



SMRRC
Stockton Mini Road Racing Club

2004 Season Rulebook

Rules and Regulations

The rider is required to read and understand the rules and regulations stated below. Violation of any rule or regulation will be grounds for immediate disqualification and/or ejection from the race track by race officials.

1. All participating riders must be a member of Stockton Mini Road Racing Club or member of a recognized Mini Road Racing Association. Championship points may only be earned by current S.M.R.R.C. license holders.
2. Racers whose checks do not clear forfeit all points for the race day and shall be held responsible for the amount of the bad check plus a \$25.00 fee.
3. No alcohol is permitted in the Pit area at any time during practice or the races.
4. No illicit drugs are allowed at any time.
5. No riding of two, three or four wheel vehicles, skateboards, or use of roller blades allowed in the pit area at any time.
6. A rider engaged in dangerous behavior at the race track facilities will be subject to disciplinary action.
7. Any intentional bumping, crowding, blocking, or un-sportsman like conduct will be grounds for disqualification by race officials.
8. Riders are responsible for their own medical costs, the promoter does not provide medical insurance.
9. Riders are responsible for the conduct of persons associated with him/her at the race track. The rider will be accountable and penalized for their associate's behavior.
10. Riders must pay all required registration fees prior to practicing or racing.
11. Motorcycle and rider must pass all required technical inspections to practice or race.
12. Riders must signal by hand/arm motion or other distinctive action when leaving the race track for any reason.
13. The race director may have any motorcycle torn down at his/her discretion.
14. Riders previously disqualified from racing due to class modification violations will be checked for compliance at the next scheduled event.
15. If race is stopped for any reason, it will be considered complete if 50% plus 1 lap of the race has been completed.
16. Riders under 18 years of age must have parent/legal guardian's signature on license application and all race entry forms. Minimum age for racing participants is 5 years. Eligibility is at the discretion of the race director.
17. A chemical or CO2 (B/C) fire extinguisher is required in each pit.
18. All SMRRC events run under a "dead engine" pit rule. Riders must walk their bikes to their pit area after the stop line on the track exit.
19. Three entries are required under the existing class structure to constitute a minimum field for that designated class. Fields consisting of less than three entries will not score Championship points and will not be eligible for trophies.

Code of Conduct

The SMRRC expects riders to engage in proper conduct and to resolve differences between parties in the spirit of good sportsmanship. If a conflict between two riders can not be resolved in that spirit, it is to be brought to the attention of the Race Director of the SMRRC by one of the riders involved. Both (or all) riders involved in the conflict are required to attend a meeting with the Race Director. Involvement by the Race Director will automatically put all riders involved on notice that the SMRRC code of conduct will be adhered to under threat of penalty.

1. Problems with a rider's conduct are to be brought to the attention of the organizer of the SMRRC by the affected rider directly involved in the incident.
2. All parties will conduct themselves in a quiet, professional and courteous manner. They are to articulate their point without emotion, profanity, or creating a scene. The failure by either party to comply will result in penalties assessed for their conduct during the meeting in concurrence with penalties assessed for their actions on the track.
 3. The organizer will meet with the riders directly involved with the incident only, no other individuals may be present. If an individual(s) not involved interferes with the meeting, the rider with whom the individual is associated will be penalized regardless of the findings.
 4. Riders who threaten physical violence may be ejected from the track for that event.
 5. Riders who engage in physical violence will be ejected from the track and not allowed to attend future SMRRC events.
 6. Collective information from the track officials will be gathered on each rider involved in the incident. The total tally of incidents involving each rider and the severity of their actions will be considered in the call. Each party may be penalized by the findings. Decisions by the officials are final, there is no recourse or review.

Safety Requirements for Rider and Motorcycle

The safety requirements for rider and motorcycle indicated below are mandatory. Riders not complying with safety requirements will not be allowed to race in the days events.

****Rider Safety Requirements***

The SMRRC requires that racers wear full leather or approved racing apparel for maximum protection.

1. Snell 90/95 or newer approved full face helmet, in good condition, with shield or eye protection.
2. Bar end plugs or grips (that are undamaged) and cover the ends of the handlebars must be on all bikes.
3. Full fingered leather gloves in good condition.
4. Leathers or Minimoto suit, one or two piece.
5. Leather boots that cover the rider's ankles
6. Kneepucks.
7. Approved spine protector.

****Motorcycle Safety Requirements***

1. All mirrors, headlights, tail lights, turn signals and reflectors must be removed (reflectors may be taped if not able to remove).
2. Oil drain and oil filler plugs must be drilled and safety wired.
3. Gas, oil, water or any lines carrying fluid must be clamped on each fitting or safety wired. Aftermarket fuel caps must be secured to ensure their integrity.
4. Oil reservoir cap must be taped or safety wired.

5. Kick stands must be removed.
6. Brake master cylinder must be duct taped.
7. Front and rear brakes must function properly. Front caliper stay bolts must be safety wired.
8. Battery must be duct taped, safety wired in place or removed.
9. Brake and clutch levers must have ball ends in place.
10. Fuel catch tank requirements:
 - *Must be located where tank and contents are readily visible.
 - *Must be either clear or translucent.
 - *Must not contain any fuel at time of inspection.
 - *Must have minimum capacity of 1 oz.
 - *All carburetor overflow hoses must be connected and extend into catch tank.

Water cooled motorcycles must have:

 - * Minimum catch tank capacity of 6 oz. for radiator overflow.
 - *Radiator cap drilled and safety wired.
 - *Only straight water or Redline “water-wetter” as radiator coolant.
11. Fasteners must be properly tightened.
12. Cotter keys must be used where provisions allow. Hitch pins must be safety wired closed.
13. Effective kill switch must be in place on the handlebar.
14. Self-closing throttles.
15. D.O.T. approved tires or slicks must be in good condition. Valve stem caps must be in place.
16. All motorcycle engine surfaces must be free of oil, grime and dirt. Presence of oil, grime and dirt will be considered an indication of leakage and the motorcycle in question will not pass tech.
17. Black numbers must be displayed on bike’s front and sides, minimum of 6” in height on white backgrounds. Tape is not allowed for numbering.

Fuel Requirements

Commercially available race gas or pump gas with additives will be allowed in all classes; however, all additives must be commercially available to the general public and must be brought to the track in their original packages/containers to be inspected by track officials upon demand. Use of nitrous oxide, alcohol, oxygenated or any other fuels are not allowed in any class.

Track Flags

Colored track flags, indicated below, are used during events to control race traffic and to warn of dangers on the race track. Track flags are displayed at the start /finish line, with the exception of the yellow flag, which may be displayed at various places on the race track.

Green.....	Start of the race.
White/Checker.....	Halfway point of race. (Crossed/Courtesy flag)
White.....	One lap remaining in race. (Courtesy flag)
Checkered.....	Finish of race, slow down and exit track safely.
Yellow Standing.....	Caution. You may pass under yellow standing flag.
Yellow Waving.....	Danger. You may not pass under the yellow waving flag.
Red.....	Race has been stopped due to an emergency on the track. Rider must pull off side of track as soon as safely possible and wait for instructions from a track official.
Black Rolled Up.....	Warning to specific rider. Flag will be pointed at the offending Rider for dangerous riding, un-sportsman-like riding, etc.
Black.....	Exit Track. Flag will be pointed at offending rider if disqualified or problem observed with motorcycle. Rider is to stay off the race line and pull safely into the pit area.

Basic Racing Class Structure

12" wheel classes- YSR, NSR, Metrakit

1. Stock YSR
2. Mod YSR-50cc max
3. Super Mod -59cc air cooled, 50cc water cooled
4. Unlimited-up to 84cc any chassis

Big Wheel-Derbi, Aprilia, DT, NS

5. Mod Production-50cc, pipe, carb, porting
6. Unlimited Production-up to 82cc

GP

7. 80GP Junior (ages 10-13)-2 Stroke, 100cc max, any wheel or chassis (i.e. RS, TZ CR, RM, KX, YZ, Metrakit Unlimited YSR ok)
8. 80GP Expert (ages 14-up) 2 Stroke, 100cc max, any wheel or chassis

Pocketbikes/Sidecars

9. 40cc max

Womens

10. Novice and Expert, Stock YSR thru Big Wheel and Stock Thunder

4 Stroke Classes

11. Junior Stars (ages 5-9) Honda XR50, PW50 JR50 ok, any tire (no knobbies) 50cc max, after market pipe,
12. Unlimited Mini (ages 10-up) Honda XR50 based bike, engine max 110cc, any chassis, tire, brake mod.
13. Stock Thunder- 4 stroke dirt based bike up to 125cc (i.e. XR, DRZ, TTR, KLX) no mods allowed other than tires and controls (bars, levers, grips etc.) must run stock pipe and airbox etc..
14. Unlimited Thunder- Modified 4 strokes up to 170cc, any wheel, tire, brake or chassis

Novice Classes

15. Novice 50
16. Novice 80

Approved Motorcycle Modifications

The following modifications may be made after safety requirements are met. All motorcycle components (frame, wheels, engine parts, etc.) must be stock and in place unless designated otherwise. Any welding, other than original factory welding, of a stock pipe may disqualify the pipe from being considered stock. Only modifications indicated below are allowed for the specified class. Any additional modifications will be grounds for disqualification. If it doesn't say you can do it, you can't!

Stock YSR-Air Cooled

1. Engine limit 51.753cc, second Yamaha YSR designated overbore
Crankshaft may be welded only to prevent crankpin slip.
2. Jet Kit OK
3. Aftermarket reeds may be used.
4. Aftermarket clutch plates and springs (clutch basket must remain stock). (2 plate clutch)
5. Final drive gearing (countershaft and rear sprockets).
6. Second fork spring kit. Re-valved forks
7. Modified stock rear shock utilizing stock mounts. Use of an aftermarket shock and spring.
8. Replica bodywork of the stock bodywork may be used
9. Aftermarket brake and clutch levers that have ball ends in place. Aftermarket clutch perch.
Aftermarket handlebars.
10. Steel braided brake line. Aftermarket brake pads and shoes.

11. Aftermarket D.O.T. approved tires.
12. Oil pump and oil reservoir may be removed.
13. Kickstarter shaft and gear may be removed. An effective oil seal must be in place.
14. Footpegs may be cut and must be sanded smooth. Rearsets may be used to replace stock pegs.
15. Speedometer, speedometer cable, horn, helmet lock and rear brake light switch may be removed. Speedometer drive hub may be replaced.
16. Wiring harness and ignition switch may be removed. Kill switch must be in working order at the stock location. Battery and non-essential electrical components may be removed. Aftermarket spark plug leads and caps may be used. No aftermarket ignition
17. Tabs and brackets which are not load bearing may be removed.
18. Upgraded fasteners (bolts, nuts) for safety wiring purposes may be used.
19. Noise suppression cover part #2AL-14414-00-00 and duct (snorkel) part #30W-14476-00-00 may be removed from airbox assembly. No other airbox mods
20. Aftermarket swingarm bushings.
21. Aftermarket upper triple clamps and fork braces may be used on stock fork tubes and sliders
22. Tapered steering head bearings may be used

Mod YSR

1. Modifications allowed in stock class.
2. Engine limit 51.753cc, second Yamaha YSR designated overbore
3. Piston mods and porting of the manufacturer's stock original cylinder
4. Modified stock head
5. Aftermarket exhaust with effective silencer.
6. Airbox may be drilled with the maximum of twelve filtered holes. (Stock filter must be in place)
7. Air caps may be installed in front forks

Super Mod YSR

1. Modifications allowed in Stock and Supermod classes. Plus Stock Water Cooled (NSR)
2. Engine limit 59cc Air Cooled, 50cc Water Cooled. The following engine modifications may be made:
 - *Non-OEM pistons and piston mods.
 - *Aftermarket air-cooled heads
3. Use of YZ50 cylinder assembled in stock configuration.
4. Aftermarket carburetor on YSR (water cooled must be stock.)
5. Stock frame and swingarm may be modified or aftermarket swingarm
6. Aftermarket brake systems
7. Aftermarket fork assemblies
8. Steering dampeners.
9. Aftermarket wheels, must be stock diameter

Unlimited Class 84cc max (12" wheels only)

1. Any Chassis
2. Any Engine

Big Wheel-17" or 16" wheels

Modified Production

Any combination of engine/chassis listed:

DTLC, YZ50/60, TZR50, NS50 series, NS50R, MB5, Derbi GPR, Derbi SM, Aprilia RS50

1. Air-cooled displacement limit is 64cc. Water-cooled displacement limit is 52cc.
2. Any combination of engine and chassis from the models listed above may be used.
3. Frame and suspension modifications are open.
4. Tires and wheels are open (must be 17" or 16")
5. Engines may be ported.
6. Non-original pistons may be modified but must retain original cylinder and head.
7. Modified stock or aftermarket manifold and carburetor may be used.
 - *Airbox may be removed.
 - *Jetting may be changed.
 - *Stock carb may be line bored.
8. Stock exhaust pipe may be modified for ground clearance. Non-stock pipes must be readily available for sale at material cost. Aftermarket pipes may be used.
9. Final drive gearing open.
10. Stock ignition must be used. No aftermarket components allowed.
11. Aftermarket brake pads and shoes are allowed. Brake drums may be ventilated and air ducts used. Systems may be upgraded from the motorcycle's original model/year or configuration.
12. Manufacturer's original, optional, or aftermarket fairing may be used.
13. Aftermarket seats may be used.

Unlimited Production

1. Water-cooled displacement limit is 82cc.
2. Any combination of engine and chassis from the models listed above may be used.
3. Frame and suspension modifications are open.
4. Tires and wheels are open (must be 17" or 16")
6. Non-original pistons, cylinder and head ok
8. Aftermarket pipes may be used.
9. Final drive gearing open.
10. Aftermarket ignition ok.
12. Manufacturer's original, optional, or aftermarket fairing may be used.
13. Aftermarket seats may be used

80 G.P. Class

1. Any size wheel, any chassis
2. Use of any 2 stroke motorcycle powerplant which displaces 72-100cc
3. Engine mods open
4. Suspension mods open

Pocketbikes/Sidecars

40cc max, water or air cooled, any production pipe, tire or wheel.

4 Stroke Classes

Junior Stars (ages 5-9) Honda XR50, (PW50, JR50 ok)

1. Air cooled 50cc max, after market pipe & jetting ok, no porting, ignition, cam or headwork
2. Any tire or gearing on stock wheels (no knobbies allowed)
3. Use of aftermarket roadrace bodywork ok

Unlimited Mini (ages 10-up) XR50-70, DRZ, KLX110, TTR90 , based bikes

1. Engine max 110cc, (any carb, pipe, internal engine mod, i.e. addition of gear or manual clutch)
2. Any chassis, suspension or wheel mod (max wheel size 14")
3. Tires , brakes open. (no knobbies allowed)
4. Use of aftermarket roadrace bodywork ok

Stock Thunder- 4 stroke dirt based bike up to 125cc (i.e. XR, DRZ, TTR, KLX)

1. No modifications to pistons, cylinder, air box or head is allowed.
2. No after-market pipes are allowed.
3. After-market DOT tires on stock rims may be used
4. After-market handlebars, handlebar controls, grips and footpegs may be used
5. After-market spokes may be used.
6. After-market shock is allowed.

Unlimited Thunder- Modified 4 strokes up to 170cc, (roadrace or dirtbike chassis)

1. Any wheel, engine, tire, brake or chassis mod.

Novice (ages 10 & up)

1. Novice 50cc Any YSR, or Big wheel up to 52cc or Stock Thunder
2. Novice 80cc Any YSR, Big wheel or Chassis bike up to 85cc for 2 stroke and 170cc for 4 stroke

SMRRC License Status

All racers must possess a current SMRRC Road Racing License to compete in any SMRRC event, be it practice or a race. A visiting racer from another sanctioned YSR association must display that license at sign up and may race under that associations license, but will not be eligible for SMRRC class points. Only fully licensed SMRRA racers are eligible for points. One time riders not belonging to a sanctioned YSR association may purchase a "Single Event" license for \$15.00

Expert

SMRRC Expert licenses are issued to riders who have previous mini road racing experience or have competed as a Novice during the previous season. A rider that has competed as a advanced or expert level YSR ,Big Bike or Flat Track racer must sign up as Expert. SMRRC reserves the right to "bump" a Novice rider to the Expert level anytime during the year. In addition a rider may be "bumped" back to Novice providing there is sufficient reason to do so.

Novice

SMRRC Novice licenses are issued to those who have riding experience but have experienced little or no mini road racing competition. Novice riders can not enter 80GP Expert, Unlimited YSR or Unlimited Big Wheel classes. Novice racers must display, on either the back of their leathers or helmet, a 6" x 6" (taped X) of either black or a contrasting color.

Mandatory Novice Bump Up Rules: Three Novice Race wins "bump up" - Five trophy's total "bump up". 50% of Novice points can be carried over to Expert for that particular class. Novice riders may remain a Novice for a second season only upon approval of the SMRRC Race Director. In the case of obvious "sand bagging", that rider may be moved up to Expert level during the current race year.

Novice Race and Crash Rule:

At the discretion of the race director, riders entering non-Novice classes may be disallowed from entering said class/classes again if the required skill is not displayed, in turn said rider will return to Novice only class until the "bump-up" requirements are met. In the interest of safety, all Novices will be monitored during practice and racing sessions. In the event a Novice rider crashes his/her bike on two occasions during practice or racing, they may be withdrawn from further participation during that event. Racing fees will not be refunded. The affected rider may participate in the next event and his/her progress will be evaluated at that time.

Race Day Procedures

Registration

Riders must possess an approved racing license

1. Sign in at registration for requested race class(es).
 - *Riders must present an approved racing license or application.
 - *Riders are allowed to participate in more than one class per day.
2. If registering with previously assigned number, number will be verified.
3. Riders must pay required registration fees:
 - *First entry \$35.00
 - *Second entry \$25.00
 - *Third entry \$15.00
4. Registered riders will receive a "Tech Card" which must be presented at Tech inspection. Do not lose this card, a replacement will not be issued.
5. Riders will pea-pick to determine grid position for the first heat race. Novice Riders participating in their first race (and up to their first three) will be placed in the back of the grid.

Tech Inspection

Tech inspection will close once first practice session begins. Tech inspection will resume upon completion of the first practice session. Riders not passing Tech inspection prior to beginning of first practice session will be placed at the back of the grid for both heat races.

1. Riders must bring their racing apparel and motorcycle for inspection.
2. Riders must present completed Tech card to inspector.
3. Sticker will be placed on motorcycle upon passing of Tech inspection.

Riders Meeting

A mandatory Riders Meeting will take place prior to practice sessions.

Starts - Finishes

1. All riders must start from their assigned race class and position from the starting grid. Any rider who jumps the start will be scored last regardless of his/her finishing position for that heat. This rider will start the second heat from the last grid position. Riders jumping the start in the Main event will be scored last. There will be no review or protest allowed for this penalty. The decision for the penalty will be made between the Race Director, Starter and Referee of the grid. All riders must complete their assigned race (under power) to the checkered flag.
2. Riders may not change bikes after they have arrived for their race on the pre-grid.
3. Riders who fail to meet start requirements will receive a "DNS". Riders who fail the finishing requirements receive a "DNF"; neither rider will receive championship points.
4. Riders whose bike is replaced due to mechanical failure with a bike of the same class (or one class lower) must start at the back of the grid. Riders who fail to notify race officials of the change will receive a "DQ"

Heat Races

1. Schedule of heat races will be posted at pre-grid.
2. Grid position will be posted at pre-grid for each heat race.
3. Grid position for first heat race is based on pea-pick at registration.
4. Riders not passing Tech inspection prior to beginning of first practice session will be placed at the back of the grid for both heat races.
5. Heat races will be announced prior to running.
6. Motorcycle classes with small fields may be combined with another motorcycle class. Combined heat races will not include motorcycles from two related classes.
78. Points will be awarded for finish position in each heat race. Points will be combined from each heat race to determine grid position for the main event. In the event of a tie, the points earned in the second heat race will determine main event grid position. Awarded points are as follows:

Main Event

1. Schedule of main events will be posted at pre-grid.
2. Grid positions will be posted at pre-grid.
3. Main events will be announced prior to running.
4. Motorcycle classes with small fields may be combined with another motorcycle class, but will be scored separately. Combined main events will not include motorcycles from two related fields.
5. Class winners will be determined based on placement in main event.

6. Championship points will be awarded for finish position in main event. Finish points, plus points for the number of riders participating in the class, equal the total points awarded. Example: Rider finishes in 1st place (200 pts.) of a class of 10 (10 pts.), rider awarded 210 pts. Finish points are as follow

1st.....	200	8th.....	100	15th.....	55
2nd.....	175	9th.....	90	16th.....	50
3rd.....	155	10th.....	80	17th.....	45
4th.....	140	11th.....	75	18th.....	40
5th.....	130	12th.....	70	19th.....	35
6th.....	120	13th.....	65	20th.....	30
7th.....	110	14th.....	60	21st+.....	0

Refunds

Due to the fact that a small staff must handle a large volume of issues during an event weekend and because of insurance considerations, a simplified refund policy was developed to eliminate any confusion. All riders are expected to arrive at the event with track worthy equipment. In the event of a bike failure or circumstance which prohibits a rider from participating in the day's event (other than disqualification or elimination), the following refund policy will be in effect:

Race Day

1. If a rider participates in a race day practice session, heat race, or main event (regardless of how many laps have been completed) there is no refund.
2. If a rider does not participate in a practice session, heat race or main event, a full refund will be issued. It is the rider's responsibility to report his or her absence for practice sessions, heats and main events to the Pre-Grid Marshall for refund.
3. Riders entered in multiple classes who participate in their first class practice session, heat race or main event, and experience bike failure or circumstances that prohibit them from participating (at all) in their second or third (or fourth) class entry practice sessions, heat races, or main events, are entitled to a refund of their second and/or third (or fourth) entry fees.
4. It is the rider's responsibility to ensure all issues are addressed and settled by the end of practice or race day. Claims for credit will not be honored after that point.

Endurance Race

The SMRRC Endurance Race is TBA each season. Sprint races on Endurance Race weekend will consist of one long main event for each class. No heat races will be run. This allows comparable track time to all riders. Sprint race grid positions will be determined by pea-pick at registration. The Endurance Race will start after the Sprint races have been completed.

1. There are three divisions:
 - *50cc Division - Stock, Mod.
 - *Modified Division – Super Mod. and Big Wheel
 - *Open Division - 80 GP

*The Modified and Open Division will be combined if there are not enough entries to separate the classes.
2. The entry fee is \$50 per bike (team) entered.
3. Endurance race will be a two or four hour event.
4. Track layout will be the same as the Sprint races.
5. Two rider minimum teams for 2 hour endurance. There is no limit of the number of riders per team; however, the riders must be listed during registration. All riders must be a member of the SMRRC or other YSR racing organization
6. If a rider crashes his/her bike and is unable to continue, another team rider may retrieve the bike after the crashed rider is under the ambulance crew's care or is back in the pit area. The retrieving member of the team must check in with the grid Marshall before going out to the track to recover the bike. All teams must use the same bike throughout the event..

7. If the bike has a mechanical problem, it is the responsibility of the rider to get the bike back to the pits unassisted in a safe manner under the direction of a corner Marshall or track official.
8. Any bike leaking oil or gas will not be allowed back onto the track surface. Leaking bikes will be parked until the endurance race is over.
9. The pre-grid will be used for rider exchanges. All teams may set up their pits in this area after the sprint races. The pits will be lined up along the perimeter fences of the pre-grid. No pits will be allowed in the center of the pre-grid. Riders will exit the track via a taped off section leading them to the pre-grid. They will then re-enter the track from the pre-grid.
10. Racers riding between the track exit STOP sign and the pre-grid must remain in FIRST GEAR (a pit Marshall will be monitoring each bike). If you shift out of first gear, your team will be docked laps. If two bikes exit the track at the same time, they are to proceed in a single file to the pre-grid entrance. There is NO RACING once a rider has exited the track. Violators will be docked laps.
11. Pedestrians have the right of way throughout the pit area and riders are expected to conduct themselves accordingly
12. There will be no refunds for bikes with mechanical failures once they have participated in the endurance regardless of how many laps have been completed.

Protests

Overview

Protest forms are available from the Race Director. Forms must be completed by a competing rider who raced in the same class (on the same day) as the protested rider and returned to Tech inspectors within 40 minutes from the finish of the class' main event. The protester must pay a non refundable fee of \$30 to be issued the Protest form. The Race Director will be presented with the protest form from the Tech inspector's findings and forward the decision to the rider protested and (if requested to do so) the rider filing the protest. The name of the rider filing the protest will be kept confidential by SMRRC Officials.

The protest form must be completely filled out, legible and acceptable to the Race Director. Incomplete, vague or forms filled out incorrectly will be rejected and returned to the rider filing the protest for clarification and compliance to the Protest procedure.

1. The rider filing the protest must provide the following:
 - A. Protesting rider's name, bike number, and class from which the protest originates.
 - B. The protested rider's name, bike number (or individual bike) and class from which the protest originates.
 - C. Whether or not the protesting rider wishes to be notified privately of the results from the inspection.
 - D. The specific item that he/she wants to be inspected for compliance to the rules governing the racing class in which both riders participated.
 1. This item may not be the complete engine unit or frame. Engine protests must be a distinct component (ie. cylinder, or piston)
 2. Only the item listed on the protest form will be inspected. No additional forms may be filed after the protest against a bike has been accepted by the Race Director.
2. If a violation is found, the protested rider will lose points earned in that class during race day.
3. 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 SMRRC for inspection by an independent dealership (of the SMRRC's choice) to determine compliance. The item will then be returned to the protested rider by the SMRRC. Failure of the protested rider to release the item will result in a disqualification of the rider/bike for that class. All trophies will be held for the class of the bike in question until a decision concerning the results of the protest have been reached.
4. If no violation is found from the teardown performed, the protested rider will receive the \$30 protest fee.
5. All decisions made by the race director are final.

Awards

Awards are based on the results of the main event and will be presented at the end of race day.

Championship Awards

Racing Class

Class championship, second place and third place finishers are determined by the total number of points accumulated during the race season in a specific class.

Top Ten Championship

The accumulated total of a rider's best three (or less) eligible class points earned during the race season will determine the rider's overall placement. Riders in 1st-10th place will be awarded the appropriate placement number for the following year's race season.