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Ohio Mini Roadracing League

2017

Rulebook

Ohio Mini Roadracing League
Board Members

President……... Kent Klawon
Phone…….. 614-406-6106
Email address... kklawonjr@gmail.com

Vice President.... Christopher Wallace
Phone…….. 513-317-3351
Email address… turnwon@hotmail.com

Administrator…. Russ Lobuzzetta
Email address…. OhioMiniRoadracingLeague@gmail.com

Treasurer…… Andrew Farkas
Email address…. OhioMiniRoadracingLeague@gmail.com

Safety Committee. Ben Trumbull
John Evans
Jordan Reid

Tracks Address and Phone Numbers

Circleville Raceway Park, Inc. (CRP)

Address……..19413 Us Highway 23 North
Circleville, OH 43113
Track phone…. 740-412-4128

Pittsburgh International Race Complex (PIRC)

Address……. 201 Penndale Road
Wampum, PA 16157
Track phone…. 724-535-1000

G&J Kartway (G&J)

Address……..1619 Barnets Mill Road
Camden, OH 45311
Track phone…. 937-452-1218

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Introduction

Our goal at the Ohio Mini Roadracing League (*Formerly Ohio YSR League*) is to offer a fun, family friendly atmosphere for all ages and levels of motorcycle enthusiast. We feature competitive racing classes for 50cc minis all the way up to 650cc Motard motorcycles. Racing is divided into 7 classes; Formula 1, Formula 2, Formula 3, StockMoto, StockGP, Supermoto, and Kids 50. We also offer exhibition classes; Grom, Stock YSR50, Scooter Stock, Scooter Specials, and Moped depending on turn out. All classes, except Formula 1, are open to Beginner and Novice divisions. Excluding exhibition classes, riders in each class compete for series points, trophies and awards. Medical personnel are present at all race events to support an enjoyable race experience for all participants

Disclaimer

The Ohio Mini Roadracing League has adopted the following rules and regulations for the 2017 Racing Series. These rules and regulations shall govern the conditions of all League events to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events.

By receiving an Ohio Mini Roadracing League competition license, participants are agreeing to comply with all rules and regulations covered within this rulebook. The League shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions in the opinion of League officials.

No expressed or implied guarantee of safety shall result from compliance with these rules and regulations. No expressed or implied warranty of safety shall result from publications of, or compliance with these rules and regulations. These rules are a guideline of the sport and are in no way a guarantee against injury or death to participants, spectators or event personnel.

The Ohio Mini Roadracing League does not provide medical insurance.

By signing the entry forms, license applications and liability waivers, every competitor agrees to be subject to the rules outlined in this book. Because it is impossible to anticipate every possible circumstance, the official responsible for the operation of the event shall rule on any area of dispute by using common sense and fair play. The decision of the Race Director shall be final.

Definitions

O.E.M.: original equipment manufactured for a particular make and model.
D.N.F.: did not finish.
D.N.S.: did not start.
NOVICE: Some experience with motorcycle racing, Novice license with another motorcycle road racing club.
EXPERT: Expert license with another motorcycle road racing club

Competition License

All riders are required to read the Ohio Mini Roadracing League rulebook completely before applying for a race license, as well as parents and legal guardians of participants that are younger than 18 years of age. All participants must purchase a competition license in order to compete at Ohio Mini Roadracing League events. All riders must meet minimum legal age of 18 years or older when purchasing competition license. Riders ages 5-17 must be accompanied at each event by a legal parent or guardian who authorizes their participation. Riders ages 5-9 are ONLY permitted in the Kids 50 class. All age requirements are subject to change by the Race Director and/or the Board

Members upon further review of the rider's skill level, race experience, and maturity in race conditions. Ages 12 and older are permitted in any class except Formula One and Supermoto. Riders may purchase an Ohio Mini Roadracing League season license before or at any time during the racing season. Riders can also purchase a one-time single event license at a reduced rate, but do not receive series points. Riders wishing to compete in more than one event are encouraged to purchase a season license. All participants in season events must present a valid competition license at event registration in order to compete. Only the Ohio Mini Roadracing League Race Director or a member of the Board of Trustee has the authority to issue a license.

Race Divisions

Applicants will be placed in either Expert or Novice based upon prior motorcycle racing experience or skill. The race director or safety committee, reserve the right to classify or reclassify any rider at any time.

Single Event License

A single event license can be purchased for each Ohio Mini Roadracing League event. Race numbers cannot be reserved. Race points cannot be accumulated towards the end of the season points. If a Season License is purchased after a single event license, all race points from your previous race will be put towards the season points total.

License Fees

Season License	$40
Single Event License	$10

Plate Numbers

Riders can request specific plate numbers when applying for a competition license. Numbers are given out on a first-come, first-served basis. Number one (1) will be reserved for the previous season overall Expert Championship standings. All other racers must pick from numbers 2-999

Each licensed rider in the League receives only one number regardless of the number of classes contested.

If more than one rider competes on the same bike, the number plates must be changed or timing and scoring must be notified of rider change. The League is not responsible for any error in scoring or the season point totals due to improper numbers applied to racers' bikes.

Competition Format

The Ohio Mini Roadracing League race day format consists of two sprint races per class. Each sprint race consists of a set number of laps around the designated road course. The Race Director determines both the track layout and the number of laps for each event. Each sprint race awards points from the championship points tables for the Expert and Novice divisions.

Grid positions for the first sprint race of the year will be determined using randomization by the timing software. If a rider enters after registration officially closes, they are positioned at the back of the starting grid. Grid positions for the second sprint race of the

day are determined by the finishing order from the first race. After the first race of the year grid positions for the first sprint race will be set by class point standings.

Points Championship

Points will be accumulated by race class and race division throughout the course of the season. Awards will be given at year end per race class. Racers will also have their points totaled for their best two classes across their respective division. This will give an expert and novice division overall champion. At the end of the season the worst result per class will be dropped.

Championship Points Table

1st	25	*6th*	10	*11th*	5
2nd	20	*7th*	9	*12th*	4
3rd	16	*8th*	8	*13th*	3
4th	13	*9th*	7	*14th*	2
5th	11	*10th*	6	*15th*	1

Event Procedures & Schedule

Ohio Mini Roadracing League provides organized events, including practice sessions and controlled races. Club officials, track workers and medical personnel are present at every event to help ensure an enjoyable racing experience. Below is a typical event schedule. Schedule is subject to change, changes will be posted at event.

8am – 9:30am – Registration
9:30am – 10am – Riders Meeting
10am – 11:15am – Practice
11:20am – National Anthem
11:30am – 1pm – Sprint Races
1pm – 1:30pm – Lunch Break
1:30pm – 3pm – Sprint Races

Registration

Registration opens at 8:00am the day of the event. All riders must register and pay all fees for the event before being allowed to participate. Riders registering after registration is closed will be forced to start at the back of their respective class for the first heat of the day. Riders must possess an approved racing license, or purchase a license at registration. Registered riders receive a Tech Card to present at the Technical Inspection of their riding equipment and motorcycle(s).
Riders are allowed to participate in more than one race class per event. Riders will sign-up for race classes at registration. The motorcycle raced in any given class must meet the League rules for that particular class.

Entry Fees (sprint race)

Track	CRP / G&J	PIRC
1st Class	$25	$65
2nd Class	$20	$15
3rd Class	$10	$10

Riders whose checks do not clear forfeit all race points for that event. Additionally, they are held responsible for making good on the bad check plus charges of $35.00.
Two or more riders may ride the same motorcycle in separate classes by paying the required additional entry fees. Each rider must display his or her own number on the bike for the separate classes they contest.

Technical Inspection

Tech inspection closes prior to the completion of the practice session. Riders who do not pass tech inspection prior to the beginning of first race session are placed at the back of the grid for the first race of each class they compete in that day.

Riders must present their racing apparel along with their motorcycle(s) for tech inspection, presenting a completed tech card to the Technical Inspector. Motorcycles need only to be inspected once per event. The only exception to this rule being for motorcycles that are black-flagged for mechanical reasons or are involved in a crash. A crash is defined as when your handlebar touches the ground. If a crash occurs, only a Beginner rider will score a DNF and must wait until the conclusion of the race to push their bike back to the pits. These motorcycles must be re-inspected after the motorcycle is repaired. The Technical Inspector has the discretion to allow a temporary fix for non-safety related problems for the remainder of the race event. If a crash occurs in a Novice or Expert race, the rider is responsible for evaluating their own bike before reentering the race. Immediately after the race, the riders involved in a crash will be stopped at the exit of the track and evaluated by the technical inspector, or a designated official. If it is deemed that the bike was unsafe to continue in the race by the tech inspector or the official, a fine may be applied AND no points will be accumulated for the ENTIRE weekend in ALL classes that the rider is participating in.

Things that riders WILL be flagged for are as follows: broken clutch or brake levers, leaking of fluids, pieces falling off the bike, loose or broken handlebars, and/or anything else that may be deemed a hazard to other riders.

The Technical Inspector reserves the right to request any motorcycle be brought to Tech Inspection at any time to check for compliance. This is only done if there is reasonable suspicion that the League safety rules are being violated.

The Technical Inspector places a small sticker on the motorcycle once it successfully passes inspection. All requirements are mandatory for both rider and motorcycle. Riders or bikes not in compliance with the rules will not pass inspection and will not participate.

Rider Equipment Requirements

- Full race leathers (one piece or 2-piece zipped together) in good condition for maximum protection. Equivalent full-coverage synthetic (textile), protective, street-riding apparel allowed, subject to acceptance by the technical inspector.
- CE Approved back protector worn under the riding suit.
- Helmet may be any with Snell M2010, M2015 or ECE 22.05 certification.
- Helmet face shield, eyeglasses, or goggles must be made of shatterproof material. No tear-offs allowed.
- Full-fingered leather gloves in good condition, with no holes or other openings except for ventilation. Over the cuff style is recommended.
- Road race or MX specific boots must be worn
- Knee pucks securely attached.

Motorcycle/Scooter Requirements

General

- Competition numbers on front (5”) and both sides (3") must be legible. Numbers must be contrasting in color to the background color(s).
- Bodywork securely attached. If any bodywork is removed, all bracing and fairing stays must be removed from the exposed area.
- Headlights, taillights, turn signals and reflectors removed.
- License plate and license plate bracket removed.
- Mirrors removed
- Side-stand removed.
- Battery removed or must be of sealed construction.

Controls

- Self-closing throttle.
- Functioning engine kill switch.
- Bar end plugs or grips on both handlebars.
- Clutch and brake levers with ball ends or protected by other means
- Rear brake lever in free working order.
- Shift lever secure.
- Front and rear brakes function properly.
- Footrests rounded on end (no sharp edge).

Chassis

- Wheel rims and tires in good condition, with valve stem caps in place.
- Front and rear axles pinned (R clips must have ends wired shut).
- Disc brake caliper bolts safety wired.
- Drum brake brace pinned if applicable (2 bolts).
- Forks and shock leak-free and in good condition.
- Exhaust pipe securely mounted, bolts safety-wired and sufficient silencer (92db)
- Master link clip in chain secured with safety wire, Permatex, or similar sealer.

Engine

- Engine surfaces free of oil, grime and dirt.
- No leaking fluids.
- Oil drain and filler plugs drilled and safety wired.
- Fuel, oil, water and any other lines carrying fluid clamped on each fitting or safety wired.
- Oil-injection reservoir cap safety wired, or oil reservoir removed if applicable.

- 6-oz. catch-can for carburetor and fuel tank vent lines.
- 6-oz. (minimum) radiator overflow tank.
- Radiator cap drilled and safety-wired.
- Only pure water or Redline "water-wetter" or like product used as radiator coolant. No anti-freeze. No Gycol based coolants

Fuel

Only commercially available race gas or pump gas and additives is allowed for use unless otherwise prohibited by class regulations. However, all additives must be commercially available to the general public and must be brought to the track in their original containers for inspection by track officials upon demand. The use of nitrous oxide, alcohol or any other fuels is prohibited in all classes.

Riders Meeting

A riders meeting will take place before practice. Attendance by all riders is mandatory. Meeting will cover practice and race schedule. Corner worker responsibilities will also be covered.

New Rider Orientation

All new riders, regardless of classifications, are required to attend New Rider Orientation. This orientation is conducted immediately following the Riders Meeting and before the first practice session. The orientation will include instruction on track flags and starting procedures, track etiquette, racing lines, and rider safety. The orientation also includes track familiarization and a practice session with the designated New Rider Orientation Leader.

Corner Workers

All participants will be required to volunteer for corner worker duty. Without proper corner worker staffing we cannot proceed with our racing program, corner working responsibilities will be covered during the riders meeting

Practice Sessions

The schedule of practice sessions is announced at the beginning of the race day. Practice sessions are announced over the PA prior to running. Practice will be set by the Race Director.

Sprint Races & Starting Procedure

The schedule of races is announced at the riders meeting and posted at pre-grid. Races are given First, Second, and Final Call over the PA system prior to running. Shortly after Final Call, the track will be opened for racers to take their warm up lap.

The exit of pit lane will stay open for 1 minute. All riders must complete their warm-up lap in a timely manner. Riders must stage their bikes in their assigned position on the grid. It is the rider's, not the Starter's, responsibility to ensure they are in the proper grid position. Riders starting from the improper grid position will be disqualified.

If a rider presents at pit out after closed, but before start board has been displayed, that rider(s) may proceed straight to the grid, no warm-up lap, and grid on the first non-occupied row behind everyone. If a racer has not entered the track prior to the display of

the 2-minute board, he must start the race from the end of pit lane at the instruction of the Starter, after the race has been started.

Riders must be set in their assigned grid position when the 2-minute board is displayed. If a rider is not in their assigned grid position when the 2-minute board is displayed, they must start behind all other riders on the grid, regardless of the number of classes on the grid.

Shortly after the 2-minute board is displayed, a 1-minute board is displayed. Riders should be alert and ready to go. Shortly after the 1-minute board is displayed, the 1-minute board will be turned sideways. After the board is turned sideways, the green flag will drop anytime from within one to five seconds. The green flag drop is the official start of the race.

All riders must complete ONE lap of their assigned race, under power, to receive points. Riders who fail to meet start requirements will receive a "DNS". Riders who fail to complete one lap of the race receive a "DNF". Riders receiving a DNS or DNF will not receive points.

Competition Classes

Ohio Mini Roadracing League provides competitive racing for many makes and models of 50cc to 650cc motorcycles. Ohio Mini Roadracing League offers distinct racing classes for the 2017 Racing Series. Kids 50, StockMoto, StockGP, Formula 3, Formula 2, Formula 1, and Supermoto. Formula 1 is reserved for expert riders only, exceptions may be made if both Race Director and Safety Director agree. The Race Director and Timing/Scoring Director reserve the right to combine any classes at any race event.

Kids 50

This class is designed to provide an easy low cost way of kids age 5-12 to get involved in mini roadracing.

- Motorcycle must be Honda XR50/CRF50, Yamaha TTR50, or Suzuki DRZ50
- Riders must be between 5 and 12 years of age
- Must use Stock OEM un-modified engine, exhaust, carburetor, electronics, brakes, and wheels
- May change fluids, gearing, controls, carburetor jets/needle, suspension springs.
- No oxygenated race fuels or additives allowed

StockMoto

This class is designed to provide an easy, low cost way to participate in Ohio Mini Roadracing League. Minimal modifications to readily available small displacement dirt bikes ensure close racing and showcase rider talent, not mechanical skills or machinery.

Honda XR100/CRF100F

- Rule #1: If it doesn't say you CAN do it, then you CANNOT!
- Stock OEM exhaust must be used. Baffle may be removed on 2001 and newer
- Stock OEM airbox, complete and intact, must be used
- Stock OEM airfilter or any aftermarket direct replacement part. Must fit in stock location with NO modification.
- Stock OEM carb must be used. Jets/needle may be changed
- OEM piston must be used in standard, .25 over, or .50 over sizes

- Bore cannot exceed .50 over
- Clutch plates and springs may be changed
- Shift lever may be changed
- Clutch lever and front brake lever may be changed
- Handlebars may be changed. Drop/clubman-style bars may not be used. Clip-ons may not be used
- Grips may be changed
- OEM handguards may be removed. Aftermarket barkbusters/handguards may be added
- Brake cable and clutch cable may be changed
- Spark plug may be changed
- Front rim may be changed to 16” OEM XR80 front rim or OEM 16" XR100 rear rim laced to an OEM front hub
- Stock OEM rear XR100 rim must be used
- Any tires may be used
- Stock OEM Front forks, Internals may be changed.
- Stock OEM rear shock, spring may be changed.
- Front and rear sprockets may be changed. Must run OEM sized chain.
- No oxygenated race fuel or additives allowed
- Aftermarket / Custom trimmed plastics are permitted
- May use aftermarket tapered steering stem bearings

DRZ125, TTR125, KLX125, CRF125

- Must use Stock un-modified engine, exhaust, carburetor, electronics, brakes, and wheels
- May change fluids, gearing, controls, carburetor jets/needle, suspension springs.
- No oxygenated race fuels or additives allowed

StockGP

StockGP is designed to provide an easy, low cost way to participate in mini roadracing. Minimal modifications ensure close racing and showcase rider talent, not mechanical skills or machinery.

Honda NSR50 or NSF100, Kayo125

- Stock OEM Engine must be used. No modification allowed
- Stock OEM Exhaust must be used. No modification allowed
- Stock OEM Forks must be used. May change springs, fluid, valving
- Stock OEM Shock must be used. May change spring
- Stock OEM carburetor must be used. Jets/needle may be changed
- Stock OEM Piston must be used in standard size or maintenance overbore sizes
- Stock OEM Brakes must be used, may change pads.
- Stock OEM ignition and electronics must be used
- Cylinder maintenance overbore +2cc to OEM cylinder
- Clutch plates and springs may be changed
- Controls may be changed
- Spark plug may be changed
- Front and rear sprockets may be changed. Must run OEM sized chain
- Any bodywork may be used
- No oxygenated race fuels or additives allowed

Yamaha YSR50

- Stock OEM Engine must be used. Unlimited modifications to engine allowed.
- Engine size must not exceed 62cc
- Unlimited modification to frame
- Unlimited modification to suspension.
- Unlimited modification to braking system.
- Unlimited modifications to exhaust with sufficient silencer.
- Unlimited modification to carburetor.
- Unlimited modifications to ignition and electronics
- Front and rear sprockets may be changed. Must run OEM sized chain
- Any bodywork may be used
- No Oxygenated Racing Fuels

Formula Three

This class applies for any motorcycle that does not fall within the guidelines of the above listed classes. Riders may bump up into this class with any of the above-mentioned racing class machines. Motorcycles must not exceed the following guidelines:

- Unlimited modification to frame
- Unlimited modification to suspension.
- Unlimited wheel size.
- Unlimited modification to braking system.
- Unlimited modifications to exhaust with sufficient silencer.
- Unlimited modification to carburetor.
- Engine displacement must not exceed
  125cc air cooled 4-stroke 2 valve
  75cc air cooled 2-stroke
  63cc liquid cooled 2-stroke
  +2cc maintenance overbore allowed
  No liquid cooled 4-strokes

Formula Two

This class applies for any motorcycle that does not fall within the guidelines of the above listed classes. Riders may bump up into this class with any of the above-mentioned racing class machines. Motorcycles must not exceed the following guidelines:

- Unlimited modification to frame
- Unlimited modification to suspension.
- Unlimited wheel size.
- Unlimited modification to braking system.
- Unlimited modifications to exhaust with sufficient silencer.
- Unlimited modification to carburetor.
- Engine displacement must not exceed
  150cc air cooled 4-stroke 2 valve
  80cc air cooled 2-Stroke
  72cc liquid cooled 2-stroke
  No liquid cooled 4-stroke

Formula One

This is the premier race class in the Ohio Mini Roadracing League. This class is designed for EXPERT riders only! If you have any questions please contact the OMRL for exceptions. Class applies for any motorcycle that does not fall within the guidelines of the above listed classes. Motorcycles must not exceed the following guidelines:

- Unlimited modification to frame.
- Unlimited modification to suspension.
- Unlimited wheel size.
- Unlimited modification to braking system.
- Unlimited modifications to Exhaust with sufficient silencer.
- Unlimited modifications to carburetor.
- Engine displacement must not exceed
  150cc liquid cooled 4-strokes and
  200cc for air cooled 4-stroke
  105cc 2-strokes
  125ccVintage air-cooled 2-stroke

Supermoto

Motorcycles must not exceed the following guidelines:

- Dirt Bike "*Style"* Motorcycles only. (NO GP Chassis')
- Asphalt Only (NO DIRT SECTION)
- Unlimited modification to suspension.
- Unlimited wheel size.
- Unlimited modification to braking system.
- Unlimited modifications to Exhaust with sufficient silencer.
- Unlimited modifications to engine.
- Unlimited modifications to carburetor.
- Displacement must not exceed 650cc

Exhibition Class

Other classes may be created at an event, per the Race Director. A significant number of riders (5 min) must be present for consideration of offering these classes. Participants will establish rules for the class. Season points will not be accumulated for these events and they will have no bearing on the final outcome of the championship series.

Disqualification Rules

The Race Director has the final word on all disqualification decisions. Riders may be disqualified from all points, awards and even further participation in events for, but not limited to, the following reasons:

- Participation in practice sessions or races when not properly entered.
- Participation in practice sessions or races on a motorcycle that has not passed technical inspection. All motorcycles must properly display their tech inspection sticker.
- Entering or participating in any race event under a name other than one's own.
- Allowing another person to use one's license, or allowing another person to race in your place without notifying race control.

- Disregarding any flag signal or directive by any race official, whether intentionally or not.
- Consumption of any alcoholic beverage or controlled substance in the pit area, or being under the influence thereof. No open alcohol containers allowed in the pit area.
- Operating a motorcycle or any other vehicle in an unsafe manner, or allowing someone to operate a vehicle at an excessive speed in the pit area or racetrack area. Riders are ultimately responsible for the actions of their pit crews.
- Foul, unfair or dangerous riding at a race event. Any rider observed riding dangerously will be black-flagged and reprimanded.
- Poor conduct on or off the racetrack during a race event.
- Unfit physical or mental condition.
- Repeated violation of any OMRL rule or regulation.
- Dishonored checks.

Protests

Only racers competing in the same race class can submit protests. Protests for equipment violations must be submitted to the Race Director within 30 minutes after the posting of the provisional results. Protests regarding rough riding must be made immediately to the Race Director following the practice or race in which the questionable riding occurred.

Riders submitting protests for equipment violations are required to deposit the protest fee $100 – **cash only** -- with the Race Director. The protested rider is responsible for providing a mechanic to disassemble and reassemble their bike as required by the Race Director or his appointed official. If the Official does not find any infractions with the protested bike, the protest fee is paid to the protested rider. If the Technical Inspector does identify any violations, the protest fee is refunded to the protesting rider, and the guilty rider must show valid proof of any corrections at the next Ohio Mini Roadracing League event.

Rough riding

Rough riding is not tolerated at Ohio Mini Roadracing League events. Any rider found guilty of rough riding will be disqualified from further participation in the event and will forfeit all entry fees. The rider will also lose any points, prizes or trophies already accumulated during this event. The Ohio Mini Roadracing League reserves the right to ban any rider from any further participation at any OMRL event if repeated infractions occur. For first offense for engaging in rough riding tactics during a race, the Flagman warns the rider with a rolled-up black flag. On the second offense the Flagman warns the rider again with an open black flag and is motioned to report to the pit area for a stop-and-go penalty. If the rider fails to obey the Flagman, or officials observe a third infraction, the rider is disqualified from further participation in the event.

There are two additional ways for a rider to be accused of rough riding. Either another Race Official directly observes the questionable riding and recommends it, or two or more riders protest the practice or race on the grounds of rough or dangerous riding.

Riders judged guilty of rough riding following protests are disqualified from that race class for the event.

Track Regulations

The track owner/operator governs the track regulations. The Race Director has final authority in ensuring everyone at the event complies with the track regulations.

- All riders must keep a functional dry-chemical or CO2 fire extinguisher readily available in their pits.
- No roller blades, skateboards or bicycles permitted in the pit area.
- Individuals entering the pit area must have a Pit Pass.
- Individuals entering the pre-grid must have a Participant Pass.
- Only riders and starting personnel permitted on the starting grid.
- Crew members cannot enter the racing surface without permission by Race Officials.
- Riders must obey all flags while on the racetrack.
- Riders must signal by hand/arm motion or other distinctive action when exiting the racing surface.
- Riders must conduct themselves in an orderly manner and observe the rules of good sportsmanship.
- Participants are responsible for the conduct of their crewmembers and guests.
- Participants are responsible for cleaning up their pit area before leaving.
- No alcohol consumption permitted so long as the racing surface is open.
- No illegal drug use or drug abuse.

Flag Definitions and Procedures

The following flags are used at the Start/Finish and selected corners to control race traffic and to warn riders of danger ahead. These flags are used at all events. Regardless of what flag was showing at the previous station, the flag in sight is the flag to obey. There is absolutely no excuse for *"not seeing a flag"*.

GREEN flag indicates the start of the race. During the race or practice sessions, the standing green flag indicates an active track.

YELLOW flag indicates there is danger in the form of motorcycle, riders, fluid, or obstacles on the track. Hold position and be alert. You may not pass under a yellow flag! Any rider caught passing under a yellow will be black-flagged. If the rider does not surrender positions gained they will receive a one lap at the end of the race.

RED flag indicates that the race is stopped. There is immediate danger on the racetrack. Racers should immediately raise their left hand to acknowledge the flag and to notify their fellow riders. Immediately slow to a speed of no greater than 5 mph. Racers must be prepared to encounter motorcycles, debris, riders, or safety personnel on or near the racing surface. Racers should exit the track at pit-in (or wherever directed by a Race Official). Racers should stay in the hot grid area until instructed further by a race official. Riders must not return to the pit area unless instructed by a Race Official, racers that do

will be disqualified. If the race has two or less laps to complete, the finishing order will be determined from the last completed lap with the person(s) causing the red flag placed at the rear. If the race has three or more laps to complete, it will restart, shortened by the number of laps already completed. Gridding will be determined from the last completed lap, with the person(s) causing the red flag not allowed to restart.

BLUE flag signals to a specific rider that they are about to be lapped by race leaders. If you are shown the blue flag, please maintain your line and allow the riders to pass.

BLACK flag is for individual riders only. If you see a rolled up black flag pointed at you, this is your first warning and indicates that you have committed an infraction (i.e. rough riding, intentional bumping, unsafe riding). If you see an open black flag pointed at you, this indicates a second offense and you must return to the pits for a stop and go penalty. If the Flagman waves a third black flag at you, this indicates that you have committed an infraction for the third and final time and must return to the pits for the remainder of the event. Riders with equipment problems will receive a black flag. They must pull into the hot pit immediately and may not re-enter the track until the motorcycle has been inspected and approved by a Race Official

WHITE and **GREEN** flags crossed indicate the race is half over. This is a courtesy flag and may not be shown at each and every race.

WHITE flag indicates that the race has one remaining lap. This is a courtesy flag and may not be shown at each and every race.

CHECKERED flag indicates the race is over. You must complete a cool-down lap before exiting the racing surface and returning to the pits. Do not stop on the track on the cool-down lap for any reason.