

# 2020 Snake River Mini Moto Rulebook

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**Note:** All riders with Snake River Mini Moto must adhere to the track rules and regulations listed in the Snake River Karters Rulebook; including but not limited to, rules of conduct, race day schedule, practice days, entry fees, pit passes, pit parking, memberships, etc. Snake River Mini Moto is subject to any changes in the Snake River Karters rulebook that don't pertain to karts.

**Chapter 1: Racing Classes-** All motorcycles must be 95dB or lower.

**Junior class:** Up to 50cc 2 Stroke and 110cc 4 Stroke. 50cc 4 strokes will race with and be scored separately. The only modifications allowed on all kids' class bikes including big bores up to class limit will be exhaust, carb, air filter and wheels/tires. Age range is from 7-13 years. Kids age 13 are eligible to move up to the adult class, after racing 12 full races and finishing on the podium 10 of those races.

**Formula 1:** 50cc water cooled 2 stroke, 60cc air cooled 2 stroke, 112cc air/ oil cooled auto/manual clutch 4 stroke (ex: KLX 110, NSR50, NSF100, XR100, Ohavle/Bucci 110), no 4 valve engines

**Formula 2:** 60cc water cooled 2 stroke, air/oil cooled 4 stroke limit is 136cc for 2 valves, and 110cc for 4 valves (ex: KX60, Grom, Z125, TTR125, Kayo 125)

**Formula 3:** 72cc water cooled 2 stroke, air/oil cooled 4 stroke limit is 152cc for 2 valves, and 125cc for 4 valves (ex: KX/RM/YZ/SX 65, KLX140)

**Formula 4:** 85cc water cooled 2 stroke, air/oil cooled 4 stroke limit is 176cc for 2 valves, and 150cc for 4 valves (ex: KX/RM/YZ/SX 85, Ohvale/Bucci 160cc)

**Formula 5:** 105cc water cooled 2 stroke, 165cc water cooled 4 stroke, air/oil cooled 4 stroke limit is 200cc for 2 valves and, 190cc for 4 valves (ex: Crf150r, 105SX, KX100, Ohvale/Bucci 190)

### **SPEC/STOCK CLASSES: (NOTE: IF SIX OR MORE)**

**150R:** Honda 150R 150cc stock displacement only. Unlimited chassis modifications.

#### **Stock XR/CRF 100:**

If it doesn't say you CAN do it, then you CANNOT!

Stock OEM exhaust must be used. Baffle may be removed on 2001 and newer

Stock OEM airbox, complete and intact, must be used

Stock OEM air filter or any aftermarket direct replacement part. Must fit in stock location with NO modification.

Stock OEM carb must be used. Jets/needle may be changed

OEM/aftermarket piston must be used in standard sizes

Bore cannot exceed .50 over

Clutch plates and springs may be changed

Shift lever may be changed

Clutch lever and front brake lever may be changed

Handlebars may be changed.

Grips may be changed

OEM handguards may be removed. Aftermarket barkbusters/handguards may be added

Brake cable and clutch cable may be changed  
Spark plug may be changed  
Rims may be changed. Most common configurations are: 16" OEM XR80 front rim or OEM 16" XR100 rear rim laced to an OEM front hub  
Any tires may be used  
Stock OEM Front forks, Internals may be changed.  
Stock OEM rear shock, spring may be changed.  
Front and rear sprockets may be changed. Must run OEM sized chain.  
No oxygenated race fuel or additives allowed  
Aftermarket / Custom trimmed plastics are permitted  
May use aftermarket tapered steering stem bearings

### **Stock 125: DRZ125, TTR125, KLX125, CRF125, GROM125, Z125**

Must use Stock un-modified engine, exhaust, carburetor, intake and electronics.  
May change fluids, gearing, controls, carburetor jets/needle, spark plug, suspension springs, brake lines/pads, wheels and tires.  
No oxygenated race fuels or additives allowed

### **Stock 110:**

Must use Stock un-modified engine, exhaust, carburetor, electronics, and brakes.  
May change fluids, gearing, controls, carburetor jets/needle, spark plug, suspension springs.  
Wheels/tires may be changed to 12" front and rear  
No oxygenated race fuels or additives allowed

***NOTE: Stock XR/CRF100, Stock 125, Stock 110: Will be gridded with F1, and released in a staggered start.***

***NOTE: In the event that 5 or fewer riders register for Junior, Formula 1, and/or Formula 2 grids, these classes may be combined. Formula 4 and 150r are currently combined.***

***NOTE: If 6 or more bikes of any single class register for an event they will be eligible to race as their own class, and not gridded/combined with any other class.***

## **Chapter 2: Tech Rules**

1. All classes are allowed unlimited engine modifications within the class limit.
2. All engines must be naturally aspirated.

3. Fuel must be non-ethanol and will be tested.
4. No additional self-contained fuel sources, e.g., nitrous oxide or boost tanks, will be allowed.
5. All bikes must have operational front and rear brakes.
6. Throttles must return freely.
7. Must have a working kill switch.
8. Levers must have ball ends.
9. Tires and rims must be in good working condition.
10. No mirrors.
11. Headlights must be taped or removed.
12. Tail light must be taped or removed.
13. Oil and coolant drain plugs must be tight and secure. Oil resistant RTV silicone is to be applied to all bolts retaining fluids ex. engine oil drain plugs, oil fill plugs oil filter cover bolts, transmission drain plugs, coolant drain bolt on water pump. Safety wire is not required but highly recommended
14. Numbers must be visible on the front number plate and side plates when available.
15. Exhaust must be securely mounted and complete.
16. Water cooled machines – Overflow catch can is required. Must use distilled water and/or Red Line Water Wetter, Royal Purple Ice (NOT Engine Ice), or Silkolene Pro CCA coolant. Traditional glycol- based additives or waterless coolant such as Evans are NOT allowed.
17. No sharp edges that can be hazardous to competitors or yourself.
18. No leaking fluids.
19. Catch cans are required for engine oil breathers, carburetor and radiator overflows.

\* Sliders and crash protection highly recommended to maintain quality of our tracks\*

***NOTE: The Race Director reserves the right to modify the rules at any time to ensure safety, fair competition, and the continuing cooperation of the track facility owner/manager. Any violation or abuse of the aforementioned class rules, requirements and specifications will result in disqualification of the racer. Suspension and/or race disqualification can be implemented for repeat offenses or when circumstances are extraordinary. Racers are responsible for the conduct of their crew and guests/spectators.***

## **Chapter 3: Race Officiating**

### **3.1 – Race Director:**

The Race Director is in overall control of all race events. All other race officials, corner workers, medical crews, and scorers work closely with the Race Director to maintain an orderly and safe racing event. The Race Director's decisions are final. The race director may at any time revoke the racing privileges of any racer, or have a team owner, team manager or crew member removed or barred from competition or further events for acting improperly, being abusive, fighting, disobeying instructions or doing anything else that disrupts orderly procedures or affects the flow of race operations – in accordance with, and following the procedures of, the outlined rules. Racers are responsible for the conduct of their crew, guests, and spectators as well.

### 3.2 – Head Flagman

The Head Flagman reports to the Race Director and is responsible for starting and finishing races and for displaying all appropriate flags and helping align all racers when they approach the starting grid to their proper positions on the grid, along with the Grid Marshals & Scorers.

### 3.3 – Grid Marshals:

The Grid Marshals report to the Starter and are responsible for organizing pre-grid procedures and ensuring that all racers are gridded correctly and efficiently.

### 3.4 – Technical Inspector:

The Technical Inspector reports to the Race Director and is responsible for ensuring that all machines are prepared properly and safely and that each racer has the proper equipment for racing and maintaining a safe race environment.

### 3.5 – Scoring Director

The Scoring Director reports to the Race Director and is responsible for recording the order in which racers cross the start/finish line during all races. The Scoring Director works with the Race Director after all races are completed to assign points and determine podium positions for the day.

## **Chapter 4: Race Track Rules, Procedures, and Points**

4.1 – Grid positions are based on qualifying times. The first heat is inverted. Positions in the main are based upon the riders total points for the day.

4.2 – Race day schedule and points calculations See SRK rulebook.

4.3 – If two racers earn an equal number of points, and are competing for a podium position, the position results of the final race will determine the overall position of the day.

4.4 – In order for a racer to advance to a grid position in a feature race, the racer must enter the same bike with the same engine that was entered into the heat race to earn that position. If a racer enters a feature race with any other bike beside the one the racer used in the heat race, the racer goes to the back of the grid. This includes racers renting and/or sharing bikes.

4.5 – Crew and family members are not allowed on the racetrack for any purpose; qualified, official race personnel will attend to racers needing medical attention. Any unauthorized person who enters the racetrack may be subject to penalties as outlined below.

4.6 – All races will run rain or shine unless the track is impassable or unsafe as determined by the Race Director.

4.7 – All travel on the racetrack and pit lane will be one-way, in one direction. Racers must not travel backwards **or stop** on the racetrack at any point in time unless instructed to do so by race officials. Racers are not permitted to purposely cut through undesignated areas of the track at any time, under possibility of penalty as outlined below, unless instructed to do so by race officials. This includes open lapping/practice times, warm up and cool down laps, and during races.

4.8 – During open lapping/practice times, warm up and cool down laps, and races, any racer who runs off the track must re-enter the course safely and without attempting to cut the course unless instructed to do so by an official or corner worker. If a racer accidentally shortcuts the course, s/he must re-enter the track at his/her original position.

4.9 – Weaving at any time to break a draft or prevent a pass, reckless weaving for any purpose or dangerous or overly aggressive riding may result in the Race Director presenting a black flag to the racer in question along with the number of the racer being directed. Whenever a black flag is presented, the racer in question must pull into pit lane at the end of the current lap. Failure to follow the given directions will result in penalty as outlined below.

4.10 – The responsibility for the decision to pass rests with the overtaking rider, as does the obligation to do so safely. Unsafe passing may result in penalties as outlined below.

4.11 – Racers must enter the track at pit exit. Racers must not use the “pit-in” or pit entrance to enter or exit the track.

4.12 – Any racer slowing or planning to exit the track must signal their intentions by raising an arm, leg, or signaling the racers behind them. Racers must never cut across the track in front of other racers. In the event of a rider on rider incident during any hot track time which causes a slowdown of one or all riders involved, it is the responsibility of the involved riders in question to re-enter the race line safely and at an appropriate speed.

4.13 – All racers that participate in an event give SRMM the rights to use all photos, interviews, video and the like for promotional needs without permission from the racers.

4.14 – The speed limit off of the racing surface is limited to 10 miles per hour.

4.15 – Race bikes, pit bikes and other motorized vehicles are not to be ridden through the pit area. Riding is only permitted when entering or exiting pit lane.

4.16 – SRMM/SRK reserves the right to refuse participation in an event for whatever reasons it deems appropriate in accordance with the penalties as outlined below.

#### 4.17 -- Practice:

1. Race weekends: Sunday race entry includes Saturday practice
2. Practice without a race or designated practice day
  - a. Subject to vary on special events
  - b. \$10.00 per member
  - c. \$20.00 per non-member
  - d. All persons entering pit area during practice MUST purchase pit pass.

#### 4.18 -- General Safety

1. First Aid Kit: Each entrant shall have an adequate first aid kit. 2018 IKF rule 105.1.3
2. Fire Extinguisher: It is mandatory that each entry in the event have a minimum of (1) one operable 1-1/2 pound dry powder fire extinguisher (rated for use on A, B & C type fires) accessible in their pit and on the starting grid at the start of each race and in the hot pit area. Carbon Dioxide type extinguishers are not an acceptable substitute for the dry powder type.

4.19 – It is the responsibility of each racer to fully understand the rulebook and all information contained.

### **Chapter 5: Race Day Rules and Procedures**

5.1 – All racers are required to attend a pre-race meeting. Racers who fail to attend the pre-race meeting will be made to start at the back of the grid for all of his/her races that day.

5.2 – All racers must sign all waivers and forms at the time of registration, and must pay race entry fees and pass technical inspection with bike(s) and equipment before the pre-race meeting. Any racer who arrives after the pre-race meeting is required to sign all waivers and forms, pay any race entry fees, and pass technical inspection before being allowed out onto the track.

5.3 – All minors must have a legal guardian present to sign all waivers in order to participate. If a legal guardian is not present, a notarized affidavit indicating the acting guardian must be provided.

5.4 – All course marshals must be in place before the Race Director will allow any racer(s) to proceed onto the track surface.

5.5 – See SRK rulebook for track policies and scheduling.

5.6 – All racers must push bikes to the grid, use caution when entering the pit hot lane. Unsafe activity, including wheelies and burnouts, will not be allowed and will be subject to penalties as outlined below.

5.7 – All racers must use safe behavior when out on the track during warm up and cool down laps, and during the start of a race. Riders who face or move in the wrong direction, or participate in unsafe activity may be subject to penalties and loss of race.

5.8 – All decisions made by the Race Director are final and cannot be protested.

## **Chapter 6: Flagging Protocols**

### **6.1 – Flagging:**

Flags are used as official communications during races and practice sessions. It is the responsibility of every racer to know and understand the flag commands.

### **6.2 – Green Flag:**

Displayed at Start/Finish. Indicates a race start and/or the resumption of normal racing after a yellow flag track condition.

### **6.3 – Red Flag:**

Stops the race immediately. When a red flag is shown by the head flagman or at a corner station, the racer must signal the racers behind him/her to show them that the racer is slowing to a safe controlled stop on the track. The race director will give further instructions to return to the starting grid or pits.

### **6.4 – White and Green Crossed Flags:**

Displayed at the Start/Finish line to indicate the halfway point of a race. This is only displayed during points races. May not always be displayed if flagman is addressing any safety related issues.

### **6.5 – White Flag:**

Displayed at Start/Finish line to indicate the final lap of a race.

### **6.6 – Black Flag:**

**Open black flag** informs a racer of a safety violation. Flag will be accompanied with a racers number (when possible). The flagged racer must complete the current lap, then proceed to the pit lane safely. The racer must wait in the pits until the Race Director is able to address the situation.

**Rolled up black flag** means you've been warned for blocking, bumping or unsafe driving.

### **6.7 – Yellow Flag:**

A yellow flag indicates a local caution, no passing will be allowed for a position on the racing surface, and/or a serious condition that may require an avoidance maneuver may be present.



## 6.8 – Blue Flag with Orange Stripe:

Informs a racer of a mechanical issue. Flag will be accompanied with a racers number. The flagged racer must immediately pull off the track if it is feasible to do so without causing a hazardous condition for other racers. The racer must wait trackside until the Race Director is able to address the situation.

## 6.9 – Checkered Flag:

Displayed at Start/Finish line. Indicates the end of a race or practice sessions. All racers should complete one cool-off lap and proceed to the pit lane.

# Chapter 7: Safety Gear Requirements

7.1 – There will be no exceptions to safety gear requirements. If safety gear does not meet the specifications noted below, the racer will not be able to participate.

7.2 – Helmets. BE PREPARED FOR INSPECTION PRIOR TO FIRST RACE OR AT ANY PRACTICE. Full Coverage (full face) proper fitted helmet designed for competitive motorsports use are mandatory and must comply with one (1) of the following or newer standards of the same type as they become available. DOT and ECE rated helmets are not approved without the additional Snell and/or SFI ratings.

2018 IKF rule 105.1.6

### a. Snell Foundation Specifications Legal Until

- (i) CMS 2007 (youth helmet) 12/20/2019
- (ii) CMR 2007 (youth helmet) 12/20/2019
- (iii) M 2010 12/20/2021 (not approved for Champ Karts)
- (iv) SA/K 2010 12/20/2021
- (v) CM 2016 12/20/2026
- (vi) SA / K 2015 12/20/2026
- (vii) M 2015 12/20/2026

\*Note; All models of Snell 2000 and 2005 Helmets are no longer legal.

### b. SFI Specifications Legal Until

- (i) 24.1 / 2010 (youth helmet) 12/20/2021
- (ii) 31.1 / 2010 12/20/2021
- (iii) 41.1 / 2010 12/20/2021 (not approved for Champs Karts)
- (iv) 24.1 / 2013 (youth helmet) 12/20/2024
- (v) 31.1 / 2013 12/20/2024
- (vi) 41.1 / 2013 12/20/2024

\*Note: All models of SFI specification helmets prior to 2010 are no longer legal.

Modification: Any addition of devices, whether aerodynamic or other, to helmets is prohibited unless such devices have been certified (BY SNELL or SFI) with the helmets. It is the driver's responsibility to

provide the helmet's manufacturer's literature describing any added devices to the Pre Tech inspectors if requested. 2018 IKF rule 105.1.6.1

c. Video and Recording Equipment: Video or recording equipment of any kind including cameras, microphones, battery packs, wiring or cabling will not be allowed to be worn or attached on any part of the driver including helmets. Exception is helmets that are pre-wired for radios with the unused connectors secured are allowed in all divisions, use of radios allowed in Road Race Division-See section 108.10 Radios. 2018 IKF rule 105.1.6.3.8

7.3 – Suitable protective attire made of durable fabric must cover the entire body. Suits made of leather or a combination of leather and durable fabric with protective armor are preferred.

7.4 – Knee and elbow protection is mandatory.

7.5 – Gloves must be made of leather or other durable fabric and must be in good shape without holes except for breathing holes. Severely damaged or worn gloves are unacceptable.

7.6 – Footwear must cover the ankle fully. Motorcycle racing boots are recommended.

7.7 – Spine protectors are recommended.

7.8 – Junior racers must wear a motocross-style full chest/back protector or a spine protector.

## **Chapter 8: Technical/Safety Inspections and Bike Specifications**

8.1 – Technical/safety Inspection:

All racers must report to tech inspection before entering the racing surface.

8.2 – The bike will be checked for the following:

- Any leaks.
- Working kill switch.
- Working throttle that returns freely.
- Loose parts, nuts & bolts.
- Catch cans on fluid overflows.
- Working front & rear brakes.
- Tires must be in good condition and not showing any signs of excessive wear.
- Numbers must be at least 3" tall and displayed on the front fairing.
- All frames, wheels, and swing arms must be free of cracks and all welds must be stable.
- Bikes will be scrutinized according to the specifications of the class entered.

## **Chapter 9: Penalties and Consequences**

*Should it be deemed appropriate or necessary by SRMM and/or the Race Director, the following penalties and/or consequences will be enforced to ensure the continued safety and atmosphere of the racetrack, facilities, and club.*

## 9.1 – Chapter 1: Racing Classes

If a bike is found to be outside of class specifications, the rider will be asked by the Technical Inspector to make the necessary adjustments before being allowed to participate in that designated class. If a rider fails or refuses to make the changes, that rider will be subject to disqualification from points on that race day. The option to join a different class will be made available, where points will be permitted.

## 9.2 – Chapter 2: Tech Rules

If a bike is found to not be following the tech rules, the Technical Inspector will inform the rider and ask for the necessary adjustments to be made before being allowed to participate in races that day. If a rider fails or refuses to make the changes, that rider will not be allowed to participate in the races that day in order to maintain the safety of the track, facility, and club.

## 9.3 – Chapter 3: Race Officiating

Race Officiators are present at the facility to ensure the safety and efficiency of the club. Racers, guests, and spectators are required to be respectful to all race event and facility staff. In the event a person is found to be in non-compliance, that person will receive a warning. If they continue to be out of compliance (e.g., not following the directions of the Race Officiators, participating in unsafe behavior, entering the racetrack without permission, etc.) said person will be asked to leave the facility.

## 9.4 Policies, Procedures, Protocols, Requirements, and Specs.

In order to maintain the safety and environment of the racetrack, all rules and procedures must be followed. If a person is found to be in violation of the rules and procedures, they may be subject to any of the following penalties as deemed appropriate or necessary by the Race Director:

9.4.1 – Receiving a warning to change the action or behavior

9.4.2 – Starting from the back of the grid for the next race

9.4.3 – Starting from the back of the grid for all remaining races

9.4.4 – Being disqualified from the next race or from a single class

9.4.5 – Being disqualified from all remaining races or classes

9.4.6 – Being removed from the facility or premises

9.4.7 – Having the club membership revoked

9.4.8 – Other action as needed

9.5 – In the event of conflict between riders, SRMM encourages riders to resolve issues amongst themselves before involving the Race Director.

9.6 – All decisions made by the Race Director are final and cannot be protested.

