

2010 SuperBikers2, LLC

Rulebook

February 10, 2010 ~ Version 1.1

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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, 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 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 2010 SuperBikers2 Supermoto Series shall consist of 4-5 events.

POINTS

Riders will be awarded points and awards separately unless noted in the class description. Points will be awarded for finishes in the SuperBikers2 Supermoto 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

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

Trophies for the SuperBikers2,LLC Supermoto 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

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 procedures outlined in Chapter 5.

- 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.
- 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.
- 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.
- 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.
- 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.
- 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.

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.

If a rider has pre-entered an event and cannot make the event the rider can transfer the entry to another Superbikers2 race date or 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.

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.

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.

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, riders will need to obey the **5 Board Start Procedure**. See page 10 for details. First, second and third calls may be sped up or lengthened as determined necessary by the officials.

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.

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 start in the back of the grid. In the event the race has been red flagged, the restarted event may be shortened at the discretion of the Race Director. If the race is not restarted, the rider that caused the red flag will be penalized.

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.

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.

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. In a 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.

A rider may use a tear-off to protect their face shield in a 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 un-removable 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.

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. Any competitor intending to pull off the track must signal their intentions and must never cut across the track in front of other riders.

Wheelies in the pit or paddock area are not allowed. Offending riders will be penalized and or fined.

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.

Riders may not protest other riders for infractions listed in Chapter Three, which are enforceable only at the observation and discretion of Race Officials. 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.

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:

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.

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. 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.

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.

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. SBK2 reserves the right to immediately impound and disassemble a machine after a serious crash. 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.

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.

CHAPTER FOUR - RACING FORMAT

All classes will have up to 2 free timed practice sessions, 1 official timed practice session, and 2 race format finals each consisting of 8 to 12 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.

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

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. 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.

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.

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. 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.

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.

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.

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: Loss of event points 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. Loss of points for the season up to the time of infraction.

- **Jumping the start:** A minimum of two SBK2 officials must call a jumped start. During a race, 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.
- **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.
- **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.
- **Unsafe riding under red flag conditions** will be assessed a fine, and/or disqualified.
- **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. If the race is not re-started, the rider causing the red flag will be penalized one lap in the final results.

CHAPTER SEVEN - NUMBER REQUIREMENTS

All machines must carry three sets of numbers, one on the front and one on each side.

Numbers will be assigned from 2 to 999. Once a number is assigned to a rider, that number will remain assigned to that rider until the expiration date printed on his competition license. A rider has until March 1st of the following year to renew his membership and maintain his/her same competition number.

- The number plate background color must contrast with the color of the numbers used.
- Motocross or dirt track style plates are recommended.
- Sportsman bikes may use a stock enduro-type front plate.

CHAPTER EIGHT - RIDER and CREW REQUIREMENTS

All competing riders must meet the following requirements.

- All participants and spectators acknowledge that racing is dangerous and accept the inherent risks, including serious injury or death.
- Regional Series riders must have a current, valid SBK2 Competition License. Only SBK2 riders will earn points. Points are only awarded to racers with a current SBK2 license.
- 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.
- 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.
- 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.
- 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.
- 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.
- All race personnel, officials, riders, mechanics and photographers are required to display the proper credentials and passes.
- 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.

Riders clothing and protective requirements:

- All SBK2 competitors must wear helmets which have a Snell 2000 or 2005 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.
- 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.
- Roadrace, street or suitably protective gloves are required.
- Boots must offer full ankle protection.
- 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. 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.)

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.

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. 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. 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.

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.

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.

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.

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, reinspect 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.

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.

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.

- 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.

- 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.

- Headlight, taillight and turn signals must be removed or taped. Clear tape may not be used.

- Side and center stands must be removed.

- **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.**

The machine must be clean.

Approved Tires for all SM classes are as follows:

- **Class “C” dirt-track tires**
- **Slicks, Cut roadrace slicks**
- **Rain tires**
- **Any DOT tire**
- ***NO KNOBBY OFF-ROAD TIRES .***

Approved tires for SS classes must use DOT street tires only (the following are examples).

- No DOT roadrace tires allowed
- Michelin Pilot Power
- Bridgestone BT016
- Dunlop Qualifier
- Pirelli Diablo
- Metzeler Sportec M3
- Avon AV59 / AV60
- Maxxis SuperMaxx

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.

Other recommended items

- Handguards
- footpeg sliders
- axle sliders
- frame sliders

These items are highly recommended to help keep the damage to the racing surface to a minimum. At some tracks, these items may be required.

CHAPTER TEN - COMPETITION CATEGORIES

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

Open

Unlimited modifications, Open displacement Single or Twin

450

Unlimited modification

Up to 285cc liquid-cooled, two-stroke Single

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

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

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

SS

Up to 690cc liquid-cooled, four-stroke Single

17" wheels allowed.

No 16.5" front wheels allowed.

No tubeless type wheels allowed.

No slipper type clutches allowed.

Must retain stock lower triple clamp. Billet top clamps may be used if needed when changing to 1 1/8" handlebars.

Must use DOT street tires only (the following are examples).

- No DOT road race tires allowed.
- Michelin Pilot Power/2ct
- Bridgestone BT014, BT016
- Dunlop Qualifier
- Pirelli Diablo
- Metzeler Sportec M3
- Avon AV59 / AV60
- Maxxis SuperMaxx

Sport Moto machines are allowed to run in class.

- DOT tires are required .

Vet Open (35+)

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

Super Vet (45+)

Unlimited modifications, Open displacement Single or Twin, Minimum age of 45 to participate.