



Rule Book and Racing Information

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1 Mission Statement

Cascadia Supermoto exists to bring safe, friendly, competitive, and fun supermoto, minibike, and scooter racing back to the Pacific Northwest. It is Cascadia Supermoto's mission to provide a competitive racing program for riders of all skill levels, a fun and friendly series for spectators, and a high-visibility opportunity for vendors to participate in.

2 2017 Event Schedule

2.1 Race Dates

Round 1: May 13 – TCKC, Richland, WA
Round 2: June 3 – Mac Track, McMinnville, OR
Round 3: June 24 – BMP, Bremerton, WA
Round 4: July 8 – Mac Track, McMinnville, OR
Round 5: August 13 – BMP, Bremerton, WA*
Round 6: September 30 – TCKC, Richland, WA
*Round 5 is on a Sunday

2.2 Practice dates

Please see the schedule on the website at <http://cascadiasm.com/index.php/schedule/> for the latest information.

Registration opens at 0800, practice at 0900, and racing begins at 1000.

3 Cascadia Supermoto At A Glance

For details, please read the rest of the rulebook. For the impatient, the important facts:

3.1 How much does it cost?

Riders must be members of the club. Club memberships are available at any time during the season.

Advanced-purchase annual membership:	\$65
Annual membership:	\$100
Single-event membership:	\$30

Riders must also pay an entry fee for every event. After the first two classes, additional classes are FREE.

Entry fee for 1 st class:	\$80
Entry fee for 2 nd class:	\$35
Entry fee for additional classes:	FREE!

3.2 What motorcycle can I race?

Anything that is:

- A Supermoto, dual-sport, or off-road motorcycle. NO SPORTBIKES! Also nothing with more than two wheels, sorry.
- No more than two cylinders (with an exception for Heavyweight bikes).
- Under 580cc if a twin-cylinder (with an exception for Heavyweight bikes).

If your motorcycle meets these requirements, **we will find two classes for you to ride in, no matter what you bring.**

3.3 What are the classes?

- Open Supermoto
- Novice (if you race this, you can't run Open Supermoto)
- Heavyweight
- 450
- 250/400
- Sportsman
- Asphalt-only
- Junior
- Mini

3.4 What do I need to do to my bike?

- Make sure it's in good condition generally, with no leaks, working controls, and road-worthy tires.
- Install handguards, foot peg sliders, and axle sliders if you don't already have them.
- Install a metal or plastic catch can with the radiator overflow, carb drain/vent tubes, and oil breather lines routed there. Yes, soda cans are OK.
- Replace the antifreeze coolant with distilled water and Water Wetter. **NO ENGINE ICE!**
- Safety wire the oil drain plug and external filter (if the bike has one).
- Safety wire or wire-and-R-clip the oil fill cap.
- Tighten and put a dab of silicone on oil filter cover bolts.
- Remove your mirrors, license plate, and kickstand.
- Tape up turn signals and taillights. If the headlight hasn't been removed, unplug it and tape it up.

3.5 What do I need for protection?

- A decent helmet. DOT or SNELL in good condition that's less than 10 years old.
- Full-coverage gear that won't shred (leather, cordura, etc), or armor underneath your MX gear. Leathers are strongly recommended but not required.
- Good gloves

- Sturdy boots. MX, road race, or Supermoto boots are strongly recommended.
- Spine protection of some sort.
- Body armor and leathers are strongly recommended. Road rash hurts.

4 Membership and entry fees

4.1 Annual membership

A Cascadia Supermoto membership is required in order to participate in Cascadia Supermoto events.

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.

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.

4.2 Race entry fees

Race entry requires a Cascadia Supermoto membership, either a single-event or annual membership. On race day, the fees are:

\$80 for the first class entered.

\$35 for the second class entered.

Any additional classes entered are **FREE!**

4.3 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.

4.4 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 first practice of the day. A 50% credit may be requested by a rider at any point between the start of the first practice of the

day and the first race of the day. After racing begins, no refunds or credits will be given.

In the event that a rider'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.

4.5 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!

5 Classes

5.1 Restrictions for all classes

All classes have the following restrictions:

- No sportbike-style motorcycles (i.e. fairings and clip-ons) except in the minibike and scooter classes. Sorry, this is a restriction imposed by one of our venues, and means that no Ninja 250s are allowed.
- No twin-cylinder engines over 580cc, unless racing in Heavyweight.
- No engines with more than two cylinders, unless racing in Heavyweight.

5.2 Finding a class to ride in

Cascadia Supermoto wants you to race! If you bring a motorcycle that meets the minimum restrictions listed, we will find at least two classes for you to ride in.

The class structure has been designed to make sure that every rider has at least two classes available for them, and most should have three. If you cannot find two classes to ride in, please talk to registration or the race directory and they will make exceptions as needed to find you a second class to ride.

5.3 New class proposals

Cascadia Supermoto is open to new classes! If five or more riders wish to create a new class and are prepared to run in it, as long as it meets the general restrictions in Section 5.1, we will add the new class into the schedule immediately. New classes may not grid separately, but they will be scored separately and have their own championship awarded.

5.4 Sprint/Supermoto Classes

5.4.1 Open Supermoto

This class is for experienced racers on unlimited machinery.

You do not have to be a pro to ride this class! This is the class for the club #1 plate, and any supermoto rider who has some race experience should be comfortable riding in this class and competing for club #1. This is an amateur race series, not a pro series, and Open Supermoto is not a money class.

- Unlimited displacement
- Unlimited modifications
- Novice riders are prohibited from entering this class.

5.4.2 Novice

This class is for slower riders on any machinery.

- Unlimited displacement.
- Unlimited modifications.
- Open to Novice-level riders only. Riders cannot enter this class if entered in Open Supermoto.
- Riders with previous racing experience should not enter this class. Race direction may move riders out of this class to Open Supermoto at their discretion.

5.4.3 450 Supermoto

- Unlimited modifications.
- Displacement limits of
 - 450cc or less for water cooled four-stroke engines
 - 300cc or less for two-stroke engines.
 - Unlimited displacement air or air-oil cooled four-stroke engines

5.4.4 250 / 400 Supermoto

- Unlimited modifications.
- Displacement limits of
 - 250cc or less for four-stroke water-cooled engines
 - 400cc or less for four-stroke water-cooled engines with 100% OEM rims and brakes (AKA: DRZ-400S)

- 220cc or less for water cooled two-stroke engines.
 - 480cc or less for air-cooled engines
- This class may be gridded with 450 Supermoto, depending on the number of entries.

5.4.5 Sportsman

This class is for lower-performance Supermoto or dual-sport bikes, or motocross bikes running OEM wheel sizes and brakes.

- Unlimited displacement.
- **Restricted** modifications. This class is for motorcycles running stock (OEM) wheels and brakes with lower-power engines. This class is intended for motorcycles such as:
 - Motocross bikes with **street tires** on the OEM 21" front and 18"/19" rear rims.
 - Street-legal supermoto bikes such as the Suzuki DRZ400SM and Yamaha WR250X.
 - Dual-sport motorcycles such as the Kawasaki KLR650 or Honda XR600L.
 - Any other street-legal dual sport motorcycle that meets the minimum requirements for all race bikes.
- **NO KNOBBIES.** Sorry, they destroy the dirt sections. If unclear on whether a tire would be considered a knobby, please contact tech before the race. As a rough guide, nothing chunkier than a Pirelli MT-60 will be allowed.
- **This class EXCLUDES high-performance factory supermotos such as KTM SMRs, Aprilia 450/550 SXVs, KTM 690s, etc. even if they are street-legal in Washington or Oregon.** This class is intended to be competitive for motorcycles that are not heavily modified or specifically manufactured for Supermoto racing. Race direction may exclude models from this class at its discretion, or allow excluded motorcycles and riders to participate on a case-by-case basis, depending on the skill and experience of the rider.

5.4.6 Asphalt-Only

- Unlimited displacement.
- Unlimited modifications.
- This class will run **ONLY** the asphalt portion of the course.
- Special rules apply for Heavyweight bikes that exceed general displacement maximums - see the Heavyweight class rules for details.

5.4.7 Minibikes

- 230cc or less for air-cooled four-stroke motorcycles or scooters
- 165cc or less for water-cooled four-stroke motorcycles or scooters
- 85cc or less for two-stroke motorcycles or scooters
- Minibikes will run **ONLY** the asphalt portion of the course
- Unlimited frame/chassis modifications

5.4.8 Junior Supermoto / Junior Minibikes

- Legal for all four-stroke motorcycles with 230cc or less displacement, two-stroke motorcycles with 85cc or less displacement.
- Riders must be 15 years old or younger to enter this class.

5.4.9 Heavyweight

This class is for big-bore Supermotos such as the KTM 690 SMC, Husquvarna 701, and also for ultra-heavyweight motorcycles such as the Ducati Hypermotard, Aprilia Dosoduro, Honda Africa Twin, or large-displacement flat track bikes such as XR750s, TZ750 two-strokes, etc that exceed the maximum displacement in Section 5.1.

- Unlimited cylinder count & displacement – Motorcycles with 2+ cylinders and greater than 580cc displacement are OK in this class; this is an exception to Section 5.1 above.
- No clip-ons, no fairings. Motorcycles must use an offroad style handlebar.
- Unlimited chassis, suspension, and engine modifications.
- Entrants may also ride Asphalt Only even if their motorcycle exceeds overall displacement/cylinder limits from Section 5.1, but they **must** finish their Heavyweight heat race to be allowed into the Asphalt Only heat/main. Only ultra-heavyweights such as the Hypermotard are affected by this rule.

6 Supermoto race day schedule and gridding

6.1 Schedule

6.1.1 Gates, registration, and technical inspection

The schedule below is the expected schedule, but may be modified from race to race. A race-day schedule will be available for each race at signup.

Track gates will open **no later than** 0800 on race day. Gates may be open earlier depending on the specific venue.

Race-day registration will open **no later than** 0815. Registration may open earlier depending on the specific venue.

Technical inspection will begin at 0815.

6.1.2 Race day format

	Heats on 15s, Mains on 20s			
Track Goes Hot	9:00 AM	Slow Practice		
	9:20 AM	Fast Practice		
	9:40 AM	Junior/Mini		

~10 Minute Heats	10:00 AM	Heat 1	Sportsman	Dirt
	10:15 AM	Heat 2	Junior	Dirt
	10:30 AM	Heat 3	Novice	Dirt
	10:45 AM	Heat 4	Minis	Road
	11:00 AM	Heat 5	Asphalt Only	Road
	11:15 AM	Heat 6	Heavyweight	Dirt
	11:30 AM	Heat 7	Supermoto 450	Dirt
	11:45 AM	Heat 8	Supermoto 250	Dirt
	12:00 PM	Heat 9	Open Adv/Pro	Dirt
	12:15 PM			
	Lunch 12:15 - 1:20			
~15 Minute Mains	1:20 PM	Race 1	Sportsman	Dirt
	1:40 PM	Race 2	Junior	Dirt
	2:00 PM	Race 3	Novice	Dirt
	2:20 PM	Race 4	Minis	Road
	2:40 PM	Race 5	Asphalt Only	Road
	3:00 PM	Race 6	Heavyweight	Dirt
	3:20 PM	Race 7	Supermoto 450	Dirt
	3:40 PM	Race 8	Supermoto 250	Dirt
Last Race 4pm	4:00 PM	Race 9	Open Adv/Pro	Dirt
Awards and Pack up	4:30 PM	Awards		

6.2 Mandatory rider's meeting

All riders must attend the rider's meeting held before the first practice of the day. 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 refuse to attend the rider's meeting may be prohibited from racing.

6.3 Race length

The length of each race may vary from track to track and from race day to race day depending on track length, available time, etc. Race direction will notify riders at the rider's meeting of the race length. Race length may be shortened as needed in order to meet schedule restrictions.

6.4 Gridding

All classes are subject to the following requirements:

- Classes with fewer than 5 entries may be gridded with other classes at the discretion of race direction.
- If a rider is registered in two classes that are gridded together, that rider will be given the opportunity to withdraw from one class and request a refund prior to the start of heat races.

Riders will be gridded by random draw for their heat race. Grid widths will vary from track to track, and will be determined by race direction prior to start time. Riders will be gridded for the main race by heat race finishing order. Riders who do not start or finish their heat race will be gridded at the back for the main race in that class. Grid sheets will be posted at least 10 minutes prior to the first main. **Riders are responsible for knowing their start order.** Riders who don't know their start order will be sent to the back of the grid.

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 Technical requirements

8.1 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.

8.2 Technical requirements for racing motorcycles

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

8.2.1 Race numbers and scoring

Race numbers 1-5 are reserved for the top 5 ranked riders in the Open Supermoto class.

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. Numbers must be **as clear and legible as possible**. If a number cannot be read by scoring during the race, the motorcycle will not be scored.

Low-contrast number colors (i.e. blue on black) will be rejected by tech inspection. Illegible fonts will be rejected by tech inspection.

If a motorcycle's numbers cannot be made legible, the race director and scoring may require the rider to wear a uniquely-colored jersey or vest over their protective clothing, to be provided by tech.

8.2.2 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 operational 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. **Engine Ice is not 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.

8.2.3 Equipment removal

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

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

It is recommended that these be removed from all motorcycles:

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

8.2.4 Additional requirements for full size motorcycles

- Front and rear axle sliders are required.
- Bar end sliders or other bar-end protection is required. Heavy-duty handguards or bark busters such as Cycra ProBend, Fastway FIT, etc. are strongly recommended. Motorcycles not using heavy-duty handguards will be evaluated on a case-by-case basis for adequate protection.
- Any motorcycles with kickstands that are inside the line of ground impact (DRZ-400, Honda XRs, etc) must have those kickstands removed. Kickstands

that do not pose an impact risk (Beta, KTM, Husqvarna) must be zip-tied in the raised position. If in doubt, the kickstand should be removed.

8.2.5 Additional requirements for minibikes

- Front and rear axle sliders are highly recommended but not required.
- Handguards are recommended but not required for motorcycles with handlebars.

8.2.6 Additional requirements for scooters

- Front and rear axle sliders are highly recommended but not required.
- Handguards are highly recommended but not required.

9 On-track procedures for Supermoto and sprint races

9.1 Pre-race staging and gridding

Riders will be released by the starting official on to the track through pit exit and should circulate around the track to the start line.

For heat races, riders will draw a numbered token from a bucket in the staging area before exiting the pits. This will designate their starting position for the heat race. Grid spaces will be numbered.

For main races, riders should know their posted grid position and line up in that position. The race director or starter will assist riders who do not know their grid position.

9.2 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 starter or starting light.

When starting with a flag, the moment the tip of the green flag leaves the ground or the starter's hand is considered to be the start of the race.

When starting with a light, the moment the green light is lit is considered the start of the race.

Race officials will be watching for any jump starts. If a rider jumps the start, all other riders must continue to wait for the actual race start, and must proceed with the

race as soon as the green flag is thrown. Do not wait for the starter to restart 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 the rider does not, they will be penalized by race direction after the race, or race direction bring out the red flag and will proceed with a re-start if the jump start is a safety risk.

9.3 Entering and exiting the track

During supermoto/sprint races, the pit area is considered “cold” and not part of the racing surface. Riders must ride carefully and slowly in the pit area.

Track entrance procedures will vary from track to track depending on pit configuration. **Information on track entry and exit procedures will be reviewed during the rider’s meeting.**

When exiting the track when racing or practice is ongoing (hot track, green flag condition), riders should raise their left hand or indicate with a raised leg two corners before the pit entrance. Riders should stay off the racing line in the last corner before entering the pits and begin gradually slowing prior to exiting the track. Once on pit lane, riders should slow to walking speed when traveling through the pits.

9.4 At the end of a race or practice

After crossing the finish line when the checkered flag is displayed during a race or practice, riders should continue at race pace through the next corner, then slow gradually and proceed around the circuit to pit exit. Riders should not cut the course OR take a “victory lap”. Riders must not slow or stop at the finish line; this is an extreme safety hazard and will result in a penalty.

9.5 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, but line changes intended to block significantly faster riders and aggressive or dangerous block passing may result in penalties from race direction or a black flag when seen as unnecessarily rough. We all have to go back to work on Monday, so don’t be a jerk.

9.6 Accidents and debris

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.**

9.7 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.

Crossed White and Green Flags: Used to signal the half-way point of a race or practice. NOTE: This is a courtesy flag, any errors made when displaying the white flag will not affect scoring.

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

Red Flag: 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, and return to pre-grid. See Section 9.8 for scoring rules after a red flag and restart procedures.

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 penalized finishing positions at the discretion of race direction. 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.

Black Flag: Corner workers or the race director will wave the flag while pointing at the racer in question. The indicated rider should immediately and safely pull off the racing surface, away from any impact zones, and talk to the nearest race official. This flag is used to signal a rider of a safety violation or disqualification. This could include mechanical problems, leaking fluid, or riding that race direction considers dangerous or unsportsmanlike. When shown the black flag, the racer must remain trackside or in the pits until race director addresses the situation. If the racer chooses to come back to the pits and speak to an official they must not cross the racing surface. If a rider ignores a black flag, they will forfeit the race, be marked as DNF by scoring, and may face other penalties at the discretion of race direction.

9.8 Race restarts and red flags

When a red flag is displayed, riders should slow down immediately but safely and return to the starting line grid or to the location instructed by race officials at start/finish or the pit entrance. If the race is less than 50% complete it will be re-started with a reduced number of laps, if the race is over half way then the race is scored as complete and the riders will be scored based on the last lap before the incident. The rider race direction determines to be the cause of the incident will start from the back of the grid in the event of the restart. If the race is declared complete the rider causing the red flag will be scored last of all bikes still circulating on the last lap scored.

10 Points and scoring for Supermoto/sprint races

10.1 How points are scored

Sprint and Supermoto racing uses a two race format, one heat race and one main race per class.

Points and trophies are awarded based on main race finishing position.

Riders must complete a full lap of both the heat race and main race to be scored for an event.

10.2 Points by main race finishing position

Finishing Position	Points
1	25
2	21
3	18
4	15
5	12
6	10
7	8
8	7
9	6
10	5
11	4
12	3
13	2
14	1
15+	0

10.3 Scoring for wet events

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.

10.4 Season championships

End of season championships in each class will be awarded to the rider who scores the most points during the season. In the event of a points tie, the winner will be the rider 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 number of heat races won during the season.

The top 5 riders in the Open Supermoto class will have the option of using their championship ranking as their race number in the following season.

11 Rider code of conduct

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

11.1 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.

11.1.1 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.

11.1.2 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 are riding recklessly and 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.

11.1.3 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.

11.2 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.

11.2.1 Rider and crew behavior

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

11.2.2 Harassment policy

Cascadia Supermoto is dedicated to providing a harassment-free event for everyone, regardless of gender, gender identity and expression, sexual orientation, disability, physical appearance, body size, race, age or religion. We do not tolerate harassment of event participants or spectators in any form. Event participants violating this policy may be subject to penalties described in the penalties section of the rulebook. If anyone – including riders, spectators, volunteers, or staff – makes you or anyone else feel unsafe or unwelcome, please report it as soon as possible to the chief officer or race director.

11.2.3 Pets

The track is not a pet-friendly environment, please think twice before bringing your animals. **Pets must be kept on a leash at all times.** Pet owners are responsible for controlling their pet’s behavior at all times. Aggressive animals and pet owners who will not comply with leash policy will be asked to leave the track. It is recommended that pets be crated whenever the track is hot and racing is underway.

11.2.4 Intoxicants

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 will be immediately disqualified and may be ejected from the venue. A second offence will result in a lifetime ban from Cascadia Supermoto events.

11.2.5 Pit riding

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.

11.3 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 chief officer. They are the final word - there is no appeals process.

12 Who's who at the track

Cascadia Supermoto racers should know basic information about the structure of the organization and who to go to at the track when they need information or have a problem.

NOTE: ALL Cascadia Supermoto staff members carry portable radios; when in doubt, talk to a staff member and they'll get you the help you need.

12.1 Chief Officer

The chief officer is the person in charge of the event overall. In a dispute, their word is final. They've got authority over every aspect of the race, and have the ability to grant refunds, exceptions, modify rules, eject participants, etc.

12.2 Race director

The race director is in charge of the actual racing. They are responsible for on-track rule enforcement, technical enforcement, flagging during the race, managing corner marshals, and the racing schedule throughout the day. The race director's chief concern is the safety of all of the riders and spectators throughout the event, and they have authority over anything happening on the racetrack. Once racing has started, talk to the race director about any problems gridding, if you are not going to be able to make a race, or if there is a safety issue with the track.

12.3 Registration

Registration handles getting riders registered for classes, annual memberships, contingency signups, and any paperwork that riders need to fill out in order to race.

Find registration to discuss any problems with classes and entries, or for a refund/credit if one is needed.

12.4 Starter (aka pre-grid)

The starter and pre-grid manager is responsible for making sure that races start on time, that riders are properly gridded when they line up for the start of a race, for flagging the start-finish line during the race, and for ending the race with the checkered flag.

12.5 Technical inspector

The technical inspector is responsible for inspecting all racing motorcycles for mechanical problems and for making sure that riders have adequate protective gear on when entering the track. Any motorcycles having mechanical problems that pose a safety risk should be reported to the technical inspector.

12.6 Timing and scoring

Timing and scoring is responsible for scoring riders, tracking rider finishing positions, and producing grids for Moto 2 races based on rider finishing positions in Moto 1. Riders don't usually need to talk to timing and scoring, unless they'd like to volunteer! The chief officer or race director should handle most scoring issues instead.

12.7 Corner marshals

Corner marshals work in teams of two out on the track to display flags for riders and assist riders in the event of an incident. Corner marshals are out on the race course, so racers won't be able to talk to them unless they crash. Try not to do that! Please thank your corner marshals at the end of the race; they are volunteers and we couldn't race without them.

12.8 Medic/EMTs

The medic or EMTs on site are there to look after riders injured during the event, on or off the track. Hopefully, these folks stay very bored through the entire event. If somebody is injured and needs help, talk to somebody on the Cascadia Supermoto staff with a radio to get medical help quickly. Please don't call 911 unless directed to by staff.

13 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.

14 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 chief officer and/or race director 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.

15 Contact information

15.1 Website

<http://www.cascadiasm.com>

15.2 Email

info@cascadiasm.com

15.3 Board of Directors

15.3.1 President/CEO

Case Isaac

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15.3.2 Operations Director/COO/PR

Debi Johnson

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15.3.3 Technical Director/CTO

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