



# Utah Sport Bike Association Rule Book 2019

A comprehensive list of the rules  
and regulations you need to know to go racing  
at the UtahSBA's Masters of the Mountains race series.

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## Foreword

Masters of the Mountains is a Utah Sport Bike Association road race series in association with Utah Motorsports Campus. 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 (MoM).

Masters of the Mountains owes much of its quality to Utah Motorsports Campus (UMC) 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.

Throughout the remainder of this document, Masters of the Mountains, the Utah Sport Bike Association and Utah Motorsports Campus are referred to as MoM, UtahSBA and UMC respectively.

## 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.

Masters of the Mountains, presented by the UtahSBA, 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.

Masters of the Mountains, UtahSBA assume no liability for any loss, theft, damage, or injury to property or persons whether arising in contract, negligence, equity or otherwise.

# CHAPTER 1

## Class Structure and Class Definitions

### Class Structure

The Masters of the Mountains Motorcycle Road Racing 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 Special events or sanctioning partnerships.

- Deseret Dash Novice GTO
- Deseret Dash Expert GTO
- Street GP
- Production 300
- Production 500
- Sportsman
- Novice GTU
- Novice GTO
- Combined GTU
- Combined GTO
- Modern Vintage GTU
- Modern Vintage GTO
- Moto3
- Moto2 GTU
- Stock 1000
- Lightweight Superbike
- Open Twins
- Formula 40 GTU
- Formula 40 GTO
- Middleweight Superbike
- Middleweight Superstock
- Heavyweight Superbike
- Open Superstock
- Open Superbike
- King of the Mountain (KoM) GTU
- King of the Mountain (KoM) GTO

## Class Definitions

### Novice Classes:

- GTU
- GTO

### Mixed Expert and Novice Classes:

- Sportsman
- Combined GTO, Combined GTU
- Modern Vintage GTO, GTU
- Formula 40 GTO, GTU
- Lightweight Superbike, Open Twins and Moto3
- Production 250
- Production 500
- Moto2 (GTU)
- Stock 1000

### Expert Only Classes:

- Middleweight and Open Superstock
- Middleweight, Heavyweight, and Open Superbike
- King of the Mountain (KoM) GTO, GTU

## 1 Motorcycle

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 Superstock

Superstock motorcycles must meet the following requirements in addition to the equipment standards (Chapter 2) and technical inspection (Chapter 3). 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. If it does not say you can do something, it means you cannot.

- 2.1** All motorcycles must display a vehicle identification number on the main frame, or provide documentation as evidence of year, make and model of any unmarked replacement frame

- 2.2** 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.

- 2.3** Minimum availability quantities from manufacturer for Superstock participation are as follows: three- or four-cylinder equipment = 500 units, two-cylinder equipment = 50 units.

**2.4** Requirements:

**2.4.1** The following items MAY be removed:

- a. Instruments, instrument brackets and associated cables.
- b. Radiator fan and wiring.
- c. 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.
- d. The ignition key may be removed, and the ignition rewired to the handlebar mounted kill switch.

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

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

**2.4.3** 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. Battery
- e. Wiring harness.
- f. Control cables.
- g. Speedometer drive.
- h. Oil, oil filters, lubricants and fluids.
- i. Final drive sprockets and chains. Chain size may be changed. A shark fin chain guard is required.
- j. Rear shocks (linkage must remain stock).
- k. Body parts and fairing (not including fuel tank):

- i. Bodywork must retain the basic original shape of the motorcycle.
- ii. Construction must be of plastic or fiberglass composites. Carbon bodywork will be permitted in Superstock.
- iii. Original combination instrument/fairing brackets may be replaced with aftermarket brackets of the same basic material. All other fairing brackets must be original stock parts. 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.
- iv. Paint scheme is not restricted.
- v. 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.
- vi. Standard fasteners may be replaced with aftermarket 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.

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

**2.4.5** Brake discs may be drilled or chamfered.

**2.4.6** Exhaust systems: All motorcycles must have a functional silencer; all motorcycles must meet track noise regulations.

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

**2.4.8** Fork modifications are limited to the following:

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

**2.4.9** 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. Aftermarket fuel filters may be added.
- f. All components involved in fuel injection systems must remain standard except as noted below.

- i. Electronic control modules (ECU/ECM) may be modified or replaced with aftermarket modules, provided they connect to original connectors only.
  - ii. Installation of additional components for the purpose of adjusting fuel metering (e.g., Power Commander) is permitted. No sensors may be added to the bike to aid control of fuel delivery, including wheel speed sensors used for traction or wheelie control. The only exception to this rule is a quick shift trigger or sensor.
- g.** The complete original equipment air box must be utilized. The only modification permitted is the sealing of air box drains. Aftermarket or OEM air filters must be used.

**2.4.10** 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.
  - i. Valve seat inserts may be reworked or replaced with OEM or aftermarket 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.
- d.** Valves must remain as produced with no modifications. Valve springs may be shimmed with standard or aftermarket shims.
- e.** 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.
- f.** All gaskets may be replaced with aftermarket gaskets.
- g.** 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.
- h.** Clutch plates, springs and assembly may be replaced with aftermarket parts. This does not include Slipper clutches.
- i.** Transmission gears may be shimmed only for the purpose of proper engagement. Standard or aftermarket shims may be utilized.
- j.** Shifter return or detent springs may be replaced with aftermarket springs.
- k.** 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.

- l.** 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.
- m.** 49-State model engine and ignition components may replace those same components on California-only motorcycles of the same manufacturer, year and model.
- n.** Quick Change wheels will be permitted, provided that the wheels themselves are stock
- o.** Modifications are permitted as follows:
  - i.** Ignition timing may be altered by slotting ignition trigger mounting plate, replacing stock ignition rotor with an aftermarket rotor, or use of aftermarket plug-in modules (e.g., Power Commander, Evans). Add-on modules must connect to original connectors. Additional sensors may not be added.
  - ii.** Spark plugs and plug wires may be replaced with aftermarket parts.
  - iii.** The rev limiting system must be in proper working order.
  - iv.** Electric ignition cut-out 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.

#### **2.4.11** Tires

- a.** DOT approved, and Slick tires will be allowed in these classes. Competitors may choose which tire will best suit their needs. Manufacturers must make tires available in minimum quantities as follows:
  - i.** Front tires = 100
  - ii.** Rear tires = 200
- b.** On events officially designated as “Wet”, only molded-grooved-tread wet racing tires or DOT tires 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.** Any type of modification to approved tires is prohibited. This includes, but is not limited to razor cuts, or trimming the tire for clearance.
- e.** 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 will lose all championship points earned to date in the class.
- f.** Tire manufacturers who try to circumvent these requirements will have their eligibility revoked.

## 2.5 Class Limits

### 2.5.1 Middleweight Superstock

- a. Up to 636cc four-cylinder
- b. Up to 650cc pre-1984 four-cylinder
- c. Up to 750 three-cylinder
- d. Up to 850cc two-cylinder, four-stroke, three or more valves per cylinder
- e. Up to 1000cc, two-cylinder, four-stroke, two valves per cylinder, air cooled
- f. Unlimited displacement pushrod, two-cylinder, four-stroke, two valves per cylinder, air cooled

### 2.5.2 Open Superstock

- a. Unlimited displacement

## 3 Superbike

**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.

**3.2** Requirements:

**3.3** All machines must meet the equipment standards (Chapter 2) and technical inspection (Chapter 3) as well as the following:

**3.3.1** Frame and engine cases must be from the same production model motorcycle, except for single-cylinder motorcycles, which may use any frame.

**3.3.2** 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.

**3.3.3** Class displacement limits are absolute.

- a. 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 cannot be re-sized for Middleweight competition.)
- b. Any fairing may be used as long as it meets the requirements of Chapter 2.

### 3.4 Class Limits

#### 3.4.1 Middleweight Superbike

- a. Up to 640cc four-cylinder, four-stroke, three or more valves per cylinder
- b. Up to 750cc three-cylinder, four-stroke, three or more valves per cylinder
- c. Up to 850cc two-cylinder, four-stroke, three or more valves per cylinder
- d. Unlimited displacement two- or three-cylinder, four-stroke, two valves per cylinder
- e. Up to 250cc one or two-cylinder, two-stroke, water cooled, unlimited origin.
- f. Up to 1050cc four-cylinder, four-stroke, two valves per cylinder
- g. Up to 510cc single-cylinder, two-stroke, water cooled
- h. Unlimited displacement two-stroke, air cooled
- i. Unlimited displacement single-cylinder

#### 3.4.2 Heavyweight Superbike

- a. Up to 750cc four-cylinder, four-stroke, three or more valves per cylinder
- b. Up to 1000cc two-cylinder, four-stroke, three or more valves per cylinder
- c. Unlimited displacement two-cylinder, four-stroke, two valves per cylinder
- d. Unlimited displacement two-stroke, air cooled
- e. Unlimited displacement single-cylinder

#### 3.4.3 Open Superbike

- a. Over 485cc two- or more-cylinder

## 4 GT

### 4.1 Classes permit motorcycles of unrestricted origin.

#### 4.1.1 GT Classes are designated as follows:

- a. King of the Mountain GTO / GTU
- b. Open Twins
- c. Novice GTO / GTU
- d. Combined GTO / GTU
- e. Formula 40 GTO / GTU
- f. Modern Vintage GTO / GTU
- g. Moto2

#### 4.1.2 Class limits are set as follows:

- a. GTU (as applied to all GTU classes except Lightweight Twins)

- i. Up to 430cc two- or more-cylinder, two-stroke, unlimited origin
  - ii. Up to 550cc two- or more-cylinder, two-stroke, if frame is from a motorcycle manufactured for street use in North America
  - iii. Up to 550cc single-cylinder, two-stroke, unlimited origin
  - iv. Up to 675cc three-cylinder, four-stroke, liquid cooled
  - v. Up to 640cc four-cylinder, four-stroke, liquid cooled
  - vi. Up to 850cc two-cylinder, four-stroke four or more valves per cylinder, liquid cooled
  - vii. Up to 900cc three- or more-cylinder, four-stroke, air cooled
  - viii. Unlimited displacement air cooled two-cylinder, four-stroke two or three valves per cylinder
  - ix. Unlimited displacement single-cylinder, four-stroke, unlimited origin
  - x. Forced induction (e.g., turbo- or supercharging) is not allowed
- b. Lightweight Superbike**
- i. Up to 565cc four-cylinder, four-stroke, water cooled
  - ii. Up to 450cc three-cylinder, four-stroke, water cooled
  - iii. Up to 700cc two-cylinder, four-stroke, water cooled
  - iv. Up to 800cc two-cylinder, four-stroke, air cooled
  - v. Up to 850cc four-cylinder, four-stroke, two valves per cylinder, air cooled
  - vi. Unlimited displacement single-cylinder
  - vii. Up to 250cc two-cylinder, two-stroke, water cooled, unlimited origin

#### **4.1.3 GTO**

- a.** Unlimited displacement and origin

#### **4.1.4 Open Twins**

- a.** Only bikes with one- or two-cylinders are permitted; unlimited displacement restriction.

## **5 King of the Mountain (KoM)**

- 5.1** The Masters of the Mountains Premier classes, KoM GTO & GTU, are intended for the most competitive of racers.
- 5.2** All KoM riders are required to possess a valid, full-season, annual UtahSBA race license to be awarded season championship points. Overall championship awards are NOT given to reciprocity license holders.
- 5.3** Motorcycles entered in KoM GTU may also be used in KoM GTO.
- 5.4** KoM grids (O and U) will be determined by qualifying. At the discretion of the Director of Competition, a 112% rule may be used in which all KOM competitors must qualify within 112% of the fastest qualifying lap. Qualifying will be identified on the daily schedule as simply "KoM Qualifying". (If qualifying is not utilized, grids will be based on points)

- 5.5** KoM GTO and KoM GTU classes will be ran at the same time. These classes will be scored separately towards class championship points (KoM O and KoM U) and individual race results. These classes will also be scored together for the KoM Overall Championship, and top ten number plates for the following season.
- 5.6** All KoM races will be “double distance races”, in all configurations: if the standard race is 7 laps, then the KoM race will be 14 laps.

## **6 Open Twins & Lightweight Superbike**

- 6.1** These classes are intended for Expert and Novice racers.
- 6.2** Novices must obtain approval to participate from the Director of Competition. Approval lasts the remainder of the season, unless revoked for cause.

## **7 Formula 40 GTO / GTU**

- 7.1** The Formula 40 class is intended for Expert and Novice racers.
- 7.2** The racer must be 40 years old or older on the day of the race event.
- 7.3** Engine displacement limits are the same as in Chapter 1, section 4.1.2 and 4.1.3.

## **8 Novice GTU / GTO**

- 8.1** See definition of Novice, Chapter 2.
- 8.2** Engine displacement limits are the same as in Chapter 1, section 4.1.2 and 4.1.3.

## **9 Sportsman**

- 9.1** Sportsman is open to all motorcycles that meet technical safety requirements stipulated in chapter 5 (it is a GTO class).
- 9.2** Sportsman is open to Expert and Novice racers who have not completed an officially scored lap, in ANY class under 1:48 on East Track and 1:43 on West Track, 2:15 on Perimeter Track and 3:15 on Full Track. The minimum eligible lap times are subject to change at any time at the discretion of the board.
- 9.3** Once a rider times out on any configuration, they are ineligible for competition in Sportsman on all configurations. Championship points and trophies are not awarded for this class.
- 9.4** Registration in this class will be based on the honor system, and the Director of Competition will not be responsible for ensuring that every rider racing in this class is eligible based on lap times from previous races. If brought to their attention (by means of protest or other avenues), the Director of Competition, or any member of the board, reserves the right to disqualify a rider from competition based on lap times that beat the minimum times set forth above.

## 10 Deseret Dash

- 10.1 Deseret Dash is a Sprint Race held on Saturday and is governed by GTO rules. It is open to Both Novice and Expert Racers.
- 10.2 The Race will be a two wave start. Novice and Expert Racers will grid and score separately.

## 11 Modern Vintage GTO / GTU

- 11.1 Modern Vintage is open to Expert and Novice racers.
- 11.2 Modern Vintage is defined as a motorcycle that is at least 10 years old from the current race year.
- 11.3 Engine displacement limits are the same as in Chapter 1, section 4.1.2 and 4.1.3.

## 12 Moto3

- 12.1 Unlimited origin, unlimited modification GP class
- 12.2 Unlimited displacement single-cylinder two- or four-stroke
- 12.3 Up to 250cc two-cylinder two-stroke
- 12.4 Up to 650cc two-cylinder four-stroke 3 or fewer valves per cylinder
- 12.5 Up to 400cc four-cylinder four-stroke
- 12.6 Exception: The SV 650 can compete in this class in superstock trim – (stock wheels, stock brake calipers and rotors, stock fork tubes, stock displacement, stock fueling system).

## 13 Moto2

- 13.1 Open to all fully licensed racers, both Novice and Expert.
- 13.2 All motorcycles must pass all technical safety requirements
- 13.3 GTU class with the following engine capacity restrictions:
  - 13.3.1 Up to 640cc four-cylinder four-stroke, three or more valves per cylinder
  - 13.3.2 Up to 750cc three-cylinder four-stroke, three or more valves per cylinder
  - 13.3.3 Up to 850cc two-cylinder four-stroke, three or more valves per cylinder
  - 13.3.4 Unlimited displacement single-cylinder

## 14 Stock 1000

- 14.1** Open to all fully licensed racers, both Novice and Expert. If a change to a part or system is not specifically authorized by this rule book, then it is forbidden.
- 14.2** Over 750cc up to 1000cc, four-stroke, three- and four-cylinder
- 14.3** Over 850cc up to 1250cc, four-stroke, two-cylinder
- 14.4** Engine
  - 14.4.1** Cylinder head gasket may be changed
- 14.5** Transmission/Gearbox
  - 14.5.1** Aftermarket clutches permitted
  - 14.5.2** Friction and drive discs may be changed, but the number of discs must remain as homologated
  - 14.5.3** Clutch springs may be changed.
- 14.6** Airbox
  - 14.6.1** Air filters of unlimited origin may be used
- 14.7** Exhaust
  - 14.7.1** Exhausts of unlimited origin may be used
  - 14.7.2** Silencer must be on the same side of the motorcycle as homologated
  - 14.7.3** The number of silencers must remain as homologated
- 14.8** Electrical Systems and Electronics
  - 14.8.1** ECU may be flashed, but may not be physically modified
  - 14.8.2** ECU may be relocated
  - 14.8.3** No extra sensors may be added, except for shift rod sensors
  - 14.8.4** Spark plugs of unlimited origin may be used
  - 14.8.5** Batteries of unlimited origin may be used
- 14.9** Frame
  - 14.9.1** Holes may be drilled to mount approved devices (steering damper, fairing brackets, etc)
  - 14.9.2** Additional seat brackets may be added

**14.9.3** Bolt-on accessories to the rear sub-frame may be removed

## **14.10** Suspension

**14.10.1** Electronic steering dampers are not allowed unless originally installed on homologated models intended for street use

**14.10.2** Mechanical steering dampers of unlimited origin may be used

**14.10.3** Forks must remain as homologated, except for fork caps and external damping adjustment devices

**14.10.4** Fork internals may be replaced with parts of unlimited origin

**14.10.5** Fork braces are allowed

**14.10.6** Captive axle nuts are allowed

**14.10.7** Rear suspension may be modified with parts of unlimited origin

## **14.11** Brakes

**14.11.1** Discs may be changed but must comply with the following:

**14.11.2** Must use the same material as the homologated model

**14.11.3** Inner and outer diameter must not be larger than the homologated model

**14.11.4** Front master cylinder may be replaced with parts of unlimited origin

**14.11.5** Quick disconnects are allowed

## **14.12** Hand/Foot Controls

**14.12.1** May be replaced with parts of unlimited origin

## **14.13** Tires

**14.13.1** Racing “slicks” are allowed

# **15** Street GP

**15.1** Entrants in this class are not required to complete the NRC. However, entrants must participate in the full Street GP format, to include classroom work, regardless of how many times previously they may have participated in this race class.

**15.2** Class designed for new racers. No licensed racers will be allowed to enter.

**15.3** Motorcycle technical requirements mirror typical track day

**15.4** Preparation requirements. (I.e. non-glycol coolant, no lights, proper riding gear, etc.)



- 15.5** No restrictions on motorcycle engine capacity or modification barring anything that is deemed unsafe by race direction or Technical Inspection.

## **16 Endurance Racing**

- 16.1** From time to time, the UTAH SBA may choose to run an endurance event. These will be considered special events and will have supplemental rule packages issued prior to registration for the event.

## **17 Combined GTU/Combined GTO.**

- 17.1** Combined classes are open to all Experts and Novices.

**17.1.1** Experts who compete in Combined GTU or Combined GTO are ineligible for points in KoM GTU and KoM GTO.

- 17.2** Any Expert license holder that has finished the season in a top 5 positions in either Combined GTO or GTU will no longer be eligible to compete in either class.

## **18 Production 300 & 500 Classes**

- 18.1** The Production Class racing classes are amateur classes for motorcycles with minimal modifications. It is open to both Novice and Expert. Only changes specified in the rulebook are permitted; all other changes are forbidden.

- 18.2** All Production Classes Must Adhere to the following rules:

**18.2.1** Parts eligible for replacement with items of unlimited origin:

- a.** Hand and foot controls
- b.** Dash / Instruments
- c.** Exhaust system
- d.** Chain and Sprockets
- e.** Brake lines, pads, and fluid
- f.** Rear Shock
  - i.** Yamaha R3 tail frame cross bar may be removed to allow retrofitting of the Yamaha R6 shock reservoir. All other frame modifications are prohibited.

**18.2.2** Parts eligible for replacement with restrictions:

- a.** Brake rotors must be of stock material and dimensions, no machining of the rotors is allowed.
- b.** Bodywork must retain the basic original shape of the motorcycle

- c. Carburetor jets, needles and float level may be changed for tuning.
- d. Cast parts must retain OEM dimensions.
- e. For fuel injected bike throttle bodies must retain original injectors and dimensions Tuning modules for adjusting air/fuel ratio are permitted.
- f. **Production 300:** Quick shifters and traction control are prohibited.  
**Production 500:** Quick shifters are allowed.
- g. Spark plugs must retain the stock type and heat range, but brand may be changed
- h. **Production 300:** only DOT approved tires are permitted. In the event that race officials declare a race “wet” before the start non-DOT full rain tires may be used. Non-DOT slicks and non-DOT intermediate tires are not allowed. The DOT rated tires can be grooved at the racer’s discretion. **Production 500:** Race “slick” tires are allowed.
- i. Front suspension may utilize “cart” type systems. The OEM fork must be retained...only internals may be modified with the exception of the adjustment mechanisms located on the top of the fork.
- j. Fuel must be widely available pump gas, no race gas is permitted.

**18.2.3** The following parts may only be replaced with original OEM parts:

- a. Wheels
- b. Brake master cylinders
- c. Clutch parts
- d. Internal engine and transmission parts
- e. Airbox and Air Filter-Production 300: No change from showroom stock permitted. Production 500: air filters of unlimited origin may be used.

**18.3** Production Class Limitations:

**18.3.1** Production 300

- a. Maximum displacement 299cc (this includes the Ninja250 & 300, and CBR250 & 300, but excludes the R3)
- b. Maximum number of cylinders: 2

**18.3.2** Production 500

- a. Maximum displacement 500cc (includes R3, EX500, CBR500)
- b. Maximum number of cylinders: 2

# CHAPTER 2

## Motorcycle and Rider Safety Requirements

The following is a set of standards that will be in effect at Race events for both riders and motorcycles. Specific Exceptions may apply at the discretion of the Board of Directors:

### 1 Rider Apparel and Equipment

#### 1.1 Helmet

- 1.1.1** A full coverage helmet bearing a label of compliance to DOT FMVSS 218 and Snell Foundation specifications or any FIM certification (e.g., JIS T8133, ECE 22.05, etc.)
- 1.1.2** Straps, shell, liner and shield in good condition.
- 1.1.3** No aftermarket quick releases will be allowed.
- 1.1.4** Damaged helmets must have manufacturer's re-certification for approval.
- 1.1.5** No accessories, including cameras, will be mounted to a helmet. Helmets must be worn as manufactured. Any mounts already on a helmet must be removed. Any aftermarket addition to a helmet (to include GoPro sticky mounts) will result in disqualification and the rider will not be allowed entry onto the track until the modification has been removed.

#### 1.2 Leathers

- 1.2.1** One piece or zip together equivalent (i.e., minimum 270 o zipper).
- 1.2.2** No holes or tears.
- 1.2.3** Sufficient protection.
- 1.2.4** Taping pants and jackets together is prohibited.

#### 1.3 Gauntlet-style leather gloves, in good condition.

#### 1.4 Leather footwear at least 8" in height and in good condition.

#### 1.5 No metallic or sparking knee sliders.

#### 1.6 Back protectors are required and must be of commercial design and manufacture. No homemade back protectors.

- 1.7** All racers must have emergency information on file with the UtahSBA. Emergency information includes full name, health insurance carrier, name and contact information of person to be notified in case of emergency, known allergies and blood type if available.

## **2 Motorcycle Requirements**

- 2.1** Neat and clean. Motorcycles that are dirty or show potentially dangerous bodywork or improperly executed modifications or repairs will not be approved.
- 2.2** 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.
- 2.3** Chain must be of the “continuous rivet” type, or the Master Link must be safety-wired or have RTV/silicone on the clip.
- 2.4** Tires must be in good condition and may not be re-caps. Valve caps must be installed.
- 2.5** All motorcycles must have operational front and rear brakes, with acceptable lining thickness.
- 2.6** All motorcycles must have an operational handlebar-mounted kill switch or button.
- 2.7** All motorcycles must have a self-closing throttle
- 2.8** All turn signals, luggage racks and mirrors must be removed.
- 2.9** All lights and reflectors must be removed.
- 2.10** Center- and side-stands must be removed.
- 2.11** License plate must be removed.
- 2.12** Rear fender or seat must extend to the rear of a line drawn vertically through the rear axle.
- 2.13** 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.
- 2.14** No streamlining may be attached to the rider.
- 2.15** All fluid-carrying hoses or lines must be properly secured.
- 2.16** 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.
- 2.17** 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.
- 2.18** All vents of any kind must be routed such that any fluid escaping will be caught by the fluid-containment belly pan.
- 2.19** Final approval of the catch can system rests with the Tech Inspector.

- 2.20** 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.
- 2.21** 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.
- 2.22** Kick-starters, if retained, must be secured at two points.
- 2.23** 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 antifreeze 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.
- 2.24** Silicone brake fluid is not allowed (DOT 5 Brake Fluid).
- 2.25** Exhaust system must not extend beyond the rear wheel.
- 2.26** Steering damper is required on all motorcycles that were factory equipped with a damper and must be in good operating condition. Steering Damper is highly recommended on all motorcycles.
- 2.27** All motorcycles must have bar-end sliders. Frame sliders are recommended on all motorcycles.
- 2.28** All motorcycles must have a working silencer and must meet track sound level regulations.
- 2.29** 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 or 1.5 times the amount of oil in the motorcycle, whichever is less. A sealed hole in the fairing bottom is permissible. The hole may be opened in races declared 'wet.'
- 2.30** A UtahSBA Masters of the Mountains decal shall be displayed on both sides of the bike at least axle line high or higher.
- 2.31** All motorcycles must carry a functioning transponder at all times while on the track, including practice. Failure to do so WILL result in being pulled from the track, loss of grid position, or disqualification at the discretion of UtahSBA officials.
- 2.32** Lower rear chain guards (aka. Shark Guard) are required on all motorcycles. Exemptions for this rule are as follows: Motorcycles with "pass-thru" swing arms (guard is built into design) and motorcycles in which guards are cost prohibitive or not available for purchase (ex. Ducati single-sided).
- 2.33** Brake lever guards are required.
- 2.34** K&N KN204 oil filters (and the Vortex equivalent because it is manufactured by K&N) are not allowed. Any motorcycle found to be equipped with this oil filter will not be issued a tech inspection sticker until the filter has been replaced with an approved filter.

## **3 Facility Safety Requirements**

### **3.1 Pit Safety Standards**

- 3.1.1** All flammable liquids must be stored in appropriate containers.

- 3.1.2** A container for proper disposal of waste fluids must be provided.
- 3.1.3** A 5 lb. BC rated fire extinguisher must be readily available at each pit.
- 3.1.4** Each pit area must be policed for debris before leaving for the day. Failure to comply may result in a \$20 pit cleanup fee.
- 3.1.5** All Racetrack paddock and pit regulations must be strictly adhered to. If at any time the facility's regulations conflict with UtahSBA regulations, the more stringent or both requirements apply.

# CHAPTER 3

## Technical Inspection

### 1 Inspection responsibilities and procedures

- 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.
- 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.
- 1.3** Application of a Technical Inspection Approval Sticker does not imply compliance with class requirements or technical requirements.
- 1.4** It is the racer's responsibility to seek approval of the Technical Inspector of any areas in question.
- 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 event.
- 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:
  - 1.6.1** showroom stock charging system
  - 1.6.2** airbox, air filter, velocity stacks
  - 1.6.3** any other Superstock–restricted modification
  - 1.6.4** 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 Competition & 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).

- 1.7** Technical Inspection and passing of Technical Inspection in no way implies motorcycle or entrant has passed a safety inspection.
- 1.8** Any motorcycle 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.
- 1.9** To earn contingency awards, racers must pass an inspection for compliance with contingency standards immediately following the race.
- 1.10** It is the responsibility of the racer to locate an authorized technical inspector.

## **2 Pre-race Technical Inspection**

- 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.
- 2.2** Technical Inspection opens at 7:00 AM. on the day of the race event. Racers must bring the following items to Technical Inspection on race day:
  - 2.2.1** Motorcycle; Lowers removed, and with access to coolant.
  - 2.2.2** Rider's copy of sign-up sheet

## **3 Required Motorcycle Preparation**

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

- 3.1** Number Plates (see section 5.4)
- 3.2** Wheels and Tires
  - 3.2.1** Spokes tight
  - 3.2.2** Rims straight
  - 3.2.3** Acceptable tread depth
  - 3.2.4** Acceptable sidewall condition
  - 3.2.5** Valve caps installed
  - 3.2.6** Minimum 16" wheel diameter
  - 3.2.7** No cracks in wheel castings



### **3.3 Brake System**

- 3.3.1** Lining thickness adequate
- 3.3.2** Reservoir cap retention device (e.g., screws, clip, duct tape)
- 3.3.3** Cables and/or hoses in good condition
- 3.3.4** Anchor arms and caliper mounts safety wired
- 3.3.5** Silicone based brake fluids are NOT allowed. (no DOT 5 brake fluid)

### **3.4 Frame Components**

- 3.4.1** Fork stops functional
- 3.4.2** Fork seals not leaking
- 3.4.3** 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.
- 3.4.4** Steering damper (where required) operational. Steering dampers are highly recommended on all motorcycles.
- 3.4.5** Bar-end sliders installed. Frame sliders are highly recommended.

### **3.5 Engine**

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

### **3.6 Miscellaneous Motorcycle Requirements**

- 3.6.1** 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.
- 3.6.2** Turn signals, Headlights, brake and tail lights must be removed
- 3.6.3** Mirrors removed
- 3.6.4** License plate removed

- 3.6.5 Kill switch operational on handlebars
- 3.6.6 Side- and center-stands must be removed
- 3.6.7 Only water, Redline Water Wetter, Royal Purple Ice, Ice Water (NOT Engine Ice or Evans coolant), or Silkolene Pro CCA coolant additives are allowed in liquid cooled motorcycles. **Glycol-based substances are prohibited.**
- 3.6.8 Case guards installed on ALL applicable models (see technical inspector) with vulnerable wet cases. Wet cases will emit fluids if cracked or worn away
- 3.6.9 Transponder mounting bracket must be securely mounted to the motorcycle and must be visible for tech inspection.

## 4 Fuel Requirements

- 4.1 Only gasoline or race gas meeting UtahSBA specifications is permitted as fuel:
- 4.2 Fuel must be petroleum-based gasoline as defined by the American Society for Testing and Materials, (ASTM), Designation: D4814.
- 4.3 The specific gravity must fall within the range: .715-.765 at 60 degrees F.
- 4.4 The maximum allowable oxygen content is 8.0% m/m.
- 4.5 The only allowable oxygenates are ethers and alcohols, as listed and characterized for oxygen mass fraction in ASTM D4814. Epoxides (e.g., propylene oxide) will not be considered ethers. Nitrogen- bearing compounds are not allowed.
- 4.6 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 accelerants may be introduced to the combustion chamber other than fuel meeting the specifications in this section.
- 4.7 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.
- 4.8 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.

## 5 Number Display Regulations

- 5.1 Racers must use the number granted to them by the UtahSBA as described in this rulebook.
- 5.2 All Expert competitors will use black numbers on a completely white background. It is recommended that numbers be in a sans serif (no frills) font approximately 6" high and 1" wide, or as close to this size a body work allows. Numbers should not overlap; 1/2" of

space should separate numbers from other numbers and from the edge of the number plate. Numbers can be stylized but MUST remain legible from ALL corner stations, Start/Finish Tower, and Race Control as determined by the Director of Competition. All number plates must be approved by the Technical Inspector and/or Director of Competition prior to entering the track.

- 5.3** Novices will use black numbers as specified above, but the numbers shall be on a yellow background.
- 5.4** 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.
- 5.5** Number plates, or number display areas should be approximately 10" by 10" with rounded corners, or as close as possible to 10" x 10" as body work allows. A plate or display area is required on the front of the motorcycle. The racer's number must be clearly visible from the front; centered front numbers are encouraged. Tail section numbers are also required. In cases where there is insufficient room for reasonable display of numbers on the side of the tail section of a motorcycle, a single number on the top of the tail section may be used provided there is sufficient room for a number plate close to 10" x 10".
- 5.6** 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 or Membership Director.
- 5.7** Numbers must be displayed on the motorcycle as required per the requirements of this section whenever a motorcycle is on the track. Riders who race without their approved number displayed will be fined \$10 for each time they entered the race track without correct number displays. Practicing on a bike that has approved number displays and has been properly entered by a racer other than the rider practicing on it is allowed.
- 5.8** Final approval of number display will rest with the Technical Inspectors and/or the Director of Competition.

# CHAPTER 4

## Race Procedures and Points System

### 1 Procedures

- 1.1** Mandatory rider's meetings will be held each day of the race event. Time and location will be posted on the Race Schedule. Each racer must attend the riders meeting. The rider is responsible to know and follow the rules and information discussed in the meeting. Failure to attend the riders meeting will result in the following penalties:
- 1.1.1** First offense: Racer must start at the back of the grid for all races entered to include KOM (even if grids are set by qualifying). If a "start from the back of the grid" penalty is assessed to a KOM competitor, the competitor shall be notified prior to KOM qualifying. Additionally, any rider missing the rider's meeting shall be given a safety briefing by the Director of Competition or representative he designates prior to entering the race track. The first offense penalty will be assessed at the discretion of the race director.
  - 1.1.2** Second offense any or all of the following: Racer must start at the back of the grid for all races entered and/or points deduction.
  - 1.1.3** Racers may be chosen at random at the riders meeting by pulling sign up or tech forms. A minimum of 3 names and not more than 20 names may be chosen per day.
- 1.2** 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 a crash, will result in loss of time in practice, qualifying or racing.
- 1.3** KoM grids will be determined by points during events with twelve or fewer participants. During events with more than twelve participants grids will be determined by race qualifying. If race event qualifying is not able to take place or is cancelled, KoM grids will be determined as described below in section 4. It is the responsibility of each rider to qualify with the correct group and 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.
- 1.4** For non-qualifying classes, grids shall be determined as follows:
- 1.4.1** Pre-entered riders based on current points

#### **1.4.2** Pre-entered riders without points in order of entry

#### **1.4.3** Post-entered riders by order of entry

- 1.5** 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.
- 1.6** Riders pre-grid at the track entrance. 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 Marshall may direct.
- 1.7** Riders are able to complete one warm up lap prior to the start of each race, at the direction of the Pit Marshal. This warm up lap opens at the time the Pit Marshal designates and closes once the leading rider on track passes the designated point on the course configuration for that weekend.
- 1.8** The Grid will be set as 3 riders per row, to mirror MotoAmerica. A two-minute sign may be displayed at the start-finish line, at which time any riders that have failed to correctly grid may be assessed a one position race finish penalty. Riders that have failed to grid in a timely manner will be required to start behind the last row of gridded riders by means of starting from pit lane. The racer starting from pit lane shall be released as soon as the last racer on the starting grid crosses the start/finish line. In the event of a two wave start, the racer starting from pit lane shall be released as soon as the last competitor from the second wave crosses the start/finish line, regardless of the class the competitor starting from pit lane is racing in. The racer starting from pit lane must observe the 35MPH pit lane speed limit while on pit lane, or risk incurring further penalty.
- 1.9** 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.
- 1.10** The start shall be a full-stop start. Riders who are not properly staged at the green flag or jump start will be assessed a one position penalty to the racer's finishing position, whether or not the rider attempted to give the position back. 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.
- 1.11** When a race is stopped (red flagged) before two or fewer laps are completed, it will require a restart in original position, and all laps will be run after the restart.
- 1.12** The race is considered 50% complete when the leader has completed at least 50% of the race distance in whole laps. 50% of a race distance that is 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 (2 laps on full or perimeter course configuration at UMC).
- 1.13** 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. Grid positions will be determined at the discretion of the Race Director.

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- 1.14** 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.
- 1.15** 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. In addition, if it can be conclusively determined that a racer was responsible for causing a race to be red flagged, that racer may take the restart but will be scored as DNF.
- 1.16** 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.
- 1.17** A rider entered in a class may join the race after the race has started after being signaled onto the track by a race official. 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.
- 1.18** 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.
- 1.19** Motorcycles may not be pushed while on the track except to remove them from a hazardous position to one of greater safety.
- 1.20** If a motorcycle falls to the ground, it and its rider cannot 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.
- 1.21** 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 and motorcycle must be re-inspected by an UtahSBA tech inspector prior to continuing or competing in any further events.
- 1.22** Any rider who runs off the track must reenter the course without attempting to shortcut the course unless instructed to do so by a race official or corner worker. If an advantage is gained, a rider will be subject to penalties of a ride through, loss of laps, disqualification or fines. Penalties will be at the discretion of the race director.
- 1.23** Racing surface is defined as the area between the outermost part of the curbing and the painted lines. Any area beyond those described (whether paved or not) is considered off track.

## 2 Finish Position

- 2.1 To qualify for a finish position in a KoM event, a rider must start the race with the green flag or while the race is in progress and must complete at least 50% of the laps completed by the race winner. Finishing position will be determined by distance completed and order on the track.
- 2.2 In the event a non-KoM race is red-flagged and restarted to complete the laps remaining at the time of the red flag, racers may receive finishing positions based on having taken the start prior to the red flag.
- 2.3 In the event of a tie that exceeds the resolution of the timing system (currently 1/1000<sup>th</sup> of a second) the tie breaker will be the fastest timed lap during the race between the two competitors. In the event that this is also a tie, the winner of the tie shall be determined by a best of three “rock, paper, scissors” match to be supervised by a club official and witnessed by as many club members as can be gathered in a short period of time.

## 3 Points Classes

- 3.1 Points will be awarded in all MoM classes except Sportsman, and Street GP.
- 3.2 KOM Combined points will accrue toward top ten number plates for the following season.
- 3.3 KOM races will award points for KOM O, KOM U, and KOM Overall classes.
- 3.4 Points will accrue toward class championships in all other classes, excluding Sportsman, and Street GP.
- 3.5 Points may NOT be transferred from one class to another.
- 3.6 In the event that there is a tie for a championship, that tie will be broken based on the number of wins in the series. If that does not break a tie, the number of second-place finishes will be compared, then thirds, fourths, etc. until the tie is broken. If a tie remains, the best finish in the last race will determine the champion. Ties will be broken as they occur.
- 3.7 Point Awards: Championship points will be awarded towards a season championship by the following formula (See Chart on Page 24) in all Novice and Expert classes listed in Chapter 1:

Finishing Position	Points Awarded	Finishing Position	Points Awarded
1st	50	16th	5
2nd	40	17th	4
3rd	32	18th	3
4th	26	19th	2
5th	22	20th	1
6th	20	21st	
7th	18	22nd	
8th	16	23rd	
9th	14	24th	
10th	12	25th	
11th	10	26th	
12th	9	27th	
13th	8	28th	
14th	7	29th	
15th	6	30th	



# CHAPTER 5

## Flags and Signals

### 1 Operational Flags

- 1.1 Green Flag and/or Green Light:** Indicates start of race or clear track conditions.
- 1.2 Checkered Flag:** Indicates end of race or practice session. Proceed around course to the designated track exit.
- 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.
- 1.4 Black Flag with 12" Orange Center (meatball flag):** Indicates a "Stop and Go" or ride through penalty or other penalty. Report to the Pre-Grid Marshal within three laps. 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. This flag is shown at the Start/Finish only.
- 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.

### 2 Warning Flags

- 2.1 Stationary flags:**
  - 2.1.1** Warning flags that are held stationary indicate a change in conditions or a potentially hazardous situation on or near the track.
  - 2.1.2** Passing is allowed. Exercise caution.
- 2.2 Waving flags:**
  - 2.2.1** Any waving warning flag indicates a hazardous condition on the racetrack and possibly in the racing line. Proceed with caution.
  - 2.2.2** Passing is not allowed under any waving flag from the point of the flag until past the incident area.

- 2.2.3** Officials may designate a point for each flag station after which passing is not allowed if a waving flag is displayed.
  - 2.2.4** Passing in a waving flag zone will cause a minimum 30 second penalty. Additional penalties may be added by the Race Director.
  - 2.2.5** 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.
  - 2.2.6** If a rider unintentionally passes another rider in a waving flag area in which the rider had no choice but to pass, and the rider being passed is being lapped or is in a different class from the passing rider, the passing rider need not let the passed rider pass them back to avoid a penalty.
- 2.3** The following warning flags may be used:
- 2.3.1 Yellow Flag with Red Stripes:** (Debris flag) Indicates oil, gas, dirt or other debris are on the track surface. Proceed with caution.
  - 2.3.2 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.
  - 2.3.3 White Flag with Red Cross:** (Ambulance flag) indicates that ambulances, safety vehicles or emergency personnel are on the course. Exercise caution.
  - 2.3.4** 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.

### 3 Courtesy Flags

- 3.1** White and Green Flags Crossed: Indicates 1/2 total race distance completed.
- 3.2** White Flag: Indicates final lap of race.

# CHAPTER 6

## Licensing, Rider Qualifications, and Advancement

### 1 Licensing

**1.1** All competitors must hold a valid and current UtahSBA/MoM Racing License or a valid and current license from another organization recognized by the UtahSBA/MoM. **See Chapter 7, 1.1.1.a**

**1.2** MoM license categories are Novice and Expert.

#### 1.2.1 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.
- 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 Director of Competition to waive this rule.
- c.** Novices may compete in Novice and Combined class races, and mixed Novice/Expert classes as noted above.

#### 1.2.2 Novice Volunteer Program

- a.** All UtahSBA Novice race license holders must complete 4 hours of volunteer activities for the UtahSBA. To sign up for volunteer activities, contact [volunteer@utahsba.com](mailto:volunteer@utahsba.com)
- b.** Volunteer activities include marketing, registration, technical inspection, scorekeeping, corner working, UtahSBA ART functions, or any other service as defined by the UtahSBA Board. Volunteer activities must be verified by the Volunteer Coordinator.
- c.** The volunteer activities may be completed by another person on behalf of the Novice racer or may be waived in lieu of a \$100 donation to the UtahSBA. The Club very much prefers your time. Your contributions and commitment to the club help make it stronger.
- d.** Failure to complete the required volunteer activities will result in removal of all season championship points and placings, denial of advancement to Expert. A racer who competes at any time as a novice with the UtahSBA

cannot participate in more than 7 race weekends with the UtahSBA without completing the volunteer program.

- e. Any Novice racer that has not completed the Novice Volunteer requirements will not be eligible to renew their Race License until they have completed the requirement.
- f. Awarding of volunteer credits will be done at the time the service is completed. Credits will only be awarded to the individual performing the work unless the individual to receive the credits is designated prior to the work being performed. Credits cannot be transferred after they are earned. Exceptions may be granted on a case-by-case basis through a written request to the board of directors.

### 1.2.3 Expert

- a. Obtained by advancement from Novice or by showing proof of holding a valid and expert road racing 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 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 Director of Competition, or their designee and be classified as Novice or Expert accordingly.
- d. The UtahSBA Director of Competition reserves 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.

## 2 Racer Qualifications

- 2.1 Age. Applicants must be 12 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 signed waivers from both parents, or legal guardians, and only notarized waivers can be accepted from parents or guardians not present at registration on race day. At least one parent must be present at the track on race day.

### 3 Advancement

- 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.
- 3.2 Advancement from Novice to Expert. Racers may petition the Director of Competition to advance from Novice to Expert status after having completed a minimum of 6 races and having fulfilled the requirements of the Novice Volunteer Program (2.1.2.c.i.). 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 Director of Competition. Appeals of the Director of Competition decisions may be made in writing to the UtahSBA Board of Directors.
- 3.3 Mandatory advancement from Novice to Expert. The top 5 finishers in Novice GTO, Novice GTU, Combined GTO and Combined 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 Director of Competition. Racers being mandatory advanced may petition in writing, to the Director of Competition, to remain a Novice racer.
- 3.4 Racers must allow the Director of Competition at least two weeks to evaluate petitions for advancement. Petitions for advancement must be submitted in writing.
- 3.5 Racers may not compete as both a Novice and Expert during the same weekend or race event.

### 4 Granting of Race Numbers

- 4.1 Race numbers can be held by holders of current UtahSBA/MoM racing licenses only.
- 4.2 Race numbers are requested upon submission of an application for a UtahSBA/MoM race license.
- 4.3 Novice class riders must use three-digit numbers; Experts may use two-digit numbers.
- 4.4 Race numbers 1-10, black numbers on white number plate, are reserved for the top ten in the previous season's KoM Overall 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.
- 4.5 After one season or more lapses in competing with a valid UtahSBA/MoM license, a rider's race number may be released before the first race weekend of the following year, at the discretion of UtahSBA officials, to be claimed by another rider.
- 4.6 All race numbers are the property of the UtahSBA and may be revoked at any time. All decisions on allocation of numbers by the UtahSBA are final

# CHAPTER 7

## Entries, Registration, Payment, & Refunds

### 1 Entries

#### 1.1 Racing License

**1.1.1** All competitors must possess a valid UtahSBA Race License, or a current road racing license from another MoM-recognized organization.

**a.** Other racing organizations whose racing licenses will be recognized by UtahSBA/MoM include the following: AFM, AMA, AHRMA, CCS, CMRA, CRA, MRA, OMRRA, SMRI, USGPRU, WERA, WMRRA, and CVMA. Others may be accepted at the discretion of the UtahSBA Director of Competition or President.

**b.** Competitors must purchase a full season UtahSBA/MoM race license to retain season points in KoM GTU, KoM GTO, and to be eligible for purse money. Season points will be removed at the end of the season if a full season UtahSBA/MoM race license is not purchased.

**1.1.2** Racers holding a current professional road race license from any other organization cannot compete in any Novice classes.

**1.1.3** An AMA Competition Membership is highly advised.

**1.2** No entries or changes will be accepted after 9:00 AM on race-day.

**1.3** Number of Entries:

**1.3.1** When six or fewer motorcycles are entered in a class, that race may be canceled or combined with another class.

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

**1.3.3** Ten motorcycles entered will constitute a class.

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

**1.5** All racers and their crew members must sign appropriate waivers and releases of liability, which normally includes the UtahSBA waiver. Failure to sign the appropriate waivers is considered a serious offense and may result in disqualification, suspension, fines and other penalties at the discretion of UtahSBA officials. Annual minor waivers can be requested by emailing [membership@uthasba.com](mailto:membership@uthasba.com)

## 2 Registration

- 2.1** Register for racing at Motorsportsreg.com. All online pre-entries must be received no later than 6:00PM MST on the Thursday prior to the race weekend. Mailed pre-entries must be received by the Thursday prior to the race weekend. All entries made by the times noted above will receive the discounted rate. Your grid position may be adversely affected by late entry.
- 2.2** All racers **MUST** present the following items at registration:
- 2.2.1** Current race license
  - 2.2.2** Signed waivers
  - 2.2.3** Completed registration online, prior or in person

## 3 Payment

- 3.1** 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. The rider is responsible for ensuring that funds 'clear' and are paid in full. If funds have not been paid in full within 10 calendar days following of the race day, the rider will be considered not to have entered.

## 4 Refund Policy

- 4.1** Pre-entries may be cancelled, in writing, prior to the pre-entry deadline before a race weekend. Contact the Membership Director to make any changes.
- 4.2** Race-day credits will only be allowed for medical reasons and/or irreparable mechanical problems including those caused by crashing prior to the registered race day and will be awarded at the UtahSBA Board's discretion.
- 4.3** If a racer determines on race day that he or she cannot race for reasons other than crashing, he or she may apply for a credit, in writing, in the race day office.
- 4.4** No cash refunds will be given at any UtahSBA race event. Any credits require prior approval by the UtahSBA Director of Competition or Treasurer. Refunds will be given in the form of race credits at the discretion of UtahSBA Race Officials.
- 4.5** 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.

# CHAPTER 8

## Protests

### 1 Basic Types

- 1.1 Scoring and/or Race Operations
- 1.2 Class suitability–visual discrepancies
- 1.3 Class suitability–internal discrepancies

### 2 Inspection Covenants

- 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.
- 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.
- 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



### 3 Procedures and Policies

- 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.
- 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.
- 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.
- 3.4** Protests must be delivered within 30 minutes of the posting of race results. Protests will not be considered after the 30-minute period has elapsed and results will be considered final.
- 3.5** The written protest must specify the rules or procedures that are in question, to include section number and item number from this rulebook. Scoring protests must be in writing, but do not need rulebook references.
- 3.6** Protests among participants are limited to those entered within the same class.
- 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.
- 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.
- 3.9** Class suitability protests concerning internal discrepancies initiated by a competitor require payment of fees as follows:
  - 3.9.1** Protests Requiring the removal of one- or more-cylinder heads, four-cycle engine: \$250
  - 3.9.2** Protests requiring the removal of cylinder head(s), two cycle engines: \$50/head
  - 3.9.3** Protests requiring removal of one- or more-cylinder heads and cylinders 2 and 4 cycle engines: \$300
  - 3.9.4** Protests requiring removal of cylinder head(s), cylinder(s), and disassembly of engine cases, or other internal components: \$750
  - 3.9.5** Protests requiring only the use of a borescope for inspection: \$50
  - 3.9.6** Camshaft removal, inspection and measurement to compare to stock, 4 cylinder four-stroke (2-stroke camshaft inspection is free): \$100
- 3.10** Once made, a protest may not be withdrawn without permission of the Race Director.

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- 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.
- 3.12** Should the protest be upheld, the protesting rider will be refunded the protest fee.
- 3.13** Should the protest be denied, the protested rider will be awarded the protest fee.
- 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.
- 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.
- 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.
- 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.
- 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 makeup of the panel will be agreed upon by the Race Director, the protesting rider and any riders who are the subject of the protest.
- 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 9.
- 3.20** Appeals may be made as to the official’s decision(s) in a protest as well as the penalties imposed.
- 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.
- 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.
- 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 \$150. 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 officers.
- 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.
- 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.
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- 3.26** If the appeal is turned down, the \$150 fee will be forfeited. If the appeal is upheld, the fee will be returned.
- 3.27** UtahSBA Officials reserve the right to subject any rider/motorcycle to any article in this rulebook without fees.

# CHAPTER 9

## Penalties

### 1 Penalty Fines

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

### 2 Penalty for License Application

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.

### 3 Motorcycle Penalties

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.

### 4 Violations

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 may result in fines and/or suspension.

### 5 Monetary Penalties

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

## **6 Penalties during a Race**

Penalties assessed during a race (e.g., a 'stop and go' or ride through penalty) will be decided upon by a panel of 3 officials if at all possible.

## **7 Suspensions**

Suspension for longer than a race weekend requires a majority vote of the UtahSBA Board of Directors. The suspension may be appealed.

# CHAPTER 10

## Racer and Crew Conduct

### 1 General Racer Conduct

- 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.
- 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.
- 1.3** All racers may be subject to drug testing. 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.
- 1.4** 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.
- 1.5** 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.
- 1.6** All riders must sign an official release of liability for each event, and no rider may practice or compete without such signatures. 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.
- 1.7** 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.
- 1.8** Any behavior, whether on track, in the paddock, or outside of a race weekend that is considered by UtahSBA officials to be detrimental to the Masters of the Mountains, UtahSBA, UMC or their members or staff can result in suspension, fines or other punitive action.
- 1.9** At no time is any racer or crew allowed to enter race control unless invited by a UtahSBA official, timing and scoring or race control worker. If an issue or protest arises, please address the Director of Competition directly.

## 2 On Track Conduct

- 2.1** Helmets must be worn while riding on the track surface at all times.
- 2.2** The responsibility for the decision to pass rests with the overtaking rider, as does the obligation to do so safely.
- 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 cannot be protested. Repeated incidents of rough or dangerous riding will result in suspension.
- 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.
- 2.5** Hand/Leg Signals:
  - 2.5.1** Before entering the pits from the track, the rider should signal by raising an arm or extending a leg.
  - 2.5.2** 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.
- 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.
- 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.
- 2.8** Corner Marshals will not allow any racer/motorcycle that has fallen to re-enter the race surface until the race is completed.
- 2.9** A racer paying a "Stop and Go" or ride through penalty must exit the race track and proceed through the hot pits at 35 mph (hot pit speed limit) to the Grid Marshal, and proceed, at the direction of the Marshall, back onto the track. Excessive speed through the pre-grid area will result in a longer penalty and/or fines and/or disqualification.
- 2.10** Any rider ignoring standing or waving flags during a practice session will start their race at the back of the grid.

## 3 Pit Conduct

- 3.1** Regulations
  - 3.1.1** Anyone found or caught tampering with another participant's motorcycle or any personal belongings will be subject to disciplinary action from the UtahSBA, including the possibility of a permanent ban.

- 3.1.2** The paddock speed limit is 15 mph at all times. This includes race bikes and pit vehicles (pit bikes, bicycles, etc.). Fines and/or penalties may be assessed, or UtahSBA Officials may impound equipment. The rider is responsible for the conduct of their crew and family!
  - 3.1.3** All vehicles must be operated in a safe and controlled manner.
  - 3.1.4** 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.
- 3.2** Pets are discouraged but are permitted on a leash no longer than 7 feet. No snakes or reptiles allowed. UMC officials reserve the right to remove vicious or uncontrolled pets at the owner's expense.
- 3.3** All minors under 16 years of age must be under strict adult supervision at all times when in the Pit area.
- 3.4** Use of intoxicants or drugs, which could affect mental or physical abilities, may not 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.
- 3.5** All persons are required to sign a release waiver before they will be allowed into the Pit area or areas.



# CHAPTER 11

## Appendices

### APPENDIX 1

#### Utah Sport Bike Association 2019 Board of Directors

<b>President</b>	Scott Rybarik	<i>president@utahsba.com</i>
<b>Vice President</b>	James Krstich	<i>vp@utahsba.com</i>
<b>Secretary</b>	Erik Grim	<i>secretary@utahsba.com</i>
<b>Treasurer</b>	Danny Egbert	<i>treasurer@utahsba.com</i>
<b>Membership Director</b>	Donald Rothfuss	<i>membership@utahsba.com</i>
<b>Competition Director</b>	Mark Barton	<i>racing@utahsba.com</i>
<b>Director of Schools</b>	Alex Zinaich	<i>schools@utahsba.com</i>

## APPENDIX 2

### 2019 AMA Competition Plus Membership Benefits

An **AMA Competition Plus Memberships** are **highly encouraged** for all Masters of the Mountains participants. Your AMA Competition Plus Membership allows UtahSBA to sanction our events and supports racers who go on to pro racing and FIM competition. Membership in 2019 will be optional, 2020 will be mandatory for all competitors.

#### Join the AMA or renew your membership

Also, your AMA membership pays for itself many times over. First, when you sign up for the automatic renewal program, you get **AMA Roadside Assistance at no cost** and it covers all family vehicles in the household including cars, motorcycles, RVs and trailers. Race trailer gets a flat tire on your way to the track? No problem. Plus, you get discounts from 10%-25% off on gear, accessories, parts, lodging, rentals and much more.

- **Roadside Assistance** for your cars, motorcycles, RVs and trailers
- **Supplemental Rider Accident Medical Insurance**—low cost comprehensive accident coverage exclusive only to AMA members
- **MYLAPS transponders**—for 20% off retail only to AMA members
- **AMA Family Membership**—saves riders lots of money because it's 5 memberships in one
- **One-event passes**—get a low-cost day pass, then you can apply that fee to a full membership
- **Exclusive AMA discounts**—worth hundreds of dollars on gear, parts & accessories

#### See all AMA member benefits and discounts

Remember that your AMA membership helps fund government relations efforts in Washington, D.C., which fights for your freedom to ride and race by battling against health insurance discrimination, land closures, distracted drivers and many other threats to motorcyclists. The AMA is where riders belong.

## APPENDIX 3

### How to Get Started Racing

This is a beginner's guide to getting yourself and your bike ready to participate in the Masters of the Mountains road racing series at Utah Motorsports Campus. This guide is aimed at riders new to racing. Please note that the UtahSBA forum and website ([www.utahsba.com](http://www.utahsba.com)) is a great place to get your questions answered.

It is easy to get started racing. Although they may seem complicated at first, the requirements to begin racing are actually quite simple. You will need a race license, a race-prepped bike, and safety gear. This guide should be very useful, but please bear in mind that the full 2019 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) current season racing license. If you have held a race license and raced with the UtahSBA or another club in the past 2 years, you qualify to purchase a race license. If you are brand new to racing, you must pass a New Racer Certification (NRC) or an approved race certification school with another club. NRC dates can be found on the Utah Sport Bike Association website or Facebook page. Special one off Certifications may be held at the approval of the Director of Schools. The Certifying instructor would be appointed or approved by the Director of Schools.

Once you have completed the New Racer Certification, you will be eligible to purchase a Novice MoM racing license. When you purchase your license you can apply for your race number, which will go on your bike. Refer to Chapter 2, Section 3 for the requirements on size, color, etc. of the numbers that you place on your bike. To purchase a license go to <http://www.utahsba.com/racing/> and follow the link.

### Safety Gear

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

- **Helmet** (recent DOT or Snell or European certification)
- **Leathers** – one piece or two piece with at least a 270 degree 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 – mandatory for all racers.

## Your Bike

A summary of motorcycle preparation requirements for Novice and Expert classes at MoM are given below.

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 2 and 3 of the rulebook.

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

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
- Sharkfin/Toe Guard is required
- No glycol-based coolant
- No silicone-based (DOT 5) brake fluid.
- Bike in good working order

See Chapters 2 and 3 of the rulebook for complete requirements

## Classes you can enter

You can enter online at [motorsportreg.com](http://motorsportreg.com) . What class(es) should you enter?

You may race in the classes for which you and your motorcycle are eligible.

As a Novice, you will have the option of running many classes, depending on your race bike(s), class definitions in Chapter 1.

### Other Helpful Hints

Register early.

Read the whole rulebook.

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.

Have a friend at the track who can help you out if you crash. 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 UMC.

## APPENDIX 4

### Approved Coolants and Crash Protection Products

#### Coolant:

- Water Wetter—Manufactured by Redline
- Ice Water – manufactured by LP.
- MoCool – manufactured by Motul.
- Cool-Aide – manufactured by Maxima.

Not allowed: Engine Ice, Motorex products, or any other glycol-based cooling products.

#### Case Covers:

- NRC Engine Covers
- Woodcraft CFM
- Yoshimura Case Savers
- Vortex Case Saver style over guard
- Matsushima Delrin Case Covers
- Other case covers as approved by technical inspection

## APPENDIX 5

### 2019 Rule Changes

The Moto 1 class will be replaced with a "Stock 1000" class, to closely mirror the Moto America Stock 1000 class. If a change to a part or system is not specifically authorized by the rule book, then it is forbidden. Full rule set to be released as soon as possible.

#### 1 Engine Displacement:

1.1 Over 750cc up to 1000cc, four-stroke, 3 and 4 cylinders

1.2 Over 850cc up to 1200cc, four-stroke, 2 cylinders

### Supermoto Class will be eliminated.

#### Changes to NRC and Provisional Novice Programs

- 1 The New Racer Certification course will be held only twice during the 2019 race season. See UtahSBA.com for NRC schedule. First time racers must attend one of these events to be able to race this season. Dates are subject to change.
- 2 Provisional Novice status is eliminated. Once the NRC is completed, racer is granted full Novice status.

#### Endurance Race

- 1 Possibly add an endurance race during one race round
- 2 Maximum 4 person team
- 3 Would not be included as part of standard race fee
- 4 Two endurance classes
  - 4.1 Relay (Pass the transponder)
  - 4.2 True endurance (one bike per team)
- 5 Race length to be determined
- 6 Cost will play major role in determining if this event will be held
- 7 Cost per team to be determined

#### Number display regulation change

- 1 1. No longer required to have numbers displayed on the side of the motorcycle

#### Lightweight Twins class repurposed to Lightweight Superbike

- 1 Current rules for Lightweight Twins class apply to the new class, with the following exceptions:
- 2 Engine displacements

- 2.1 Up to 565cc four-cylinder, four-stroke, water cooled
- 2.2 Up to 450cc three-cylinder, four-stroke, water cooled
- 2.3 Up to 700cc two-cylinder, four-stroke, water cooled
- 2.4 Up to 800cc two-cylinder, four-stroke, air cooled
- 2.5 Unlimited displacement single-cylinder
- 2.6 Up to 250cc two-cylinder, two-stroke, water cooled, unlimited origin

- 3 KTM 790 eligibility dependent on MotoAmerica decision on the 790's eligibility for their Twins Cup class.

**Production 500 rules modified to more closely match MotoAmerica Junior Cup rules. If a change to a part or system is not specifically authorized by the rule book, then it is forbidden. Full rule set to be released as soon as possible. In the interim, the following changes will be made:**

- 1 Slicks will be allowed
- 2 Quick shifters allowed
- 3 Aftermarket air filters allowed
- 4 Front suspension may utilize "cart" type systems. The OEM fork must be retained...only internals may be modified with the exception of the adjustment mechanisms located on the top of the fork.

### **Sportsman Class Rule Changes/Clarifications**

- 1 Registration in this class will be based on the honor system, and the Director of Competition will not be responsible for ensuring that every rider racing in this class is eligible based on lap times from previous races. If brought to their attention, the Director of Competition, or member of the board, reserves the right to disqualify a rider from competition in Sportsman based on lap times that beat the minimum times set forth below.
- 2 Sportsman is open to any rider that has not completed an OFFICIALLY SCORED LAP, IN ANY CLASS, under the following times:
  - 2.1 East track: 1:48
  - 2.2 West track: 1:43
  - 2.3 Perimeter track: 2:15
  - 2.4 Full track: 3:15
    - 2.4.1 Minimum eligible lap times are subject to change at any time at the discretion of the board.
- 3 Once a rider "times out" on any configuration, they are ineligible for competition in Sportsman on all configurations.
- 4 No championship points will be awarded in Sportsman.
- 5 No trophies will be given out for Sportsman



## KOM Qualifying

- 1 The 112% requirement is now changed to “may be utilized at the Director of Competition’s discretion”.

## Riders Meeting

- 1 The verbiage allowing racers to send a representative in their place is being removed. Starting in the 2019 season, every racer is required to attend the riders meeting in person.
- 2 Any rider missing the meeting could be assessed a “start from the back of the grid” penalty for the day, to include KOM races.
- 3 Any rider missing the riders meeting shall be given a personal safety briefing by the director of competition or a member of the board acting as a representative for the Director of Competition.
- 4 If a KOM competitor is assessed a “start from the back” penalty, they shall be notified prior to KOM qualifying.

## Jump Start Penalties

- 1 “Stop and go” or “ride through” penalties will no longer be assessed for jump starts. If it is determined that a rider jump started, a one position penalty will be assessed to the riders finishing position whether or not the rider attempted to “give” that position back.

## Hot Pit Start Clarification

- 1 If a rider misses their pit-out window, and are required to start from hot pit lane, then the racer shall be released as soon as the last racer on the starting grid crosses the start/finish line.
  - 1.1 The racer starting from hot pin lane shall observe the 35MPH speed limit while on hot pit lane or risk assessing further penalty.
- 2 If there is a two wave start, the rider starting from pit lane will not be released until the last racer from the second wave has crossed the start/finish line...it does not matter if the racer starting from pit lane is racing in the class released in the first wave. They will be held until the second wave has passed.

## Race Procedure Rule Change

- 1 The requirement that a racer must start from the back of the grid if racing on a motorcycle different than what they qualified on will be removed. Currently Chapter 4, Section 18 of the 2018 rule book.

## Tie Breaker for Race Finishes

- 1 In the event of a tie in a race that exceeds the resolution of the timing system (currently 1/1000th of a second), the tie breaker will be the fastest timed lap during the race between the two competitors. In the event that this is also a tie, the winner of the tie will be

determined by a best of three “Rock, Paper, Scissors” match to be supervised by a club official and witnessed by as many club members as can be gathered in a short period of time.

### **Change to Season Finish Position Awards**

- 1** Number of consistent participants (more than ½ the season) to determine number of finishing positions for season awards.
  - 1.1** If 20 or more consistent competitors-awards will go to the top 5.
  - 1.2** If fewer than 20 consistent competitors-awards will go to the top 3.
  - 1.3** These changes apply to KOM O and KOM U
    - 1.3.1** KOM Combined will still be awarded to top 10 finishers.

## APPENDIX 6

### Trophy Policy

It is the racers responsibility to claim any trophies they have earned.

Unclaimed trophies will be held for one round only.

Unclaimed trophies will be available at the track for pick up during the next consecutive race round, except for the final round of the season. Final round trophies will be available for pick up at the Annual Awards Banquet.

Any unclaimed trophies that are not collected in the time frame noted above will be forfeited.

The number of consistent participants (more than ½ the season) in a class will determine the number of finishing positions for season awards. If 20 or more consistent competitors, then awards will go to the top 5. If there are fewer than 20 consistent competitors, then awards will go to the top 3. These standards also apply to KOM O and KOM U. Combined KOM will be awarded to the top 10 finishers in all instances.