



Presents the

2011
Supermoto Rule Book
and Guidelines
(Revision 1)

Racing Classes

NOTE: All Group A classes race at the same time, but get scored separately. All Group B classes race at the same time, but get scored separately. Group C class will race by itself. Because of the grouping, the only way to race multiple classes is to race in a big-bike class and the asphalt only class, or to race the Adult Mini class and one or more Big Bike classes.

Kid's Mini A (Group A):

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 (Group A):

You must be 15 years old or younger to race this class.
2-stroke motorcycles must be less than 65cc.
4-stroke motorcycles must be 125cc or smaller.

Adult Mini (Group A):

You must be 16 years old or older to race this class.
Engine size is unlimited.
Wheel size can be no larger than 14".

Open Novice (Group B):

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.

Open Expert (Group B):

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 (Group B):

This class is open to all skill level riders, although riders with advanced skills are encouraged to enter the Open Expert or Vet class. Engine sizes are limited to 250cc for motocross based motorcycles, or 400cc if riding a street legal based motorcycle (Suzuki DR400 for example).

Vet (Group B)

This class is open to all skill level riders that are 30 years old or older. 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.

Asphalt Only (Group C):

This class omits the dirt section of the track (the track will be 100% asphalt). It is for racers of all skill levels.
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.

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.

You can pre-enter each race at 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.

For big bikes, sign-up is \$50 for the 1st class, and \$30 for the second (See "NOTE" at the top of page 2)

For mini's, including adult mini, the sign-up fee is \$40.

The sign-up fee for all classes includes use of a transponder. Transponders must be returned by days end.

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 a plastic sheet (like a kitchen cutting board etc) and attaching to the bottom of each foot peg, or purchased from Supermoto web sites like www.motostrano.com.

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

Hand guards: These help protect your hands, and your motorcycle, in the event of a crash.

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 – Some type of glove must be worn. 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!

Entry Fee and Refund Policy

Pre-entries may be cancelled, in writing, up to 24 hours prior to race day.

Race day refunds will only be allowed if you notify race control prior to the start of your first practice session. This means it is your responsibility to assure your motorcycle has successfully passed technical inspection, and is in proper running condition prior to the start of your first practice session. Once your first practice session has started, no refunds will be given.

No cash refunds will be given. All refunds will be given in the form of future race day credits, or by a refund method most convenient to the UtahSBA.

No entry fee refunds or future race day credits will be given as the result of inclement weather. It is the policy of the UtahSBA to hold races if weather or wet track conditions exist.

If a riders entry fee paid via check or by credit card does not “clear,” that riders results will not be counted for that day or for the series points championship, unless the rider makes good on the entry fee within 10 business days. If an “un-cleared” entry fee is not paid within 10 business days, that rider will be ineligible to enter future races.

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 randomly by the race officials, 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 in the event the traffic light is inoperable (see starting procedure).

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 may occur if the race can be finished within that races allotted time. If not, or if the race was more than half complete, then the race is considered complete and will be scored using the last lap completed before the red flag.

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 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, if you still have a problem, the race will start without you.

Once the official makes eye contact with all riders, he will point to the overhead traffic light. After the official points to the light, the red light will turn on for approximately 2 – 4 seconds. Do not start yet! When the red light turns off, the race starts.

In the event the light is inoperable, the starter will signal the start of a race with “the drop of a green 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 red light turns off, not if 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 st	25 points
2 nd	22 points
3 rd	20 points
4 th	18 points
5 th	16 points
6 th	15 points
7 th	14 points
8 th	13 points
9 th	12 points
10 th	11 points
11 th	10 points
12 th	9 points
13 th	8 points
14 th	7 points
15 th	6 points
16 th	5 points
17 th	4 points
18 th	3 points
19 th	2 points
20 th	1 point

Series Point Standings

Series points are accumulated at each race. All races count towards season point standings (no races will be dropped). Points are not transferred from one class to another. The rider with the most points is the series leader in that class. The rider with the second highest point total is in second place in the series etc.

Year-end point ties will be broken and the advantage will go to the rider with the most main event wins in the series. If that does not break the tie, the number of second place finishes will be compared, then thirds etc. until the tie is broken. If a tie still remains, the rider with the best main event finish in the year-end race will receive the advantage.

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 2011 Utah Supermoto Championship series. Any revision will become effective immediately.