



Race/Practice Policies and Procedures for the 2010 SCminiGP Championship Race Series

EVENT RULES

1. Riding of pit bikes, bicycles scooters skateboards or race bikes in the pit area is NOT PERMITTED. All race bikes must be walked to the pre-grid area; bikes may be started prior to the pre-grid area but must be walked over.
2. Facility vehicles are not to be driven by any person other than staff or track personnel. Violators will be asked to exit the event.
3. Test riding of bikes is not permitted in the pit area; testing and adjustments are to be performed during the practice session. Bikes may be run on bike stands, but not ridden in the pit area.
4. Spectators and non-riders are NOT permitted on the track for any reason.
5. Picture taking is permitted on the track with a staff member present. This is for your safety and the riders' safety. For insurance purposes a waiver must be signed.
6. Spectators must stay clear of the entrance/pre-grid and exit of the racetrack. Only one team member, other than the racer, is allowed in the pre grid area as bike support
7. All spectators must wear proper wristbands for access of pit area. If the entry gate is closed, they must locate a staff member to acquire wristbands. Without wristbands, spectators will be asked to leave the event.
8. All spectators, racers and staff members are asked to clean up their trash prior to leaving the event.
9. Challenging a staff member, to include flaggers and race director directly is not permitted. Challenges must be submitted as per guidelines in the Challenges/Protests section.
10. **DRUGS AND ALCOHOL ARE NOT TOLERATED AT ANY SCminiGP CHAMPIONSHIP RACE SERIES EVENT. VIOLATORS WILL BE ASKED TO EXIT THE EVENT, RACING UNDER THE INFLUENCE OF DRUGS AND ALCOHOL IS NOT TOLERATED. YOU MAY BE SUSPENDED FROM ALL FUTURE EVENTS FOR ONE YEAR.**

RACING PARTICIPANTS

1. Tech: Tech inspection is required prior the start of the event. Each class will be inspected according to SCminiGP Championship Race Series safety standards. All race gear worn by the racers will also be inspected at tech inspection.
2. Spec Classes Tech: Tech inspection for all spec classes will be conducted according to the class specifications.
3. Number Plates: Clearly marked number plates are mandatory. Numbers must be a minimum of four (4) inches high and legible from one hundred (100) feet away. Pocketbikes are required to run two (2) numbers or less. Shifters are required to run three (3) numbers or less.
4. Mandatory Meeting: Racing participants are required to attend the riders meeting on race day prior to the event. Participants not attending will not be permitted to race in the event.



5. Motorcycle Safety

- All mirrors, headlights, tail lights, turn signals and reflectors must be removed (reflectors may be taped if not able to remove).
- Oil drain and oil filler plugs must be drilled and safety wired.
- Front and rear brakes must function properly.
- All 2 stroke bikes must have a fuel catch tank.
- All water cooled motorcycles must have an overflow catch tank.
- All water cooled motorcycles must run water or water wetter.
- Fasteners must be properly tightened.
- Effective kill switch must be in place on the handlebar.
- Self-closing throttles.
- All motorcycle engine surfaces must be free of oil, grime and dirt

6. Rider Safety: Racing participants are required to wear safety gear during their races.

- Helmet with a closed face, or open face (dirt-bike style) with appropriate eye protection are required.
- Gloves are required.
- Boots: Mini Moto, race boots, or strong sneaker that will protect the ankles are required
- Leathers one piece or two-piece attachable, Mini Moto racing suit, moto-pants, and moto-long sleeve shirt with chest protector, elbow & kneepads are required (one of the three).
- **Spine protection is mandatory for all riders.**
- Neck doughnuts, mouth guards and hearing protection are suggested but not required. If you are wearing moto gear style chest protector, this is accepted as spine protection.

7. Rider Skill

- Any rider that is lapped before ½ race distance in a Heat Race may be disqualified from the Main Event for that class. Riders that are lapped due to crash, bike malfunction or some other circumstance not related to rider skill will not be disqualified from the Main Event. The purpose of this rule is to ensure all riders in a class have the appropriate skill level for that class so as to not pose a safety hazard for the other riders. This will be a discretionary decision made by race direction and staff.

GRID

1. Heat race grid positions are determined by a random number system. All riders who have raced in the SCminiGP Championship Race Series during the season will be entered into the random number system. New riders showing up at the track to race for the first time will be grid in the back based on order of race registration. The first heat race of the season will be determined using the list of riders from the previous season.
2. Main event grid positions are assigned according to the finish results of the heat races.
3. Grid positions are posted at the designated area which is different at every track. Grid sheets will be posted indicating starting position. The racer must notify staff members if there is an error in the grid sheet within thirty (30) minutes of posting. Each racer is responsible for knowing where on the grid they should stage.



4. Grid positions will be marked by a grid box approximately twelve (12) inches square. Racers front tire contact patch must be within inside the box to be properly staged.
5. Racing participants will not be permitted to race if not at pre-grid. Once the race director or his designee releases the riders onto the track from the pre-grid, no other riders will be allowed to enter the track. Racers who are participating in back to back races, must have their bikes staged in the pre grid area and are required to notify the pre-grid marshal. Those racers will be given the proper amount of time to get to the grid to start their race.
6. If a race participant is missing on the grid, no other racer will be permitted to assume that position; that position will remain vacant.
7. Racing participants not properly staged on the grid may be correctly staged or moved to the rear of the grid at the race director's discretion. If the race was started with such a miss-staged grid, the race director may impose a stop/go penalty on the racer not properly staged, or restart the race altogether.
8. For safety reasons all new racers will be grid at the rear of the field for the first race or until approved by the staff.

JUMP-STARTS

A jump start is defined as the front wheel of the bike being out of the box when the race is started either on the initial start or a restart.

1. A minor jump on the start or restart resulting in minimal gain will be penalized by losing 1 position at the end of the race.
2. A major jump on the start or restart resulting in a significant gain will result in a red flag and restart and lap count will be minus 1. The rider who jumped will be penalized 1 position at the end of the race. The race will re-grid in the same order.
3. If a rider is in violation of 3 jump starts during one race then that rider will be disqualified from that race. If this occurs during a heat race the rider will be allowed to start the Main Event from the last position.

ON-TRACK RULES

1. Racing participants are not permitted to ride in such a manner as to endanger life or limb of other racers, staff members or the public.
2. Riders must not intentionally stop on the track during practices, heat races or main event races.
3. Only registered racing participants or staff members are permitted to ride or practice on any track during the race. Unofficial practice during the race is strictly prohibited.
4. Unless directed to do so by the race director or his designee, riding in the wrong direction on the track is strictly prohibited.
5. Race participants are permitted to make repairs during a race in a suitable area off the racetrack. Race participants not complying will be disqualified from that race.
6. Race participants whose motorcycle is disabled in the last turn are permitted, by that racers own unaided muscular energy, to push or carry the motorcycle in the proper direction of the track to complete the race unless the racer is determined to be a hazard by the race director.



7. If any racing participant shows disregard for the rules, the race director may fine the racer a point, eject the racer from the race or possibly the event, or even ban that racer from subsequent races.

OPERATIONAL FLAGS

1. **Green flag** indicates the start of a race or that track conditions are clear.
2. **Checkered flag** indicates the end of the race or practice session. Racers must proceed around the track to the designated track exit. If a racer does not exit the race track after the checkered flag is displayed, he/she will not race in the following race.
3. **Red flag** indicates the race has been stopped. Racers must stop wherever they are on the track, and follow directions from the race director. For example: "Re-grid" or "Exit the track." Failure to stop on a red flag may result in loss of point and/or loss of position.
4. **Black flag** indicates a problem with a racing participant's motorcycle or disqualification. The racer being signaled will be indicated by display of a number board. After the racer passes the start/finish line and receives the black flag. That racer proceeds around the track, and carefully reduces speed and stops in the penalty box, located at the start/finish line. Once the racer serves the penalty he/she continues the race unless otherwise directed by staff.
5. **Yellow flag** indicates hazards on or near the track; racers should proceed with caution. Passing is NOT permitted from the flag stations displaying the waving yellow flag until the racer is beyond the hazard. Violations will be determined from corner-worker reports or other evidence deemed appropriate by the racing director or his designees. If a racer passes under a yellow flag and does not return to the original position in a reasonable amount of time, he/she will be scored in the position prior to the pass.
6. **Courtesy flags**
 - White flag indicates the final lap of the race
 - White and green flags crossed indicates ½ total race distanceCourtesy flags may not always be displayed.

RESTART RULES

1. Should a race be red-flagged with 50% or more of the total laps completed by the leader, the race may be called complete at the discretion of the race director, or his designee. If the race is less than 50% of total laps completed by the leader, the race may be restarted.
2. Race participants will re-grid in the order that the racers crossed the start/finish line in the lap prior to the red flag being displayed.
3. Race participants not present at the start grid of the original start of the race will be barred from any subsequent restarts.
4. Race participants are not allowed to restart the race on a different bike.
5. All race participants that are involved in a red flag incident, if able to restart, will restart from the rear of the grid.
6. The race director or his designee may clear the track of all race participants. At that command by the race director or his designee all race participants on the track are to proceed to the pre grid area, and shut down their motorcycles. This will allow the track to be cleaned and the grid to be reset should the race director see fit, according to the rules, to restart the race.



SCORING

Points will be awarded to members only based on their actual finishing position. Points are awarded for Main Event races only. Non-members will not be awarded points.

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

All finishers 14th Place and after will receive (2 pts)

DNF riders completing one lap in the Main Event will receive (1 pt).



SHOW UP POINTS

25 points will be given to every rider who shows up to and participates in the final race of the season. These points are awarded separately from the points awarded for Main Event finishing positions and do not count towards the Overall Championship.

This is not double points.

CHAMPIONSHIPS

Class Championships

Each rider will be awarded points for a particular class based on their finishing position in every Main Event for that particular class. The class points will be added up to determine 1st, 2nd, and 3rd place in each class.

A tie in 1st, 2nd, or 3rd will be decided by the following method:

Number of 1st place finishes in Main Events for that class.

Number of 2nd place finishes in Main Events for that class.

Number of 3rd place finishes in Main Events for that class.

If after the above method is applied and there is still a tie then both riders will share that position.

Overall Championship

Each rider's top 2 Main Event finishing positions in every Race Event will be counted toward the Overall Championship. Riders will receive points for these top 2 finishing positions plus 1 point for each rider on the starting grid of the Main Event for those races. These points will be added up to determine the top 9 overall positions for the 2010 season.

* Razor Cup and Blata Cup classes do not count toward the Overall Championship.

The rider with the most overall points will be the 2010 SCminiGP Championship Race Series Overall Champion and awarded the #1 Plate for the following season. These 9 riders will have the option of running the single digit number based on their overall championship position. If a rider chooses to run the single digit number their previous number will be reserved for them until the following season. If the rider chooses not to run the single digit number then that number will not be used during the season.

A tie in the Overall Championship will be decided by the following method:

Number of 1st place finishes in all Main Events that counted toward the Overall Championship.

Number of 2nd place finishes in all Main Events that counted toward the Overall Championship.

Number of 3rd place finishes in all Main Events that counted toward the Overall Championship.

Total number of riders in all Main Events that counted toward the Overall Championship.



RIDER NUMBERS

Every member will select a number to use during the season. The single digit numbers 1-9 are reserved for the Overall Championship and are not selectable.

**2009 member numbers are secure until February 1, 2010. If by this date a member has not paid for membership then that number will become available. Rider's who finished in positions 1-9 in the 2009 SCminiGP Overall Championship must pay membership before they can earn points in the 2010 SCminiGP Championship.

PROTESTS

All protests will be handled according to the rulebook, and on a case-by-case basis.

1. Under no circumstances will protests be permitted to be made directly to another person.
2. All protests must be made the day of the race and the protest forms must be turned into staff no later than 10 minutes after the last race of the day.
3. All protests must be submitted on the appropriate form unless there is an issue of safety. All safety issues need to be brought to the attention of the staff, so they may be handled in the appropriate manner.
 - Financial responsibility for the engine to be assessed and reassembled lies with the person making the protest, unless a violation is confirmed, then the responsibility lies with the violator.
 - The protest cost for shifter bikes \$300.00
 - The protest cost for pocket bikes \$150.00
 - The protest goes forward once the staff accounts for the finances. This will be cash only (no checks)
4. Upon receipt of the completed form and fee, a staff member will contact the protested rider. The bike in question will be moved to an unbiased pit for monitoring until the conclusion of the event. The racer and team may continue to race and work on the bike under staff supervision.
5. The engine tear down will take place the day of the event at the conclusion of the event. The engine inspection will take place in a non bias pit with staff and engine tech that is also non bias. If no decision concerning compliance can be made at the track on that day, the component in question (or entire engine holding the component) will be retained by the staff for inspection by an independent dealership (of the staffs choice). The item will then be returned to the protested rider by the staff.
6. If the racer being protested is found to be in violation of the class rules or race rules, that racer will forfeit the points earned for that day in that class. The protester will be returned their money.
7. If a racer being protested refuses to participate in the protest process, he/she will forfeit all points earned that day in that race and class. The protester will be returned their money.
8. Once the staff member makes a decision concerning the challenge or protest, that decision is final.



PENALTIES

The following are possible penalties that may occur if the previous rules are found to be in violation.

1. Loss of position or positions
2. Loss of points
3. Black flag penalty box, stop and go.
4. Suspension
5. Disqualification
6. Ejection from event



Race/Practice Policies and Procedures

In reviewing and reading the **Race/Practice Policies and Procedures** as a participant of the 2010 SCminiGP Championship Race Series, I understand that all riders must agree to the terms set forth and acknowledge this agreement. Riders are encouraged to consult with staff for any questions about policies or procedures.

I _____, have read and understand the rules in this document and agree to follow them to the best of my ability.

Racers signature Date: _____

Parent or guardian signature Date: _____

----- Official Use Only -----

Staff Member signature Date: _____