

2004 SuperBikers2, LLC

Rulebook

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RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF, OR COMPLIANCE WITH THESE RULES AND/OR 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 a participant, spectator or official. The Race Director shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATION. Any interpretation or deviation of these rules is left to the discretion of the officials.

**The management of:
SuperBikers2, LLC**

FORWARD

Welcome to a select group of racers participating in the fastest growing form of competition on two wheels: SuperBikers2 Supermoto Racing. Get ready for one of the greatest experiences of your life-safely using all the power and handling your machine was designed with, without worrying about speeding tickets, traffic hazards, pedestrians, erratic or drunk drivers or any of the other nagging realities of today's street world. Your membership benefits include limited excess accident insurance (while racing), discounts on products and services at participating shops and businesses, plus other available programs and awards. SuperBikers2 policies, rules and class formulas have been formulated with fair and equal competition as our goal. While SBK2 welcomes participation by contingency program and race team sponsors, SBK2 management is independent and makes decisions based on fairness for all and the well being of our sport.

These rules are made available to any individual. Compliance with these rules is the responsibility of each racer. Enforcement of these rules is the responsibility of each race's designated officials.

MOTORCYCLE RACING IS DANGEROUS. EVERY COMPETITOR ASSUMES BY HIS/HER PARTICIPATION RESPONSIBILITY FOR ALL RISKS OF COMPETITION INCLUDING INJURY OR DEATH. EVERY COMPETITOR ASSUMES BY HIS/HER PARTICIPATION THE RESPONSIBILITY AND OBLIGATION TO ASSESS THE SAFETY ASPECTS OF FACILITIES AND INDIVIDUAL CONDITIONS AND MUST ASSUME ALL RISKS OF COMPETITION, INCLUDING INJURY OR DEATH.

These SBK2 rules are written to insure that all riders have the opportunity to compete impartially and as safely as possible in motorcycle racing. It is not possible to anticipate every circumstance and cover it in this rulebook: therefore, common sense and a regard for fairness will be the fundamental principle in interpretation and enforcement of the rules by SBK2 officials. The individual SBK2 Official responsible for the matter concerned will be empowered to carry out the enforcement of these regulations and shall have the final voice at the scene (See Chapter Five for rider protest and appeal procedures).

Any discussion of or suggestions regarding SBK2 rules should be submitted in writing to SBK2. Suggestions will be reviewed for consideration by SBK2 officials and technical advisors for possible inclusion in the next Rulebook.

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CHAPTER ONE - RACE SERIES, POINTS AND AWARDS

RACE SERIES

Regional Series - The SuperBikers2 Motard Challenge Series shall consist of approximately six events. The six events will feature points accumulating championship series for the classes found in Chapter 10.

POINTS

1. Riders will be awarded points and awards separately unless noted in the class description. For example, the first rider in a combined race earns first-place points and awards.
2. Points will be awarded for finishes in the SuperBikers2,LLC US National Supermotard Championship Series and the SuperBikers2 Motard Challenge Regional Series as follows:
 - 1st place = 25 points
 - 2nd place = 22 points
 - 3rd place = 20 points
 - 4th place = 18 points
 - 5th place = 16 points
 - 6th place = 15 points
 - 7th place = 14 point
 - 8th place = 13points
 - 9th place = 12 points
 - 10th place = 11 points
 - 11th place = 10 points
 - 12th place = 9 points
 - 13th place = 8 points
 - 14th place = 7 points
 - 15th place = 6 points
 - 16th place = 5 points
 - 17th place = 4 points
 - 18th place = 3 points
 - 19th place = 2 points
 - 20th place = 1 point
3. Only riders taking the checkered flag at the start/finish line under power on the racetrack or riders completing at least 50% of the race will be awarded a finish position.

AWARDS

Regional Series - Trophies for the SuperBikers2,LLC Motard Challenge Series events will be awarded for first, second and third in each scheduled final. All trophies should be collected at the track.

CHAPTER TWO - RACE OFFICIALS

1. The RACE DIRECTOR designated by SBK2 is in overall control of a race event. All other officials report to the Race Director in their specific areas of responsibility. A rider may seek a ruling, on any matter concerning the race and the application of SBK2 rules, from the Race Director whose judgment will be final at that event. A rider wishing to appeal any decision made by the Race Director may use the procedures outlined in Chapter 5.
2. The ASSISTANT RACE DIRECTOR/SAFETY DIRECTOR reports to the Race Director. If a Race Director is unable to perform his duties during an event for any reason, the Assistant Race Director will assume the duties and responsibilities of the Race Director.
3. The STARTER reports to the Race Director and is responsible for starting and finishing races and for displaying appropriate flags, or lights, as specified in Chapter 4.
4. The GRID MARSHALS report to the Starter and are responsible for organizing pre-grid procedures and for ensuring that all riders are grid according to the grid sheet.
5. The CHIEF TECHNICAL INSPECTOR reports to the Race Director and is responsible for ensuring that all machines are prepared properly as outlined in Chapter 8 and that each rider's protective equipment and clothing is in good order.
6. The SBK2 TECHNICAL CONSULTING PANEL will be utilized by the Chief Technical Inspector. The SBK2 Technical Consulting Panel will be comprised of: SBK2 Race Director's, SBK2 Chief Technical Inspector's, and three team mechanics. The SBK2 Technical Consulting Panel will assist in the decision making process regarding the legality of certain performance or safety modifications. Each situation brought before the panel will be voted upon by all panel members. This may occur during or after an event.
7. The CHIEF REGISTRAR/SCORER reports to the Race Director and is responsible for registration, timing, scoring and results. In races involving "race time" the Chief Registrar/Scorer will have charge of the official clock and will be the sole judge of time.
8. A rider may protest any action by a race official by submitting a verbal or written statement to the Race Director, who will make a final ruling on the scene. If the rider does not agree with the Race Director's ruling, the rider may appeal the decision by following procedures listed in Chapter 5.

CHAPTER THREE - RACE PROCEDURES & CONTINGENCY REQUIREMENTS

The Race Director may at any time revoke the racing privileges of any racer, or have a team owner, team manager or crew member removed or barred from further events for acting improperly, being abusive, fighting, disobeying instructions or doing anything else to disrupt orderly procedures or affecting overall race operations or safety.

1. If a rider has pre-entered an event and cannot make the event the rider will receive a full refund minus a \$20 handling fee. The only refunds given at the event will be for a rider who has not gone through, or cannot pass technical inspection. Any circumstance not listed above will result in a forfeit of fees.
2. An entry is defined as a specific rider/motorcycle combination. If a heat race has been run to determine grid positions, any change in that rider/motorcycle combination will result in that combination being placed at the back of the starting grid for the final event. This also applies to any rider found illegal for the heat race and has proven legality for the final.
3. There are two basic procedures used for starting a race: a) A group or groups of machines may be separated on the grid by a multi row break and started simultaneously with one green flag/light. OR b) A group or groups of machines will be separated into two or more waves (these waves may also contain multi row breaks), these waves will be started with each wave getting a separate green flag/light. Waves will have a grid marshal with a wave board separating them on the grid. The Starter, Race Director and Chief Registrar will determine the method of start used. All riders will be notified at the Riders' Meeting and on the grid sheets which races will contain wave starts.
4. Racers will be given a first, second and third call for each class over the track loudspeaker system. The first call will be made at the beginning of the previous race with the second call at the halfway point of the previous race and the third and final call at the white flag of the previous race. All riders and machines must be in the assembly area by the third call, except those riders and machines running in the previous race. If riders are NOT in the pre-grid area by the third call, the class will NOT run. Calls may be sped up or lengthened as determined necessary by the officials.
5. Crew and family members are prohibited from access to the racing course for any purpose; a violation will result in a fine of no less than \$100. Qualified, official race personnel will attend to riders needing medical attention. Disabled motorcycles may be retrieved ONLY with permission of the Starter and/or Race Director or via an approved vehicle.
6. If a race is red flagged after half of the total distance has been run (half way being defined as the leader has received the half way flags), officials may declare the race completed. In that case, riders shall be scored according to their position on the final lap that was completed by the entire field preceding the red flag. Any rider(s) who initiates the red flag situation (as determined by the race director) will not be scored in the final results. In the event the race has been red flagged, the restarted event may be shortened at the discretion of the Race Director.
7. All events will run rain or shine unless the track is impassable or unsafe as determined by race officials. When an event is canceled by SBK2 the following may happen: The un-run races, their points and awards may be moved to another event/weekend or a 50% credit for unused entries will be issued from SBK2 Headquarters. Contingency awards may or may not be moved at the discretion of the contingency sponsor.
8. All travel on the racetrack and pit lane will be ONE-WAY, in one direction. Riders must not travel backwards on the racetrack unless instructed to do so by race officials. Violators will be fined, and/or penalized.
9. Any rider who runs off the track must re-enter the course safely and without attempting to cut the course unless instructed to do so by an official or corner worker. If an advantage is gained, a rider will be subject to penalties of a stop and go penalty and/or loss of laps and/or disqualification and/or fines.
10. In a sprint race crash the rider and machine MUST be examined by a corner worker or other race official. Then, and only then, the rider and the machine may re-enter the race. The machine in question

must be re-tched in its entirety by a SBK2 Technical Inspector prior to the racer's next race. One definition of a crash is a handlebar touching the pavement or the ground on or off the course.

11. A rider may use a tear-off to protect their face shield in a sprint race so long as they do the following: Cut off the tab(s) used for removing the tear-off, securely tape the tear-off to the face shield making it unremovable while on track and do not remove the tear-off while on the track. If a rider removes the tear-off while on the track they will be fined no less than \$100.
12. Riders must enter the track at the pit exit/pit out. Riders must not use the pit in/pit entrance road to enter the track.
13. Any competitor intending to pull off the track must signal their intentions and must never cut across the track in front of other riders.
14. Wheelies in the pit or paddock area are not allowed. Offending riders will be penalized and or fined.
15. It is the responsibility of each competitor to be aware of all information covered by the Rulebook, mid-season updates, as well as information covered at any Rider's Meeting.
16. Riders may not protest other riders for infractions listed in Chapter Three, which are enforceable only at the observation and discretion of Race Officials.
17. SBK2 Right of Refusal-SBK2 reserves the right to refuse participation in an event, or the issuing of a Competition License to any person for whatever reason it deems appropriate.
18. Protests regarding machine legality, grid position, scoring discrepancies must be filed within 30 minutes of the posted grid or results for the protest to be accepted.
19. In consideration of being allowed to enter and by being issued credentials to a SBK2 event, the team owner, the rider, crew members, and other holders of event credentials (the "participant") agrees as follows:
 - a. All rights to advertising, promotion, filming, recording, exhibition, and other exploitation's of the event, the participants and machines entered in the event, and their activities at the site of the event before, during, and after the event and reasonably related to the event, reserved to SBK2 and its assigns.
 - b. Participants hereby grant SBK2 and its assigns (1) full and unconditional permission to make still or motion pictures and any other type(s) of audio or visual recordings of their and their machine's participation in the event and their activities at the site of the event before, during, and after the event and reasonably related to the event; and (b) the exclusive, worldwide and perpetual rights to use the same, together with their names, likeness, and date of, or relating to, their entered machine(s) for publicity, advertising, exhibition or exploitation, whether or not for profit, in print, audio, video, or other distribution by any and all means now known or hereafter developed.
 - c. Participants agree that, without the prior written consent of SBK2, they shall not offer for sale, sell, give away, or otherwise distribute, at the site of the event, any tokens, any souvenir, and product, or thing of value, or permit others to do so, and that SBK2 shall be irreparably harmed by a violation of this paragraph.
20. Riders taking overt action to impede, harass or distract other riders on the track may, along with their Team, be disqualified, fined or suspended for up to two (2) years. If a rider's actions as outlined above result in the injury of another rider or riders, the guilty rider may be suspended for any time period up to and including for all time, at the discretion of SBK2
21. All riders must submit a fully completed Technical Verification form to pass tech. This is mandatory even if you are not competing for any contingency moneys/certificates.
22. SBK2 reserves the right to immediately impound and disassemble a machine after a serious crash.
23. The speed limit off of the racing surface at all facilities (unless posted as lower by the track) is 10 Miles Per Hour. This pertains to all vehicles! This covers the entire Pit, Paddock and access roads etc.

CHAPTER FOUR - RACING FORMAT

REGIONAL SERIES

All classes will have up to 4 free timed practice sessions, 1 official timed practice session, 1 heat race of 8 laps, and 1 final race of 12-15 laps.

CHAPTER FIVE - START PROCEDURE & FLAGS

FIVE BOARD START PROCEDURE

When the 5 Board is displayed racers in the assembly area may leave pit road, take ONE warm-up lap and report directly to their assigned grid position.

When the 4 Board is displayed racers still in the assembly area may still take ONE warm-up lap as described above.

When the 3 Board is displayed any racers still in the assembly area or not already on a warm-up lap must report directly to their assigned grid positions, without taking a warm-up lap; taking a warm-up lap when the 3 Board is displayed will cause the racer to forfeit his/her grid position and may be assessed a grid infraction penalty. The 3 board will be displayed when the first bike completing the warm-up lap has reached the last turn.

When the 2 Board is displayed racers not already taking a warm-up lap must stay on pit road until after the race has started and after the starting field has passed the pit exit. A motorcycle already on the starting grid, which stalls while the 2 Board is displayed, may be restarted and returned to the assigned grid position, as long as the 2 Board continues to be displayed.

The 1 Board will be displayed in the VERTICAL position. When the 1 Board is displayed any racers not in their assigned grid position may be penalized for a grid infraction. While the 1 Board is displayed all motorcycles must be held at a dead stop in their assigned grid position with no wheels rolling. The 1 Board will be turned sideways and the starter may throw the green flag at any time. If a rider has a mechanical problem they must raise their hand and wave it vigorously.

If lights are used for the starting procedure, the Red Light will be illuminated when the 3 Board is displayed. The remainder of the start procedure will be the same as above with the red light remaining on until the 1 board goes sideways, then the light will go from red to green at any time.

The Starter may (taking into consideration the size of the field, the weather, and other factors) shorten the Start Procedure.

PENALTIES for jumping the start and grid infractions are described in Chapter Five.

Chapter 5 (cont.)

FLAGS

It is the rider's responsibility to know all flagging positions and suggest any changes in position. These suggestions need to be made before racing begins to be considered for that day.

GREEN FLAG or **LIGHT** starts the race.

WHITE/RED CROSS: Ambulance on course, passing is allowed except in the immediate vicinity of the ambulance. All stations will display the Ambulance flag as the ambulance enters the course. As the ambulance travels around the course, the Ambulance flag will be displayed around the course, but will be waved by the corner station(s) preceding the ambulance.

RED FLAG: **STOPS** the race immediately. When riders see a red flag they must signal to riders behind them, slow their machine to a safe and controlled speed and proceed slowly to the pit area. Do not stop on the course unless it is impassable or obviously signaled to do so by course workers. The starter and all corner stations will display a red flag. This flag indicates racing has stopped and racers should proceed cautiously to pit road. Race Control shall call for a red flag when necessary. Riders not proceeding cautiously will be penalized, see Chapter 5 under **PENALTIES**.

BLACK FLAG: Indicates a safety violation. The rider in question should as quickly and safely as possible, pull off of the racing surface and inspect his/her machine or report to the nearest corner station. Failure to respond may result in disqualification. In most cases, the offending rider's number will be displayed on a board at start/finish.

BLACK FLAG W/ ORANGE DOT (Meatball Flag): The rider must complete the current lap and report immediately to the officials on pit lane. This flag may be used to indicate a jump-start or other grid infraction as well as any other situation where the officials deem it necessary to have a rider brought in to inspect the rider's machine or have a talk with the rider. In most cases, the offending rider's number will be displayed on a board at start/finish.

YELLOW FLAG: A) When held stationary-indicates a potentially dangerous situation near the track or a slower moving motorcycle. B) When waved vigorously-indicates a hazard or obstacle on the track, avoidance maneuvers may be necessary. Exercise extreme caution; slow your speed until past the situation. Passing for position under a waving yellow flag is **NOT** allowed and the offending rider will be assessed a penalty. See Chapter 5 under **PENALTIES**.

YELLOW/RED STRIPED FLAG: Indicates debris or substance on the track surface. The corner worker will attempt to point to the debris on the track.

WHITE & GREEN CROSSED FLAGS: Displayed at start/finish, indicates the halfway point of the race.

WHITE FLAG: Displayed at start/finish, indicates one lap remaining in the race.

CHECKERED FLAG: Displayed at start/finish, indicates the end of the race or practice and riders should report back to the paddock after the cool-off lap.

CHAPTER SIX - PROTEST & APPEAL PROCEDURES and PENALTIES

PROTEST & APPEAL PROCEDURES

1. Any rider who feels that an illegal machine has been entered in their class and wishes to protest, must submit a written statement to that effect to the Technical Inspector within thirty (30) minutes after the results for their class has been posted. The posting time of each event will be listed on the Final Result Form for that race. The protest must specify the machine protested and the specific area of protest and must be signed and accompanied by the proper protest fee (in cash). There will be a \$200 protest fee. Should the protested machine prove to be illegal for the class in which it is being protested, or if the rider refuses teardown (constituting illegality) the protest fee will be reimbursed to the rider making the protest and the rider found illegal will be subject to disciplinary action as outlined. Any other performance or class related illegality discovered in the process of inspection would uphold the original protest. If the protest is denied, the protest fee shall become the property of the rider protested and found legal. The protested rider has the option of withdrawal from the protested race in lieu of a fine, with no points, prizes or entry refund however the rider may not enter the same class on that machine until legality has been proven.
2. Protests shall be determined at the event at which they occur and the decision shall be at the discretion of the Chief Tech Inspector and Race Director.
3. If a rider wishes to appeal any decision made by a race official, a written appeal must be sent to SBK2 within five (5) days after the rider is notified of the decision. The appeal will then go through a two-step process: a) All appeals will be reviewed by SBK2 for a ruling based on all information available to SBK2. If the rider does not agree with the decision made by SBK2 then: b) A rider may request his/her appeal be reviewed by the appeals board. The board will be made up of 3 to 5 people inside and outside of the motorcycle racing industry. SBK2 will contact the board and send all available information on the appeal via fax, mail or UPS (at SBK2's discretion as to which would be the most efficient). SBK2 will notify the rider of the board's decision as soon as all members have responded. If a rider wishes to make his/her appeal in front of the board (face to face), the rider will be responsible for the expense of bringing the board to SBK2 Headquarters in Plymouth, WI. The decision of the board will be final. Any rider attempting to contact and sway the decision of board members will automatically have the appeal denied. The protesting rider is not allowed to appeal a decision made by either SBK2 or the appeals board.
Failure to submit an appeal in writing within five (5) days after notification will result in the decision being upheld.
4. When a protest is made, the burden of proof is with the protested rider and/or team. Failure to furnish the technical inspector with proof of convincing evidence/witnesses as to the legality of the machine will result in the automatic upholding of the protest.
5. If a protest cannot be decided at the time of the event, the awards, points and prizes for that class may be held pursuant to the decision of SBK2.
6. Protests can only be made by a rider in the same class, same status, as the protested rider. Participants in the protest are limited to 1 designated representative of the protesting rider/team, no more than 2 representatives of the protested rider/team (i.e. the rider and a mechanic) and SBK2 officials. No other rider/team, mechanic, spectator etc. will be allowed input into or viewing of a teardown. When a machine protest is upheld, the protested rider may not lodge a counter-protest, or other protest against any other area or person in his class at that event.
7. The purpose of the rules is to run an orderly, competitive and fair race, emphasizing safety of all involved. The rules are not intended to allow a racer to defeat another with the rulebook, rather than on the track. The rules are not intended to allow one racer to harass another. All protests must be made in writing and the person filing the protest must be prepared to identify themselves to the riders protested. Protests deemed capricious may be denied. In the event this rule, which states the overall purpose and principles of the SBK2 Rulebook somehow is interpreted to conflict with another rule or statement, this rule shall prevail in its literal sense.

8. Chapter 3 rules regarding race procedures (and certain other rules, as noted in the rule itself as printed in this rulebook) are enforceable by race officials only and must be observed by officials, and cannot be protested by other riders.

PENALTIES

Penalties are assessed by SBK2 officials for any rulebook or procedural infractions including but not limited to any of the following: behavior of the rider or his crew, passing under a waving yellow flag, paddock infractions, alcohol or controlled substances, etc. Penalties may range as follows:

1. Loss of event points, purse at the event. Penalties are assessed by SBK2 officials for any rulebook or procedural infractions including but not limited to any of the following: behavior of the rider or his crew, passing under a waving yellow flag, paddock infractions, alcohol or controlled substances, etc.
2. Loss of points for the season up to the time of infraction.
3. Jumping the start: A minimum of two SBK2 officials must call a jumped start. In a heat race a one-lap penalty will be assessed. In a sprint final, the offending rider or team will be notified via a “Meatball Flag” at start/finish signifying they have been assessed a stop and go penalty. The “Meatball Flag” will be shown for three laps. Should the offending rider fail to comply with the stop and go penalty within three laps of being notified, the rider will be penalized one lap in the final official result. Definition of a jumped start: Any movement after the 1 board has been displayed and prior to the green flag or light.
4. Passing under a waving yellow: A SBK2 official or corner worker must report a pass for position under a waving yellow. In any race a one-lap penalty will be assessed. The no passing for position zone is defined as: from the location of the waved flag until past the incident or incidents.
5. Grid Infractions: (including but not limited to: assuming the wrong grid position, etc.) At the discretion of the SBK2 officials the offending rider may be assessed a stop and go penalty and/or fine.
6. Unsafe riding under red flag conditions will be assessed a fine, and/or disqualified.
7. Any rider causing a red flag condition will be instructed to re-start the race at the back of the field if the rider and their machine is able to re-start the race.

CHAPTER SEVEN - NUMBER REQUIREMENTS

REGIONAL SERIES

1. All machines must carry three sets of numbers, one on the front and one on each side.
2. Numbers will be assigned from 11 to 999. Once a number is assigned, that number will remain assigned to the rider until the expiration date printed on his Competition License. A rider has until January 1st of the following year to renew his membership and maintain his/her same competition number.
3. The number plate background color must contrast with the color of the numbers used.
4. Motocross or dirt track style plates are recommended.
5. Sportsman bikes may use a stock enduro-type front plate.

CHAPTER EIGHT - RIDER and CREW REQUIREMENTS

All competing riders must meet the following requirements.

1. All participants and spectators acknowledge that racing is dangerous and accept the inherent risks, including serious injury or death.
2. Regional Series riders must have a current, valid SBK2 Competition License or a license of one of the following accepted affiliations; Supermotard USA, SuperMoto USA, Midwest Supermotard, and Mile High Motard. Only SBK2 riders will earn points. Points are only awarded to racers with a current SBK2 license.
3. All riders must evaluate each facility for conditions and other matters related to their individual safety. All entrants and other race personnel must rely on their own judgment and assume all risks of participation in competition or working in competition in any manner. All riders and other participants are strongly urged to carry comprehensive medical insurance to supplement event coverage.
4. Attendance at the Riders' Meeting is MANDATORY. Any rider that does not attend the meeting will not be allowed to race for that day. And there will be no refunds of entry fees.
5. Any competitor annoying or harassing an Official, infringing on the rights of other competitors or conducting themselves in any sort of unbecoming manner may be disqualified, suspended, fined or all three. Appeals regarding suspension or fines should be made in writing to the SBK2 President.
6. Any rider under the age of majority in their home state may not compete without the duly notarized consent of parents or legal guardian. The notarized consent will be retained by SBK2 and must mention each race distinctly and separately. Special forms are available from SBK2 for minors to facilitate this requirement.
7. Any person within the confines of the race track whether in the spectator, pit or paddock areas must possess valid event passes at all times. Those found without a valid pass may be removed from the property. These passes are to be obtained from an approved ticket vendor/seller and any fraudulent use of a pass by any person will result in penalties being levied against them and/or the rider they are with. Persons with fraudulent passes may also be prosecuted to the fullest extent of the law.
8. Any person found consuming or under the influence of a substance that could create an abnormal state of mind shall be removed from and refused admittance to all restricted areas of the event premises at the discretion of the officials. Any rider under these conditions will be immediately disqualified from the event in progress and is subject to suspension, fines and criminal prosecution. The rider is responsible for their crew's actions and will be penalized for their behavior.
9. All race personnel, officials, riders, mechanics and photographers are required to display the proper credentials and passes.
10. It is recommended that all competitors display the following information on the base of his/her helmet: name, drug allergies and blood type. It is also advisable to carry this information on a small card inside the leathers and add any other pertinent information such as epilepsy, diabetes, current medications and past medical problems.
11. Riders clothing and protective requirements:
 - a) All SBK2 competitors must wear helmets which have a Snell '95 or '2000 approval sticker and must be in good condition (as determined by Tech) and not manufactured more than 5 years prior to the current race year. Helmets must be taken to Technical Inspection. Open-faced helmets are not allowed.
 - b) Roadrace or dirt track leathers are highly recommended. For first time riders, motocross gear will be allowed, but must include knee cups, hip pads, elbow pads and a chest/back protector.
 - c) Roadrace, street or suitably protective gloves are required.
12.
 - d) Boots must offer full ankle protection.
 - e) A rider must bring his machine, his helmet, his leathers, his boots, and his gloves. A Tech sticker must be displayed on the machine for Technical Inspection.

13. It is the responsibility of the competitor to inform SBK2 of any medical condition which might be worsened by virtue of participation in a SBK2 event. Riders must also inform SBK2 of any medical condition that would affect the treatment of them by on site medical personnel (i.e. life threatening allergies etc.)
14. All entries must be signed in ink by the rider prior to technical inspection. Under no circumstances may a person other than the rider sign the entry form. Failure to comply with this regulation may result in the rider being disqualified, suspended and/or fined.
15. Children under the age of 10 must be attended to at all times by a responsible adult. Pets must be on a leash at all times. Children under 16, unless a licensed participant, and pets are prohibited from the hot-pit lane at all times.
16. Consumption of alcohol and possession of open alcoholic containers by any person holding a rider or crew pass or anyone having any effect on a race bike (spectator's are exempt pending track regulations) is prohibited in the pit and paddock area during a race event, this means while any racing is going on even if the rider/crew etc. is done for the day. A rider is responsible for their crew's actions and will be penalized for their behavior.
17. No one may enter the track without proper credentials, registering, executing a release and passing SBK2 Technical Inspection. Any SBK2 licensed rider who rides during any practice session without properly being registered, or rides in a class for which he/she is not registered, shall be subject to disqualification and/or suspension and/or a fine, and/or probation. Any non-licensed person who rides on the track will be ejected from the premises and denied future entry and SBK2 license privileges for a three-year period and shall be subject to legal action. Any SBK2 licensed rider who permits or allows any person to ride his/her machine in violation of this section shall be subject to disqualification from the event and/or loss of entry fees and any contingencies won during the event, and/or suspension and/or a fine of no less than \$500.
18. Pit bikes must have a number plate bearing the competition number of the rider to whom it belongs and must be operated responsibly including but not limited to speed limits, wheelies, etc. Pit bikes that are not licensed for the street must not exceed 100cc in displacement. No one under the age of 14 may operate a motorized pit bike. Failure to follow these rules will result in impounding of the pit bike until the owner leaves the premises.
19. It is unlawful to physically abuse any party at any SBK2 event. Guilty parties will be prosecuted to the fullest extent of the law. Guilty SBK2 licensed members will additionally be fined at least \$500.00 and placed on probation for no less than one year. Non-licensed participants (crew members, scorers, guests etc.) are the responsibility of the SBK2 member with whom they are associated and said member may suffer punitive action taken by SuperBikers2 officials.
20. SBK2 provides an excess ONLY type medical insurance coverage for all participants at all SBK2 events.
21. Some facilities have rules and regulations in addition to those listed above. In such cases, all must follow the track rules.

CHAPTER NINE - TECHNICAL INSPECTION

GENERAL MACHINE REQUIREMENTS

Every race bike must be ready to race when it is brought to technical inspection.

All machines participating in SBK2 events, or events hosted by SBK2 affiliates, must prominently display the SBK2 decal on both sides of their machine. Points and awards will be withheld from any racer who fails to display the SBK2 decals.

1. By participating in the event, the rider implies complete willingness to conform to SBK2 rules. Passing technical inspection does not give a race bike immunity from protest; if the Technical Inspector does not notice an illegal modification or a failure to conform to SBK2 requirements, the rider is still responsible for the race bike to meet SBK2 requirements; be it their own or borrowed. The Technical Inspector must inspect and pass every machine before it will be allowed on the track. The Technical Inspector will reject any race bike that does not meet SBK2 requirements. The Chief Technical Inspector may, at any time, re-inspect any race bike and revoke approval if the machine no longer meets SBK2 requirements. The Technical Inspector may at his discretion allow a "Temporary Fix" for a particular race weekend. Any rider who takes his or her race bike onto the racecourse when the race bike does not meet SBK2 requirements will be assessed a penalty for each infraction. The rider or his crew is required to point out any problems or potential problems with their race bike.

A rider or his crew will be allowed to make a safety-related fix at an event in order to participate at that event, provided the fix is not an illegal performance modification (at the discretion of the Chief Technical Inspector for that event). This allowance will be limited to that event only and the correct part(s) must be installed prior to the next event.

2. All race bikes must meet SBK2 requirements. A race bike will not pass Technical Inspection and will not be marked with a Tech Sticker until the race bike is in complete compliance.
 - a. The following item must be safety wired, or secured in a manner approved by Tech: oil filler caps, oil drain plug(s), oil lines, spin on oil filters/filter bolts.
 - b. Water cooled engines may use plain water, or water with Redline cooling system rust and corrosion inhibitor at 0.5 ounces per quart of plain water concentration. Glycol based antifreeze or water pump lubricants of any kind are strictly prohibited.
 - c. All race bikes must have an operating and marked engine kill switch on the handlebars. All race bikes must have a self-closing throttle and operating front and rear brakes.
 - d. Headlight, taillight and turn signals must be removed or taped. Clear tape may not be used.
 - e. Side and center stands must be removed.
 - f. **All machines must have a catch can attached and will have the carburetor overflow/vent lines running into it. The rider must check and drain these catch can when necessary. The crankcase breather lines are also required unless the lines are vented to the air box. Air box drain hoses must be plugged off or sealed. The rider must also check and drain these hoses when necessary.**
 - g. The machine must be clean.
 - h. Approved Tires for all classes are as follows: **Class "C" dirt-track tires, Slicks, Cut roadrace slicks, rain tires, Any DOT road tire, NO KNOBBY OFF-ROAD TIRES.**
 - i. All race machines must use muffling devices that limit the sound to 105dBA. The noise level will be measured while the machine is on the track during practice sessions and racing events. If a machine measures over the limit it may be subject to a "Meatball Flag". A static test may be used off track to measure the noise level by holding the dB meter at 48 inches and at a 45-degree angle from the exhaust opening(s). The engine will be steady at 1/2 of redline during this test. If a machine measures over the limit with either test it will not be allowed to participate in any further events during the weekend until it has been brought under compliance. Riders may also be fined or otherwise penalized for non-compliance. Certain racetracks may require lower limits and at these tracks those sound limits will be enforced and noted on race entry information.
 - j. **Handguards and frame sliders are recommended to help keep the damage to the racing surface to a minimum.**

CHAPTER TEN - COMPETITION CATEGORIES

REGIONAL SERIES

1. Competition machines will be classified according to the following classes
2. All machines must conform to the Technical Inspection Requirements of Chapter 8.

- **Premier Open Supermoto**

Unlimited modifications, Open displacement Single

- **Middleweight Supermoto**

Unlimited modification

Up to 250cc liquid-cooled, two-stroke Single

Up to 400cc air-cooled, two-stroke Single

Up to 455cc liquid-cooled, four-stroke Single

Up to 550cc air-cooled, four-stroke Single

- **Lightweight Supermoto**

Unlimited modification

Up to 125cc liquid-cooled, two-stroke Single

Up to 200cc air-cooled, two-stroke Single

Up to 250cc liquid-cooled, four-stroke Single

Up to 400cc air-cooled, four-stroke Single

- **Sport Moto**

Open displacement two-stroke or four-stroke Single

Standard size wheels (must have 21-inch front wheel) and full (stock) suspension travel.

Brake rotors, pads and lines may be upgraded, but stock brake calipers must be retained.

"Open traction" tire choice. DOT tires are recommended. Knobby type tires are **NOT** allowed.

- **Novice Open (SAT RACE)**

Unlimited modifications, Open displacement Single.

Non-Championship Class - no trophies awarded.

All New Racers are placed in the Novice Class.

Winners of the Novice class are allowed to participate in a championship class. (With approval from SuperBikers2 staff.)

Racers that have never won a Novice event are eligible to move to a championship class after 25

accumulated points -(If you hold a valid WERA, CCS, AMA Expert, Pro license, or an AMA District Card, you are eligible to race any class you like.)

- **Vet Open (SAT RACE)**

Unlimited modifications, Open displacement Single, Minimum age of 35 to participate.

- **Premier Mini-Moto**

Unlimited modifications.

Up to 160cc four-stroke single

Up to 85cc two-stroke single

Must use a mini chassis.

- **Sport Mini-Moto**

Up to 125cc four-stroke single

Allowable modifications include, tires, jetting and controls (levers, grips, bars, etc.)

CHAPTER ELEVEN – ENDURANCE RACES

Endurance Classes

- **Open Supermoto**
Unlimited modifications, Open displacement Single

Rules

1. An endurance team consists of: a) Registered Team Owner, b) Team Captain, and c) Team Riders. Endurance Teams must complete a Team Registration Form and submit it to SuperBikers2,LLC. SBK2 reserves the right to allow or disallow the Team to compete in the Series.
2. All points scored by a Team during an endurance season are owned by the registered Team Owner. The registered Team Owner can also be a rider, but does not have to be a rider.
3. A Team Captain must be named by the Team Owner. The registered Team Owner can also be the Team Captain. The Team Captain can also be a Team Rider. The Team Captain or Team Owner must be present at all races entered by the Team.
4. A Team can have no more than five (5) Team Riders during an endurance race. Any rider who is injured and replaced temporarily can only be replaced by one rider for as long as he/she is out; a rider cannot be replaced by several different riders at different events. In the event a team consistently fields two entries, their roster will allow six (6) riders provided the same roster is shared by both teams.
5. Once an endurance event has started, no additional riders will be allowed to sign up and join a team already contesting the event, unless a rider's co-rider is injured or otherwise incapacitated during the race.
6. Endurance racebike technical and safety requirements are the same as those for sprint machines.
7. All entered racebikes must be on the pre-grid 10 minutes prior to the start of the race. Unless otherwise stated in the riders meeting.
8. Grid positions will be determined by previous season finish or current overall point standings in the endurance series. Any teams not having points will be gridded by order of entry and behind teams following the series.
9. Crashed machines must undergo technical inspection prior to continuing in the event. If a Team does not bring a crashed machine to the Technical Inspector before continuing in the race, the Team will lose all laps subsequent to the crash until the machine is reinspected and may be fined and/or disqualified from that event entirely, at the sole discretion of the SuperBikers2,LLC Officials.
10. Pit lane (hot pit) is restricted to Teams actually involved in making a pit stop or signaling a rider on the track, or to photographers and journalists credentialed by SuperBikers2,LLC. Pit stops may involve a maximum of seven (7) people (for example, five (5) crewmembers and two riders). Signals to riders may be given by only two crewmembers at a time unless the Race Director decides that having more than one person running a pit signal board is not a hazard and is not creating any problems. Teams violating provisions of this rule will be subject to a penalty.

11. All crewmembers working on racebikes during a pit-stop must be wearing shoes, long trousers and a shirt (no tank tops or cropped shirts allowed) unless otherwise instructed during the riders meeting. This does not include the person(s) signaling the riders.
12. No support vehicles will be allowed in the cold pit area. This includes trailers.
13. Right of way during pit stops is to the rider entering the pits from the track. A racer leaving the pits must yield to racers on the track.
 - Pit entry will be down the access road off of turn 13.
 - End of access road, just before the pit road, there will be mandatory pit entry stop, and also at the end of pit road before re-entering the track.
 - 1st gear only on pit road or there will be a pit lane speed to be checked with a radar gun.
 - Pit exit will at the 2nd track entrance (north track entrance).
 - A white line will be placed on the track in the first bend on the straight just past the start finish line. The white line will be on the driver's left side of the track and act as a pit road guide to get all the riders back up to speed as the exit the pit road. The riders on track will not be allowed to cross the line to the left and the riders leaving the pit road will not be able to cross the line to the right.
14. No machines may reenter the course once the checkered flag has been displayed.
15. Each team must identify their pit area on the front and rear with their competition number affixed to an 8" x 10" numberplate to allow officials to quickly locate them. Numbers must be hung on the Team's pit canopy. If a team has no canopy they must affix the numberplate as directed by the race officials.
16. Each team must have at least one 10-pound conventional fire extinguisher or two five-pound fire extinguishers in their pit at all time. In both cases they must be fully charged. Any team found without an operational fire extinguisher will be penalized. Anyone sharing a fire extinguisher with another team must notify race officials before the start of the race to keep from being fined. If your fire extinguisher gets used during a race contact a race official for help in obtaining temporary replacement.
17. All fuel must be stored off of the asphalt pit road, except during the refueling stop itself:
 - Engines must be off during refueling
 - Rider must be off machine during refueling
 - All refueling must be done on the designated fluid mat supplied at the track.
 - All refueling cans must be hand-held and designed to contain fuel overflow, with non-sparking (aluminum, brass or plastic) nozzles or fittings contacting the machine fuel tank. Towers and pressurized refueling rigs are not allowed
 - Exchanging machine gas tanks is not allowed as a refueling method
 - Fire extinguisher must be manned and aimed at the bike with the pin pulled during refueling.
18. No smoking, campfires or gas-type lanterns or stoves will be allowed in the pits.
19. Only routine service and minor crash damage repair will be allowed on the hot pit road. Major rebuilding or repair must be done in the cold pits. A Team must notify race officials when moving their racebike to their cold pit area..
20. A racebike must be able to pass technical inspection at any time during the race. Failure to pass technical inspection may result in lost laps, fines and/or disqualification from that event. Noise requirements outlined in Chapter 9, must be conformed to at all times. Machines not meeting those

requirements may be pulled off the track at any time during a race or practice session.

21. Pit Marshals will be on duty to enforce rules. Endurance pit stop rules are enforceable by Pit Marshals and violations must be observed by Pit Marshals; pit stop violations cannot be protested by riders or teams and will be governed under Chapter 6, Protest Procedures.
22. A properly registered Team with a machine that has passed technical inspection may enter a race at any point after the start, with laps counted from point of entry.
23. It is strongly suggested that each Team must provide its own scoring personnel however it is not mandatory.
 - A scorer's error is a Team's error and laps missed by a scorer's error are not recoverable unless verified by a SuperBikers2,LLC Scoring Official. Final decision on all scoring errors lies with the SuperBikers2,LLC Scoring Staff at the event. If a decision cannot be made by the SuperBikers2,LLC Scoring Staff, the decision shall be made at the sole discretion of the SuperBikers2,LLC President after a review of the data.
 - Score sheets MUST not be removed from the scoring area.
 - Altered or fraudulent score sheets may result in disqualification from the event in progress.
 - SuperBikers2,LLC may use a video camera to aid in scoring disputes. The viability of the film will be determined by SuperBikers2,LLC officials whose decision is final.
 - SuperBikers2,LLC will assign a line on the track to be used as the scoring line by all scorers for the event.
24. All Team members, riders, scorers, crew members, guests, visitors, relatives, etc... are the responsibility of the Team Owner and punitive actions warranted by their behavior may be directed toward the Team and Team Owner as well as the individual in question.
25. All prizes and awards are the property of the Team Owner. The Team Owner may distribute prizes and awards won during the year at their discretion.
26. Pre-Entry fees for each event shall be: \$150. Post Entry (at the track) will be an additional \$25.
27. Reservation of a grid space for a SuperBikers2,LLC endurance race event via pre-entry is highly recommended. A Team holding a grid position will forfeit that grid position and their deposit if they are not at registration by 9:00 am the day of the endurance event, and their grid position will be given to a Team on the waiting list. The top fifteen (15) Teams in overall point standings going into each round shall have a grid position held for them until 9:00 am the day of the endurance event.
28. When a Red Flag is thrown during an endurance race:
 - All scoring will cease. When the red flag falls scoring will be backed up to the race leader's last completed lap prior to the red flag, and all subsequent lap completion times will be dropped.
 - The clock will not be stopped, but will run continuously until the endurance time has been reached or the race has been declared complete by the Race Director.
 - The grid for the restart shall be based on the standings at the time of the red flag as determined by the transponder scoring system. A first, second and third call to the pre-grid shall be given and the five board starting procedure will be followed. On a restart, the 5 board will be given from pit lane, the bikes will not be put on the track for a pre grid. The first lap to be scored shall be the first time machines cross the S/F line after the restart, any laps recorded during the red flag period shall not be counted as a scored lap. If a red flag

situation is encountered towards the end of the race, the race will only be restarted if control gives a “clear track” with 30 minutes or more remaining on the event clock.

- You may not service, fuel, adjust or repair an endurance machine during a red flag. All work must cease on any machine in the pits at the time of the red flag. Any team who does not comply with this may be fined no less than \$50 and may be docked laps depending on the severity of the infraction. Machines on the track at the time of the red flag will proceed onto pit lane and park directly across from their pit. When the rider comes in due to a red flag - one crewmember is allowed across pit lane with the stand, more than one crewmember will result in fines. When first call is given for the restart one crew member and the rider (you may switch riders) are allowed to cross to the machine and remove the stand/start the bike. Work on the bikes may begin/resume when the first green flag has been given for the restart. Teams may prepare for this by having fuel cans, parts, tools etc. waiting (this includes prepping or stripping the “B” bike) but cannot touch the machine until the flag is thrown. Any violation of this rule must be witnessed by an official for a penalty to be levied, SuperBikers2,LLC may use a video camera for surveillance of the pit area. The validity of the videotape will be determined by SuperBikers2,LLC officials.

29. A Team’s last counted lap will be the last lap the Team is able to complete during the time frame of the endurance event. (i.e. last possible time to record in a 2-hour would be 1:59:59). When the checkered flag is displayed at start-finish the event is complete and no times are to be recorded.

30. The purpose of these rules is to run an orderly, competitive and fair endurance race emphasizing safety of all involved. The rules are not intended to allow one racer or Team to defeat another with the Rulebook rather than on the race track. The rules are not intended to allow one racer or Team to harass another in anonymity. All protests must be in writing and all protest filers must be prepared to be identified to the protested person or Team. Protests deemed capricious or found to involve something that would not reasonably be expected to affect the actual race outcome or cause safety problems may be denied, or assessed with a fine, rather than a penalty. In the event this rule, which states the overall purpose and principles of the endurance race rules, somehow is interpreted to conflict with another rule or statement of policy, this rule shall prevail in its literal sense. The final decision on all protests lies with the SuperBikers2,LLC President