



Mini Endurance
Rule Book and Racing Information

April 30, 2016

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1 2016 Mini Endurance Event Schedule

Mini endurance races will take place only at TCKC in 2016.

Round 1: May 28 – TCKC, Richland, WA

Round 2: August 20 – TCKC, Richland, WA

Round 3: October 1 – TCKC, Richland, WA

Please see the schedule on the website at

<http://cascadiasm.com/index.php/schedule/> for the latest information.

2 Membership and entry fees

Annual membership: **\$100**

Mini endurance riders are not required to be Cascadia Supermoto members, but will receive an entry discount with at least one CSM member on the team.

2.1 Annual membership

An **annual** membership can be purchased for **\$100** at any event. Membership prices will not be pro-rated, but may be waived on a case-by-case basis by race direction.

Before April 1, annual memberships are available for **\$65** when purchased through the Cascadia Supermoto website (<http://www.cascadiasm.com>).

A **single-event** membership can be purchased for **\$20** at the event. The cost of a single-event membership can be applied towards an annual membership later in the year.

Annual members also benefit from special offers from vendors, including contingency money in some cases. Racers who purchase single-event memberships are not eligible for vendor offers or contingency money.

2.2 Race entry fees

Entry fee for the mini endurance is **\$100 per team**. An extra **\$20** fee will be charged to teams who don't have any Cascadia Supermoto members on the roster. Teams may have up to 8 riders on the roster.

2.3 Bounced checks

If a rider's membership or entry fee check does not clear, that rider's race-day results will be changed to a DNS. If the situation is corrected before the next race (including paying back any fees or penalties incurred by the promoter), the DNS will be replaced with the actual race results.

If a bounced entry fee is not corrected before the next race, that rider will be ineligible to enter any future races.

2.4 Refunds

If a rider is unable to ride after signing up, they may request a full entry fee credit for their next event at any point before the start of the endurance race. After racing begins, no refunds or credits will be given.

In the event that a team's motorcycle is not able to pass initial technical inspection and they cannot ride at all that day, their entry fees will be refunded in full. If a rider's motorcycle is not able to pass technical inspection after a crash or after being on track, no refund will be given.

2.5 Rain or shine

Cascadia Supermoto will race RAIN OR SHINE unless race direction determines the track conditions to be unsafe for competition. If the track is deemed to be unsafe prior to the conclusion of the first set of heat races, all entries will be carried forward to the next event.

Wet events, as declared by race direction before racing starts, are automatic double-point events.

3 Classes

- Formula 100
- Mini Sportsman / Grom
- Mini Superbike
- Open

3.1.1 Formula 100

This class is intended as a fun and inexpensive endurance class for small, four-stroke off-road motorcycles with minimal additional modifications, typified by the Honda XR100. Attempts to violate the spirit of the class by rules-lawyering will result in the team being bumped to the Open or Mini Superbike class by race direction.

- Frames are limited to small-framed four stroke motorcycles originally sold as off-road motorcycles. Examples include:
 - Honda XR100
 - Yamaha TT-R 125 (small wheel drum brake model only)

- Kawasaki KLX-110
- **ONE** OEM wheel may be changed for a non-OEM wheel. No other modifications to wheels (disc brakes, etc) are permitted. 17" wheels and GP tires are not permitted. 12" scooter wheels are not permitted.
- Front aftermarket springs may be installed and fork oil weights may be changed, but no other front suspension modifications are permitted.
- Rear aftermarket springs may be installed, but no other rear suspension modifications are permitted.
- Engine modifications are limited to:
 - Displacement increases up to the class limit
 - Aftermarket replacements for OEM parts that are less expensive than the OEM parts they replace.
 - Aftermarket air filter and exhaust systems.
- Compression ratios must remain the same as OEM.
- Chassis modifications that will improve performance (braces, etc) are not permitted.
- Displacement limit of 125cc for all motorcycles. Two-stroke motorcycles are not permitted in this class.
- Motorcycles and models not listed or that don't exactly fit will be considered for inclusion on a case-by-case basis by race technical direction. Encouraging close, fair, and cheap racing is the goal of the class.

3.1.2 Mini Sportsman

A class for street-legal minis such as Honda Groms and similar bikes, including the Kawasaki Z125, SSR 125, etc.

- Max 125cc air-cooled engine.
- 12" rear, 12" or 14" front wheel.
- Must be sold as street legal, or approved as equivalent to such by registration and technical direction. The SSR-125 is approved for this class.

3.1.3 Mini Superbike

This class is for small-framed motorcycles that have been heavily modified. Examples include the Yamaha YSR50, Honda NSR50, Metrakit, Kayo MR125, modified XR100/TTR-125 motorcycles, Suzuki DR-Z 125L, Honda CRF150, and Kawasaki KLX-140. It is roughly equivalent to Texas Mini GP Formula 6.

- 2 stroke air cooled: 60cc max, any other modifications ok.
- 2 stroke water cooled: 50cc max, any other modifications ok.
- 4 stroke air cooled: 150cc max, any other modifications ok.
- 4 stroke water cooled: 100cc max, any other modifications ok.

3.1.4 Open

- Unlimited modifications.
- Displacement limits:
 - 200cc or less for four-stroke engines
 - 85cc or less for two-stroke engines

Addition of classes will depend on rider turnout and interest. If you'd like to add a class, please email Cascadia Supermoto and let us know, and come out to the first race.

4 Mini endurance race schedule and format

Mini endurance races at TCKC rounds will be 4 hours long, will be done at night under the track lights, and will start near sunset after Supermoto racing has ended. The exact start time will be announced at the end of the awards ceremony for the day's Supermoto racing.

The mini endurance race format at Mac Track is provisional at this time pending further information.

4.1 Signup and technical inspection

For mini endurance races conducted on the same day as Supermoto, signup for the mini endurance race will begin at the same time registration opens for the sprint/Supermoto races.

Technical inspection for the mini endurance race will begin after the first heat race for the sprint/Supermoto races starts, although it is expected that minis will be participating in the sprint races as well.

4.2 Minimum entry requirement

At least 5 total teams must be entered in order for the mini endurance race to take place. If 5 teams have not signed up by the end of the Supermoto/sprint race awards ceremony, the endurance race will be cancelled or converted to an un-scored practice session.

4.3 Practice

Practice for the mini endurance race is the sprint races earlier in the day. No endurance-specific practice will take place.

4.4 Mandatory rider's meeting

All riders must attend the rider's meeting held 15 minutes before the start of the race. Rider's meetings are held to communicate important information about race procedures and track conditions, and riders who miss the rider's meeting may be subject to penalties at the discretion of race direction. Riders who consistently refuse to attend the rider's meeting may be prohibited from racing.

4.5 Schedule

At TCKC, the mini endurance start time will be 1800 unless otherwise notified.

Mini endurance races will last four hours plus one lap.

Finishing results will be posted 30 minutes after the checkered flag has been shown.

4.6 Timing and finishing

Timing will be done according to the official race clock, which will be announced at the rider's meeting and visible from pit exit.

The race will last four hours plus one lap. The white flag will be shown to the lead rider the first time they cross the finish line after the race clock reaches four hours elapsed time.

4.7 Scoring

Teams will be scored both overall and by class.

Teams will be scored by the number of laps completed. Teams on the same lap will be scored by their finishing order. Points will be awarded per the table below.

Teams must use a **single** motorcycle frame for the entire endurance race. **Laps are recorded by the number of times a given motorcycle frame crosses the start/finish line.** Multiple motorcycles are not permitted. Teams are allowed to change every part on a motorcycle except for the frame.

If a team switches to a new frame, they will have all laps recorded with the previous frame discarded.

Finishing Position	Points
1	25
2	22
3	20
4	18
5	16
6	15
7	14
8	13
9	12
10	11
11	10
12	9
13	8
14	7
15	6
16	5

17	4
18	3
19	2
20	1
21+	0

Wet events, announced as such by race direction prior to the start of racing, will be automatic double-point events.

Wet events are otherwise scored as normal races.

End of season championships in each class will be awarded to the team that scores the most points during the season. In the event of a points tie, the winning team will be the team with the most races won during the season. In the event of a points tie and won races tie, the winner will be determined by the most number of total laps completed during the season.

The overall endurance championship will be awarded to the team with the most total points for the season; that team will be permitted to ride with the #1 plate for the next year. In the event of a points tie, the team with the most total laps for the season will win the overall championship.

5 On-track procedures for endurance races

5.1 Gridding and pre-race staging

For the mini endurance, riders will be lined up by **class**, then by **entry order**.

Riders and pit crew should stage at pit exit five minutes prior to the start of the race.

Riders will be given one sighting lap and then will be lined up at start-finish line for the race start in their grid positions by the starter or race official.

5.2 Starting

Once gridded, the starting official will point to the racers. If a racer is having a problem, they should get the attention of the official by raising and waving a hand. Racers will be allowed two minutes to remedy the problem. After two minutes, the rider will be instructed to exit the track and the race will start without them.

After the starting official has pointed to each racer and confirmed they are ready to race, the official will move off the track and point to the official holding the green flag, or will pick up the green flag and place the tip on the ground.

The moment the tip of the green flag leaves the ground is considered to be the start of the race.

If a rider jumps the start, they should attempt to correct the problem themselves by quickly re-setting (if the race has not started) or by slowing to negate the advantage gained from the jump start. If race officials believe that the rider has gained an advantage from the jump start, they will be shown the black flag at start/finish and given a stop-and-go penalty.

5.3 Passing

The passing rider has the responsibility to make the pass clean and safe.

Slower riders being passed should hold their line. Moving over for a passing rider is a risky move that may cause an accident; it is the passing rider's responsibility to safely make the pass. Ride your line.

Riders in competition are not expected to give up positions to other riders in their class, but line changes intended to block faster riders and aggressive or dangerous block passing may result in penalties from race direction or a black flag. Since this is an endurance race, it is expected that passes will be more conservative in general. It's a long race, and to finish first a team must first finish.

5.4 Pit stops and exiting the track

To enter the pits during the race, a rider should raise their left hand or extend a leg two corners before pit entrance and remain off the racing line in the last corner before pit entrance.

The endurance pit area is considered a "hot pit" –it is subject to additional rules, and it is considered part of the racing surface. Any riders or crew in the hot pit area must be properly attired in pants, shirts, close-toed shoes, and must remain alert to race events at all times while there.

5.4.1 Rider changes

To change riders, the currently active rider must enter the hot pit and come to a full and complete stop before dismounting.

Rider changes may be done during any pit activity **except** stop-and-go penalties.

5.4.2 Refueling

When refueling a motorcycle in the hot pit area, the following requirements must be met:

- The motorcycle must NOT be running.
- The rider must be fully dismounted from the motorcycle.
- A crewmember must be in the hot pit area with an ABC-rated fire extinguisher of at least 10lbs held at the ready. To be "at the ready" a fire extinguisher must have the pin pulled and be pointed towards the motorcycle.

5.4.3 Re-entering the track

During the endurance race, a portion of the track along the main straight will be coned or marked off as the pit lane exit. **NO RIDERS ARE ALLOWED TO CROSS THE PIT EXIT LINE.** Riders that cross the line will be black flagged at start/finish and will be held in hot pit for a **5 minute** penalty by race direction. Riders that repeatedly cross the line will be disqualified their team from competition. Riders who knock cones off the line, intentionally or otherwise, will be given a stop-and-go penalty.

5.5 Crashes

When a crash occurs in front of a rider and there is debris, oil, or a rider still on the racing surface, the observing rider should slow down and wave a hand or extend a leg to alert riders behind them, but should not stop on the track. Stopping on the track is prohibited and can cause another crash – corner marshals or medics will assist the downed rider(s). Riders should continue racing or practice until a red flag is displayed. **Passing is not allowed near a downed-rider incident, whether or not a yellow flag has been displayed yet.**

Riders who crash and wish to continue must return to the pits immediately to have the motorcycle re-inspected by the technical inspector. Riders may ride the course to get to the pits as long as the motorcycle is safe to ride, but must stay off the racing line while doing so.

Riders may cut the course to get to the pit area **ONLY** with the assistance of a corner worker or race marshal, and the motorcycle must be pushed and not running when doing so.

5.6 Flags and restarts

5.6.1 Red flag / race stop

A red flag is used to stop an event before the race is over due to a hazard. Riders must slow down immediately but safely, raise a hand or extend a leg to acknowledge that they have seen the red flag, return to the hot pit area, and wait for instructions from race direction.

If a race restart is required, teams will be gridded according to the position in which they crossed start/finish on the lap prior to the red flag.

Teams may change riders and service motorcycles in hot pit during a red flag.

5.6.2 Black flag

Teams receiving a black flag at the start/finish line must pull into the hot pit area and talk to race direction within one lap. Teams that do not pull in after receiving a black flag will be disqualified.

A rider who receives a black flag from a cornerworker station must immediately pull off the racing line and exit the track quickly and safely; a black flag from a corner station means that there is a safety issue that must be immediately corrected before the rider can continue.

5.6.3 Other flags

Green Flag: Used to signal a live track and also used for starts.

White Flag: Used to signal the final lap of the race.

Checkered Flag: Used to signal the end of a race. Races are not over until either the checkered flag or red flag is displayed.

Yellow Flag: Used to signal riders to use caution, that there is an unusually hazardous situation on the track. Riders **must not** pass on a yellow flag (**waving or still**) until the hazard has been passed. Riders passing under a yellow flag (**waving or still**) will be black flagged and receive a stop-and-go penalty from race direction that may include an extended hold in hot pit. Riders may resume racing after the hazard has been passed.

Yellow Flag With Red Stripes: Debris flag. There is dirt, debris, oil, or other material on the track that may reduce traction. Use caution. NOTE: This is a courtesy flag and may not be displayed.

6 Technical requirements

6.1 Technical inspection

Every motorcycle must be certified for racing by the race day technical inspector before being allowed on the track. The tech inspector will mark each motorcycle as approved after examination, or will tell the racer how to make their motorcycle ready to race.

If a motorcycle cannot be made ready to race prior to the start of racing, it will not be allowed on the track and the racer will be refunded their entry fees for that day.

Technical inspectors have final say on whether or not a motorcycle meets technical requirements and is safe to race. Disputes between competitors on the legality of a specific motorcycle, application of a class rule or technical requirement, class protests, or concerns about the condition of a competing motorcycle should be taken to the technical inspector.

Arguing with the technical inspector is not allowed, and may result in other penalties, up to or including ejection from the event, at the discretion of race direction.

6.2 Technical requirements for racing motorcycles

Motorcycles must meet the following technical requirements to be allowed on the track.

6.2.1 Race numbers and scoring

All motorcycles must have race numbers, and numbers must be clearly visible from both sides and the front. 6" high numbers on the sides and 4" high numbers are strongly recommended. Please try to have numbers as clear and legible as possible. If a number cannot be read by scoring during the race, the motorcycle will not be scored.

6.2.2 All motorcycles and scooters

- No visible oil or fluid leaks.
- Oil drain bolts must be secured with safety wire.
- Oil fill plugs must be secured with safety wire or a safety clip.
- External oil filters must be securely safety wired using a hose clamp around the body of the filter with safety wire to a hard point on the engine or chassis.
- Oil filter cover bolts for internal oil filters must be safety wired or tightened and secured with a dab of silicone sealant.
- Footpeg sliders are required for any motorcycle with footpegs. Footpeg sliders should be hard, smooth plastic. Metal sliders and fabric wraps are not acceptable.
- The throttle must operate smoothly with a positive return to idle when released, meaning the throttle snaps back to idle immediately.
- The motorcycle must have an operating kill switch.
- Proper front brake operation and tight bolts (safety wiring is strongly recommended).
- Proper rear brake operation and tight bolts (safety wiring is strongly recommended).
- Only water and Water Wetter are allowed as coolants for water-cooled motorcycles. No glycol-based coolants of any kind will be permitted.
- Vent and overflow lines for oil, coolant, and fuel must be routed to an appropriately-sized catch can or cans. Coolant overflow catch bottles may be acceptable on some bikes if of sufficient capacity, at the technical inspector's discretion. Catch cans must be made of metal or plastic, no glass or paper catch cans are permitted.
- Tires must be in good condition as judged by the technical inspector.
- Any lights or turn signals must be taped over completely.
- All motorcycles must be in a safe, ready-to-race condition as determined by the technical inspector. This means no loose bolts, loose parts, loose chains, or any part or defect on the motorcycle that the inspector believes may present a safety hazard.

6.2.3 Recommended equipment

The following are strongly recommended but not required:

- Front and rear axle sliders
- Handguards, especially on motorcycles with handlebars instead of clip-ons.

6.2.4 Equipment removal

The following equipment **must** be removed from all motorcycles:

- Mirrors
- Tool kit
- License plate and bracket
- Center stand

It is recommended that be removed from all motorcycles:

- Headlight
- Reflectors
- Turn signals
- Tail light and assembly
- Horn
- Side stand and center stand

7 Rider/crew safety equipment and rules

7.1 Insurance

The Cascadia Supermoto series does NOT provide medical insurance. Each rider and pit crew member must have their own personal medical insurance policy.

7.2 Protective gear for riders

It is the responsibility of the rider to wear adequate safety equipment for competing in a motorcycle race. Technical inspectors and race direction may remove a rider from competition at any time due to insufficient safety equipment. Riders will not be allowed on the track without all required protective gear.

NOTE: For the safety of riders and spectators, any costumes or similar non-functional/"for fun" attire must be approved by the technical inspector before being worn on the track.

7.2.1 Helmet

DOT or Snell certified helmet, manufactured after 2005, undamaged and in good condition, that covers the entire head (i.e. a "full-face" helmet).

7.2.2 Eye protection

Shatter-resistant eye protection is required (ANSI z87 or better are recommended); either goggles, safety glasses or a face shield.

7.2.3 Gloves

Gloves appropriate to asphalt riding. Gloves without abrasion-resistant palms, i.e. thin MX gloves, are not recommended.

7.2.4 Boots

Heavy boots designed for riding that cover the ankles. MX, Supermoto, or road racing boots are strongly preferred.

7.2.5 Spine protection

Adequate spine protection is required. A hard clamshell-style back protector is preferred, but CE-rated foam back pads may be allowed if large enough.

7.2.6 Abrasion protection

Full-coverage abrasion protection for the body, including:

- Abrasion-resistant pants, either leather or synthetic. Jeans or heavy canvas are not sufficient protection and will not be allowed unless they have motorcycle-specific abrasion protection (i.e. Draggin' Jeans, etc) or are worn with armor. Motocross pants are allowed with knee armor but not encouraged.
- Abrasion-resistant jacket or upper body covering. Jerseys or sweatshirts alone are not sufficient; armor must be worn underneath.
- Two-piece synthetic riding suits (Aerostich, Hein Gericke, Motoport, etc) are allowed.
- Race leathers, either one-piece or two-piece zip-together leathers, are strongly encouraged.
- Large gaps in body coverage will not be allowed, and no skin should be visible below the rider's neck. Riders should make sure their protective equipment fits before riding.

7.2.7 Body armor

Use of body armor (shoulders, elbows, chest, knees, hips) and Leatt-style neck braces are strongly encouraged but not required except as mentioned above.

7.3 Protective gear for pit crew members and staff

Any person working on the racetrack when it has been declared hot must wear the following:

- Shirt
- Long pants
- Close-toed shoes

Gloves, eye protection, and a long-sleeve shirt are strongly recommended for cornerworkers and any pit crew member in hot pit.

8 Rider code of conduct

Riders will conduct themselves in a sportsmanlike manner at all times on and off the track.

8.1 On the track

Grievances related to rough riding, on-track incidents, or unsportsmanlike behavior should be reported to race direction, not taken up between individual riders. If you can't shake hands and talk the incident over in a calm and reasonable way, report it to race direction.

8.1.1 Racing incidents

Motorcycle racing is a competitive sport - contact and accidents happen, although hopefully not often. Unless witnessed as such by race officials or reported as rough riding or reckless riding to race officials, on-track incidents are assumed to be racing incidents and will not incur any penalties for involved riders, except as noted elsewhere for incidents that result in a red flag.

8.1.2 Reckless riding

Riders who are crashing frequently or who cause other riders to crash, or who appear to have insufficient control of their motorcycle, will be informed by race direction that they need to change their behavior or they will no longer be allowed to ride. Race direction may remove a rider from competition if they continue to ride recklessly.

8.1.3 Rough riding

Dangerous or rough riding will not be tolerated, nor will a persistent "pass or crash" attitude. Intentionally causing an on-track incident, forcing a rider off the track, or intentionally jeopardizing the safety of other riders in any way, are examples of rough riding. Riders may be penalized positions or disqualified if they are riding dangerously, as determined by race direction. Race direction will remove from competition any racers who continue to ride roughly, and may impose additional penalties depending on the severity or frequency of incidents.

8.2 Off the track

The rider is ultimately responsible for the actions of themselves, their pit crew, family, and friends at the track. Misbehavior by any of these may result in a penalty given to the rider.

Fights, verbal abuse, bullying, or violence of any kind between competitors or towards Cascadia Supermoto staff will not be tolerated. Any acts of abuse or violence observed during an event are grounds for immediate ejection from the premises and a lifetime ban. Report any observed violence, bullying, or abuse to race direction immediately.

INTOXICANTS OF ANY KIND ARE NOT PERMITTED IN THE PITS DURING THE RACE. Racing is considered ongoing until the last race of the day is complete and the track is "cold". Riders and any crew or staff who are present on a "hot" track may not use intoxicants of any kind before or during racing. Spectators may indulge outside

of the pit area - grandstands and spectator areas are not considered the pit area. Riders found to be under the influence as judged by staff will be immediately disqualified and may be ejected from the venue. A second offence will result in a lifetime ban from Cascadia Supermoto events.

NO RIDING WITHOUT A HELMET, EVER, EVEN IN THE PITS.

PIT SPEED LIMIT IS 5 MPH AT ALL TIMES WHEN RIDING IS ALLOWED IN THE PITS. Riding is not allowed in cold pit at all venues; please wait to ride anywhere until after registration and the rider's meeting.

8.3 Penalties

Penalties for poor conduct may include:

- Docking of one or more positions in a race
- Race disqualification
- Event disqualification
- Immediate ejection from the event
- Suspension from one or more future events
- A lifetime ban from participating in Cascadia Supermoto events

Penalties will be determined by race direction or, in the event of a suspension or ban, the Cascadia Supermoto director. They are the final word - there is no appeals process.

9 Rule Book Updates

Cascadia Supermoto reserves the right to revise this rule book at any time. Revisions after the season starts will be carefully considered and will typically address clarifications, situations that affect rider safety, or changes required to assure racing is completed during the time the track is rented for. Any revision will become effective immediately and posted to the Cascadia Supermoto website.

10 Disclaimers

WARNING: Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Motorcycle racing is a dangerous activity. Participants are solely responsible for their safety.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in

no way a guarantee against injury or death to any participant, spectator or official. The race director and/or referee shall be empowered at any time to permit deviations from any specifications herein or to impose any further restrictions or changes that in their opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

11 Contact information

11.1 Website

<http://www.cascadiasm.com>

11.2 Email

info@cascadiasm.com

11.3 Board of Directors

11.3.1 President/CEO

Case Isaac

case.isaac@cascadiasm.com

11.3.2 Operations Director/COO/PR

Debi Johnson

debi.johnson@cascadiasm.com

11.3.3 Technical Director/CTO

David Price

david.price@cascadiasm.com