Get Started Racing
- A7. Transitioning from MPRA to PC-MoM

A1. UTAH SPORTBIKE ASSOCIATION 2007 BOARD OF DIRECTORS

President	Danny Norr	President@utahsba.com
Vice President	Rodger Bennett	VP@utahsba.com
Treasurer	Lance Lee	treasurer@utahsba.com
Membership Director	Michael Bunds	membership@utahsba.com
Director of Schools	Troy Buchanan	schools@utahsba.com
New Racer Director	John Carver	new.racers@utahsba.com

A2. EVENT DATES

PC-MoM 2007 RACE DATES

March 31/ April 1	Masters of the Mountains – East Course
April 21/22	Masters of the Mountains – To Be Announced
June 9/10	Masters of the Mountains – East Course
July 28/29	Masters of the Mountains – West Course
August 11/12	Masters of the Mountains – East Course
August 25/26	Masters of the Mountains & USGPRU – East Course
September 8/9	Masters of the Mountains – West Course
October 6/7 (tentative)	Masters of the Mountains – Full or Perimeter

UTAH SBA ADVANCED RIDER TRAINING SCHOOLS FOR 2007

March 25	ART, MMP Kart track (April 15 th weather date)
April 7 (Tentative)	Sport Touring ART, MMP West Track
July 15	Super ART, MMP West Track
July 21	ART, MMP Kart Track
September 1	ART, MMP Kart Track
September 16	Super ART, MMP East Track
September 30	ART, MMP Kart Track

UTAH SBA NEW RACER SCHOOLS

March 17 (tentative)
March 24 (tentative)
Schools will also be available at all ARTs, Super ARTS, PC-MoM Race weekends and Apex Trackdays provided there is sufficient interest.

APEX TRACKDAYS 2007 EVENT DATES

(New Racer Schools available with sufficient interest)

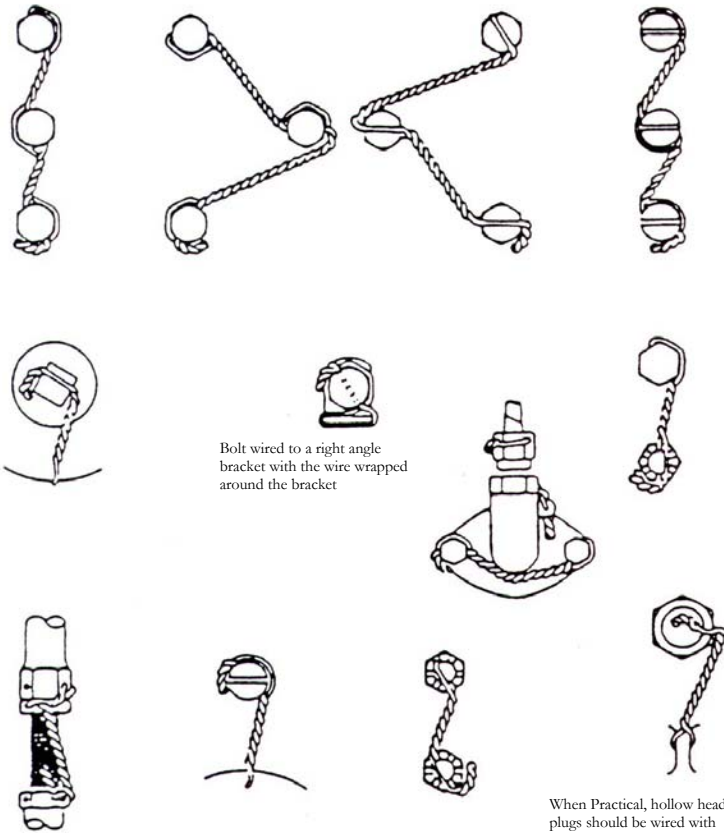
April 07 th , 2007	Miller Motorsports Park West Course
May 28 th , 2007	Miller Motorsports Park East Course
June 25 th , 2007	Miller Motorsports Park Full Course
July 04 th , 2007	Miller Motorsports Park East Course
July 15 th , 2007	Miller Motorsports Park West Course
August 18 th , 2007	Miller Motorsports Park East Course
August 19 th , 2007	Miller Motorsports Park West Course
September 02 nd , 2007	Miller Motorsports Park East Course
September 03 rd , 2007	Miller Motorsports Park Full Course
September 16 th , 2007	Miller Motorsports Park East Course

A3. 2006 CLASS CHAMPIONS

2006 PLAZA CYCLE MASTERS OF THE MOUNTAINS CHAMPIONS

King of the Mountain GTO	1. Aaron Clark #149 2. Shane Turpin #14 3. Jason Parkinson #87
King of the Mountain GTU	1. Shane Turpin #14 2. Jeff Brown #277 3. Troy Buchanan #11
Open Superbike	1. Jason Parkinson #87 2. Shane Turpin #14 3. Jason Perez #74
Open Supersport	1. Aaron Clark #149 2. Shane Turpin #14 3. Jason Parkinson #87
Heavyweight Supersport	1. Mark Benigni #229 2. Troy Buchanan #11 3. Crash Lowe #155
Middleweight Superbike	1. Shane Turpin #14 2. Troy Buchanan #11 3. Mark Benigni #229
Middleweight Supersport	1. Shane Turpin #14 2. Jeff Brown #277 3. Pete Jenner #379
Endurance	1. Monte Pascuzzo/Matt Spencer #113 2. Michael Bunds/Kory Cowan #440 3. Troy Buchanan #11
Twins GTO	4. Matt Spencer #71 5. Monte Pascuzzo #113 6. John Hopperstad #98
Twins GTU	1. John Hopperstad #98 2. Shannon Moham #945 3. Matt Spencer #71
Sportsman	1. Shannon Moham #945 2. Scott Ferguson #191 3. Pete Treuherz #88
Amateur GTU	1. Oleg Pianykh #175 2. Thomas Lee #333 3. Michael Bunds #440
Amateur GTO	4. Clint Warner #126 5. Ian Richardson #133 6. Skylar Nielsen #888
Rookie of The Year	Clint Warner #126

be applied so that tension is in the tightening directions. Below are a few examples of proper safety wiring techniques. Proper 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, try to get help from someone who has been doing it for a while. Anyone who has worked with mechanical aircraft preparation is probably an expert at safety wiring.



Bolt wired to a right angle bracket with the wire wrapped around the bracket

Correct method for wiring adjustable connecting rod

When Practical, hollow head plugs should be wired with the pigtail bent inside to avoid snags or injury

A6. HOW TO GET STARTED RACING

This is a beginner's guide to getting yourself and your bike ready to participate in the Plaza Cycle Masters of the Mountains road racing series at Miller Motorsports Park. This guide is aimed at riders new to racing. If you raced MPRA or PC-MoM and have questions about where you fit in for 2007, please see the rulebook appendix [Transitioning from 2006 MPRA to 2007 PC-MoM](#). Also, the UtahSBA forum and website (www.utahsba.com) is a great place to get your questions answered.

It is easy to get started racing. The requirements are very simple to begin Clubman racing, and only slightly more involved to race as a Novice. The full 2007 PC-MoM rulebook is the final word on requirements and rules for racing with the UtahSBA. Please read the rule book and refer to it for detailed information not in this guide.

YOUR RACE LICENSE

You'll need to qualify for a UtahSBA/MoM (Utah Sport Bike Association) 2007 racing license. If you raced MPRA or PC-MoM in 2006 or held a license and raced with another club in 2006 or 2005, you qualify to purchase a 2007 license and should be reading the appendix [Transitioning from 2006 MPRA to 2007 PC-MoM](#). If you are brand new to racing, you must complete a New Racer Certification (NRC). NRC's will be available – if attendance is sufficient – at all ARTs, and on every Plaza Cycle Masters of the Mountains (PC-MoM) race weekend. NRCs are also offered at most Apex Trackdays events; for more information on this option, visit their website (www.apextrackdays.com) and contact them.

Once you have completed the New Racer Certification, you will be eligible to purchase either a Clubman or a Novice PC-MoM racing license. You can begin racing as a Clubman or Novice – it is your choice (but be aware that bike tech requirements are more stringent for Novice; see below). You will apply for a racing number that goes on your bike when you purchase the license (if you raced in 2006, just apply for the same number you already have). To purchase a license go to <http://www.utahsba.com/racing/> and follow the link.

You also must be a member of the AMA to race in PC-MoM. Memberships currently are \$39/year and may be purchased online at www.ama-cycle.org.

Safety Gear

You will need the same personal safety equipment, essentially, as for the ART and New Racer School:

Helmet (recent DOT or Snell or European certification)

Leathers – one piece, or two piece with at least a 270° zipper. High-end aramid suits such as an Aerostich may be acceptable also. The suit should have substantial padding in knees, elbows and shoulders.

Gauntlet-style gloves; must overlap your leathers

Boots that extend above the ankle and overlap your leathers

Back protector – optional (but highly recommended) for Clubman, mandatory for Novice.

YOUR BIKE

Motorcycle preparation requirements for Novice (and Expert) racing at PC-MoM are different from Clubman. Clubman requirements are more relaxed. Below is a description of what's required for each.

Clubman

First, nearly all street/road/roadrace motorcycles are eligible, with just a few modifications. Inline-4 600's (R6, GSXR 600, Ninja, 600RR) are most popular.

To prepare your street bike to race Clubman, you must (for full details, see Chapter 13 of the rulebook):

Remove all mirrors

Tape or remove all other lights (masking tape is ideal)

Bike must have bar-end sliders (or caps)

Put your racing number on the front and both sides of the tail section using 7" tall numbers. You are not required to have a number plate (yellow-colored area the numbers are applied to), but the numbers must be clearly visible. It is best to purchase numbers at a local motorcycle shop, although tape can be used successfully.

Any antifreeze in the bike must be thoroughly flushed out and replaced with water. Additives like Redline Water Wetter may be added to the water, but absolutely no glycol (i.e., antifreeze, Engine Ice, etc.) is allowed on the track.

A 3 quart catch pan must be installed in the lowers. An aluminum roasting pan may be used. Racing specific body work should pass this requirement.

Oil drain plug must be secured with silicone/RTV

Steering dampers and frame sliders are not required but are strongly encouraged

Have the bike in good working order, which includes:

Neat and clean

Good tires, properly inflated; must have valve caps

Good brakes

Good chain, properly adjusted

Nothing loose

Novice (and Expert)

There are additional requirements for a bike to pass Tech for Novice racing.

The requirements include preparing the bike for additional safety, and possibly ascertaining which classes it qualifies for. Below is an outline of what's required; for full details, see Chapters 5 and 6 of the rulebook.

Bike must have a proper 3 quart catch pan; no aluminum roasting pans.

Race body work has a catch pan. Nearly all Novice and Expert racers have race plastic on their bike, for many reasons including reduced costs. If you have street plastic and you're certain you really want to race, it's advisable to sell your street plastic and buy race body work.

Bike must be safety wired. This includes (also see the appendix to the rule book on this topic):

All nuts, bolts, and caps with fluid behind them:

oil drain plug

oil filler cap

oil dipstick

oil filter

radiator cap

coolant drain plug

banjo bolts and bleeder valves do not need to be safety wired

Brake caliper bolts, front and rear

Axles front and rear

Axle pinch bolts

Muffler

Must remove: kickstand, all lights, license plate, mirrors, luggage racks, passenger foot rests, etc.

Frame sliders are required

Most bikes must have case covers

Working kill switch

No glycol-based coolant

No silicone-based (DOT 5) brake fluid.

Bike in good working order

See Chapters 5 and 6 of the rulebook for complete requirements

CLASSES YOU CAN ENTER

You can enter online at www.utahsba.com.

What class(es) should you enter?

If you are Clubman, the answer is 'Clubman,' because all riders, regardless of bike type, race together in Clubman.

If you are going racing as a Novice, it depends on your bike type. The following classes are open to at least some Novices (for full details, see Chapter 2 of the rulebook):

Endurance – open to all novices, on all types of bikes.

Novice GTU – open to all novices on 600cc inline 4 bikes (e.g., Yamaha R6 or equivalent) or smaller (e.g., SV650, Ducati 749)

Novice GTO – open to all novices on all types of bikes

Amateur GTU – open to all novices on 600cc inline 4 bikes (e.g., Yamaha R6 or equivalent) or smaller (e.g., SV650). Open to some experts as well.

Amateur GTO – open to all novices on all types of bikes (some experts are eligible as well)

Formula 220 – open to all novices and experts over 220 lbs weight, all bike types

Formula 40 – open to all novices and experts over 40 years of age, all bike types

Lightweight Superbike – open to approved novices*; open to bikes such as SV650, 125 GP bike (and smaller)

Twins GTU – open to approved novices*; open to bikes such as Ducati 749, 250 GP bike

Twins GTO – open to approved novices*; open to all two cylinder bikes (* petition the New Racer Director, John Carver, for permission).

OTHER HELPFUL HINTS

Many other items and bits of knowledge will come in handy your first race weekend.

Pre-enter

Get a copy of the weekend race schedule and familiarize yourself with it well in advance of the race weekend. Bring a copy with you to the track.

Make sure you know the gridding and starting procedure.

Make a list of everything you need to bring to the track.

In case you crash, the following are important:

Have a friend at the track who can help you out if you go down.

Fill out the personal information sheet (rule book appendix), and put it in your leathers.

Be sure you are covered by your medical insurance.

Bring a chair, food and water.

If it's mid-summer, try to bring an awning.

Bring a tool kit and a tire gauge.

Plan on practicing, but use the practice for practice not racing; do not risk crashing in practice.

Tire warmers are helpful but not absolutely necessary. Electrical outlets are available at MMP.

A7. TRANSITIONING FROM 2006 MPRA TO 2007 PC-MoM

This is a guide to help racers who competed in MPRA in 2006 and have questions about racing in the Plaza Cycle Masters of the Mountains series (PC-MoM) in 2007. Please use this as a summary guide, but not as a substitute for the reading the rule book. If you are brand new to racing, please see the appendix [Getting into Racing](#).

Motorcycle racing will not be a part of MPRA in 2007; all local club-level racing will be part of PC-MoM in 2007. If you participated in MPRA in 2006, it is easy to be part of PC-MoM in 2007, although there will be a few changes, outlined below.

LICENSING

For 2007, PC-MoM will have three license categories: Clubman, Novice and Expert. If you race MPRA in 2006, you can not race Clubman, you can compete as a Novice, and you may petition for an Expert license if you meet the minimum requirements in Chapter 4 (see 4.3.3). Also, in 2007 all racers will be required to purchase a 2007 PC-MoM racing license and an AMA membership. Licenses will be available on line at www.utahsba.com by March of 2007. AMA memberships currently are \$39/year and may be purchased online at www.ama-cycle.org. Please see Chapter 4 of the rule book for more information on licensing.

RACING CLASSES AND ENTRIES

The following race classes are available to Novices (please see Chapter 2 of the rulebook for detailed information):

Endurance – open to all novices, on all types of bikes.

Novice GTU – open to all novices on 600cc inline 4 bikes (e.g., Yamaha R6 or equivalent) or smaller (e.g., SV650, Ducati 749)

Novice GTO – open to all novices on all types of bikes

Amateur GTU - open to all novices on 600cc inline 4 bikes (e.g., Yamaha R6 or equivalent) or smaller (e.g., SV650). Open to some experts as well.

Amateur GTO - open to all novices on all types of bikes (some experts are eligible as well)

Formula 220 – open to all novices and experts over 220 lbs weight, all bike types

Formula 40 – open to all novices and experts over 40 years of age, all bike types

Lightweight Superbike – open to approved novices*; open to bikes such as SV650, 125 GP bike (and smaller)

Twins GTU – open to approved novices*; open to bikes such as Ducati 749, 250 GP bike

Twins GTO – open to approved novices*; open to all two cylinder bikes (* petition the New Racer Director, John Carver, for permission).

You will be able to enter on line at www.utahsba.com in March. Grids will be set based on points and order of entry.

BIKE REQUIREMENTS

As a novice racer in 2007, your bike must meet the full technical requirements of PC-MoM. The requirements include preparing the bike for additional safety, and possibly ascertaining which classes it qualifies for. Below is an outline of what's required; for full details, see Chapters 5 and 6 of the rulebook.

Bike must have a proper 3 quart catch pan; no aluminum roasting pans. Race body work has a catch pan. Nearly all Novice and Expert racers have race plastic on their bike, for many reasons including reduced costs. If you have street plastic and you're certain you really want to race, it's advisable to sell your street plastic and buy race body work.

Bike must be safety wired. This includes (also see the appendix to the rule book on this topic):

All nuts, bolts, and caps with fluid behind them:

- oil drain plug

- oil filler cap

- oil dipstick

- oil filter

- radiator cap

- coolant drain plug

- banjo bolts and bleeder valves do not need to be safety wired

Brake caliper bolts, front and rear

Axles front and rear

Axle pinch bolts

Muffler

Kickstand, all lights, license plate, mirrors, luggage racks, passenger foot rests, etc. removed.

Frame sliders are required

Working kill switch

No glycol-based coolant

No silicone-based brake fluid (5.0).

Bike in good working order