

SMBRA 2023 RULES



These rules are made available to any individual. Compliance with these rules is the responsibility of each racer. Enforcement of these rules is the responsibility of each race's designated officials.

MOTORIZED BICYCLE RACING IS DANGEROUS. EVERY COMPETITOR ASSUMES BY HIS/HER PARTICIPATION RESPONSIBILITY FOR ALL RISKS OF COMPETITION INCLUDING INJURY OR DEATH. EVERY COMPETITOR ASSUMES BY HIS/HER PARTICIPATION THE RESPONSIBILITY AND OBLIGATION TO ASSESS THE SAFETY ASPECTS OF FACILITIES AND INDIVIDUAL CONDITIONS AND MUST ASSUME ALL RISKS OF COMPETITION, INCLUDING INJURY OR DEATH.

Welcome to SMBRA, Southern California Motorized Bicycle Racing Association; the premiere motorized bicycle racing league that facilitates the most fun and competitive grids in southern California.

Welcome to a select group of racers participating in the most exciting form of competition on two wheels: SMBRA Motorized Bicycle Road Racing Association. Get ready for one of the greatest experiences of your life-safely using all the power and handling your machine was designed with, without worrying about speeding tickets, traffic hazards, pedestrians, erratic or drunk drivers or any of the other nagging realities of today's street world. **SMBRA policies, rules and class formulas have been formulated with a few simple ideas in mind, to provide a fun and exciting experience to our racers and families with the highest level of fair competition as our goal.** While SMBRA welcomes participation by contingency program and race team sponsors, SMBRA management is independent and makes decisions based on fairness for all competitors and the wellbeing of our sport.

We, at SMBRA understand that one of the main benefits to racing in the Motorized Bicycle scene is a huge financial savings when compared with larger displacement machines. We are also equally aware, and feel it is our duty to keep the costs of racing in this community down to a minimum. It is our goal to keep the costs for racing with us as affordable as possible, all while keeping the level of professionalism at the highest point possible.

SMBRA takes pride in its role as an organization devoted exclusively to the advancement, operation and sanctioning of Motorized Bicycle Road Racing.

These SMBRA rules are written to ensure that all riders have the opportunity to compete impartially and as safely as possible in Motorized Bicycle Road Racing. It is not possible to anticipate every circumstance and cover it in this rulebook: therefore, common sense and a regard for fairness will be the fundamental principle in interpretation and enforcement of the rules by SMBRA officials. The SMBRA Competition Board will be responsible and empowered to carry out the enforcement of these regulations and shall have the final voice at the scene (See Chapter Five for rider protest and appeal procedures).

Any discussion of or suggestions regarding SMBRA rules should be submitted in writing to SMBRA. Suggestions will be reviewed for consideration by the SMBRA officials and technical advisors for possible inclusion in the next Rulebook.

The SMBRA Competition Board consists of 3 representatives from the SMBRA Organization and 2 Rider Representatives elected by vote annually from the riders of SMBRA.

Current SMBRA Competition Board Members

SMBRA Organization Representatives:

1. Cliffy Soares
2. Sean Davis
3. John Davis

Rider Representatives:

1. Baird Bergenthal
2. Scott O'Grady

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CHAPTER ONE

CLASSIFICATION OF RIDERS, RACE SERIES, POINTS AND AWARDS

Depending on class, riders may be assigned a Novice or Expert status, based on evaluation by SMBRA staff.

Points earned at all Gran Prix Events count toward the championship points for each individual class. Due to the variety of bikes that participate in SMBRA events, there are no overall championship points. Points, for each class, will be awarded using the following table:

1st - 25
2nd - 20
3rd - 17
4th - 15
5th - 14
6th - 13
7th - 12
8th - 11
9th - 10
10th - 9
11th - 8
12th - 7
13th - 6
14th - 5
15th - 4
16th - 3
17th - 2
18th - 1

Only riders completing a minimum of 50% of a Gran Prix Race and taking the checkered flag at the start/finish line on the racetrack will be awarded points.

CHAPTER TWO

RACE OFFICIALS

1. The race director shall be in overall charge at any race meet. The duties and responsibilities of the race director include but are not limited to, course preparation and safety; supervising corner workers and start finish Marshall; rulings on protests; determining punishments for rule violations, starting from warnings, to lap penalties, up to but not limited to disqualification of riders and or motorcycles who/which fail to meet the safety/class requirements
2. At each event, because of the fact that our race director will/can also be a competitor in said event, a secondary race director will be at the race meet ready to take over full responsibility of race direction should anything happen that would interfere with the judgment of declared race director. Examples that would result in turning over race direction duties include but are not limited to, crashing in race, affecting another competitor; or assessing penalties of a protest that involve the race director directly. Any members of the competition board that is personally involved in the incident or dispute will be required to recuse themselves.

RULE CREATION AND MODIFICATION

3. Rule creation and changes to existing rules will take place when there is a need in the organization due to either safety concerns, member/racer feedback, or in effort to build, create, and sustain competition. Submit requests in writing. Member feedback will be the main consideration in creation or modification to a rule.

CHAPTER THREE

RACE PROCEDURES

The Race Director may at any time revoke the racing privileges of any racer for acting improperly, being abusive, fighting, disobeying instructions or doing anything else to disrupt orderly procedures or affecting overall race operations or safety.

1. Refunds will only be given as credit for a future round. Entry cannot be refunded once a racer enters the track for practice. If a racer begins practice but does not compete in any of their scheduled races they may receive a partial credit for their entry fees if they approach staff BEFORE THE BEGINNING OF RACES. Credits will not be issued once races have begun.
2. During Gran Prix Series Rounds, grid positions will be determined by the outcome of the heat event. The grids for the heats will be determined by registration order. If a timing system is available, timed qualifying may be implemented.
3. There are two basic procedures used for starting a race: a) A group or groups of machines may be separated on the grid by a multi row break and started simultaneously with one green flag. OR b) A group or groups of machines will be separated into two or more waves (these waves may also contain multi row breaks), these waves will be started with each wave getting a separate green flag. Waves will have a grid marshal with a wave board separating them on the grid. The method of start used will be determined by the Race Director. All riders will be notified at the Riders' Meeting and on the grid sheets which races will contain wave starts.
-Start procedure: Starter holds up a rectangular board. Position 1 means hold- No need to rev, but you should be ready. If you are not ready, put your hand up. Position 2, is flipped over. Revs up. Position 3 is turned to the side- At this point, the starter will raise the green flag at any time. Once there is upward motion of the flag, the race begins.
4. Racers MAY be given a first, second and third call for each class over the track loudspeaker system. It should be noted that this is a courtesy and all racers are responsible for knowing the schedule at each event. SMBRA is not responsible for racers missing their race due to no announcement being made. When calls are made, they will most likely be announced using the following: The first call will be made at the beginning of the previous race with the second call at the halfway point of the previous race and the third and final call at the checkered flag of the previous race. Calls may be sped up or lengthened as determined necessary by the officials.

Racers will be instructed to enter the track by the flaggers. All racers will be allowed one warm-up lap. If a racer is not on the track before the 1st rider of the group crosses the half-way point during their warm-up lap, he/she forfeits their warm-up lap and must report directly to the grid.

5. Crew and family members are prohibited from access to the racing course for any purpose; a violation will result in the disqualification of the racer for that event. Habitual violations will result in a more severe punishment, which will be determined by the Race Director. Riders needing medical attention will be attended to by qualified, official race personnel. Disabled motorcycles may be retrieved ONLY with permission of the Starter and/or Race Director. If available, there will be a designated location for crew and family on the track to operate a pit board and communicate with the rider. There is no radio communications allowed with any rider on track during any race. Communication will be allowed during a practice, however, there can be no communication device on the helmet during the races, no exceptions.
6. If a Gran Prix race is red flagged after half of the total distance has been run (half way being defined as the entire field on the lead lap has received the half way flags), officials may declare the race completed. In that case, riders shall be scored according to their position on the final lap that was completed by the entire field preceding the red flag. Any rider(s) not running on course at the time of the red flag, as well as any rider(s) deemed by officials to have caused the red flag will not be scored in the final Gran Prix results. In the event a race has been red flagged, the restarted event may be shortened at the discretion of the Race Director.
7. All events will run rain or shine unless the track is impassable or unsafe as determined by race officials. When an event is canceled by SMBRA the following may happen: The un-run races, their points and awards may be moved to another event/ weekend -and/or- a credit for unused entries will be issued from SMBRA for future events.
8. Any rider who runs off the track must reenter the course safely and without attempting to cut the course unless instructed to do so by an official or corner worker. If an advantage is gained, a rider will be subject to penalties of a stop and go penalty and/or loss of laps and/or disqualification.

9. In a Gran Prix race crash the rider and machine may reenter the race if the machine is deemed safe to race. Flaggers may instruct the rider to enter the pit via a BLACK FLAG if the machine is deemed unfit to continue racing.
10. Weaving at any time to break the draft or prevent a pass, or reckless weaving for any purpose, will be penalized by a disqualification or suspension.
11. Tear-offs are allowed in all series and must only be removed on straightaways. Riders must always follow track direction. Only entering the track at the pit exit/pit out. Riders must not use the pit in/pit entrance road or any other access point to enter the track.
12. Riders must follow track direction. Only entering or exiting the track at the designated location. Riders must not enter the track at any other location than the one designated.
13. Any competitor intending to pull off the track must clearly signal their intentions (by raising a hand) and must never cut across the track in front of other riders.
14. Responsible riding in the pit, pit area, and track is expected of all riders. If a staff member deems some actions inappropriate (speeding, wheelies, etc), first offense will be a warning.
15. It is the responsibility of each competitor to be aware of all information covered by the Rulebook, mid-season updates, as well as information covered at any Rider's Meeting.
16. Riders may not protest other riders for infractions listed in Chapter Three, which are enforceable only at the observation and discretion of Race Officials.
17. SMBRA reserves the right to tear down any machine to check for class compliance. If the machine is found to be in compliance with the class, SMBRA will be responsible for any costs incurred. If the machine is found to be noncompliant, the racer will be disqualified for the round and any cost incurred will be the responsibility of the racer.
18. SMBRA Right of Refusal-SMBRA reserves the right to refuse participation in an event to any person for whatever reason it deems appropriate.
19. Protests regarding machine legality, grid position, scoring discrepancies must be filed as soon as possible, usually within 30 minutes of competitions completion.
20. By attending SMBRA events as a rider, pit crew, or spectator, you may be filmed/photographed at SMBRA events, and SMBRA may use these images for marketing purposes.
21. Riders taking action to impede, harass or distract other riders on the track may, along with their Team, be disqualified, fined or suspended. If a rider's actions as outlined above result in the injury of another rider or riders, the guilty rider may be suspended for any time period up to and including for all time, at the discretion of SMBRA.
22. The speed limit off of the pit area at all facilities (unless posted lower by the track) is 5 Miles Per Hour. This pertains to all vehicles! This covers the entire Pit, Paddock and access roads etc.
23. An SMBRA transponder is required for all competition with SMBRA. You will receive 3 transponder free of charge every year. Any transponder you require beyond these 3 will cost \$5 each. If you do not have a transponder on your bike during qualifying/heat/main/endurance race, you will receive no points for competition. If you very obviously come in first, second, or third place, you will receive a trophy at Timing's discretion. If it is unclear what position you finished, preference will always go to the competitor with a transponder.

CONTINGENCIES

In the event that a series sponsor requires a decal to be run to qualify for contingency or purse, SMBRA reserves the right to apply said decal anywhere on a participant's machine.

CHAPTER FOUR

START PROCEDURE & FLAGS

The starter and/or an SMBRA race official will instruct racers in the assembly area to leave pit road, and enter the racing surface. Competitors will take ONE warm-up lap and report directly to their assigned grid position. For track layout where the start/finish line is less than 75% the total track distance from track entrance, competitors will be required to take an additional lap before lining up for race start. It is up to the racer to know their grid position upon entering the track. Grids are posted well in advance, and it is the racer's responsibility to know them. Due to time constraints once the race day starts, if you arrive on the grid and don't know your grid position, you will be gridded at the back at the discretion of race direction.

As long as the first rider of the group has not completed more than 50% of their warm of lap, riders in the assembly area may still take one warm up lap as described above.

If the first rider of the group has completed more than 75% of their warm up lap, all racers not on the track must report directly to their grid.

NOTE: THE USE OF FLAGS WILL BE DISCUSSED AT THE RIDER'S MEETING FOR EACH EVENT. THE BELOW ONLY SERVES AS A GUIDELINE, AND IS SUPERSEDED BY THE CONTENT OF EACH INDIVIDUAL RIDERS MEETING.

FLAGS

It is the rider's responsibility to know all flagging positions and suggest any changes in position. These suggestions need to be made before racing begins to be considered for that day.

Passing under a red flag or waving yellow will result in lap penalties or disqualification.

CHAPTER FIVE

PROTESTS, APPEAL PROCEDURES & PENALTIES

1. Any rider who feels that an illegal machine has been entered in their class and wishes to protest, must submit a statement to that effect to the Race Director within thirty (30) minutes after the awarding of Trophies. The protest must specify the machine protested and the specific area of protest, and must be submitted within 30 minutes of the awarding of Trophies.
2. Should the protested machine prove to be illegal for the class in which it is being protested, or if the rider refuses teardown (constituting illegality) the rider found illegal will be subject to disciplinary action and responsible for any fee incurred. If the bike is found to be in compliance the rider (or riders) who filed, the protest will be responsible for any fees incurred.
3. Protests shall be determined at the event at which they occur, and the decision shall be at the discretion of the Race Director.
4. When a protest is made, the burden of proof is with the protested rider and/or team. Failure to furnish proof of convincing evidence/witnesses as to the legality of the machine will result in the automatic upholding of the protest.
5. If a protest cannot be decided at the time of the event, the awards, points and prizes for that class may be held pursuant to the decision of SMBRA.
6. Protests can only be made by a rider in the same class, same status, as the protested rider. In an endurance race any team may be protested by another team in the event in the same class. Participants in the protest are limited to 1 designated representative of the protesting rider/team, no more than 2 representatives of the protested rider/team (i.e. the rider and a mechanic) and SMBRA Officials. No other rider/team, mechanic, spectator etc. will be allowed input into or viewing of a teardown. When a machine protest is upheld, the protested rider may not lodge a counter-protest, or other protest against any other area or person in his class at that event.
7. Unsafe and unsportsmanlike riding techniques should be reported to a SMBRA Official. At the discretion of the Race Director, a rider found guilty of unsafe or unsportsmanlike riding techniques will be punished at the discretion of the Race Director.
8. The purpose of the rules is to run an orderly, competitive and fair race, emphasizing safety of all involved. The rules are not intended to allow a racer to defeat another with the rulebook, rather than on the track. The rules are not intended to allow one racer to harass another. Protests deemed capricious may be denied. In the event this rule, which states the overall purpose and principles of the SMBRA Rulebook somehow is interpreted to conflict with another rule or statement, this rule shall prevail in its literal sense.
9. Chapter 3 rules regarding Race Procedures (and certain other rules, as noted in the rule itself as printed in this rulebook) are enforceable by race Officials only and must be observed by Officials and cannot be protested by other riders.

PENALTIES

Penalties are assessed by SMBRA Officials for any Rulebook or procedural infractions including but not limited to any of the following: behavior of the rider or his crew, passing under a waving yellow flag, paddock infractions, alcohol or controlled substances, etc. Penalties may range as follows:

- a) Loss of event points & purse (if applicable)
- b) Loss of points for the season up to the time of infraction.
- c) Suspension from SMBRA Competition
- d) Jumping the start: A minimum of two SMBRA Officials must call a jumped start. In a heat race a one-lap penalty will be assessed. In a Gran Prix final, or an endurance race, the offending rider or team will be notified via a black flag at start/finish signifying they have been assessed a stop and go penalty. The black flag will be shown until the starter is satisfied the rider has had ample opportunity to see it. This is strictly at the discretion of the starter and is not a protestable issue. Should the offending rider or team fail to comply with the stop and go penalty within two laps of being notified, the rider or team will be penalized one lap in the final official result. Definition of a jumped start: Any forward movement before or at the time of the green flag that gives an advantage. SMBRA Staff will announce at the riders meeting if the track is suitable for a ride through penalty. Not all tracks have accommodations for a ride-through; in this case, a 10-15 second penalty will be given based on the size of the track and is at the discretion of Race Direction.
- e) Passing under a waving yellow: A SMBRA Official or corner worker must report a pass for position under a waving yellow. For the first offense, a three position penalty will be assessed. The no passing for position zone is defined as from the location of the waved flag until past the incident or incidents.
- f) Grid Infractions: (including but not limited to: assuming the wrong grid position, etc.) At the discretion of the SMBRA Officials the offending rider may be assessed a stop and go, or lap penalty.
- g) Pit Stop Infractions: (Endurance Events) At the discretion of the SMBRA Officials, a team may be brought into the pits for a stop and go penalty (the length of which will be determined by the severity of the infraction) for any pit stop infractions.
- h) Unsafe riding under red flag conditions will be assessed a penalty, and/or disqualified. In an endurance race the offending team will be penalized one lap in the final official result, and/or disqualified. Unsafe riding may include but is not limited to wheelies, riding too fast, passing other riders, and weaving.

CHAPTER SIX

NUMBER REQUIREMENTS

SMBRA competitors must have easily identifiable numbers on their bike. This means one on the front. The numbers must be visible at speed, from a distance.

Numbers will be assigned to paid SMBRA members.

CHAPTER SEVEN

RIDER and CREW REQUIREMENTS

All competing riders must meet the following requirements.

1. All participants and spectators acknowledge that racing is dangerous and accept the inherent risks, including serious injury or death.
2. All riders must evaluate each facility for conditions and other matters related to their individual safety. All entrants and other race personnel must rely on their own judgment and assume all risks of participation in competition or working in competition in any manner. All riders and other participants are strongly urged to carry Personal comprehensive medical insurance to supplement event coverage. Attendance at the Riders' Meeting is MANDATORY.
3. Any competitor annoying or harassing an Official, infringing on the rights of other competitors or conducting themselves in any sort of unbecoming manner as determined by SMBRA officials may be disqualified or suspended.
4. Any rider under the age of 18 may not compete without the duly notarized consent of parents or legal guardian. The notarized consent will be retained by SMBRA. In addition, each rider under the age of 18 must have on file with SMBRA a minor release form which can be obtained from SMBRA. Some facilities may require this form every weekend, the forms will be available at registration.
5. Any rider, spectator, pit crew, or worker must have a valid insurance wrist band to be on the premises. These must be worn at all times while attending SMBRA events.
6. Any found consuming or under the influence of a substance that could create an abnormal state of mind during the event shall be removed from and refused admittance to all restricted areas of the event premises at the discretion of the Officials. Any rider under these conditions will be immediately disqualified from the event in progress and is subject to suspension. The Rider is responsible for their crew's actions and will be penalized for their behavior.
7. It is recommended that all competitors display the following information on the base/side of his/her helmet: name, drug allergies and blood type. It is also advisable to carry this information on a small card inside the leathers and add any other pertinent information such as epilepsy, diabetes, current medications and past medical problems.
8. Riders clothing and protective requirements:
 - a) All SMBRA competitors must wear helmets which have a Snell 2010 approval sticker, or must be ECE approved and must be in good condition (as determined by Tech) and not manufactured more than 5 years prior to the date of the event. Helmets must be taken to Technical Inspection and must display a SMBRA Helmet Tech decal prior to being allowed on the track. It is recommended all racers wear a road-specific helmet, and any helmet can be disallowed at Race Direction's discretion.
 - b) Proper footwear must be worn at all times. Boots must fully protect the ankle and lower shin area. Gloves must be worn, and while leather is preferred, combinations of nylon and leather are acceptable, if leather protects the fingers and palms. Gloves and boots must be of a fit so there is no gap between them and the leathers.
 - c) Clothing must be primarily of leather. All suits must be a one-piece garment for racing. Separate jackets and trousers are acceptable only if they zip or snap together to make one piece of clothing, pending approval of the Technical Inspector. With the exception of Super Stock Class which will be allowed to wear CE approved knee and elbow pads and chest protector with properly fitting boots and gloves, long sleeve jerseys and long sleeve pants.
 - d) It is suggested that riders wear back protectors under their leather racing gear unless their racing gear is equipped with a back protector.
 - e) A rider must bring for Technical Inspection his machine; his helmet; his leathers; his boots; and his gloves. A Tech sticker must be displayed on the machine and rider's helmet.

9. It is the responsibility of the competitor to inform SMBRA of any medical condition which might be worsened by virtue of participation in a SMBRA event. Riders must also inform SMBRA of any medical condition that would affect the treatment of them by on site medical personnel (i.e. life threatening allergies etc.)
10. All Entries must be signed in ink by the rider prior to Technical Inspection. Under no circumstances may a person other than the rider sign the entry form, unless the rider is a minor. Failure to comply with this regulation may result in the rider being disqualified, or suspended.
11. Children under the age of 10 must be attended to at all time by a responsible adult. Pets must be on a leash at all times. Children under 14, unless a participant, and pets are prohibited from the hot-pit lane at all times.
12. Alcohol consumption is prohibited while participating in a race event, whether you are riding or working, until you are 100%done touching the bike or on track.
13. No one may enter the track without proper credentials, registering, executing a release, and passing SMBRA Technical Inspection. Any SMBRA rider who rides during any practice session without properly being registered, or rides in an event, for which he/she is not registered, shall be subject to disqualification and/or suspension. Any non-registered person who rides on the track will be ejected from the premises. Any SMBRA Licensed rider who permits or allows any person to ride his/ her machine in violation of this section shall be subject to disqualification from the event and/or loss of entry fees and any points for the round.
14. It is unlawful to physically abuse or threaten any party at any SMBRA event. Guilty parties will be prosecuted to the fullest extent of the law. Any SMBRA racer or related participant found guilty of abusing another rider/associate will be disqualified from the event, possibly banned for the season/all time, and will be prosecuted to the extent of the law.
16. SMBRA does not provide medical insurance coverage for any participants at all SMBRA events. It is the rider's responsibility to supply their own medical insurance coverage.

Some facilities have rules and regulations in addition to those listed above. In such cases the track rules must be followed by all.

CHAPTER EIGHT

TECHNICAL INSPECTION & GENERAL MACHINE REQUIREMENTS

Every race bike must be ready to race when it is brought to technical inspection.

1. By participating in the event, the rider implies complete willingness to conform to SMBRA rules. Passing Technical Inspection does not give a race bike immunity from protest; if the Technical Inspector does not notice an illegal modification or a failure to conform to SMBRA requirements, the rider is still responsible for the race bike meeting SMBRA requirements; be it their own or borrowed. The Technical Inspector must inspect and pass every machine before it will be allowed on the track. The Technical Inspector will reject any race bike that does not meet SMBRA requirements. SMBRA Staff may, at any time, re-inspect any race bike and revoke approval if the machine no longer meets SMBRA requirements. The Technical Inspector may at his discretion allow a "Temporary Fix" for a particular race weekend. That "temporary fix" must be resolved by the next race event.

Any rider who takes his or her race bike onto the racecourse when the race bike does not meet SMBRA requirements will be assessed a penalty for each infraction. The rider or his crew is required to point out any problems or potential problems with their race bike. A rider or his crew will be allowed to make a safety-related fix at an event in order to participate at that event, provided the fix is not an illegal performance modification (at the discretion of the Chief Technical Inspector for that event).

2. All helmets must also be brought to tech inspection when you bring your bike. Your helmet must also be current (manufactured within the last 5 years), in good condition, and certified by either SNELL or ECE.
3. All race bikes must meet SMBRA requirements. A race bike will not pass Technical Inspection and will not be marked with a Tech Sticker until the race bike is in complete compliance.

a) The following item must be safety wired, or secured in a manner approved by Tech (RTV silicone may be acceptable, ask Staff if you aren't sure):

- Oil Drain Plug & Oil fill cap
- Radiator Caps
- Axle Nut
- Master clip link
- Any bolt that retains fluid

b) A catch can for overflow is required to be securely fastened on all bikes that are water cooled. If your radiator does not have an overflow catch, you must also use a catch can for your radiator overflow.

c) Water cooled engines may use plain water, or water with Water Wetter (or similar product, call SMBRA for verification) cooling system rust and corrosion inhibitor at 0.5 ounces per quart of plain water concentration, Silkolene Pro CCA (Corrosion Control Additive) and Royal Purple Ice is also allowed. Glycol based antifreezes are prohibited. d) Fuel Limitations: There are currently NO fuel limitations.

e) It is suggested that all race bikes have an operating and marked engine kill switch on the handlebars. Dead man tethers are allowed and are suggested.

f) All race bikes must have a self-closing throttle and operating front and rear brakes.

g) Kick-start levers are allowed to remain on the machine however they must be secure to keep them from swinging out.

h) Glass and plastic lenses must be taped (headlights, tail lights, turn signals, mirrors)

i) The license plate and bracket(s) must be removed.

j) Items are deemed safe only if secured in a visible, approved manner. Using only aircraft nuts, locknut's, safety wire, Loctite or similar compound is not acceptable.

k) The machine must be clean.

- l) Tires must be in good condition as determined by the technical Inspector. Knobby tires are not permitted, tires must be of street/race style.
- m) Clutch and Brake levers must have either at least a 1/2" ball on the end, or a rounded point deemed safe by tech for competition.
- n) Handlebar ends must have either: (1) end-plugs; (2) be solid; or (3) stock bar-ends must be retained. Handlebar ends may not be hollow or ground to a sharp edge. Lever guards and "bark buster" guards are also acceptable.

SAFETY WIRING HINTS

You should always use stainless steel aircraft type safety wire and proper safety wire pliers. Both of these items can be found through many motorcycle part suppliers. Make sure the wire is tight and pulls the bolt/nut clockwise as if it is still tightening. A list on what must be wired is located earlier in this rulebook.

Good luck and remember that you can always ask one of the SMBRA Officials to look your machine over at any time to make sure it will pass tech.

CHAPTER NINE

COMPETITION CATEGORIES

Intent of Class Rules

SMBRA was built around the popular classes of converted bicycles, small displacement mopeds, and custom chassis bikes. As new bikes emerge, we will continue to adapt our rules with certain Specs for specific bikes to keep competition fair.

Any mods or engines not considered 2022 spec will move them up at least one class.

Pocket Bikes: We do not run pocket bikes of any sort.

Unclassified Bikes: Any bike not listed will be allowed in a class on a trial basis but may be moved and points forfeited.

Combined Races: If five (5) or more do not show up you may be combined with another class at race director's discretion.

ALL RACE SERIES RULES

- Functioning pedals
- Single Speed
- NO automatic transmissions, NO variators / CVT's (Torque Converters)
- All racers must have a front plate with at least 6" numbers / contrasting colors
- Everyone must sign waiver before getting on track
- Everyone must sign wavier to be on property

CHINA GIRL SERIES

- ONLY use original cases (May be modified)
- ONLY use original cylinders (May be modified)

SUPER BIKE (Expert China Girl):

- Case Reed allowed
- Stroker Crank allowed > 40mm
- Oversized Piston allowed > 47mm • Moto Tires Allowed
- Bore x Stroke 82cc MAXIMUM DISPLACEMENT. The Stroke and Piston mods must be disclosed before the race.

SUPER SPORT (Novice China Girl):

- **None of the four Super Bike mods allowed**
- 69cc MAXIMUM DISPLACEMENT
- ONLY Bicycle Tires

SUPER STOCK (Beginner China Girl):

- **None of the four Super Bike mods allowed**
- ONLY use NT carb
- 69cc MAXIMUM DISPLACEMENT
- ONLY Bicycle Tires
- **Note:** This class is intended to introduce new riders into racing and help them develop track etiquette and race technique before they graduate into championship classes. Riders are allowed to remain in the class for as long as they like but do not compete for championship points. Race director has the ability to move riders out of this class at any time if he/she feels that there is an unfair advantage.

212 SPEC:

- Hemi or Non-Hemi 212cc
- Removed governor
- 22lbs valve springs
- Stock length ARC billet rod allowed
- ARC billet flywheel REQUIRED
- Up to 24mm carb
- Pipe Limitations: NO restrictions on O.D., between 18" to 24" overall length
- Any muffler required
- Any centrifugal clutch required
- Motor shroud can be removed
- Moto Tires allowed
- **Absolutely nothing else is allowed to be done, added or removed from the 212 motor or any off the motor parts.**

F3:

- 4 Stroke ONLY
- Any bore x any Stroke - 105cc MAXIMUM DISPLACEMENT
- NO water-cooled
- Single speed, shifting transmissions locked into a single gear are allowed
- Any clutch allowed
- Moto Tires allowed

F2:

- 2 Stroke ONLY
- Any bore x any Stroke - 100cc MAXIMUM DISPLACEMENT
- NO water-cooled
- Single speed, shifting transmissions locked into a single gear are allowed
- Any clutch allowed
- Moto Tires allowed

F1 (Unlimited):

- 2 stroke – any bore x any stroke – 130cc MAXIMUM DISPLACEMENT
- 4 Strokes – any bore x any stroke – 260cc MAXIMUM DISPLACEMENT
- Water-cooled allowed
- Single speed, shifting transmissions locked into a single gear are allowed
- Any clutch allowed
- Moto Tires allowed

ELECTRIC BIKES (E-bikes): To be determined. Please reach out to one of our organizers so that we can accommodate you.

MOPED: To be determined. Please reach out to one of our organizers so that we can accommodate you.