



Presents the

2012
Supermoto Rule Book
and Guidelines
(Revision 1)

Racing Classes

Mini 65/125:

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

Mini 85/150:

You must be 15 years old or younger to race this class.
2-stroke motorcycles must be 85cc maximum.
4-stroke motorcycles must be 150cc maximum.

Mini - Adult:

You must be 16 years old or older to race this class. No rules have been established regarding maximum engine or wheel size, but the intent of this class is for adult pit bikes, or adults on mini's that are not vastly superior to a typical, air cooled pit bike. Traditional Japanese or European production motorcycles 150cc or less are eligible for this class, but if the racers skill level significantly exceeds the average class speed, they will be asked to move to a different class at subsequent races.

Supermoto - Novice:

This class is for new inexperienced racers, racers with minimum Supermoto experience, or racers with lap times that do not warrant moving them to the advanced class.
Motorcycles used in this class must be single cylinder MX, Dual Sport, or enduro based. Engine displacement and modifications are unlimited. For example, CRF150, 250F, 450F, 125 & 250 2-strokes, DR400's, and appropriate big-bore singles are eligible for this class.

Supermoto - Advanced:

This class is for experienced Supermoto racers, or advanced motorcycle racers from another discipline (Road racing, Motocross etc.).
Motorcycles used in this class must be single cylinder MX, Dual Sport, or enduro based. Engine displacement and modifications are unlimited. For example, CRF150, 250F, 450F, 125 & 250 2-strokes, DR400's, and appropriate big-bore singles are eligible for this class.

Asphalt Only:

This class omits the dirt section of the track (the track will be 100% asphalt). It is for racers of all skill levels.
Motorcycles used in this class must be single cylinder MX, Dual Sport, or enduro based. Engine displacement and modifications are unlimited. For example, CRF150, 250F, 450F, 125 & 250 2-strokes, DR400's, and appropriate big-bore singles are eligible for this class.

Sportsman:

This class is for motorcycles running DOT type tires mounted on the stock (OEM) rim sizes, and using the stock OEM front brake caliper.
For example, motocross based motorcycles must run the OEM 21" front, and 19 or 18" rear rim size.
Street legal motorcycles like the Suzuki DR400SM and Yamaha WR250X with OEM 17" are eligible for this class.

USBA Membership, Sign-Up, and Sign-Up Fee's

Racers age 13 and older are required to have a \$25 Utah Sport Bike Association membership. The USBA will waive the membership requirement for all first-time racers, but starting with race number two, each racer age 13 and over will be required to show proof of membership, or to purchase a membership during sign-up. Mini racers age 12 and under are not required to have a USBA membership the entire season.

Sign-up is performed on race-day at the track. Minors (racers under 18 years old) will require a parent be present on race day to sign a release.

For big bikes, the sign-up fee is \$50 if racing one class, and \$80 if racing two classes. For mini's, including adult mini's, the sign-up fee is \$25. The sign-up fee for all classes includes use of a transponder for the event. Transponders must be returned by days end.

Entry Fee Refund and Bounced Check Policy

Race day refunds will only be allowed if you notify a race official prior to the start of your first practice session. Once your first practice session has started, no refunds will be given. This means if your motorcycle breaks during practice, you are ineligible for a refund. 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 USBA.

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

If a riders entry fee check bounces (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 a bounced entry fee is not paid within 10 business days, that rider will be ineligible to enter future races.

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 racer/legal guardian is wholly responsible to make sure their helmet is properly certified and in safe condition. The racer/legal guardian is responsible to know if the helmet used has suffered a previous impact, which could make continued use of the helmet unsafe. Many helmet manufacturers recommend replacing helmets older than 5 years. Any helmet that appears to a race official to be unsafe is cause to exclude the racer from competing.

Eye Protection – Goggles or a face shield is required.

Gloves – Some type of glove must be worn. Leather or street style gloves are recommended. MX gloves are not recommended as they do not offer adequate protection from the asphalt portion of the track (see “Body” section).

Boots – MX or street motorcycle oriented boots are required.

Body – A leather road racing type suit or Supermoto specific gear is highly recommended. Use of MX type gear is not recommended. If you choose to use MX type gear, it is highly recommended that you wear additional protection under both your jersey and pants that protects you from 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 and/or injury could be severe!

Costume type attire or accessories are not allowed on the track. This includes capes, wigs, “for fun” attire or accessories, or any other attire or item that is not necessary protective apparel and/or gear.

Motorcycle Technical Rules

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

Mini's:

- No leaking fluids of any kind. This includes oil, water, or fuel.
- No glycol (antifreeze) based coolant allowed! Cooling system must contain water only, or water mixed with Water wetter or equivalent. Antifreeze spills on asphalt can result in dangerous loss of traction.
- No loose or broken parts of any kind (including spokes).
- Kickstands MUST be removed.
- Tires: Can be slicks, knobbies or DOT tires.

Full Size Motorcycles:

- 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 can result in dangerous loss of traction.
- Oil drain bolt(s), oil fill bolt(s), and oil filter bolts or a thread-on oil filter must have an unbroken bead of silicone (goop) that contacts the bolt (or filter) and a fixed item (case etc.), or be correctly lock wired (wire is twisted and pulling bolt in a tightening direction).
- The front brake must have a firm (non-mushy) feel.
- Must have foot peg sliders installed. 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.
- Motorcycles with carburetors must have the gas overflow tubes routed into an appropriate catch device.
- No MX style knobby tires. Tires must be round profile D.O.T. approved, or Road Race/Supermoto oriented competition tires. Round profile D.O.T. tires mounted on OEM 21" front rim, and 19" or 18" rear rim is allowed.
- Kickstands MUST be removed.

Sportsman Class:

Sportsman class motorcycles must meet all the requirements listed under "Full Size Motorcycles" above, and also must meet the following requirements:

- Rims must be the original equipment (OEM) size.
- The original equipment (OEM) front brake caliper must be used.
- Any lights must be taped sufficiently to contain the glass or plastic in the event they get broken.

Highly Recommended but Not Required:

- Rear axle sliders: These help protect your motorcycle in the event of a slide out.
- Hand guard with slider: 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 has "sole right of interpretation" of the tech rules based 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 any of the competitors.

Flags & Lights

Green (traffic) light or flag:

Used to signal the start of a race.

In the event the traffic light is inoperable (see starting procedure), a green flag will be used.

White Flag:

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

Checkered Flag:

Used to signal the end of a race

Yellow Flag or light:

Used to indicate someone has crashed ahead of you. Slow down as you approach the crash site, and remain at a slower speed until you pass the crash site. If a rider is in front of you, no passing is allowed from the moment that rider slows to adhere to the yellow light/flag situation. If you inadvertently pass the rider in front of you that has slowed, you must slow and allow that rider back in front of you.

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.

Pre-Race Staging and 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 a race from. The staging area is the designated area where you wait just before entering the track for practice or a race.

If you are not in the staging 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 staging area when requested.

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

The races will consist of a motocross style moto 1 and a moto 2. The grid for moto 1 will be determined by a random draw. The grid for moto 2 will be determined by the finish order from moto 1.

Starting Procedure

The riders will be allowed one “hot lap” before reaching the starting area. For classes that ride the dirt section, skip the dirt section on your warm-up lap. Once in the starting area, line up in your proper grid position.

Once gridded, the starting official will point to the group of racers. 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, you will need to exit the track and the race will start without you.

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

Officials will be watching for someone to start early (jump the start). If someone jumps the start, the starter will more than likely NOT restart the race. Each racer is responsible to wait for the race to officially start, even if someone else jumps the start. Race officials will watch the person/persons who jumped the start to see if they correct the problem to take away the advantage achieved (quickly get re-set, momentarily slow down enough to take away the advantage etc.).

Race officials will dock any racer who jumps the start but does not correct the problem by docking the racer 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.

On-Track Behavior

When entering the track, do it in a safe manner. Don't pull in front of oncoming riders. When exiting the track, stay off line and raise your left hand to signal you are leaving the track.

Always ride your line. It's the responsibility of the overtaking rider to avoid you. Moving over to let a rider pass is a risky move for you, the passing rider, and any other rider in the vicinity. Most likely the rider behind you has watched you for a couple of turns and has develop an expectation of where you are going to go so it is safest to stay on your usual lines.

If you see a rider down in front of you, slow down and wave a hand to alert riders behind you, but do not stop in the middle of the track. It could result in you joining the down rider.

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 overall wins in the series. If that does not break the tie, the number of second place over-all finishes will be compared, then thirds etc. until the tie is broken. If a tie still remains, the rider with the best second moto finish at the year-end race, or the rider who participated in the most events will receive the advantage.

Race-Day Points

Race-day points are awarded using the point system generally in use by the AMA as shown below:

| | |
|------------------|-----------|
| 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 |

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 at each Supermoto race.

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 only with a race official. The race official will take any action required.

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

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

The rider is ultimately responsible for the actions of himself, his pit crew, his family, and friends. Misbehavior by any of the before mentioned parties can result in a penalty to the rider,

Rule Book Updates

The Utah Sport Bike Association reserves the right to revise this rule book at any time during the 2012 Utah Supermoto Championship series. Any revision will become effective immediately.