

# ***NOR-CAL Short Track***

## **COMPETITION and TECHNICAL REGULATIONS 2014**

### **Please Note-**

These rules are intended as a guide for the conduct of the sport. The race director/ and or referee shall be empowered at any time to permit deviations from any specifications herein or to impose any further restrictions or changes that in their opinion do not alter the minimum acceptable requirements. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

### **Technical & Safety Regulations-**

All race entrants are required to have their motorcycle pass technical inspection prior to entering the racetrack. It is the riders responsibility to come to technical inspection with the intent of passing. The racer or designated crewmember/ mechanic must bring the motorcycle to the tech inspection area before entering the race surface. Any rider caught on the racetrack without proper authorization may be asked to leave. Always inspect your bike before coming to tech!

- 1) All engine drain plugs must be safety wired or have some sort of silicone sealant (gorilla snot) placed on it to prevent backing out.
- 2) No leaking fluids of any kind: Oil, Water, or Fuel. No loose parts.
- 3) No anti-freeze in the cooling system: *Water Wetter*, or equivalent is ok. No substitutes.
- 4) Number plates must be securely attached and easily read from 50' away. At all racing events, the rider's motorcycle shall be fitted with 3 number plates, each securely fastened to the machine. At the discretion of the head scorer / or referee, a machine whose numbers are not legible may not be scored.
- 5) Remove kickstand and any lights (or have them securely taped over). 50cc Pee Wee classes may retain kickstand if it is secured.
- 6) Tires, wheels and brakes in race ready condition; No loose spokes, or damaged tires.
- 7) Front brake must be removed, or disabled (lever removed). (Pee Wees may retain front brake)
- 8) Throttle, control levers & pedals must operate freely.
- 9) All motorcycles MUST have a functioning "kill switch".
- 10) Full face helmet, eye protection, gloves, boots & long sleeves are REQUIRED.

Raceway staff members may require a rider to leave the track and have his bike re-inspected if the bike does not pass technical requirements.

### **Fuel Regulations-**

All brands of gasoline are legal. Race, pump, any octane rating. Leaded or un-leaded. **NO** additives...**NO** alcohol...**NO** nitro or methane. (Race fuel may be available trackside).

## **Noise Regulations-**

Race motorcycles may not exceed 96db. Noise level as measured by current standards. Random sound checks may occur, and noise regulations enforced when necessary. If a rider's bike is found to be too loud for the venue, it may be removed from the track and given an opportunity to become compliant before it may be allowed to return to the track.

## **Family, Friends, Pets & Pits**

- 1) Each Rider is responsible for the actions of anyone in their pit, or anyone who is part of their group. Irresponsible behavior will not be tolerated. In the event that this behavior occurs, or facility rules are broken, the racer may be asked to leave, and all finishing positions, and / or points forfeited.
- 2) ALL PETS MUST BE ON A LEASH! NO EXCEPTION! Clean up after your pet.
- 3) Each racer is responsible for any debris left behind in his or her pit area. (Please leave our tracks cleaner than you found them!)
- 4) Camping- When overnight camping is available; it is the racer who is responsible for their guests. The privilege of staying overnight can be revoked at any time. There may be instances where the Raceway may have to charge an overnight camping fee. Should the camping area be limited, racers may be assigned to a specific area. We ask for your patience in these matters. Even if a racer and his/ her guests have paid for overnight camping, they may be asked to leave if they demonstrate undesirable or illegal behavior with no refund.
- 5) Pit riding should be at a walking pace and in some circumstances; we might enforce a NO PIT RIDING RULE. Remember that we have a lot of foot traffic in this area.

## **Race and Practice Day-**

A Rider will not be allowed to practice prior to the signing of a liability release and completion of entry forms. By entering the event, it shall be deemed that the entrant has read these rules and agrees to be bound thereby.

**ALL COMPETITORS MUST HAVE THEIR OWN PERSONAL MEDICAL COVERAGE.**

## **Riders Meetings-**

All event entrants and pit crew members are required to attend the riders meeting. During the riders meeting, the days schedule will be reviewed, any special information specific to the race day will be communicated, and track officials will be introduced. The riders meeting may conclude with a new rider orientation if needed.

**NOTE-** an additional riders meeting may occur later in the day, should there be deviation from the original days scheduled events

## **FLAGS-**

**Red Flag-** If at any time during the race a Red Flag is displayed, all racing will immediately come to a halt. A Red Flag will be displayed and a race may be stopped if there is a situation that warrants. If more than half of the race has been completed, the race will be terminated and racers will be awarded with the position of their last lap. If less than half of the laps have been completed, the race will usually be restarted.

**Yellow Flag-** The Yellow Flag represents a warning to riders that the race track is not as expected and where extra attention is to be paid to the racing environment. Riders are expected to proceed with caution until past the yellow flag situation. When a waving Yellow Flag is displayed passing is prohibited. Speed should be in check until you are beyond the incident.

**Black Flag-** If a rider is presented with a Black Flag, the rider is to safely return to the pits or pull off the track. The Black Flag is presented to a rider under the following conditions: Race conduct, or race officials observing a motorcycle presenting a danger to the other riders (a loose part that may fall off, or leaking some sort of fluid). Failure to comply will result in a loss of championship points.

**Green Flag-** At the start of the race a Green Flag will be waived. The continual displaying of the Green Flag indicates that the track is live and the race is in progress. (Where available a light system will take the place of the green flag. Starting procedure will be reviewed at every race meeting.)

**White Flag-** The White Flag informs the riders that there is one lap remaining in the race.

**Crossed Green & White Flags-** May be used at some events to indicate the half-way point of the race.

**Blue Flag-** Usually used in a Pro Race to inform the soon to be passed riders that the race leaders are approaching.

**Checkered Flag-** Indicates the end of a race and a winner is declared.

### **Turn #1, Red Flag-**

**Starters Discretion-** A race should be stopped if 2 or more riders fall in a turn #1 incident at the beginning of a race.

- All riders involved may be gridded on the back row at the restart.
- At the discretion of the starter/ referee, if the race is stopped by a Red Flag at any point and then re-started, the riders involved in the incident may be:
  1. Sent back to the original starting position;
  2. Sent to a new starting position as determined by the race order at the last lap completed;
  3. Sent to the back row of the grid or sent to a penalty position.

### **Jumping the start of a race-**

At the discretion of the starter, a racer or racers, who make a false start, may be...

- Sent back to their original Starting Position;
- Sent to the back row of the grid;
- Sent to a penalty position;

## **Changing Motorcycles after Heat Race and/ or Qualifying-**

The Starting position goes to the rider not the bike. As long as the motorcycle in question complies with the class rules and meets technical requirements.

## **Leaving the Race Course-**

If a rider leaves the race course during a heat or main event, he must do so at the proper race track exit, and if returning must re-enter that race course at the proper race entry, only after being signaled by race course officials.

## **Conduct Regulations-**

1. In all racing events, the rider is responsible for the actions of his entire pit crew. Information or requirements passed to a rider's pit crew by race officials shall be deemed as passed to the rider.
2. Excessive rough riding is disallowed. If one rider is consistently involved with incident after incident, they may be protested, and or suspended by a race official.
3. Intentionally hitting another rider may result in:
  - A) Immediate race suspension for that day, and the next event.
  - B) Second infraction, the rider is suspended for the remainder of the season, or for good.
4. Fighting (in the pits, during a race, after a race) may result in:  
Immediate exclusion from the remaining races of this event; forfeiture of results, trophies awards and points during that race day and probation for the duration of the season.
- 5) Un-sportsman like behavior, including;
  - A) Unruly pit behavior
  - B) Not settling on-track incidents in a calm and rational manner.
  - C) Engaging in any unfair practice, misbehavior or action detrimental to the sport in general may result in suspension from an event.
- 6) Threatening, verbally or physically assaulting any Raceway staff member.
  - A) First offense: A minimum of exclusion from the current race day + one race suspension.
  - B) Second offense: Suspension for the remainder of the season
- 7) Crashes will be monitored and recorded. Riders deemed to be regularly unsafe may be suspended for an undetermined amount of time. Further, riders entering or continuing on the race track with an unsafe machine may also be suspended for an undetermined amount of time.
- 8) Alcohol: Reasonable alcohol consumption may be tolerated after the last race of the day in the pits; Violators may be removed. Any rider seen to be in consumption of alcohol during race day may be suspended for up to 3 races.
- 9) Drugs: drug use of any kind will not be tolerated. Violators may be banned from the track for an entire race season.
- 10) The Raceway will not tolerate abuse of our staff. Physical as well as verbal assaults & threats against ANY Raceway staff member will not be tolerated. Depending on the

severity of the incident, it may result on being ejected from the track for a race day, race season, or permanently.

## Racing Class Structure

**NOTE:** All Classes must have “Class C Traction” on the rear wheel unless otherwise noted.

### OPEN DIVISIONS

**Open DTX:** Any Size Wheel, Unlimited Size Engine, Unlimited Mods. (16 years and older)

**40+ Open:** Unlimited Displacement. Unlimited Mods.

**50+ Open:** Unlimited Displacement. Unlimited Mods. (Provisional, dependent on entries...)

**250:** Liquid cooled 250F motorcycles with only the following modifications allowed:  
Any wheel size. Suspension may be adjusted to rider preference. Aftermarket exhaust allowed.

-OR-

Air cooled 230 Modified. Any wheel size, unlimited mods.

(16 years and older)

**Vintage Light Weight:** Single Cylinder, Air Cooled, Twin Shock Chassis, 0- 250cc Max Displacement. Pre-1980. No Front Brake.

**Vintage Open:** Single, or Twin Cylinder, Air Cooled, Twin Shock Chassis, Pre-1980. 251- Open Displacement. No Front Brake.

### MINI DIVISIONS

**230 Spec:** Up to 230cc Air-Cooled Four Stroke Motor. Must Retain Stock Carburetor, Stock Airbox & Stock Exhaust (baffle may be removed) or aftermarket exhaust canister. No Internal Motor Enhancements (Cams, Valves, Bore & Stroke, etc...). Must retain stock rear wheel/ hub & drum brakes. Must retain stock forks & shock (modifications allowed). (Honda CRF 230F, Yamaha TTR225 & TTR230). Front wheel may be changed to 19”.

**150 Production:** Stock Bikes Up To 150cc Air Cooled Four Stroke Motor. Engine, carburetor, airbox, chassis, wheels & brakes must remain stock. Baffle may be removed from exhaust. (Honda CRF150F's, Kawasaki KLX140's)

**Formula 140:** Up To 125cc Air Cooled Four Stroke Motor with unlimited Mods (Yamaha TTR125, Suzuki DRZ125, XR100) OR stock 140cc (KLX140).

**Ladies:** 250cc Max Displacement. (Provisional, dependent on entries...)

### YOUTH DIVISIONS

**50cc Pee Wee:** 50cc Air Cooled Bikes with 10” Diameter Wheels. Any tires allowed! (Honda XR50's & CRF70's, Yamaha PW50's).

**85cc 2-stroke/150 4-stroke:** Unlimited Modifications other than Stock Bore & Stroke. (14 years old and under). (Provisional, dependent on entries...)

**65 / 125:** Up to 65cc Two Stroke Motors, Or, 125cc Four Stroke Motor.

### **ENTRY FEES & GATE SPECTATOR ADMISSION**

No Membership Cards are required to race! Sign up at the track on race day!

6 Riders to make up a class. Admission is \$10.00 (Children Under 12 are Free)

First race class entry fee is \$35.00. All additional race class entry fees are \$25.00 per class.

### **Scoring & Grid Positions**

- Heat Race Grid positions will be determined as follows...
- First race of the season will be determined by sign up order.
- Subsequent races will use series point standings, and race entry orders for racers without points.
- Heat race position for series championship events will be determined by timed 2<sup>nd</sup> practice session using transponder time. (in the event that transponders are not available the grid will be set by the Raceway timing & scoring officials)
- Main event grid positions will be determined by finishing order of heat race.
- In the event that there are more riders entered in a class than can be safely run at one time, the class will be divided in to two or more heat races as needed (to be determined by race director). The division of entries between the heats should be balanced by current point standings (1<sup>st</sup> in points Heat #1, 2<sup>nd</sup> in points Heat #2...etc)
- The race director will determine the number of qualifiers advancing to the Main.
- All heat races will be 6 Laps & main events will be 10 Laps. Open DTX will be the only exception with 10 Lap Heats & 15 Lap Mains.
- For large classes split in to A & B Mains, championship points will only be awarded to the A Main finishers.
- It is the riders responsibility to know their grid position prior to entering the track. At the discretion of the race director, a rider not knowing their grid position, or causing a delay, will be sent to the last available spot on the Grid.

### **Main event points will be scored as follows....**

<b>Finishing Position</b>	<b>Points</b>
1.....	25
2.....	22
3.....	20
4.....	18
5.....	16
6.....	15
7.....	14
8.....	13
9.....	12
10.....	11
11.....	10
12.....	9
13.....	8
14.....	7
15.....	6
16.....	5
17.....	4
18.....	3

19.....	2
20.....	1
21+ or DNF.....	0