

Sierra Nevada Moto Championship Competition Rulebook

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..



SNMC policies, rules and class formulas have been formulated with the goal of creating a fun and exciting experience to our racers and families while also providing the highest level of fair competition. While SNMC welcomes participation by contingency program and race team sponsors, SNMC management is independent and makes decisions based on fairness for all competitors and the wellbeing of our sport.

SNMC takes pride in its role as an organization devoted exclusively to the advancement, operation and sanctioning of motorcycle road racing.

These SNMC rules are written to ensure 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 principles in interpretation and enforcement of the rules by SNMC officials. The individual SNMC 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 SNMC rules should be submitted in writing to SNMC. Suggestions will be reviewed for consideration by the SNMC officials and technical advisors for possible inclusion in the next Rulebook.

SNMC Website

https://nnkcminimoto.com/sierra_nevada_moto_championship/

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CHAPTER ONE

CLASSIFICATION OF RIDERS, RACE SERIES AND POINTS

1. Depending on class, riders may be assigned a Novice or Expert status based on evaluation by SNMC staff.
2. Points earned at all race events count toward the championship points for each individual class. Due to the variety of bikes that participate in SNMC events, there are no overall championship points. Points for each class will be awarded using the following table:

Place	Sprint Race Points	Main Race Points
1	10	25
2	7	20
3	5	16
4	4	13
5	3	11
6	2	10
7	1	9
8	0	8
9	0	7
10	0	6
11	0	5
12	0	4
13	0	3
14	0	2
15	0	1
16+	0	0

3. Only riders completing a minimum of 75% of a race and taking the checkered flag at the start/finish line under power on the racetrack or pit lane will be awarded points. If the race ends under a red flag, race officials will determine scoring.
4. Each race weekend consists of a sprint race and a main race. Points are awarded separately for each of these races and will count towards MotoAmerica Mini Cup Regional Qualifiers. However, at the end of the weekend, the combined points from both races are tallied to determine the overall class winner for the weekend's races. Podium awards will be presented exclusively to the overall winners of each race weekend.

CHAPTER TWO

RACE OFFICIALS

RACE DIRECTOR

1. The Race Director shall be in charge overall at any race meet. The duties and responsibilities of the Race Director include, but are not limited to: course preparation and safety, supervising corner workers and the Grid Marshall, rulings on protests as well as determining punishments for rule violations, from warnings, to lap penalties. The Race Director has the right to disqualify riders and/or motorcycles who/which fail to meet the safety or class requirements that apply on race day.
2. At each event, because of the fact that the Race Director may also be a competitor in said event, a secondary Race Director will be present at the event. The secondary Race Director will be ready to take over full responsibility for race direction should anything happen that would interfere with the judgment of the primary race Director. Examples that would result in turning over race direction duties include but are not limited to: crashing in race, affecting another competitor; or assessing penalties of a protest that directly involves the Race Director.
3. There will be one riders meeting which will be conducted by the Race Director or Grid Marshall only. This will occur at the start of the day before the practice sessions.

GRID MARSHALL

4. The Grid Marshall is responsible for safely releasing riders onto the track. Anyone going on track without receiving permission from the Grid Marshall first may receive a penalty from the Race Director. The Grid Marshall is not able to

hand out penalties. The Grid Marshall is also responsible for coordinating and directing racers to the grid pre-race, and for ensuring that riders starting in waves behind the current wave are aware to not start with the current wave.

STARTER

5. The Starter is responsible for signaling the start of the race. The Starter will report any jump starts to the Race Director who will determine if a penalty is warranted. Actual starting procedure will be left to the discretion of the Starter. The Starter must describe the starting procedure at the pre-race riders meeting.

TIMING/SCORING

6. Timing/Scoring is responsible for tracking rider positions throughout the race. Any time or position penalties handed out by the Race Director will be recorded by Timing/Scoring so that the final race results can be modified accordingly. Timing/Scoring is also responsible for determining and posting race grids, documenting official race finish results and rider point scores, and publishing race results in a timely fashion.

CHAPTER THREE

RACE PROCEDURES

The Race Director may at any time revoke the racing privileges of any racer for acting improperly, being abusive, fighting, disobeying instructions or doing anything else to disrupt orderly procedures or affecting overall race operations or safety.

1. Refunds will only be given as credit for a future round. "Pro class" or any similar style "prize purse" entry cannot be refunded once a racer enters the track for practice. If a racer begins practice but does not compete in any of their scheduled races they may receive a partial credit for their entry fees if they approach staff BEFORE THE BEGINNING OF RACES. Credits will not be issued once races have begun.
2. Grid positions will be determined as follows:
 - The grids for the Heat(s) will be determined by registration order or by a timed Qualifying depending on the decision of the Race Director. The grid order for each Heat Race will be determined by the outcome of the Heat Race prior.
 - The grids for the Main Event will be determined by the outcome of the Heat race run immediately prior to the Main Event.
3. There are two basic procedures used for starting a race: 1) a group or groups of machines may be separated on the grid by a multi row break and started simultaneously OR 2) 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 separately. Waves will have a Grid Marshall with a wave board separating them on the grid. The method of start used will be determined by the Race Director. All riders will be notified at the riders meeting and on the grid sheets of which races will contain wave starts.
4. Starting procedure will be determined by the Starter on the day of the race. The Starter will describe the race start procedure during the riders meeting preceding the first race of the day.
5. The schedule on race day will be presented as accurately as possible but must be known by the Race Director, Grid Marshall, and Timing/Scoring. The Race Director has the right to modify the race day schedule as they see fit.
6. Racers MAY be given a first, second, and third call for each class over the track loudspeaker system. It should be noted that this is a courtesy and all racers are responsible for knowing the schedule at each event. SNMC is not responsible for racers missing their race due to no announcement being made. When calls are made, they will most likely be announced using the following: the first call will be made at the beginning of the previous race, the second call at the halfway point of the previous race and the third and final call at the checkered flag of the previous race. Calls may be sped up or lengthened at the discretion of the race officials.
7. Racers will be instructed to enter the track by the Grid Marshall or the Starter. All racers will be allowed one warm-up lap. If a racer is not in the hot pit staging area before the 1st rider of the group crosses the half-way point during their warm-up lap, he/she forfeits their warm-up lap and will be directed to the grid by the Grid Marshall. If a racer is not on track by the time the lead rider has reached their grid spot they may be penalized by starting from the pit lane. Further infractions may incur additional penalties as determined by the Race Director.
8. Our number one priority for all racing classes is the safety of those out on track during the races. That is doubly true for the

MicroMoto class as it contains our youngest racers. While we strive to find the right balance between putting on a safe race and a fun time for all, our focus will always be on what's best for the safety of everyone racing. We are a community of racers and enthusiasts and must keep that community in mind rather than our own individual interests when it comes to children racing. Some kids will be out there having fun while some are taking the first steps on very successful racing careers. It is with this in mind that SNMC has created the following rules for the parents or guardians of our youngest participants:

- During the race start, any MicroMoto participant who requires assistance for the start may be assisted by one parent or guardian. This participant will start at the back of the grid so as not to interfere with other racers. The parent must leave the track and retreat to the pits the moment their child is safely under way.
 - If a child crashes or goes off track, a parent may help that child rejoin the race if done in a safe manner. It will be up to the discretion of the Race Director to determine if the parent was acting safely. We want to help the little ones get out there, but not at the expense of safety or of the race for the other little ones. Use your head.
 - Parents/guardians are to remain off the racing surface at all times not explicitly noted in the above rules. If you have a question about whether you can be on track or not, ask the Race Director.
 - At the discretion of the Race Director, a meeting among MicroMoto parents may take place after the general riders meeting. This meeting will go over the rules for MicroMoto and make sure everyone has the same expectations for the event.
9. For Youth classes, the following rules pertain to parents or guardians of participants:
- Parents/guardians are allowed on grid for staging only, but must leave once their child has staged at their grid position and is prepared to start the race.
 - Parents/guardians will not be allowed on the infield during Youth races. NO EXCEPTIONS. Failure to follow this rule can result in penalties handed out to the rider by the Race Director.
10. If any race is red flagged after the lead rider has completed at least half the designated number of laps, the Race Director may declare the race completed. If that occurs, 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) not running on course at the time of the red flag, as well as any rider(s) deemed by officials to have caused the red flag, will not be scored in the final Sprint results. In the event a race has been red flagged, the restarted event may be shortened at the discretion of the Race Director.
11. 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 SNMC the following may happen: races that have not been started, their points, and their awards may be moved to another event and/or a credit for unused entries will be issued for future SNMC events.
12. Any rider who runs off the track must reenter 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.
13. In the event of a crash, the rider and machine may reenter the race only if the machine is deemed safe to race. It will be up to the rider to make this determination. Use your head and don't ruin the race day for everyone else. Corner workers may instruct the rider to enter the pit via a BLACK FLAG if the machine is deemed unfit to continue racing.
14. Weaving at any time to break the draft or prevent a pass, or reckless weaving for any purpose, will receive a penalty as determined by the Race Director.
15. Tear-offs are allowed in all series and must only be removed on straightaways.
16. Riders must always follow track direction. Only entering the track at the pit exit/pit out. Riders must not use the pit in/pit entrance road or any other access point to enter the track. Entering the track from any other point will result in a penalty as determined by the Race Director.
17. Any competitor intending to pull off the track must clearly signal their intentions (eg. by raising a hand, or hanging a leg out, or both) and must never cut across the track in front of other riders.
18. Responsible riding in the pit, pit area, and track is expected of all riders. If a staff member deems a person's actions inappropriate (speeding, wheelies, etc), the individual responsible will receive a punishment ranging from a verbal warning all the way to expulsion from the event. No stunting and no 'splodin' in the pits and please don't make us have to come up with an appropriate punishment.

19. It is the responsibility of each competitor to be aware of all information covered by this rule book including any mid-season updates and any information covered at the riders meeting.
20. Riders may not protest other riders for infractions listed in Chapter Three, which are enforceable only at the observance and discretion of the Race Director.
21. Right of Refusal - SNMC reserves the right to refuse participation in an event to any person for whatever reason it deems appropriate.
22. Protests regarding machine legality, grid position, scoring discrepancies must be filed as soon as possible, if at all possible within 30 minutes of competition's completion.
23. By attending SNMC events as a rider, pit crew, or spectator, you may be filmed/photographed at SNMC events, and SNMC may use these images for marketing purposes.
24. Riders taking action to impede, harass or distract other riders on the track may, along with their team, be disqualified, fined and/or suspended. 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 SNMC.
25. The speed limit off of the racing surface at all facilities (unless posted lower by the track) is 10 Miles Per Hour. This pertains to all vehicles! This covers the entire pit, paddock, access roads, etc.
26. An AMB transponder is required for all competition with SNMC. They are available to rent on a first come, first served basis. If you do not have a transponder on your bike during any race, you may not receive points for competition. If you very obviously come in first, second, or third place, you may receive points and awards at Timing/Scoring's discretion. If it is unclear what position you finished, preference will always go to the competitor with a transponder.

CONTINGENCIES

In the event that a series sponsor requires a decal to be run to qualify for contingency or purse, SNMC reserves the right to apply said decal anywhere on a participant's machine.

CHAPTER FOUR FLAGS

NOTE: THE USE OF FLAGS WILL BE DISCUSSED AT THE RIDER'S MEETING FOR EACH EVENT. THE BELOW ONLY SERVES AS A GUIDELINE, AND IS SUPERSEDED BY THE CONTENT OF EACH INDIVIDUAL RIDERS MEETING.

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. The flag rules listed below are considered suggestions. Flag rules discussed at the rider's meeting will supersede the rules listed in this manual.

Passing under a waving yellow flag will result in lap penalties, loss of position, or disqualification.



Yellow Flag - Caution on the track. A yellow flag indicates a problem on the track that requires your attention. Slow down enough that you can avoid a dangerous situation if needed. You may resume your normal pace once past the incident. **No passing under a yellow flag until you have passed the incident!**



Red Flag - Stop on the track. A red flag indicates a problem on the track that requires emergency action. A red flag is an immediate end to racing activities. Riders are to safely slow down, move to the edge of the track and stop their motorcycles. Riders are to indicate their intention by raising their hand; this indicates to those behind that they are slowing and pulling over. Corner workers will direct riders with additional flags once the emergency has been resolved (typically yellow flags and hand signals to proceed directly to the pits).



Black Flag - Problem with an individual bike/rider. A black flag indicates an issue on track with a rider or their bike. A black

flag will be waved at a specific rider if there is something wrong that requires their attention. Examples of situations where a black flag will be flown include but are not limited to: issues with a rider's motorcycle (eg. leaking oil, panels falling off, etc.), transponder issues, or unsafe riding (passing under yellow, riding erratically, etc).



White Flag - Last lap. The white flag indicates the beginning of the final lap of the session. If you're going to pass someone, now's the time.



Checkered Flag - Session over. The checkered flag indicates the end of the session. Riders are to proceed with the lap and exit back to the pits.

CHAPTER FIVE

PROTESTS, APPEAL PROCEDURES & PENALTIES

1. Any rider who feels that an illegal machine has been entered in their class and wishes to protest, must submit a statement to that effect to the Race Director. Each race result will be time stamped when it is posted. The protest must specify the machine protested and the specific area of protest, and must be submitted within 30 minutes of the time stamped race results for that class.
2. Protests shall be determined at the event at which they occur, and the decision shall be at the discretion of the Race Director.
3. When a protest is made, the burden of proof is with the protested rider and/or team. Failure to furnish proof of convincing evidence/witnesses as to the legality of the machine will result in the automatic upholding of the protest.
4. 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 SNMC.
5. Protests can only be made by a rider in the same class, and of the same status, as the protested rider. In an Endurance race, any team may be protested by another team in the event running in the same class.
6. 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 SNMC Officials. No other rider/team, mechanic, spectator etc. will be allowed input into or viewing of a teardown.
7. 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 rider found illegal will be subject to disciplinary action and responsible for any fee incurred. If the bike is found to be in compliance the rider (or riders) who filed the protest will be responsible for any fees incurred.
8. 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.
9. Unsafe and unsportsmanlike riding techniques should be reported to the Race Director. A rider found guilty of unsafe or unsportsmanlike riding techniques will be punished at the discretion of the Race Director.
10. Appeals must be submitted to the SNMC board within 48 hours of the determination of a protest. The SNMC board will work with the Race Director and any other parties involved to determine whether the protest is to be upheld. A determination will be made prior to the next race event. If the appeal is made for a protest that occurred during the final race of the season then the board will make a ruling prior to the awards ceremony.
11. The purpose of the rule book is to run an orderly, competitive, and fair race emphasizing the 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. Protests deemed capricious may be denied. In the event this rule, which

states the overall purpose and principles of the SNMC Rulebook, is interpreted to conflict with another rule or statement, this rule shall prevail in its literal sense.

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

PENALTIES

The Race Director is responsible for administering penalties for any situations not explicitly noted in this rule book.

CHAPTER SIX

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. All riders must evaluate the 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.
3. 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.
5. Any competitor annoying or harassing a race official, infringing on the rights of other competitors or conducting themselves in any sort of unbecoming manner as determined by SNMC officials may be disqualified or suspended.
6. Any rider under the age of 18 may not compete without the consent of their parent or legal guardian.
7. Any rider, spectator, pit crew, or worker must have a valid insurance wristband to be on the premises. These must be worn at all times while attending SNMC events.
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 SNMC officials. Any rider under these conditions will be immediately disqualified from the event in progress and is subject to suspension. Each rider is responsible for their crew's actions and will be penalized for their behavior.
9. Rider clothing and protective equipment requirements:
 - a. All competitors must wear helmets which meet the following conditions:
 - Must meet at least Snell 2015 or ECE 22.05 approved.
 - Helmets must be in good condition (as determined by Tech) and not manufactured more than 5 years prior to the date of the event.
 - It is recommended all racers wear a road-specific helmet. Any helmet can be disallowed at the Race Director's discretion.
 - It is recommended that all competitors display the following information on the base/side 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.
 - b. Boots must fully protect the ankle and lower shin area. Boots must be tall enough as to overlap the lower legs of the rider's suit or pants. A rider's transponder may be securely tucked into their boot.
 - c. Gloves must be leather or a combination of nylon and leather if leather protects the fingers and palms. Gloves and boots must be of a fit so there is minimal gap between them and the leathers or jersey.
 - d. Suits should be a one-piece garment for racing. Separate jackets and trousers are acceptable only if they zip or snap together to make one piece of clothing, pending approval by the Technical Inspector.
 - e. Pants and jerseys designed for use off-road are acceptable but at a minimum the rider must wear knee/shin pads and a

chest protector underneath.

- f. It is highly recommended that riders wear back protectors unless their racing gear is equipped with a back protector.
 - g. A rider must bring for Technical Inspection their machine and their helmet. A Tech sticker must be displayed on the machine and rider's helmet before the machine/rider will be allowed on course. Riders with more than one machine must bring each to Technical Inspection.
10. It is the responsibility of the competitor to inform SNMC of any medical condition which might be worsened by virtue of participation in an SNMC event. Riders must also inform SNMC of any medical condition that would affect the treatment of them by on site medical personnel (i.e. life threatening allergies etc.)
 11. 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, unless the rider is a minor. Failure to comply with this regulation may result in the rider being disqualified or suspended.
 12. 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 and must not be allowed to enter any area where a vehicle may travel. Children under 14 (unless a participant) and pets are prohibited from the hot pit lane at all times.
 13. Alcohol consumption is prohibited while participating in a race event until you are 100% done touching the bike or on track. This applies to all riders, pit crews, track workers and race officials.
 14. No one may enter the track without proper credentials, registering, executing a release, and passing SNMC Technical Inspection. Any rider who participates in any practice session without properly being registered, or rides in an event for which he/she is not registered, shall be subject to disqualification and/or suspension. Any non-registered person who rides on the track while the track is considered active (hot) will be ejected from the premises. Any SNMC 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 points for the round.
 15. It is unlawful to physically abuse or threaten any party at any SNMC event. Guilty parties will be prosecuted to the fullest extent of the law. Any racer or related participant found guilty of abusing another rider/associate will be disqualified from the event, possibly banned for the season/all time, and will be prosecuted to the extent of the law.
 16. Non-English speaking riders must provide an interpreter.
 17. It is the rider's responsibility to supply their own primary medical insurance coverage.

CHAPTER SEVEN

TECHNICAL INSPECTION & GENERAL MACHINE REQUIREMENTS

Every race bike must be ready to race when it is brought to Technical Inspection.

1. By participating in the event, the rider implies complete willingness to conform to SNMC 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 SNMC requirements, the rider is still responsible for the race bike meeting SNMC requirements be it their own bike or borrowed.
2. 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 SNMC requirements. SNMC staff may, at any time, re- inspect any race bike and revoke approval if the machine no longer meets SNMC requirements.
3. The Technical Inspector may allow a temporary fix for a particular race weekend. Any temporary fixes must be permanently resolved by the next race event.
4. Any rider who takes a race bike onto the race course when the bike does not meet SNMC requirements will be assessed a penalty for each infraction.
5. Each rider or their crew must point out anything in or on their race bike that they believe is not completely in line with the technical requirements below.

6. Each bike being raced must meet the following requirements:
- a) The following items must be safety wired or secured in a manner approved by Tech:
 - Oil Drain Plug(s) & Oil Fill Cap(s)/Bolt(s) *RTV silicone acceptable
 - Internal oil filter cover bolts *RTV acceptable
 - Radiator Cap
 - Water pump drain bolt *RTV acceptable
 - Axle Nuts
 - Master Link (if clip link)
 - Any bolts that retain oil or coolant (typically have an aluminum or copper washer for sealing) *RTV acceptable
 - Caliper mount and caliper retaining bolts *RTV acceptable
 - External oil filters are preferred to be safety wired using a worm clamp around filter body but not required
 - *If RTV silicone is used in place of safety wire it must adhere the side of the bolt head to the surface.**
 - b) A catch can for fluid overflow is required to be securely fastened on all carbureted bikes. If your radiator does not have an overflow tank, you must also use a catch can for your radiator overflow.
 - c) Water cooled engines must use plain water, water with Water Wetter (or similar product, call SNMC for verification) cooling system rust and corrosion inhibitor at 0.5 ounces per quart of plain water concentration, Silkolene Pro CCA (Corrosion Control Additive), or Royal Purple Engine Ice. **Glycol based antifreeze is prohibited.**
 - d) Only gasoline may be used as a race bike fuel. Nothing may be added to the gasoline except commercially available, off-the-shelf octane boosters and lubricating oils. No oxygen or nitrogen bearing additives.
 - e) All race bikes must have an operating and marked engine kill switch on the handlebars or clip ons. Dead man tethers are recommended.
 - f) All race bikes must have a self-closing throttle and operating front and rear brakes. Controls must be in good working condition.
 - g) Kick-start levers are allowed to remain on the machine provided they are secured or have a detent/mechanism to keep them from swinging out.
 - h) Kickstands must be removed.
 - i) Glass and plastic lenses must be taped (headlights, tail lights, turn signals, mirrors).
 - j) The license plate and bracket(s) must be removed.
 - k) Items are deemed safe only if secured in a visible, approved manner. Using only aircraft nuts, locknuts, Loctite or a similar retaining compound is not acceptable.
 - l) The machine must be clean.
 - m) Tires must be in good condition as determined by the Technical Inspector. Knobby tires are not permitted; tires must be of street/race style.
 - n) Clutch and Brake levers must have at minimum a 1/2" ball on the end, or a rounded point deemed safe by the Technical Inspector.
 - o) Handlebar ends must have either: (1) end-plugs, (2) be solid, or (3) stock bar-ends must be retained. Handlebar ends may not be hollow or ground to a sharp edge. Lever guards and "bark buster" guards are also acceptable.
 - p) Plastic sliders must be installed on the front and rear axles as well as the foot pegs, to prevent gouging of the track in the event of a crash. Folding foot pegs must have sliders located in a position such that the slider will be the primary contact point of the foot peg when the peg is folded. At the Technical Inspector's discretion and approval, some sliders may be omitted if there is no motorcycle orientation that would allow any metal component on the motorcycle to contact the racetrack during a crash.

- q) Transponders must be mounted no more than 12" above the track surface. If a suitable mounting location is not available, transponders may be securely tucked into a rider's boot.

SAFETY WIRING HINTS

You should always use stainless steel aircraft type safety wire and proper safety wire pliers. Both of these items can be found through many motorcycle part suppliers. Make sure the wire is tight, twisted at 6-8 turns per inch, and pulls the bolt/nut clockwise as if it is still tightening. A list of what must be safety wired is located in section 7.6.a.

NUMBER REQUIREMENTS

SNMC competitors must have easily identifiable numbers on their bike. This means one set on the front and one set on each side, easily visible from a distance and at speed.

Good luck and remember that you can always ask one of the SNMC officials to look your machine over at any time to make sure it will pass Technical Inspection.

CHAPTER EIGHT

COMPETITION CATEGORIES

Intent of Class Rules

SNMC was built around the popular classes of converted dirt bikes, small displacement street bikes, and older GP chassis bikes. As new bikes emerge, we will continue to adapt our category rules to keep competition fair for our races.

Modern Mini GP bikes such as the Ohvale and Bucci will be required to remain STOCK in their USD spec form and will be put into specific classes outside of their spec class. Any mods or engines not considered as part of the current model year (or older) USD spec will move them up at least one class.

Unclassified Bikes: Any bike not listed below will be allowed in a class on a trial basis but may be moved and/or have points forfeited.

Combined Races: If a class has fewer than three (3) participants at an SNMC event, that class may be combined with another class at the Race Director's discretion.

Pro and Amateur Distinctions: The purpose of separating Pro and Amateur classes is to provide a fun environment for riders of all abilities. In keeping with this, riders who have run in a Pro class will **not** be allowed to run in any Amateur race classes. Riders who classify as Amateurs but are found to be significantly faster than the other Amateur racers will be forced to move to the Pro classes.

MicroMoto: Max displacement up to 50cc. Electric bikes of similar horsepower. Rider age limit 4-8 years old.

Jr: Max displacement up to 50cc (2 stroke) & 110cc (air cooled 4 stroke). Rider age limit 4-12 years old.

Youth: Max displacement up to 63.9cc (2 stroke) & 145cc (air cooled 4 stroke). Rider age limit 6-12 years old.

MiniGP: Max displacement up to 63.9cc (2 stroke) & 145cc (air cooled 4 stroke). Riders must be at least 12 years old.

65 GP: Max displacement up to 68cc (2 stroke) & 160cc (air cooled 4 stroke). Riders must be at least 10 years old.

SuperMini: Max displacement of 112cc (2 stroke), 234cc (air cooled 4 stroke) & 159cc (liquid cooled 4 stroke). Riders must be at least 12 years old.

VET: Unlimited displacement (single cylinder) & up to 400cc (twin cylinder). Classes are separated by: Jr (16+), Sportsman (30+), Senior (40+) & Masters (50+).

Open Amateur: Unlimited displacement (single cylinder) & up to 400cc (twin cylinder). Riders must be at least 16 years old.

Ultra Pro: Unlimited displacement (single cylinder) & up to 400cc (twin cylinder). Riders must be at least 16 years old.

Do you have QUESTIONS - COMMENTS - CONCERNS? nkcminimoto@gmail.com