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# **SUPERMOTO**

**- CHAMPIONSHIP -**

**Supermoto Rule Book and Guidelines  
Revision 2**

**2010 Utah Sport Bike Association  
Supermoto Rule Book and Guidelines**  
(revised 29 April 2010)

## Racing Classes

NOTE: All classes will be run within three separate groups as shown in the class descriptions. For example, the Novice group will combine the 250 Novice class and the Open Novice class on the track at the same time, but the two classes will be scored separately. Because of the grouping, it is not possible to enter more than one class, with the exception of racing the Adult Mini class and a Big Bike class.

### **Open Novice** (Novice Group):

This class is for new racers or racers with minimum Supermoto experience. After two seasons of racing, a rider will be moved up unless he/she obtains permission from the USBA to remain a Novice.

This class has unlimited engine displacement and unlimited modifications. For example, CRF150, 250F's, 125 & 250 2-strokes, DR400's, 450F's and KTM 505's are eligible for this class.

### **250 Novice** (Novice Group):

This class has the same requirements as the Open Novice class, except engine sizes are limited to 250cc for motocross based machines, or 400cc if riding a Suzuki DR400 type of motorcycle.

### **Open Expert** (Expert Group):

This class is for experienced Supermoto racers, or advanced motorcycle racers from another discipline (Road racing, Motocross etc.). If you have previously raced in the Intermediate class in the Utah Supermoto Championship or another Supermoto series, the correct class for you is the expert class.

This class has unlimited engine displacement and unlimited modifications. For example, CRF150, 250F's, 125 & 250 2-strokes, DR400's, 450F's and KTM 505's are eligible for this class.

### **250 Expert** (Expert Group):

This class has the same requirements as the Open Expert class, except engine sizes are limited to 250cc for motocross based machines, or 400cc if riding a Suzuki DR400 type of motorcycle.

### **Adult Mini** (Mini Group):

You must be 16 years old or older to race this class.

Engine size is unlimited.

Wheel size can be no larger than 14".

### **Kid's Mini A** (Mini Group):

You must be 15 years old or younger to race this class.

2-stroke motorcycles must be 65cc or larger.

4-stroke motorcycles must be 126cc or larger.

### **Kid's Mini B** (Mini Group):

You must be 15 years old or younger to race this class.

2-stroke motorcycles must be 50cc.

4-stroke motorcycles must be 125cc or smaller.

## Membership and Sign-Up Fee's

Membership in the Utah Sport Bike Association is required to race. Membership cost is \$25 per year. You can sign up early at [www.UtahSBA.com](http://www.UtahSBA.com).

You can pre-enter each race at [www.UtahSBA.com](http://www.UtahSBA.com). Pre-entry is highly encouraged! Same day sign-up at the track is also allowed. Minors will require a parent be present on race day to sign a release.

The sign-up fee for a big bike class is \$50. Sign-up fee for a mini class (including adult mini) is \$40. The sign-up fee includes the use of a transponder. Transponders must be returned at the end of the race.

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## Motorcycle Technical Rules

Every motorcycle needs to pass Technical Inspection before you can practice. If you do not have a Technical Inspection sticker on your front number plate, you will be asked to exit the racetrack

### Required:

No knobby tires! Tires must be round profile D.O.T. approved, or Road Race/Supermoto oriented competition tires. For big bikes, round profile D.O.T. tires mounted on stock MX rim sizes (21" front, 19" or 18" rear) are definitely allowed. This is usually referred to as a "Sportsmen set-up."

No leaking fluids of any kind. This includes oil, water, or fuel.

No loose or broken parts of any kind (including spokes).

No glycol (antifreeze) based coolant allowed! Cooling system must contain water only, or water mixed with Water wetter or equivalent. Antifreeze spills on asphalt = dangerous loss of traction.

All oil drain bolts, oil filler caps and oil filter bolts must either:

- Have a bead of high temperature silicone (goop) that is in contact with the bolt/cap and the case the bolt/cap threads in to, or
- Be correctly safety wired (safety wire is twisted and pulling fastener in a tightening direction).

Carburetor gas overflow tubes must be routed into an appropriate catch can.

The crankcase vent must be routed into a suitable catch can or into the air box.

Must have foot peg sliders. These help protect your motorcycle, and the track surface, in the event of a slide out. Sliders can be home made by cutting out from plastic kitchen cutting board etc, or type "Supermoto Foot Peg Sliders" into a search engine.

Must have hand guards. These help protect your hands, and your motorcycle, in the event of a crash.

Kickstands MUST be removed.

### Highly Recommended:

Rear axle sliders: These help protect your motorcycle, and the track surface, in the event of a slide out.

### Note:

The technical inspector has the final say on whether a motorcycle is eligible to pass technical inspection and may add or subtract requirements depending on the individual situation!

No arguing with the technical inspector is allowed. His job is to assure that a motorcycle will not cause an unsafe condition for other competitors.

## Apparel / Gear

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

**Helmet** – The rider is wholly responsible to make sure his/her helmet is in safe condition. However, any helmet that appears to a race official to be unsafe is cause to exclude the rider from competing.

Any helmet older than 5 years will not be allowed in competition.

Any helmet with a sign of a previous impact will not pass Technical Inspection.

**Eye Protection** – Goggles or a face shield is required.

**Gloves** – Leather or street style gloves are recommended. MX gloves may not offer adequate protection from the asphalt portion of the track (see “Suit” section).

**Boots** – MX or street oriented boots are required.

**Suit** – Leather road racing or supermoto specific gear is highly recommended. If you choose to use MX gear, it is highly recommended that you wear additional protection under both your jersey and pants that protects you from a slide on the asphalt.

Be warned that asphalt is an extremely abrasive surface if you end up sliding on it. The slide will quickly grind through typical MX gear. The resulting road rash could be severe!

**Not Allowed** – Any type of goggle tear-off. If a tear-off is removed as the rider exits a dirt section, the tear-off tends to travel with the riders’ wind draft. This could result in the tear-off landing on the asphalt surface causing loss of traction for on-coming riders.

## Grid Rules

The “Grid” means the row (row 1, row 2 etc.) and location in the row (1, 2, 3 or 4) that you will start from.

If you are not in the pre-grid area on time, your practice or your race will start without you!

To assure yourself that your practice or race does not start without you:

1. Know the schedule.
2. Listen for announcements. If your pit is in an area where you cannot hear the loudspeaker, relocate.
3. Go to the pre-grid area when requested.

If you are not in the pre-grid area when the riders get the green flag to enter the track, you have signified that you have elected to not participate.

The race will consist of one heat race and one final. The grid for the heat race will be determined by random drawing, or by season point standing, depending on the rider turnout. The grid for the main will be determined by the finish order from the heat race.

# Flags

## **Green flag:**

Used to signal when it is time to exit the hot pit and enter the track for practice or the pre-race hot lap.  
Used to signal the start of a race.

## **Checkered Flag:**

Used to signal the end of a race

## **Yellow Flag:**

Used to indicate a caution of some sort is ahead of you.  
Slow down until you pass the incident that caused the yellow flag.  
No passing is allowed between the yellow flag and the incident that caused the yellow flag.

## **Red Flag:**

Used to indicate the race has been stopped for a safety reason.  
Stop racing and slowly return to the starting area for instructions. If the race is less than half complete, a re-start will occur. If the race is more than half complete, then the race is considered complete and will be scored using the last lap completed before the red flag.

## **Black Flag:**

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

# Starting Procedure

The riders will be allowed one "hot lap" before reaching the starting area. Once in the starting area, line up in your proper grid position.

The start official will make eye contact with each rider. If you can not see the official, signal him to move. If you are having some sort of problem, get the officials attention by waving your hand. You will be allowed two minutes to remedy the problem. After two minutes, the race will start without you.

Once the official makes eye contact with all riders, he will hold up a card with the number 2 on it.

After approximately 4 seconds, the official will flip the card to show a number 1.

After approximately 3 seconds, the official will turn the card sideways.

Within 2 to 4 seconds of turning the card sideways, the official will wave the green start flag.

The starting official, and other officials (including officials in the tower), will be watching for someone to start early (jump the start). It is your responsibility to start when the green flag waves, not when another rider jumps the start. The officials will dock any rider who jumps the start one or more positions, depending on the advantage gained by jumping the start.

If a situation occurs where the starting official feels a re-start is required, he has the authority to do so.

## Points

Points will be awarded as follows based on the point system generally in use by the AMA:

1 <sup>st</sup>	25 points
2 <sup>nd</sup>	22 points
3 <sup>rd</sup>	20 points
4 <sup>th</sup>	18 points
5 <sup>th</sup>	16 points
6 <sup>th</sup>	15 points
7 <sup>th</sup>	14 points
8 <sup>th</sup>	13 points
9 <sup>th</sup>	12 points
10 <sup>th</sup>	11 points
11 <sup>th</sup>	10 points
12 <sup>th</sup>	9 points
13 <sup>th</sup>	8 points
14 <sup>th</sup>	7 points
15 <sup>th</sup>	6 points
16 <sup>th</sup>	5 points
17 <sup>th</sup>	4 points
18 <sup>th</sup>	3 points
19 <sup>th</sup>	2 points
20 <sup>th</sup>	1 point

## Conduct Rules

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

The rider is responsible for the actions of himself, his pit crew, his family, and friends.

If you feel you are the victim of an on-track incident, return to your pit after exiting the track. Do not immediately confront the other rider. Re-evaluate the situation. If you feel action is required, discuss the situation with a race official. The race official will take any action required.

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

Misbehavior includes, but is not limited to, fighting, threatening somebody, unruly pit behavior, unsafe riding, engaging in any unfair or unsafe practice that is detrimental to Miller Motorsports Park, the Utah Sport Bike Association, or the sport of Supermoto in general.

Once again, Supermoto is a highly competitive sport, but is also very family and friend oriented. Please keep this in mind at all times within Miller Motorsports Park.

## Rule Book Updates

The Utah Sport Bike Association reserves the right to revise this rule book at any time during the 2010 Utah Supermoto Championship series. Any revision will become effective immediately.