

2021 Oakland Valley Race Park Supermoto Sporting Regulations

Foreword:

The following rules and regulations have been adopted from both the FIM S1 Supermoto Championship Rules and FIM Regulations manuals. Some sections have been modified for adaptation to the Oakland Valley Supermoto Championship. Where rules are unclear or conflict in this rulebook, the following rules hierarchy will take place in descending order:

1. Rider's meeting announcements and rule clarifications
2. 2021 OVRP Supermoto Sporting Regulations
3. FIM Regulations, including its liability structure.

Note: An appeals committee finding on any given rule or situation is only situational and does not change the rules structure however it may change the ruling on a given call or interpretation of ANY or all of the rules.

Each participant in competition has the responsibility to assess the safety aspects of facilities and conditions, and must assume the risk of competition. Motor vehicle mishaps, in competition or otherwise, can result in injury or death. Motor vehicles should never be used by minors without parental consent or supervision. Parents, legal guardians or authorized adults must remain present at all times during participation of any youth event.

A. Event (Race) Entrant, The Rider:

1. The entrant of the race is the rider.
2. The rider is solely responsible for the entirety of their actions and all persons associated with or acting on their behalf. The rider is responsible for the conformity of their motorcycle and respective equipment for the duration of a given event.
3. Oakland Valley Race Park reserves the right to refuse entry to any motorcycle not conforming to regulations
4. Competitors may register for a class until that class has completed qualifying.
5. Riders are eligible for any class they meet the age requirements for from 12:00am January 1, 2021 and 11:59pm December 31, 2021.
6. Cameras may only be mounted in an approved manner.
7. Numbers must be correctly displayed on, at least, the front panel. Numbers must be legible at speed. Numbers are required for every session of any race day - riders may be removed from the track if their numbers are not legible or if they have not registered for the event. No two riders in the same class may use the same number.

B. Safety Equipment

1. All riders are responsible for selecting and wearing equipment that will provide adequate protection. OVRP does not endorse or guarantee specific products or manufacturers of safety equipment.

2. Helmets

- a. Helmets must have one of the following approved safety certifications:
 - i. ECE 22/05
 - ii. JIS T
 - iii. SNELL M2010
- b. Any helmet that does not meet the above specification is not approved for racing use.

3. Eye Protection

- a. Riders utilizing motocross-styled helmets must use goggles with shatter-proof material.
- b. Riders utilizing standard racing helmets must keep their visors down during racing conditions.
- c. Tear-offs for either style of helmet are permitted.

4. Protective Clothing

- a. Riders may wear either a full one-piece leather protective suit or a specialized two-piece suit, designed for supermoto purposes.
- b. Linings or undergarments must not be made of a synthetic material which might melt and cause damage to the rider's skin.
- c. Riders must also wear leather gloves and boots, which, with the suit, provide complete coverage from the neck down.

C. Class Structure

1. The following classes utilize the “dirt section” at OVRP

Class	Engine	Frame	Tires	Notes
Kids	2-Stroke: 50-72cc 4-Stroke: 50-110cc	Any	Any	Age 5-14
Micro Sportsman	2-Stroke: 50-72cc 4-Stroke: 50-125cc	-	DOT	Suspension mods permitted
Light Sportsman	2-Stroke: 65-105cc 4-Stroke: 149-225cc	-	DOT	Suspension mods permitted
Heavy Sportsman	2-Stroke: 125cc 4-Stroke: 250cc	-	DOT	Suspension mods permitted
Mini	2-Stroke: 50-72cc 4-Stroke: 100-149cc	Dirt	Slick	150r not permitted Open modifications
Amateur	2-Stroke: 125cc 4-Stroke: 250cc	Dirt	Slick	Open modifications
250 Expert	2-Stroke: 125cc 4-Stroke: 250cc	Dirt	Slick	Open modifications
450 Expert	2-Stroke: 250cc 4-Stroke: 450cc	Dirt	Slick	Open modifications

2. The following classes do NOT utilize the “dirt section” at OVRP

Class	Engine	Frame	Tires	Notes
Super Mini	2-Stroke: 80-105cc 4-Stroke: 150-230cc	Dirt	Slick	Open modifications
Asphalt Only	2-Stroke: 125cc 4-Stroke: 250cc	Dirt	Slick	Open modifications

- Dirt classes may not always run the dirt portion of the track, depending upon weather conditions and other factors.
- Similar classes may be combined if the Race Director believes there are insufficient entries to any one particular class.

D. Riders' Briefing:

1. The riders' briefing is scheduled and organized by the Race Director for all riders registered for any given race. Time and location of the riders' briefing will be announced on race day.
2. All riders are required to attend the riders' briefing. Penalties may be enforced by the Race Director for riders that do not attend. Parents, team principals, and tuners are encouraged, but not required to attend the riders' briefing.
3. ANY rule clarifications, announcements, or rule changes from the briefing should be considered and is a supplemental regulation that takes the highest precedence over ANY other rule(s), written or otherwise.

E. Grid:

1. No fueling is allowed on the grid.
2. Work may be completed on the grid and is not limited to one mechanic or rider to any given motorcycle.
3. No heavy equipment or rolling tool boxes allowed on the grid.
4. No personal vehicles (motorized and non-motorized) are allowed on the grid during a race day or while the track is hot. No bikes, scooters, skateboard, segways, hoverboards, quads, cars, trucks, etc. are allowed on the grid.
5. Riders who approach the grid for practice or qualifying have rights to the front of the grid in the order that they arrive. Riders arriving later than others will not force their way to the front of the grid.

F. Behavior and General Guidelines

1. Riders must, at all times, adhere to the rules set forth in this rulebook, in addition to the general track rules set forth by OVRP.
2. Riders must be physically and mentally fit to control their motorcycles. The Race Director reserves the right to remove riders from a session or event if the Race Director believes the rider is incapable of operating their motorcycle safely.
3. Riders must obey all flags and signals given by OVRP track personnel.
4. Riders must always ride in a responsible manner. Unsporting or reckless conduct will not be tolerated and will be grounds for sanctions or removal from an event.
5. Any outside assistance on the course to the riders is forbidden unless it is provided by a marshal carrying out his duty in the interests of safety.
6. Riders are not permitted to stop on course unless the red flag is being displayed or the rider has probable cause (i.e. mechanical failure)
7. Marshals may assist riders by lifting motorcycles and moving them to a safe place. Any repairs or adjustments must be made by the rider, working alone with no outside assistance. Marshals are not allowed to assist riders to re-start their motorcycles.
 - a. This rule does not apply for the Kids class
8. Riders must use only the marked track (course). However, if they accidentally leave the course, they may continue at reduced speed, not accelerating in an unsafe manner, until

they can re-enter the course safely. They must re-enter the course, without gaining an advantage, at the closest point to where they left it.

9. Riders who have accidentally left the course and are off course accelerating in an unsafe manner or cutting part of the course may be determined to have gained an advantage without having gained a position.
10. When a rider is on the course, he must always enter the pit lane by the pit lane entrance. When a rider "misses" the pit lane entrance, he must continue in the direction of the course for another lap. Entering the pit lane by the pit lane exit is prohibited.

G. Flags

1. **Yellow Flag:** The yellow flag is the signal for caution. When it is held stationary, it is an indication that there is danger ahead. Riders must be aware of the conditions ahead. A waving yellow flag indicates immediate danger ahead. Riders should be prepared to stop and cannot pass. Riders must roll over jumps when they see a waving yellow in the dirt portion of the track. Riders caught passing under yellow conditions in practice will be removed from the race track. Drivers caught passing under yellow conditions during a race will be penalized the number of positions they gain in the yellow zone. Passing under yellow is also subject to disqualification.
2. **Red Flag:** The red flag indicates that a race must be stopped due to some condition that has made the track unsafe, such as a complete track blockage. As soon as a red flag is shown, riders must slow down and come to a stop at the start/finish line. Drivers ignoring red flags will be severely penalized. False starts/Restarts will also be indicated with a red flag.
3. **Blue Flag:** The blue flag is used to indicate to a rider that they are about to be overtaken by the leaders and should yield the racing line to them as soon as possible. Riders ignoring blue flags will be severely penalized.
4. **Black Flag:**
 - a. **Pointed/Furled:** A pointed black flag will be used to assess warnings to riders that they are being carefully monitored for their on-track behavior and continuing this behavior may result in being removed from the track or penalized.
 - b. **Solid Black Flag:** This flag, usually accompanied with a rider's number from the starter stand, is used to remove a rider from the race track for unacceptable conduct.
 - c. **Black Flag with Orange Disc:** This flag, usually accompanied with a rider's number from the starter stand, is used to remove a rider from the race track for a mechanical issue with their motorcycle.

H. General Race Day Structure

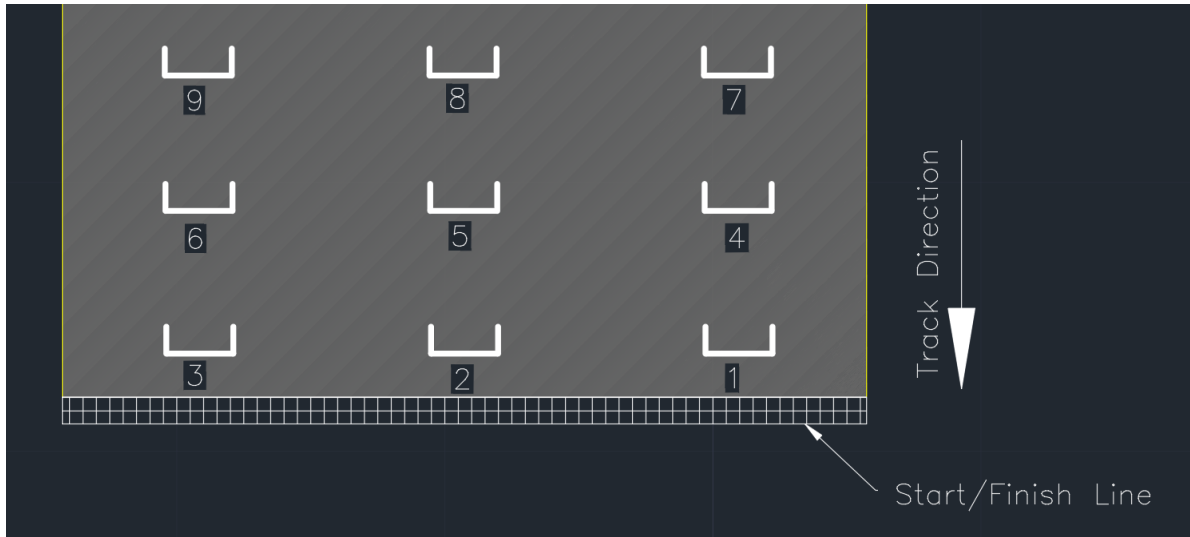
1. A typical race day at OVRP consists of one practice session, one qualifying session, one pre-final event, and one final event for each class. The final event determines championship classification for the day. This race day format is subject to change and will be announced during the riders' briefing.
2. Each class will receive fifteen (15) minutes for practice and qualifying sessions. Race distances will be adjusted depending on lap times, class size, etc.
3. Riders' briefing will typically be held at the conclusion of the first round of practice, however this is subject to change
4. OVRP will typically grant a 30 minute lunch break at the conclusion of qualifying, however this is subject to change
5. Podium and trophy presentations will occur at the conclusion of the finals. Riders should report to the podium in their racing attire to receive their award.

I. Qualifying

1. Qualifying is usually one, fifteen (15) minute long timed session where a rider's single fastest lap is recorded to determine grid spots in the next competitive session.
2. A tie in qualifying laps by two or more riders will be broken by comparison of the riders' next competitive lap(s) until the tie is broken.
3. Motorcycles are to be lined up for qualifying on a first come, first served basis. Cutting to the front of the grid for qualifying may result in penalties.
4. Motorcycles may enter the track for qualifying any time after the track goes green until the checkered flag is shown for that session.
5. Transponders must be attached to a rider's motorcycle during qualifying or they will not be scored for the session. The rider is responsible for mounting his/her transponder in the appropriate manner for accurate scoring and preventing the loss of the transponder on the track.
 - a. If a transponder rented from OVRP is attached to the motorcycle correctly and does not record lap times during qualifying, the rider will be allowed to swap transponders and given bonus track time to record a qualifying lap. The amount of bonus time given will be determined by the Race Director.
 - b. Transponders rented from OVRP that are not returned/lost will result in the rider being fined for the full retail cost of the transponder.
6. The motorcycle that a rider qualifies on is the one that the rider must use for the remainder of the event. If the rider switches motorcycles, they must start at the rear of the grid for the next competitive session.
7. In the event that multiple classes are combined, the grid will be ordered based on overall position, regardless of class.
 - a. Example: If Amateur and Expert 250 are combined, an Amateur rider may start in front of an Expert 250 rider if the Amateur rider posted a faster qualifying lap.

J. Start Procedure

1. Riders are responsible for knowing their starting position. The starting grid will be posted on the bulletin board, next to the covered pits. The pre-final starting grid is determined by the results of qualifying. The final starting grid is determined by the results of the pre-final. Riders will order their bikes in rows of three to form the starting grid, as shown in the figure below:



2. When released onto the race track, riders will be given two (2) full hot laps. Once the leader has passed the start/finish line for the second time, they have started the formation lap. The leader should slow down to bunch up the field as they approach the grid.
3. All classes will utilize a standing start procedure. As riders approach the starting area, the Race Director will be at the front of the grid, holding a red flag. Once all riders have stopped in their designated starting position, the Race Director will lower the red flag and exit the track. The starter will then show a green flag, which will indicate the start of the race.
4. In the event a rider stalls on the grid, the rider in question should indicate he/she is stalled by putting an arm in the air. If the starting procedure is aborted because a rider stalled, the offending rider will start at the back of the grid. The offending rider's grid slot will NOT be filled. If the starting procedure is unable to be aborted in time, the rider in question will be allowed to restart their motorcycle, given that they are able to on their own.
5. Riders may not anticipate, nor jump the start. Any rider that is caught jumping the start will receive a twenty (20) second time penalty post-race. If a false start/restart is called, the offending rider(s) will be moved to the rear of the grid.
6. Any rider who has not entered the track by the end of the first lap will not be permitted onto the race track for their race.

K. General Racing Guidelines

1. Contact with another rider resulting in a gain of position is forbidden and subject to penalty at the Race Director's discretion.
2. Riders being lapped and shown the blue flag are expected to not impede the riders behind them and should allow the leaders through at their earliest convenience. Lapped riders should use their best judgment when, where, and how to allow the leaders through safely.
3. Riders are permitted **one** defensive move on a straight.
 - a. A defensive move is defined as a change in direction that is away from the normal racing line.
 - b. Riders are not permitted to return to the racing line until they begin their manoeuvre to the next corner.
 - c. Riders are permitted to defend in reaction to an attacking rider's move.
 - d. Riders are not permitted to force a driver outside of the track limits or to cause a collision, whether attacking or defending.
4. In the event that a race is suspended via red flag, the following will be considered:
 - a. If race is suspended prior to two (2) laps being completed, the race will be completely restarted
 - b. If a race is suspended prior to completing half (50%) distance, the race will be restarted on the lap prior to the red flag being displayed. The restart grid will be determined by the order each rider crossed the start/finish line on the lap prior to the red flag being displayed. Riders determined to have contributed to the red flag incident are permitted to rejoin the race, but may have to restart at the back of the grid
 - c. If a race is suspended after completing half (50%) distance, the race will be considered complete. The finishing results will be determined by the order each rider crossed the start/finish line prior to the red flag being displayed. Riders determined to have contributed to the red flag incident may be classified at the end of the lead lap.

L. Scoring:

1. Results for all official track sessions are to be considered pending until signed off by the appropriate official and posted on the posting board as announced by the Race Director. The posting of results does not automatically deem those results as official.
2. Protesting of results will only be permitted within thirty (30) minutes of the results being posted on the posting board.

M. Penalties:

1. The penalties that follow commonly apply but are not exclusive to the following list.
2. These penalties apply to driver conduct as well as personal conduct for anybody attending the event or representing a driver.
 - a. Number of positions gained/lost
 - b. Number of positions gained/lost plus penalty positions

- c. Time penalty (i.e. +20 seconds for jump start)
 - d. Exclusion from a session
 - e. Exclusion from an event.
 - f. Suspension for one or more events. (i.e. repeated driving offenses)
 - g. Removal from the Championship
3. All competitors have the right to protest a penalty called upon themselves. Protests will be heard by the Race Director or Event Steward.
 - a. Competitors may use ONLY their own video footage to protest a call and must provide their own device to race officials for viewing. Race officials reserve the right to call on any footage to review an incident.
 4. Race officials will ONLY consider conversation relative to the one incident being called into question for a given protestor video review. An unorganized or overly emotional protest may be aborted at any time by the race official in charge of the protest.
 5. A penalty called may be rescinded using rider video, but a penalty not called will not be applied using video. Riders requesting a protest on a non-call are not permitted to use video to implicate another rider.

O. Points:

1. The following championship points structure will be used for the 2021 OVRP season:

Race Finishing Position	Points Awarded
1st	20
2nd	17
3rd	15
4th	13
5th	11
6th	10
7th	9
8th	8
9th	7
10th	6
11th or lower	0

2. The championship structure consists of 5 final events over 5 Race days.
3. A disqualification, even if there are less than 10 participants in a final, will always result in zero points awarded.
4. Of those participating, only Oakland Valley Club Members will be awarded Championship trophies following the end of the season.

P. Pits and Paddock:

1. Competitors pit area must be found in the same condition when they leave as it was when they arrived. Garbage cans have been provided - please do not leave debris on the ground.
2. Please remove ALL tow vehicles from the pit area once you have dropped your trailer or have dropped your equipment off with your team.
3. Please support a courteous setup and teardown area in the pits and paddock by not blocking others in or putting your vehicle/equipment in a spot that diminishes another's experience.