



UMRA 2020 Rules

These rules are made available to any individual. Compliance with these rules is the responsibility of each racer. Enforcement of these rules is the responsibility of each race's designated officials.

MOTORCYCLE RACING IS DANGEROUS. EVERY COMPETITOR ASSUMES BY HIS/HER PARTICIPATION RESPONSIBILITY FOR ALL RISKS OF COMPETITION INCLUDING INJURY OR DEATH. EVERY COMPETITOR ASSUMES BY HIS/HER PARTICIPATION THE RESPONSIBILITY AND OBLIGATION TO ASSESS THE SAFETY ASPECTS OF FACILITIES AND INDIVIDUAL CONDITIONS AND MUST ASSUME ALL RISKS OF COMPETITION, INCLUDING INJURY OR DEATH.

Welcome to UMRA, the United Mini Racing Association; the premiere mini motorcycle racing league that facilitates the most fun and competitive grids in southern California.

Welcome to a select group of racers participating in the most exciting form of competition on two wheels: UMRA Mini Motorcycle Road Racing. Get ready for one of the greatest experiences of your life-safely using all the power and handling your machine was designed with, without worrying about speeding tickets, traffic hazards, pedestrians, erratic or drunk drivers or any of the other nagging realities of today's street world. **UMRA policies, rules and class formulas have been formulated with a few simple ideas in mind, to provide a fun and exciting experience to our racers and families with the highest level of fair competition as our goal.** While UMRA welcomes participation by contingency program and race team sponsors, UMRA management is independent and makes decisions based on fairness for all competitors and the wellbeing of our sport.

We, at UMRA understand that one of the main benefits to racing in the Mini scene is a huge financial savings when compared with larger displacement machines. We are also equally aware, and feel it is our duty to keep the costs of racing in this community down to a minimum. It is our goal to keep the costs for racing with us as affordable as possible, all while keeping the level of professionalism at the highest point possible. Being said, an explanation of our membership is due. With the huge amount of sponsorship being made available currently, and more potential sponsors on the horizon, it is imperative that we as an organization provide these great companies with a viable product to stand behind. In seeking out sponsors already, and talking with new sponsors, a main point of discussion is who the target audience for their product will be. Having a current, registered membership of our racers provides this and not only allows but attracts sponsors to our organization.

UMRA takes pride in its role as an organization devoted exclusively to the advancement, operation and sanctioning of mini road racing.

These UMRA rules are written to ensure that all riders have the opportunity to compete impartially and as safely as possible in motorcycle road racing. It is not possible to anticipate every circumstance and cover it in this rulebook: therefore, common sense and a regard for fairness will be the fundamental principle in interpretation and enforcement of the rules by UMRA officials. The individual UMRA Official responsible for the matter concerned will be empowered to carry out the enforcement of these regulations and shall have the final voice at the scene (See Chapter Five for rider protest and appeal procedures).

Any discussion of or suggestions regarding UMRA rules should be submitted in writing to UMRA. Suggestions will be reviewed for consideration by the UMRA officials and technical advisors for possible inclusion in the next Rulebook.

UMRA United Mini Racing Association

www.raceumra.com

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CHAPTER ONE

CLASSIFICATION OF RIDERS, RACE SERIES, POINTS AND AWARDS

Depending on class, riders may be assigned a Novice or Expert status, based on evaluation by UMRA staff.

Points earned at all Sprint Events count toward the championship points for each individual class. Due to the variety of bikes that participate in UMRA events, there are no overall championship points. Points, for each class, will be awarded using the following table:

| |
|----------|
| 1st - 20 |
| 2nd - 17 |
| 3rd - 15 |
| 4th - 13 |
| 5th - 11 |
| 6th - 10 |
| 7th - 9 |
| 8th - 8 |
| 9th - 7 |
| 10th - 6 |
| 11th - 5 |
| 12th - 4 |
| 13th - 3 |
| 14th - 2 |
| 15th - 1 |

Only riders completing a minimum of 75% of a sprint race and taking the checkered flag at the start/finish line under power on the racetrack or pit lane will be awarded points.

CHAPTER TWO

RACE OFFICIALS

1. The race director shall be in overall charge at any race meet. The duties and responsibilities of the race director include but are not limited to, course preparation and safety; supervising corner workers and start finish Marshall; rulings on protests; determining punishments for rule violations, starting from warnings, to lap penalties, up to but not limited to disqualification of riders and or motorcycles who/which fail to meet the safety/class requirements
2. At each event, because of the fact that our race director will/can also be a competitor in said event, a secondary race director will be at the race meet ready to take over full responsibility of race direction should anything happen that would interfere with the judgment of declared race director. Examples that would result in turning over race direction duties include but are not limited to, crashing in race, affecting another competitor; or assessing penalties of a protest that involve the race director directly.

RULE CREATION AND MODIFICATION

3. Rule creation and changes to existing rules will take place when there is a need in the organization due to either safety concerns, member/racer feedback, or in effort to build, create, and sustain competition. Submit requests in writing. Member feedback will be the main consideration in creation or modification to a rule.

CHAPTER THREE

RACE PROCEDURES

The Race Director may at any time revoke the racing privileges of any racer for acting improperly, being abusive, fighting, disobeying instructions or doing anything else to disrupt orderly procedures or affecting overall race operations or safety.

1. Refunds will only be given as credit for a future round. "Pro class" or any similar style "prize purse" entry cannot be refunded once a racer enters the track for practice. If a racer begins practice but does not compete in any of their scheduled races they may receive a partial credit for their entry fees if they approach staff BEFORE THE BEGINNING OF RACES. Credits will not be issued once races have begun.
2. During Sprint Series Rounds, grid positions will be determined by the outcome of the heat event. The grids for the heats will be determined by registration order. If a timing system is available, timed qualifying may be implemented.
3. There are two basic procedures used for starting a race: a) A group or groups of machines may be separated on the grid by a multi row break and started simultaneously with one green flag. OR b) A group or groups of machines will be separated into two or more waves (these waves may also contain multi row breaks), these waves will be started with each wave getting a separate green flag. Waves will have a grid marshal with a wave board separating them on the grid. The method of start used will be determined by the Race Director. All riders will be notified at the Riders' Meeting and on the grid sheets which races will contain wave starts.
-Start procedure: Starter holds up a rectangular board. Position 1 means hold- No need to rev, but you should be ready. If you are not ready, put your hand up. Position 2, is flipped over. Revs up. Position 3 is turned to the side- At this point, the starter will raise the green flag at any time. Once there is upward motion of the flag, the race begins.
4. Racers MAY be given a first, second and third call for each class over the track loudspeaker system. It should be noted that this is a courtesy and all racers are responsible for knowing the schedule at each event. UMRA is not responsible for racers missing their race due to no announcement being made. When calls are made, they will most likely be announced using the following: The first call will be made at the beginning of the previous race with the second call at the halfway point of the previous race and the third and final call at the checkered flag of the previous race. Calls may be sped up or lengthened as determined necessary by the officials.

Racers will be instructed to enter the track by the flaggers. All racers will be allowed one warm-up lap. If a racer is not on the track before the 1st rider of the group crosses the half-way point during their warm-up lap, he/she forfeits their warm-up lap and must report directly to the grid.

5. Crew and family members are prohibited from access to the racing course for any purpose; a violation will result in the disqualification of the racer for that event. Habitual violations will result in a more severe punishment, which will be determined by the Race Director. Riders needing medical attention will be attended to by qualified, official race personnel. Disabled motorcycles may be retrieved ONLY with permission of the Starter and/or Race Director. If available, there will be a designated location for crew and family on the track to operate a pit board and communicate with the rider. There is no radio communications allowed with any rider on track during any race. Communication will be allowed during a practice, however, there can be no communication device on the helmet during the races, no exceptions.
6. If a SPRINT race is red flagged after half of the total distance has been run (half way being defined as the entire field on the lead lap has received the half way flags), officials may declare the race completed. In that case, riders shall be scored according to their position on the final lap that was completed by the entire field preceding the red flag. Any rider(s) not running on course at the time of the red flag, as well as any rider(s) deemed by officials to have caused the red flag will not be scored in the final Sprint results. In the event a race has been red flagged, the restarted event may be shortened at the discretion of the Race Director.
7. All events will run rain or shine unless the track is impassable or unsafe as determined by race officials. When an event is canceled by UMRA the following may happen: The un-run races, their points and awards may be moved to another event/weekend -and/or- a credit for unused entries will be issued from UMRA for future events.
8. Any rider who runs off the track must reenter the course safely and without attempting to cut the course unless instructed to do so by an official or corner worker. If an advantage is gained, a rider will be subject to penalties of a stop and go penalty and/or loss of laps and/or disqualification.
9. In a sprint race crash the rider and machine may reenter the race if the machine is deemed safe to race. Flaggers may instruct the rider to enter the pit via a BLACK FLAG if the machine is deemed unfit to continue racing.
10. Weaving at any time to break the draft or prevent a pass, or reckless weaving for any purpose, will be penalized by a disqualification or suspension.
11. Tear-offs are allowed in all series and must only be removed on straightaways.

12. Riders must always follow track direction. Only entering the track at the pit exit/pit out. Riders must not use the pit in/pit entrance road or any other access point to enter the track.
13. Any competitor intending to pull off the track must clearly signal their intentions (by raising a hand) and must never cut across the track in front of other riders.
14. Responsible riding in the pit, pit area, and track is expected of all riders. If a staff member deems some actions inappropriate (speeding, wheelies, etc), first offense will be a warning.
15. It is the responsibility of each competitor to be aware of all information covered by the Rulebook, mid-season updates, as well as information covered at any Rider's Meeting.
16. Riders may not protest other riders for infractions listed in Chapter Three, which are enforceable only at the observation and discretion of Race Officials.
17. UMRA reserves the right to tear down any machine to check for class compliance. If the machine is found to be in compliance with the class, UMRA will be responsible for any costs incurred. If the machine is found to be non-compliant, the racer will be disqualified for the round and any cost incurred will be the responsibility of the racer.
18. UMRA Right of Refusal-UMRA reserves the right to refuse participation in an event to any person for whatever reason it deems appropriate.
19. Protests regarding machine legality, grid position, scoring discrepancies must be filed as soon as possible, usually within 30 minutes of competitions completion.
20. By attending UMRA events as a rider, pit crew, or spectator, you may be filmed/photographed at UMRA events, and UMRA may use these images for marketing purposes.
21. Riders taking action to impede, harass or distract other riders on the track may, along with their Team, be disqualified, fined or suspended. If a rider's actions as outlined above result in the injury of another rider or riders, the guilty rider may be suspended for any time period up to and including for all time, at the discretion of UMRA.
22. The speed limit off of the racing surface at all facilities (unless posted lower by the track) is 10 Miles Per Hour. This pertains to all vehicles! This covers the entire Pit, Paddock and access roads etc.
23. An AMB transponder is required for all competition with UMRA. They are available to rent on a first come, first serve basis. If you do not have a transponder on your bike during qualifying/heat/main/endurance race, you will receive no points for competition. If you very obviously come in first, second, or third place, you will receive a trophy at Timing's discretion. If it is unclear what position you finished, preference will always go to the competitor with a transponder.

CONTINGENCIES

In the event that a series sponsor requires a decal to be run to qualify for contingency or purse, UMRA reserves the right to apply said decal anywhere on a participant's machine.

CHAPTER FOUR

START PROCEDURE & FLAGS

The starter and/or an UMRA race official will instruct racers in the assembly area to leave pit road, and enter the racing surface. Competitors will take ONE warm-up lap and report directly to their assigned grid position. For track layout where the start/finish line is less than 75% the total track distance from track entrance, competitors will be required to take an additional lap before lining up for race start. It is up to the racer to know their grid position upon entering the track. Grids are posted well in advance, and it is the racer's responsibility to know them. Due to time constraints once the race day starts, if you arrive on the grid and don't know your grid position, you will be gridded at the back at the discretion of race direction.

As long as the first rider of the group has not completed more than ½ of their warm-up lap, riders in the assembly area may still take ONE warm-up lap as described above.

If the first rider of the group has completed more than ½ of their warm-up lap, all racers not on the track must report directly to their grid.

NOTE: THE USE OF FLAGS WILL BE DISCUSSED AT THE RIDER'S MEETING FOR EACH EVENT. THE BELOW ONLY SERVES AS A GUIDELINE, AND IS SUPERSEDED BY THE CONTENT OF EACH INDIVIDUAL RIDERS MEETING.

FLAGS

It is the rider's responsibility to know all flagging positions and suggest any changes in position. These suggestions need to be made before racing begins to be considered for that day.

Passing under a red flag or waving yellow will result in lap penalties or disqualification.

CHAPTER FIVE

PROTESTS, APPEAL PROCEDURES & PENALTIES

1. Any rider who feels that an illegal machine has been entered in their class and wishes to protest, must submit a statement to that effect to the Race Director within thirty (30) minutes after the results for their class has been posted. Each race result will be time stamped when it is posted. The protest must specify the machine protested and the specific area of protest, and must be submitted within 30 minutes of the time stamped race results.
2. Should the protested machine prove to be illegal for the class in which it is being protested, or if the rider refuses teardown (constituting illegality) the rider found illegal will be subject to disciplinary action and responsible for any fee incurred. If the bike is found to be in compliance the rider (or riders) who filed, the protest will be responsible for any fees incurred.
3. Protests shall be determined at the event at which they occur, and the decision shall be at the discretion of the Race Director
4. When a protest is made, the burden of proof is with the protested rider and/or team. Failure to furnish proof of convincing evidence/witnesses as to the legality of the machine will result in the automatic upholding of the protest.
5. If a protest cannot be decided at the time of the event, the awards, points and prizes for that class may be held pursuant to the decision of UMRA.
6. Protests can only be made by a rider in the same class, same status, as the protested rider. In an endurance race any team may be protested by another team in the event in the same class. Participants in the protest are limited to 1 designated representative of the protesting rider/team, no more than 2 representatives of the protested rider/team (i.e. the rider and a mechanic) and UMRA Officials. No other rider/team, mechanic, spectator etc. will be allowed input into or viewing of a teardown. When a machine protest is upheld, the protested rider may not lodge a counter-protest, or other protest against any other area or person in his class at that event.
7. Unsafe and unsportsmanlike riding techniques should be reported to a UMRA Official. At the discretion of the Race Director, a rider found guilty of unsafe or unsportsmanlike riding techniques will be punished at the discretion of the Race Director.
8. The purpose of the rules is to run an orderly, competitive and fair race, emphasizing safety of all involved. The rules are not intended to allow a racer to defeat another with the rulebook, rather than on the track. The rules are not intended to allow one racer to harass another. Protests deemed capricious may be denied. In the event this rule, which states the overall purpose and principles of the UMRA Rulebook somehow is interpreted to conflict with another rule or statement, this rule shall prevail in its literal sense.
9. Chapter 3 rules regarding Race Procedures (and certain other rules, as noted in the rule itself as printed in this rulebook) are enforceable by race Officials only and must be observed by Officials and cannot be protested by other riders.

PENALTIES

Penalties are assessed by UMRA Officials for any Rulebook or procedural infractions including but not limited to any of the following: behavior of the rider or his crew, passing under a waving yellow flag, paddock infractions, alcohol or controlled substances, etc.

Penalties may range as follows:

a) Loss of event points & purse (if applicable)

b) Loss of points for the season up to the time of infraction.

c) Suspension from UMRA Competition

d) Jumping the start: A minimum of two UMRA Officials must call a jumped start. In a heat race a one-lap penalty will be assessed. In a sprint final, or an endurance race, the offending rider or team will be notified via a black flag at start/finish signifying they have been assessed a stop and go penalty. The black flag will be shown until the starter is satisfied the rider has had ample opportunity to see it. This is strictly at the discretion of the starter and is not a protestable issue. Should the offending rider or team fail to comply

with the stop and go penalty within two laps of being notified, the rider or team will be penalized one lap in the final official result. Definition of a jumped start: Any forward movement before or at the time of the green flag that gives an advantage. UMRA Staff will announce at the riders meeting if the track is suitable for a ride through penalty. Not all tracks have accommodations for a ride-through; in this case, a 10-15 second penalty will be given based on the size of the track and is at the discretion of Race Direction.

g) Passing under a waving yellow: A UMRA Official or corner worker must report a pass for position under a waving yellow. For the first offense, a one lap penalty will be assessed. The no passing for position zone is defined as from the location of the waved flag until past the incident or incidents.

h) Grid Infractions: (including but not limited to: assuming the wrong grid position, etc.) At the discretion of the UMRA Officials the offending rider may be assessed a stop and go, or lap penalty.

i) Pit Stop Infractions: (Endurance Events) At the discretion of the UMRA Officials, a team may be brought into the pits for a stop and go penalty (the length of which will be determined by the severity of the infraction) for any pit stop infractions.

j) Unsafe riding under red flag conditions will be assessed a penalty, and/or disqualified. In an endurance race the offending team will be penalized one lap in the final official result, and/or disqualified. Unsafe riding may include but is not limited to wheelies, riding too fast, passing other riders, and weaving.

CHAPTER FIVE

NUMBER REQUIREMENTS

UMRA competitors must have easily identifiable numbers on their bike. This means one set on the front and one set on each side, easily visible from a distance. The numbers must be visible at speed, from a distance. Numbers will be assigned to paid UMRA members. Non-member racers will have to alter their number to show distinction between their race number, and current race members. UMRA member numbers take priority.

CHAPTER SIX

RIDER and CREW REQUIREMENTS

All competing riders must meet the following requirements.

1. All participants and spectators acknowledge that racing is dangerous and accept the inherent risks, including serious injury or death.
2. All riders must evaluate each facility for conditions and other matters related to their individual safety. All entrants and other race personnel must rely on their own judgment and assume all risks of participation in competition or working in competition in any manner. All riders and other participants are strongly urged to carry comprehensive medical insurance to supplement event coverage. Attendance at the Riders' Meeting is MANDATORY.
3. Any competitor annoying or harassing an Official, infringing on the rights of other competitors or conducting themselves in any sort of unbecoming manner as determined by UMRA officials may be disqualified or suspended.
4. Any rider under the age of 18 may not compete without the duly notarized consent of parents or legal guardian. The notarized consent will be retained by UMRA. In addition, each rider under the age of 18 must have on file with UMRA a minor release form which can be obtained from UMRA. Some facilities may require this form every weekend, the forms will be available at registration.
5. Any rider, spectator, pit crew, or worker must have a valid insurance wrist band to be on the premises. These cost \$10 and must be worn at all times while attending UMRA events.
6. Any person found consuming or under the influence of a substance that could create an abnormal state of mind shall be removed from and refused admittance to all restricted areas of the event premises at the discretion of the Officials. Any rider under these conditions will be immediately disqualified from the event in progress and is subject to suspension. The Rider is responsible for their crew's actions and will be penalized for their behavior. Drugs are bad, m'kay.
7. It is recommended that all competitors display the following information on the base/side of his/her helmet: name, drug allergies and blood type. It is also advisable to carry this information on a small card inside the leathers and add any other pertinent information such as epilepsy, diabetes, current medications and past medical problems.

8. Riders clothing and protective requirements:
 - a) All UMRA competitors must wear helmets which have a Snell 2010 approval sticker, or must be ECE approved and must be in good condition (as determined by Tech) and not manufactured more than 5 years prior to the date of the event. Helmets must be taken to Technical Inspection and must display a UMRA Helmet Tech decal prior to being allowed on the track. It is recommended all racers wear a road-specific helmet, and any helmet can be disallowed at Race Direction's discretion.
 - b) Proper footwear must be worn at all times. Boots must fully protect the ankle and lower shin area. Gloves must be worn, and while leather is preferred, combinations of nylon and leather are acceptable, if leather protects the fingers and palms. Gloves and boots must be of a fit so there is no gap between them and the leathers.
 - c) Clothing must be primarily of leather. All suits must be a one-piece garment for racing. Separate jackets and trousers are acceptable only if they zip or snap together to make one piece of clothing, pending approval of the Technical Inspector.
 - d) It is required that riders wear back protectors under their leather racing gear unless their racing gear is equipped with a back protector.
 - e) A rider must bring for Technical Inspection his machine; his helmet; his leathers; his boots; and his gloves. A Tech sticker must be displayed on the machine and rider's helmet.
9. It is the responsibility of the competitor to inform UMRA of any medical condition which might be worsened by virtue of participation in a UMRA event. Riders must also inform UMRA of any medical condition that would affect the treatment of them by on site medical personnel (i.e. life threatening allergies etc.)
10. All Entries must be signed in ink by the rider prior to Technical Inspection. Under no circumstances may a person other than the rider sign the entry form, unless the rider is a minor. Failure to comply with this regulation may result in the rider being disqualified, or suspended.
11. Children under the age of 10 must be attended to at all time by a responsible adult. Pets must be on a leash at all times. Children under 14, unless a participant, and pets are prohibited from the hot-pit lane at all times.
12. Alcohol consumption is prohibited while participating in a race event, whether you are riding or working, until you are 100% done touching the bike or on track.
13. No one may enter the track without proper credentials, registering, executing a release, and passing UMRA Technical Inspection. Any UMRA rider who rides during any practice session without properly being registered, or rides in an event, for which he/she is not registered, shall be subject to disqualification and/or suspension. Any non-registered person who rides on the track will be ejected from the premises. Any UMRA Licensed rider who permits or allows any person to ride his/her machine in violation of this section shall be subject to disqualification from the event and/or loss of entry fees and any points for the round.
14. It is unlawful to physically abuse or threaten any party at any UMRA event. Guilty parties will be prosecuted to the fullest extent of the law. Any UMRA racer or related participant found guilty of abusing another rider/associate will be disqualified from the event, possibly banned for the season/all time, and will be prosecuted to the extent of the law.
15. Non-English speaking riders must provide an interpreter.
16. UMRA provides excess ONLY type medical insurance coverage for all participants at all UMRA events. There is a deductible assessed per incident. It is the rider's responsibility to supply their own primary medical insurance coverage.

Some facilities have rules and regulations in addition to those listed above. In such cases the track rules must be followed by all.

CHAPTER SEVEN

TECHNICAL INSPECTION & GENERAL MACHINE REQUIREMENTS

Every race bike must be ready to race when it is brought to technical inspection.

1. By participating in the event, the rider implies complete willingness to conform to UMRA rules. Passing Technical Inspection does not give a race bike immunity from protest; if the Technical Inspector does not notice an illegal modification or a failure to conform to UMRA requirements, the rider is still responsible for the race bike meeting UMRA requirements; be it their own or borrowed. The Technical Inspector must inspect and pass every machine before it will be allowed on the track. The Technical Inspector will reject any race bike that does not meet UMRA requirements. UMRA Staff may, at any time, re-inspect any race bike and revoke approval if the machine no longer meets UMRA requirements. The Technical Inspector may at his discretion allow a "Temporary Fix" for a particular race weekend. That "temporary fix" must be resolved by the

next race event. Any rider who takes his or her race bike onto the racecourse when the racebike does not meet UMRA requirements will be assessed a penalty for each infraction. The rider or his crew is required to point out any problems or potential problems with their race bike. A rider or his crew will be allowed to make a safety-related fix at an event in order to participate at that event, provided the fix is not an illegal performance modification (at the discretion of the Chief Technical Inspector for that event).

2. All helmets and back protectors must also be brought to tech inspection when you bring your bike. Back protectors are REQUIRED for all UMRA competitors. Your helmet must also be current (manufactured within the last 5 years), in good condition, and certified by either SNELL or ECE.
3. All race bikes must meet UMRA requirements. A race bike will not pass Technical Inspection and will not be marked with a Tech Sticker until the race bike is in complete compliance.
 - a) The following item must be safety wired, or secured in a manner approved by Tech (RTV silicone may be acceptable, ask Staff if you aren't sure):
 - Oil Drain Plug & Oil fill cap
 - Radiator Caps
 - Axle Nut
 - Master clip link
 - Any bolt that retains fluid
 - b) A catch can for overflow is required to be securely fastened on all carbureted bikes. If your radiator does not have an overflow catch, you must also use a catch can for your radiator overflow.
 - c) Water cooled engines may use plain water, or water with Water Wetter (or similar product, call UMRA for verification) cooling system rust and corrosion inhibitor at 0.5 ounces per quart of plain water concentration, Silkolene Pro CCA (Corrosion Control Additive) and Royal Purple Ice is also allowed. Glycol based antifreezes are prohibited.
 - d) Only gasoline may be used as a race bike fuel. Nothing may be added to the gasoline except commercially available, approved octane boosters and lubricating oils. No oxygen or nitrogen bearing additives.
 - e) All race bikes must have an operating and marked engine kill switch on the handlebars. Dead man tethers are allowed and are suggested.
 - f) All race bikes must have a self-closing throttle and operating front and rear brakes.
 - g) Kick-start levers are allowed to remain on the machine however they must be secure to keep them from swinging out.
 - h) Glass and plastic lenses must be taped (headlights, tail lights, turn signals, mirrors)
 - i) The license plate and bracket(s) must be removed.
 - j) Items are deemed safe only if secured in a visible, approved manner. Using only aircraft nuts, locknuts, Loctite or similar compound is not acceptable.
 - k) The machine must be clean.
 - l) Tires must be in good condition as determined by the technical Inspector. Knobby tires are not permitted, tires must be of street/race style.
 - m) Clutch and Brake levers must have either at least a 1/2" ball on the end, or a rounded point deemed safe by tech for competition.
 - n) Handlebar ends must have either: (1) end-plugs; (2) be solid; or (3) stock bar-ends must be retained. Handlebar ends may not be hollow or ground to a sharp edge. Lever guards and "bark buster" guards are also acceptable.

SAFETY WIRING HINTS

You should always use stainless steel aircraft type safety wire and proper safety wire pliers. Both of these items can be found through many motorcycle part suppliers. Make sure the wire is tight and pulls the bolt/nut clockwise as if it is still tightening. A list on what must be wired is located earlier in this rulebook.

Good luck and remember that you can always ask one of the UMRA Officials to look your machine over at any time to make sure it will pass tech.

CHAPTER EIGHT

COMPETITION CATEGORIES

Intent of Class Rules

UMRA was built around the popular classes of converted dirt bikes, small displacement street bikes, and older GP chassis bikes. As new bikes emerge, we will continue to adapt our rules with certain Specs for specific bikes to keep competition fair for sprint and endurance races.

Modern mini GP bikes such as the Ohvale and Bucci will be required to remain STOCK in their USD spec form and will be put into specific classes outside of their spec class. Any mods or engines not considered 2020 USD spec will move them up at least one class.

Pocket Bikes We do not run pocket bikes of any sort.

Unclassified Bikes: Any bike not listed will be allowed in a class on a trial basis but may be moved and points forfeited.

Combined Races: If three (3) or more do not show up you may be combined with another class at race director's discretion.

BEGINNER: This class is intended to introduce new riders into racing and help them develop track etiquette and race technique before they graduate into championship classes. Riders are allowed to remain in the class for up to a half season but do not compete for championship points. Race director has the ability to move riders out of this class at any time if he/she feels that there is an unfair advantage. **Bikes allowed:** Any motorcycle, GP or Motard frame, max displacement of 65cc (2 Stroke), or 150cc (air cooled 4 stroke).

50 cup Bikes allowed: Stock CRF50 and TTR50 only. No engine mods or knobby tires allowed. Springs and controls may be changed only. Up to 10 years old.

Crazy 88's: Bikes allowed: Modified CRF50 and TTR50. Up to 88cc engine displacement allowed. Manual clutch kit allowed. NOT PERMITTED FOR THIS CLASS: Stroker cranks. Any displacement over 88cc. 4-5-6 speed transmission (must be kept to 3 speed transmission). Stock frame, stock fork tubes, stock wheel size, stock swingarm must be retained. Up to 10 years old.

Spec 50GP: Bikes allowed: Honda NSR50, everything must remain stock, Yamaha YSR50, aftermarket carbs & exhaust are allowed. Suspension springs may be replaced but the internals must remain stock. Controls such as pegs, rear sets, throttle tubes, ect. May also be changed. Bodywork and gearing may also be changed.

Formula 5 Expert and Amateur (Bikes intended: 100-125 Aircooled converted dirtbikes, GROMS/Z125, modified NSR50, NSF100) Max displacement of 63.9cc (2 Stroke) & 128cc (air cooled 4 Stroke). Engine mods are allowed. May run combined, split wave, or separate. *Ohvale/Bucci 110 Allowed in stock form

65 GP: (Bikes intended: 65 air cooled 2 strokes, air cooled converted dirtbikes up to 156cc) GP or Motard frames, max displacement of 65cc (2 Stroke) & 156cc (air cooled 4 Stroke)

65GP Vet 30: Bikes allowed: (Bikes intended: 65 air cooled 2 strokes, air cooled converted dirtbikes up to 156cc) GP or Motard frames, max displacement of 65cc (2 Stroke) & 156cc (air cooled 4 Stroke) Must be at least 30 years old by December 31st of this race year. (runs at the same time as Supermini Vet)

Super Street 125: Bike allowed: Any STREET LEGAL Four Stroke 125. Max displacement 128cc. Grom, Z125 Pro, etc. Bike must have come street legal from the factory to be eligible. Stock bore/stroke, head, cylinder, valves, fork tubes, swingarm, frame, master cylinder, calipers, and rotors. No forced induction allowed. ECU, cam, exhaust, shock, and fork internals may be changed.

Super Mini: *Bikes allowed:* GP & Motard frame, max displacement of 112cc (2 Stroke) & up to 150cc (4 Stroke). Unlimited engine mods allowed. *Ohvale/Bucci 160 Allowed in stock form

Super Mini Vet 30: *Bikes allowed:* GP & Motard frame 85-112cc (2 Stroke) & up to 150cc (4 Stroke). Unlimited engine mods allowed. Must be at least 30 years old by December 31st of this race year. (runs at the same time as 65GP Vet)

Super Heavyweight: *Bikes allowed:* Street/GP/Dirt, displacement of 125-250cc (2 Stroke) & 150cc-450cc (4 Stroke). Unlimited engine mods allowed. *Ohvale/Bucci 190 Allowed in stock form

MINI GP Cup Classes - All bikes must be STOCK USD Spec for that bike. Ohvale or Bucci only. NO engine swaps, mods, etc. Please ask if you are unsure about your engine. Only jetting, gearing, and adjustments to stock spec suspension allowed.

- 110 and 160 will run together in separate waves.
- Three (3) or more 190's show and we will make room for them in the schedule.

Stock Moto 100/125 - ONLY the following bikes are allowed in their STOCK unaltered form (including foot peg location) unless noted. No slicks. May change bars, fork oil, springs, gearing.

- CRF100 - 16" front wheel allowed.
- TTR125, KLX125, DRZ 125 - 16/19" big wheel versions only
- Grom/Z125 - Bone stock. May tape or remove lights and other street requirements.
- KLX/DRZ 110 - May run 12" wheels.

CHAPTER NINE

ENDURANCE SERIES

This section is to be considered an amendment to the UMRA Rule Book. All rules found in the rule book apply to the endurance race. In the event a conflict occurs between normal sprint race conditions and the endurance race rules listed here, the endurance race rules prevail. These rules are created to ensure a safe and fair competition. UMRA Race Direction reserves the final say in any rules, penalties, or necessary action.

All racers, pit crew, and supporting guests are responsible for familiarity with these rules. Any racer, pit crew, or supporting guest (henceforth referred to as "Your Team") found in violation of the published rules will incur the same warnings and penalties.

CLASSES

Teams registering for an endurance event must be on a machine that fits within the following classes:

Lightweight Stock Endurance - (Stock Moto or Spec 50 GP bikes and rules) - ONLY the following bikes are allowed in their STOCK unaltered form (including foot peg location) unless noted. May change bars, fork oil, springs, gearing. CRF100 - 16" front wheel allowed. TTR125, KLX125, DRZ 125 - 16/19" big wheel versions only Grom/Z125 - Bone stock. May tape or remove lights and other street requirements. KLX/DRZ 110 - May run 12" wheels. Stock NSR50. Stock Kymco 125.

Middleweight Endurance - (Bikes intended: 100-125 Aircooled converted dirtbikes, GROMS/Z125, modified NSR50, NSF100) Max displacement of 63.9cc (2 Stroke) & 128cc (air cooled 4 Stroke). Engine mods are allowed. *Ohvale/Bucci 110 Allowed in stock / unaltered form

Heavyweight Endurance - GP or Motard frames, max displacement of 65cc (2 Stroke) & 158cc (air cooled 4 Stroke) or *Ohvale/Bucci 160 Allowed in stock / unaltered form

We offer the option to add additional classes if there are three or more teams to registered to compete in that class. For example, if you are able to field three teams to compete in a class, which is not listed above, we will add that class. Please note that the machines in the proposed additional class must fit within the performance range of the NSR50 at the low end, and a 65cc two stroke/128cc Four stroke at the high end. No CRF50's (or equivalent machines). The goal of this is to limit closing speeds to a safe level. If your team wishes to add an additional class, but by the registration deadline there are not 3 teams registered, you will be

bumped up into the nearest performing class.

The deadline for adding new classes is two weeks before the event

Registration

24 Hour Registration: Registration will be limited to the first 30 teams signed up. In order to register your team, a minimum of 4 paid racers must be signed up. Registration cost is \$120 per racer. Team Captain must also be designated at this time, all communication with UMRA staff will go through the Team Captain.

All Endurance Series Events: Transponders will be required for endurance races. Transponders are available to rent. If you are bringing your own transponder, you are required to register the transponder with UMRA staff by the close of registration (before race day) and you are responsible for making sure your transponder is charged and in good working order. UMRA will not issue refunds in the event your personal transponder malfunctions, though we will offer the option to rent mid-race (previously recorded laps will add to your team's count but no laps will be honored that were not recorded).

24 Only: The option to add additional classes expires at Noon two weeks before the race. If there are not enough teams to add the class, your team captain will be informed of the class your team will race in no later than 5pm on that day.

We will offer a wait list if the maximum number of teams has been reached. This maximum may vary by track and event. The Team Captain may submit his or her team for the wait list.

24 Only: There is a maximum number of 10 riders per team. The minimum number of riders required is 4. There is no limit on pit crew. Your team captain can submit roster changes as many times as necessary up until the registration deadline, but there must be a minimum of 4 riders registered at any given time to keep your position.

Other Endurance: There is no team minimum or maximum. You are encouraged to utilize a pit crew for all endurance racing.

All Endurance Racing: Selection of pit spot will be determined by registration order.

Rules specific to endurance races (pit limits, crashing, etc).

Regarding all rules, whether specifically mentioned or implied, any penalties are at the discretion of race management. UMRA staff will issue a warning for the first offense, and the next offense will be met with lap penalties. It is impossible to foresee every circumstance that may occur during a race, judgment will be made in the interest of safety and fairness. Race direction reserves the right to issue any penalties (with or without warning), including lap penalties but up to disqualification from the race depending on the severity of the infraction. Be advised that any lap penalties issued will be significant, especially if a warning for the same offense was issued.

Pit rules:

Your team is responsible for the behavior of any racer, pit crew, or guest supporting your team. Any behavior deemed by staff to be unsafe, unsportsmanlike, or inappropriate will assess a penalty to your team. For the purpose of these rules, all of the above involved parties will be referred to as "Your Team", or "team members".

If your team is found to impede race traffic in any way, whether it is on track or in the pit, your team will be penalized. The pit lane is reserved for race traffic only. It is not to be used as a sidewalk or social area. Extreme caution must be exercised when crossing the pit lane for any reason.

Speed limit in the pit is 5 MPH. First infraction will be met with a warning. Additional infractions will be assessed a 5 lap penalty. It is impossible for UMRA staff to catch every infraction; it is the intention of this rule for the pit to be self-policed. If you feel as though another team is guilty of unsafe speed in the pit, inform a staff member. An infraction must be witnessed by staff for a warning or penalty to be applied. Video evidence will be sufficient proof in lieu of a staff member witnessing it. There will be a designated area in which your team can communicate with the rider on track. Any team found communicating with their rider outside of the designated area will be assessed a penalty.

No team member is permitted on track under any circumstances. Only active racers are allowed on track.

Alcohol consumption and smoking are not permitted in the pit area for safety reasons. Any team member who has contact with the bike is not permitted to consume alcohol or other impairing substances until they have retired from the race. Smoking is permitted outside of the pit area, please be respectful and clean up after yourself.

PIT SPACES

Pit spaces will not be assigned, they will be on first come first serve basis. Your team, any additional machines, tools, etc. must fit within your pit space. There are no support vehicles allowed in your pit space. Racer and spectator parking is available on a first come first serve basis, and due to the limited parking at most tracks it is strongly advised to carpool as much as possible and avoid bringing unnecessary vehicles.

Each pit space is required to have at least one full, working fire extinguisher easily accessible in their pit at all times.

CRASHING:

Any bike that crashes must come in immediately to be re-teched whether or not any damage has been sustained. Stay off the race line and safely exit the track.

REQUIRED LIGHTING (night racing):

All bikes are required to have a visible, bright red light on the tail of their bike from sundown to sunrise. Any team found to have a non-working, non-visible, or dull light will be black flagged, and must come into tech. The light source must be securely fastened to the rear of the bike and visible to both other racers and race direction. A fresh red glowstick may be used, however if it becomes too dim it must be replaced immediately (you should expect to go through several as they only remain bright enough for 1-2 hours). We recommend using a bicycle light. If your bike comes with a tail light, this will suffice, but the brake light function must be disabled. The tail light must be taped with clear tape. Any light lenses (whether a bicycle light or tail light) must be "safety taped" with clear packing tape to ensure the lens doesn't shatter. Any headlights must be completely disabled, and lenses must be taped.

BIKE RULES

Each team is allowed to have one full spare bike in their pit (and unlimited additional spare parts). Any part on the race bike may be swapped out (motor, rearsets, wheels, controls, etc), but the original frame must be used. Under no circumstances is a team allowed to use a different frame than what they started the race with.

All normal class and tech inspection rules apply.

Do you have QUESTIONS - COMMENTS - CONCERNS? raceumra@gmail.com