

Santa Maria Karting Association Motorcycle Division Rules

A complete set of rules for bikes, riders, and classes that we will run at SMKA(Santa Maria Karting Association) now and into the future. This rule set is simple and will cover basics of how bikes **should** and **must** be prepped to race or ride at SMKA. Bikes are all subject to tech inspection at sign up and before they enter the track. Bikes not passing tech inspection will not be allowed to ride until they fulfill requirements.

Bike Requirements

Displacement restrictions for Bikes are as follows:

Sport Bikes shall not exceed 400cc in total displacement for 4 stroke or 250cc in total displacement for 2 stroke.

SuperMoto Motorcycles, which are classified as Motocross style bikes that are modified for road course use, shall not exceed a total displacement of 500cc for 4 stroke and 250cc of total displacement for 2 Stroke.

Bikes can be modified in any way a rider sees fit but may not fit into race categories if modifications are not allowed in the specific class.

All bikes should be fitted with catch cans and have all fittings wire tied or silicone applied to prevent loosening. All bikes **MUST** have oil fitting, brake fittings, and axle nuts wire tied or dabbed silicone. No exceptions.

It is highly encouraged for bikes to have some form of crash protection. Not only for rider safety but also track longevity. Axle sliders, plastic caps on hand guards, foot peg sliders are all encouraged and may become mandatory in the future.

Rider Gear and Track Etiquette

All rider gear must be in good condition, free of any tears or major damage. 1-piece race suits made of a durable material such as leather are preferred and recommended. 2-piece suits are allowed but must be made of durable materials such as leather and have sufficient padding and the connecting zipper must go at least $\frac{3}{4}$ of the way around the rider. Helmets must be a DOT minimum rating and be less than 5 years old with no major damage. No open face helmets will be permitted. Riders must also have sturdy boots and gloves in order to ride. All gear is subject to inspection and rejection per track day operator discretion. You will not be allowed to ride if the track day operator rejects your gear.

Track etiquette should be simple enough, ride responsible and respectfully of others. There is a passing rule for all shared track days that is essentially 3 feet minimum. Riders of all skill sets are on track at the same time. Beginners to expert riders share the track and everyone who is there has at least some seat time and training, even if it is day of. We all know that there is danger in doing this. Let's minimize that danger by being observant.

Race Classes and Rules

Racing of any kind is dangerous. Racing of motorcycles especially so. We will try to minimize those risks and dangers by having races and classes that are closely matched. In order to be considered a class with its own race there must be 5 or more bikes on the grid.

If a class does not meet the 5-bike requirement it will be run with another class. Each mixed class race will have 15 bikes on track maximum, 5 bikes minimum.

Race days will be setup in a standard format. Practice, Qualify, Heat, Main. The lengths of which will be determined based on SMKAs kart rules for shared race days. The rules that follow will be for bike races only, meaning when no karts are present and the track is rented for a bike only race day or race weekend.

For motorcycle only single day races:

Practice- 10 Minutes per class

Qualify- 10 Minutes per class

Heat- 10 laps

Main- 15 laps

450 Heat- 15 laps

450 Main- 20 laps

Motorcycle only race weekends will be split into 2 days with practice and qualifying on Saturday. Heat races and main events on Sunday.

All Motorcycles racing must have numbers on both sides of the bike and on the front of the bike that are 5 inches tall or more so they can be easily seen by track staff. ANY BIKE ENTERED INTO A RACE WITH NO NUMBERS WILL FAIL TECH INSPECTION AND BE DISQUALIFIED FROM THE RACE.

Endurance racing rules and race weekend timeline

Endurance races will be at least 4 hours long and require 2 team members at a minimum, except for Lone Wolf. All Endurance Races will be held over a 2-day period with practice and qualifying on Saturday and race day Sunday. The Race will always be first on Sunday and if there is time at the end of the day open track practice will continue until Dusk.

All bikes racing in any class must have clearly visible numbers on both sides and the front of the motorcycle. Numbers should be a minimum of 5 inches tall. ANY BIKE NOT RUNNING NUMBERS DURING A RACE EVENT WILL FAIL TECH AND BE DISQUALIFIED FROM THE RACE. Bikes do not need numbers to run during open track days or open practice on race days.

Endurance race/Sprint race weekend Saturday Practice and Qualify:

Practice will start as soon as the riders meeting ends. All riders must be in attendance at meeting or they will not race. This should be around 10:00am. Practice will end at 12:00pm. At this point on endurance race weekends, the teams will need to choose a rider to set their fast time. Format for qualifying will be one rider on track at a time to set the fastest lap:

Warm-up lap: This is not your entry lap; this is your first full lap of the track after exiting the pit.

Timed lap: This is your 2nd full lap of the track. YOU WILL BE GREEN FLAGGED INTO YOUR TIMED LAP.

Exit lap: Going a clockwise direction this will be a checkered flag full lap meaning do not immediately exit the track, track exit going clockwise is directly to the left after the flag stand. Continue on for another full lap for the exit lap/cool down.

GOING COUNTER CLOCKWISE YOU WILL EXIT THE TRACK ON THE SAME LAP YOU RECEIVE THE CHECKERED FLAG, since counter clockwise direction requires you to do almost a complete lap before you reach track exit, that is considered your exit lap/cool down.

Class Rules

50 Stock: Any stock 50cc 4 stroke motorcycles. Simple modifications like open air filter and exhaust are allowed. Modification

to controls and ergonomics are also allowed. 50 Stock will not be allowed to run Endurance races.

50 Modified/50 Mod: Any 50cc 4 stroke motorcycle with modifications going beyond those listed in 50 Stock. Only requirement is the bike must remain 50cc total displacement and continue to use OEM engine cases. This class will also not be eligible for endurance races.

Outlaw 88: CRF/XR 50s that are heavily modified to 88cc. Anything goes. No restrictions on mods other than 88cc total displacement. These will be allowed in the 4 and 6 hour Endurance races.

NSR/YSR Superstock: NSR and YSR 50cc total displacement 2 stroke motorcycles. No modifications are allowed other than ergonomics.

NSR/YSR Supersport: Heavily modified NSR and YSR that do not retain stock displacement. Limited to 80cc total displacement. All modifications are allowed.

125 Superstock: This is for stock 125cc air cooled bikes like the Z125 or Grom. Bikes can have simple modifications; exhaust, air cleaner, ergonomics.

125 Supersport: Heavily modified 125cc air cooled 4 strokes, like Groms and Z125s, Supermoto, or 125cc water cooled sport bikes. Maximum of 125cc total displacement. Sport bikes may only have simple modifications, exhaust, air cleaner, ergonomics.

150/85 Supermoto: Simple modifications are allowed; exhaust, open air cleaner, and ergonomics. Bikes must otherwise remain stock. This class is meant for the CRF150R and CR85 motorcycles. Any other 4 stroke up to 150cc or 2 stroke up to 85cc may also race in this class if they fit within the modification rules.

65 Superstock: Simple modifications are allowed, exhaust, open air cleaner, ergonomics. Bikes must otherwise remain stock. 65cc 2 stroke motorcycles. Some 125cc air cooled 4 strokes will be allowed to enter this class if they wish.

65 Supersport: Heavily Modified 65cc 2 stroke. Must retain 65cc total displacement. Any bike up to 65cc total displacement 2 stroke will be allowed to enter this class. Any bike up to 150cc total displacement 4 stroke will be allowed to enter this class as well.

450 SuperMoto: Simple modifications are allowed. External engine modifications are also allowed. Any 450cc total displacement SuperMoto is allowed in this class.

Open/Unlimited: Total displacement in this class not to exceed 500cc 4 stroke or 250cc 2 stroke. No limits placed on modifications.

Ovhale/Bucci: This class is for purpose built mini-GP race bikes. The class will be divided by engine size.

Lone Wolf: This class is an open class and will be available only to riders with approved credentials of racing in and being competitive at endurance racing. Lone Wolf is for those who do not want to run on a team. That being the case YOU GET NO OUTSIDE HELP FOR ANY BIKE RELATED TASKS. No pit crew for fuel, tire changes, problems with the bike, nothing. This will only be available for the 4 and 6 hour races or as race direction sees fit at time of entry.

Read Ergonomics to include suspension and other modifications to make the bikes more friendly for the rider and therefore safer.

Racing up is always allowed. If you run a Grom and think you can hang with the modified 65s, you will be allowed to run in the class. If you run a 65 and think you can hang with the 150/85, you will be allowed. Racing up is never a sure thing, you will need to prove through

lap times and track time that you are skilled enough not to be dangerous to others.

Simple Modifications also includes jetting. Jet adjustments or fuel adjustments on any bike are always allowed. However, oversized carburetors and injectors will only be considered for supersport classes.

Volunteers: We always need volunteers at races. It will be a requirement at Endurance events that teams of 3 or more will likely have a member as a flagger at some point during the event. We would like all participants to be able to volunteer for corner work duty on race days and endurance race weekends. Without people willing to work corners the races will not be able to happen.

Tear downs and contested machines: A tear down/contested machine is any racer claiming another racer is running outside of the rules for that class, I.E. You're racing 50 mod and feel like someone is running an 88cc big bore kit, you can contest that bike and ask for a teardown. If you are right, it will cost you nothing. However, if you are wrong, it will cost you \$250 for bikes up to 65cc, \$450 for bikes up to 250cc, \$650 for bikes up to 450cc and above. Period. You will have to pay the person you accused of cheating that money or you will be banned from all future events including kart and motorcycle mixed practice days.