1. **Mission Statement**

Cascadia Supermoto exists to bring safe, friendly, competitive, and fun supermoto 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.

1. **Event Schedule**
	1. Race Dates – Please see the schedule on the website at <http://cascadiasm.com> for the latest information.
	2. Practice Dates – Please see the schedule on the website at <http://cascadiasm.com> for the latest information.
2. **Cascadia Supermoto at a Glance**

Cascadia Supermoto is a Non Profit organization that puts on supermoto race events in Washington, Oregon and Idaho. We work in conjunction (when possible) with other regional organizations to bring commonality to rules and events. We run these events in a family friendly competitive environment. This document spells out the organizational structures, class definitions, rider and bike requirements, how a race day is set up and what happens during the race day.

1. **Membership**

Riders must be members of the club, either for a day or the year. Club Memberships are available at any time during the season.

* 1. ***Annual Membership***

Annual members also benefit from special offers from bendors, including contingency money in some cases. Racers who purchase single-event memberships are not eligible for vendor offers or contingency money (reciprocity members are eligible). Only riders who are annual members acquire season points.

* 1. ***Race Entry Fees***

Failure to pay (bounced check, bad credit card, etc.) will result in suspension from the series until the owed fee is covered. If the unpaid fee is not resolved within 7 days of the event, results will be changed to DNS.

* 1. ***Refunds***

If a rider is unable to ride after signing up, a refund may be issued. If the rider enters the track for a practice, heat, or main, no refund will be given.

* 1. ***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.

1. **Race Classes**
	1. ***Open***

This class is for experienced racers on any motorcycle.

• Unlimited displacement.

• Unlimited modifications within Section 5.1 restrictions.

• Beginner riders are prohibited from entering this class.

You do not have to be a pro to ride this class! This is the class that determines 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.

* 1. ***Intermediate***

This This class is for skilled riders who are not experienced racers, or slower racers who are less comfortable in the Open class, on any motorcycle.

• Unlimited displacement.

• Unlimited modifications within Section 5.1 restrictions.

 Riders from the Beginner class are encouraged to race this class as soon as they can. Riders who ride in the top 50% of the Open class may not ride in this class.

* 1. ***Beginner***

This class is for riders new to competition on any motorcycle.

• Unlimited displacement.

• Unlimited modifications within Section 5.1 restrictions.

• Open riders are prohibited from this class. Riders able to finish in the top 50% of the Intermediate class will be removed from this class.

• If you win a race, you will no longer be allowed to enter Beginner

• No season points or awards will be given in this class

* 1. ***450 Supermoto***

• Unlimited modifications within displacement limits and Section 5.1 restrictions.

• 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.

* 1. ***250/400 Supermoto***

• Unlimited modifications within displacement limits and Section 5.1 restrictions.

• Top 5 from 2023 season Open Class are not allowed in 250/400 class.

• Displacement limits of:

1. 250cc or less for four-stroke water-cooled engines.

2. 400cc or less for four-stroke water-cooled engines with 100% OEM rims and brakes (AKA: DRZ-400S).

3. 220cc or less for water cooled two-stroke engines.

4. 480cc or less for air-cooled engines.

**\* 350cc watercooled motorcycles (aka KTM/Husky 350) are explicitly NOT permitted in the 250/400**

* 1. ***Vet 45+***

• Riders must turn 45 years old during the season.

• Unlimited displacement.

• Unlimited modifications within Section 5.1 restrictions.

* 1. ***Womens***

• Unlimited displacement.

• Unlimited modifications within Section 5.1 guidelines

• Limited to Biological female participants

* 1. ***Asphalt Beginner*** – See Beginner Above but no dirt
	2. ***Asphalt Intermediate*** – See Intermediate Above but no dirt
	3. ***Asphalt Expert*** – See Open above but no dirt and not the #1 Plate class
	4. ***Mini – GP & Supermoto***

We run 2 distinct Mini classes, one that is pavement only (Mini GP) and one that is a supermoto class (Mini’s with Dirt). The same limitations apply to both classes

• Unlimited modifications to chassis, engine, wheels, brakes, suspension etc within Section 5.1 guidelines

• Displacement limits:

o 4-stroke 2-valve air- or air-oil cooled: 250cc

o 4-stroke 4-valve air- or air-oil cooled: 212cc

o 4-stroke water-cooled: 150cc

o 2-stroke air-cooled: 125cc

o 2-stroke water-cooled: 95cc

* 1. ***Junior Supermoto***

• Max age 16

• Unlimited modifications to chassis, engine, wheels, brakes, suspension etc within Section 5.1 guidelines

• Displacement limits:

o 4-stroke 2-valve air- or air-oil cooled: 250cc

o 4-stroke 4-valve air- or air-oil cooled: 212cc

o 4-stroke water-cooled: 150cc

o 2-stroke air-cooled: 125cc

o 2-stroke water-cooled: 95cc

1. **Class restrictions/bump up**
	1. ***Restrictions for all classes*** - No Sport-Bike Style motorcycles (i.e. fairings and clip-ons) except in the mini’s
	2. ***Fuels*** – Gasoline based fuels only, NO Methanol, NitroMeth, Propane, etc. All fuels must be available for retail purchase in the USA.
	3. ***Engines*** – No Turbocharging, supercharging, nitrous oxide, or other ‘Power adders’ are permitted on any motorcycle.
	4. ***Other*** – All Modifications must be performed in a safe, workmanlike manner. Any and all modifications must be determined safe by the technical inspector.
	5. ***Electric Motorcycles*** – Electric motorcycles are a highly evolving area and Class permission will be determined on a case by case basis, and subject to change. This determination should be made before pre-entry for a race event.
	6. ***Note:*** if you have questions regarding the legality of any modification please ask the Board PRIOR to the race season. The series is a place for amateur competition, and these technical rules are intended to limit the cost of racing competitively in the series and help the organization provide a track environment that is safe and consistent. Modifications that exploit loopholes or that present safety issues, as determined by tech inspection and available Board members, may not be allowed to race.
	7. ***Bump Up Rules:***
		1. Beginner SM: Win with more than 10 riders, unless under the age of 15.
		2. Intermediate SM: Be in top 50% of Open class. Dominant win of a race.
		3. Asphalt Beg/Am: Dominant win of a race.
2. **Race day general/schedule/gridding/gear**
	1. ***Daily format*** (approximate)

07:45-08:00 Registration Opens

08:10 Tech Inspection Opens

08:50 Mandatory Rider’s Meeting

09:00-10:30 Practice: Asphalt, Slow, Fast, Mini’s (2 sessions each)

10:45 MOTO 1 RACES START

13:00 to 13:30 LUNCH

14:00 MOTO 2 RACES START

16:30 Awards Ceremony

* 1. ***Rider’s Meeting***

All riders must attend the rider’s meeting held before the first practice of the day. Rider’s meeting held to communicate important information about race procedures and track conditions. Riders who miss the rider’s meeting will not be permitted to race until after being briefed by Race Director.

* 1. ***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 to meet schedule restrictions. Open mains will run at least two more laps than other classes. Lap count will be announced as part of the riders meeting.

* 1. ***Gridding***

All classes are subject to the following procedures:

• 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 heat/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.

• Grids will be formed using one of the following formats, determined each race:

* Riders will be gridded by random draw at registration for their heat race.
* Riders will be gridded by order of registration for their heat race.
* Riders will be gridded in order of practice times (fastest first)
* Final Series heat race for each season \*may\* determined by current standings ahead of this event
	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.

* 1. ***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.

* 1. ***Helmet***

It is the responsibility of the rider to have a proper helmet. Must be full-face (no Flip-ups) and certified by the manufacturer, with sticker affixed, to meet SNELL 2010 or newer SNELL standard, BSII 6658-A or ECE 22-05. No significant scratches or evidence of impact allowed.

* 1. ***Eye Protection***

It is the responsibility of the rider to have proper eye protection. Shatter-resistant eye protection is required (ANSI z87 or better are recommended); either goggles, safety glasses or a face shield.

* 1. ***Gloves***

It is the responsibility of the rider to have proper hand protection. Gloves must be leather or designed for asphalt/road use. Lightweight motocross gloves are not acceptable.

* 1. ***Boots***

It is the responsibility of the rider to have proper foot attire. Heavy boots designed for riding that cover the ankles. MX, Supermoto, or roadracing boots are strongly recommended. Boots must buckle or lace, no ‘slip-on’ boots.

* 1. ***Spine Protection***

It is the responsibility of the rider to have proper 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.

* 1. ***Abrasion Protection***

It is the responsibility of the rider to have proper 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) and 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.

• No skin should be visible below the rider’s neck. Riders should make sure their protective equipment fits before riding.

1. **Technical requirements** You are personally responsible for the safety of your own equipment. The guidelines below are established to give you a reference on how.
	1. ***Technical Inspection*** (approximate)

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 a motorcycle meets technical requirements and is safe to race. 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.

* 1. ***Technical requirements for racing motorcycles***
		1. ***Transponders -*** AIM/Mylaps transponders are required for all participants. The club will have a limited number available to rent on a race day. This transponder must be of the “Kart/Motorcycle” variety.
		2. ***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. 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.
		3. ***All motorcycles***

• No visible oil or fluid leaks.

• Oil drain bolts must be secured with safety wire or siliconed in place

• Oil fill plugs must be secured with safety wire or a safety clip or siliconed in place

• 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.

• Foot peg sliders are required for any motorcycle with foot pegs. Foot peg 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.

• Proper rear brake operation and tight bolts.

• Only water and Water Wetter and VP Stay Frosty Coolant 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 and fuel (NOT coolant) must be routed to an appropriately sized catch can or cans, at least 4oz in size. Catch cans must be made of metal or plastic, no glass or paper catch cans are permitted.

• Tires must be in good condition

• Any lights or turn signals must be taped over completely.

• All motorcycles must be in a safe, ready-to-race condition

* + 1. ***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

• Taillight and assembly

• Horn

• Side stand and center stand

* + 1. ***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 retained by safety wire in the raised position. If in doubt, the kickstand should be removed.

1. **On-Track procedures for Supermoto** NOTE: Unless the track is specifically gone hot for practice or racing, no motorcycles should be ridden on the racing surface or in the pit area. Engine start up is acceptable to ensure the motorcycle will start, but riding is explicitly not permitted. Penalty could involve race suspension or even up to series ban. Exact penalty to be decided as the discretion of the board.
	1. ***Pre-Race staging and gridding* ­-** Grids will be posted before heats and mains. Grid spaces will be numbered. Riders should know their posted grid position and line up in that position. If there is a conflict over a grid position, both riders start from the back of the grid.
	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.
	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.
	4. ***End of 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.
	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. 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.

Passing off the track surface:

* + 1. If a position is gained and not given back, a penalty of 3 finishing positions will be applied
		2. If passing off the track causes a dangerous condition, a penalty of the following can be applied at the discretion of race direction:
			1. Loss of 3 positions or
			2. Disqualification from results or
			3. Potential Ban from Series
	1. ***Accidents or 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.**
	2. ***Flags*** –
		1. **Green Flag:** Used to signal a live track and also used for starts.
		2. **White Flag:** Used to signal the final lap of the race.
		3. **Checkered Flag:** Used to signal the end of a race. Races are not over until either the checkered flag or red flag is displayed.
		4. **Red Flag:** Used to stop and 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.h. for scoring rules after a red flag and restart procedures.
		5. **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.
		6. **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.
	3. ***Restarts/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.
		1. If the race is less than 50% complete it will be re-started with a reduced number of laps
		2. If the race is over 50% then the race is scored as complete and the riders will be scored based on the last lap before the incident.
		3. The rider determined to be the cause of the incident will start from the back of the grid in the event of the restart.
		4. 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.
1. **Points and Scoring**
	1. ***How points are scored* -** Supermoto racing uses a heat/main format, one heat race and one main race per class. Points and trophies are awarded based on main race finishing position. Riders must complete at least a single full lap of the main race to be scored for an event.

|  |  |
| --- | --- |
| **Position** | **Points** |
| 1 | 25 |
| 2 | 23 |
| 3 | 21 |
| 4 | 20 |
| 5 | 19 |
| 6 | 18 |
| 7 | 17 |
| 8 | 16 |
| 9 | 15 |
| 10 | 14 |
| 11 | 13 |
| 12 | 12 |
| 13 | 11 |
| 14 | 10 |
| 15 | 9 |
| 16 | 8 |
| 17 | 7 |
| 18 | 6 |
| 19 | 5 |
| 20 | 4 |
| 21 | 3 |
| 22 | 2 |
| 23-30 | 1 |
| 31+ | 0 |
| DNS | 0 |
| DQ | 0 |

* 1. ***Points by main race finishing position –*** See Table on Right.
	2. ***Scoring for wet events -*** Wet events are awarded 1.5x points of dry races. A race is wet when declared so by the race director.
	3. ***Double points event* -** It is up to the discretion of the club to determine a single event per year that may be double points. This announcement must be made at least 1 week prior to the event. There is no requirement that the club has to implement a double points round.
	4. **Season championships -** End of season championships in each class will be awarded to the rider who scores the most points during the season.
		1. There are no tie breakers for riders who have the exact same number of points at the end of the season
		2. If there are 6 or more races in a season, the season results will include a “drop round”. This means that the single worst result will be removed for each race
		3. To qualify for a championship award, a rider must attend 4 of 6 rounds or 5 of 7 or 6 of 8 rounds for that 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.

1. **Rider code of conduct -** Riders will always conduct themselves in a sportsmanlike manner on and off the track. Violations of the rider code of conduct are subject to penalties as described below.
	1. ***On the track -*** Riders must ride in a responsible manner which does not cause danger to other competitors or participants, either on the track or in the pit area. Any infringement of this rule may be penalized. Grievances related to rough riding, on-track incidents, or unsportsmanlike behavior should be reported to race direction. Unless otherwise witnessed by race officials or reported 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. **NOTE:** Unless the track is specifically gone hot for practice or racing, no motorcycles should be ridden on the racing surface or in the pit area. Engine start up is acceptable to ensure the motorcycle will start, but riding is explicitly not permitted. Penalty could involve race suspension or even up to series ban. Exact penalty to be decided as the discretion of the board.
	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.
	3. ***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.
	4. ***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.
	5. ***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.
	6. ***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 may not use intoxicants of any kind before or during racing. Riders found to be under the influence will be immediately disqualified and may be ejected from the venue. A second offense will result in a lifetime ban from Cascadia Supermoto events.
	7. ***Pit Riding -*** 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.**
	8. ***Penalties –*** Penalties for violation of the code of conduct include:
		1. Docking of one or more positions in a race
		2. Race disqualification
		3. Event disqualification
		4. Immediate ejection from the event
		5. Suspension from one or more future events
		6. 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. The Chief Officer has the final word – there is no appeals process.

1. ***Who’s who at the track***
	1. ***Chier 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 can grant refunds, exceptions, modify rules, eject participants, etc.
	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.
	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.
	4. ***Starter -*** 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.
	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.
	6. ***Timing & Scoring -*** Timing and scoring is responsible for scoring riders, tracking rider finishing positions, and producing grids for Mains based on rider finishing positions in Heats. 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.
	7. ***Corner Marshals -*** Corner marshals work 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.
	8. ***Medic/EMTs -*** The medic or EMTs on site are there to look after riders injured during the event, on or off the track
2. ***Rulebook 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.
3. ***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.
4. ***Contact Information***
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	3. ***Board of Directors:***
		1. President: Rick Engstrom
		2. Vice President: Jake Randall
		3. Board: Roger Bare & Elliott Dunlap