

SIERRA NEVADA MOTO CHAMPIONSHIP RULES AND REGULATIONS

2026

REV 02

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Sierra Nevada Moto Championship

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1. SIERRA NEVADA MOTO CHAMPIONSHIP

1.1. Sierra Nevada Moto Championship

All riders, teams, officials and other parties participating in the Sierra Nevada Moto Championship undertake (SMC), on behalf of themselves, their employees and agents, to observe all the provisions of the Sierra Nevada Moto Championship Rulebook.

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.

SMC policies, rules and class formulas have been formulated with the goal of creating a fun and exciting experience to our racers and families while also providing the highest level of fair competition. While SMC welcomes participation by contingency program and race team sponsors, SMC management is independent and makes decisions based on fairness for all competitors and the wellbeing of our sport.

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

These SMC rules are written to ensure that all riders have the opportunity to compete impartially and as safely as possible in motorcycle 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 principles in interpretation and enforcement of the rules by SMC officials. The individual SMC 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 SMC rules should be submitted in writing to SMC. Suggestions will be reviewed for consideration by the SMC officials and technical advisors for possible inclusion in the next Rules and Regulations.

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..

1.2. Events

- 1.2.1. Sierra Nevada Moto Championship must be inscribed in the Calendar.
- 1.2.2. These events must be staged on circuits that will have to be approved by Sierra Nevada Moto Championship.
- 1.2.3. An event may be cancelled, moved to another place or date and/or replaced by another event.
- 1.2.4. No event may be organised without all the necessary legal authorisations which have been provided by the organiser.
- 1.2.5. Organisers are responsible for providing all facilities and personnel to ensure the safe, smooth and efficient running of the event.
- 1.2.6. The validity of the third-party insurance must come into effect before the practices and terminate after the last race of the event.
- 1.2.7. The event is being run over two days, generally Saturday and Sunday but this may differ depending on the event. For reasons of simplification, this principle is maintained in these regulations.
- 1.2.8. The events begin at the scheduled time for technical and sporting verifications and end when all of the following have occurred:
 - 1.2.8.1. The final results have been approved by the Race Direction
 - 1.2.8.2. All deadlines for lodging protests/appeals have expired and
 - 1.2.8.3. All technical and sporting controls have been concluded.
- 1.2.9. If a protest is lodged, the results will not become official until a decision is taken by the Race Direction
- 1.2.10. If an appeal is lodged against the decision of the Race Direction, the results will not become official until a decision is taken by the Race Direction.
- 1.2.11. All officials, marshals and medical staff must remain fully operational at the circuit – available to the Race Direction – until the end of the protest/appeal period.

1.3. Format of the Event

- 1.3.1. The distance (number of laps) to be covered will depend on the race conditions at each circuit and be decided by the Race Direction in due time and communicated to the riders/teams

1.3.2.

Function	Duration per session
Track Walk	45 minutes
1 X "Warm-Up" (*)	6 minutes
1 X "HeatRace"	x laps (**)
1 X "SuperFinal"	x laps (**)

- 1.3.3. There will be No Groups in the 2026 Season:

- 1.3.4. There will be two Races:

The "**HeatRace**" / (**) approximately 8 minutes of racing. 6 minutes for support and kids classes

The "**SuperFinal**" / (**) approximately 12 minutes of racing. 10 minutes for support and kids classes

- 1.3.5. Any references to "Races" in this document are made solely for the purpose of simplicity, and refer to the "HeatRace" and/or "SuperFinal" except when the context requires otherwise.

1.4. Championship Criteria

- 1.4.1. All organised events counting towards the corresponding Sierra Nevada Moto Championship will be taken into consideration. However, the Board of Directors, in exceptional circumstances, may decide to deviate from this principle.
- 1.4.2. Following the first event, the provisional Championship standings shall be established according to the Championship points earned by each eligible Championship participant in accordance with Article 5.19.
- 1.4.3. Following each subsequent event, riders shall be ranked according to their accumulated Championship point totals. Event points that are not eligible to be recorded as Championship points shall not be included.
- 1.4.4. If two or more riders have the same number of Championship points, the rider with the greatest number of first-place finishes in eligible points-scoring Races shall be ranked higher. If a tie remains, the number of second-place finishes shall be considered, followed by third-place finishes and so on until the tie is resolved.
- 1.4.5. If a tie remains after applying Article 1.4.4, the rider with the better finishing position in the most recent round in which both tied riders participated and were eligible to earn Championship points shall be ranked higher. If no such common round exists, Race Direction shall determine the final order after reviewing the eligible Championship results of the tied riders.
- 1.4.6. The winner of the Sierra Nevada Moto Championship shall be the eligible rider who has accumulated the greatest number of Championship points in accordance with Article 5.19.
- 1.4.7. The final Sierra Nevada Moto Championship standings cannot be considered definitive until all applicable time limits for protests, appeals, and reconsideration have elapsed, all such matters have been resolved by Race Direction, and the final standings have been confirmed by the Organization.

1.5. Exhibition/Support Races and/or Activities

- 1.5.1. During a Sierra Nevada Moto Championship event, exhibition/support races or activities may be permitted.
- 1.5.2. However, these exhibition/support races/activities, as well as any other activities such as the vehicular use of the circuit during the event, including demonstrations or exhibitions, must at all times receive prior authorisation from the Sierra Nevada Moto Championship Promoter.
- 1.5.3. Authorisation from Sierra Nevada Moto Championship does not imply nor include any Sierra Nevada Moto involvement in and/or liability for these exhibition/support races/activities which are not run under the aegis and the responsibility of Sierra Nevada Moto Championship.
- 1.5.4. Priority must at all times be given to the Sierra Nevada Moto Championship programme.
- 1.5.5. If necessary, the Race Direction can change the time schedule of the exhibition/support races and/or other activities or cancel them.

2. ENTRIES, RIDERS AND TEAMS

2.1. Acceptance of Entries

- 2.1.1. Entries to a Sierra Nevada Moto Championship event will be accepted for riders who:
 - 2.1.1.1. Sierra Nevada Moto Championship reserves the right to reject or suspend an entry if the required insurance coverage cannot be verified.
 - 2.1.1.2. Have requested an entry before the closing date of the event.
- 2.1.2. Provisional entries can be made by e-mail but must be confirmed by the duly completed official entry form.
- 2.1.3. Riders may be required to sign an individual entry form during the administrative control.
- 2.1.4. For each event, within 24 hours after the closing date for entries, the list of riders entered will be published.
- 2.1.5. Riders may enter for one or more events always using the official/specific entry procedure of the Sierra Nevada Moto Championship Promoter on which all the requested information regarding the rider, team and make/model of motorcycle must be indicated.
- 2.1.6. The closing date for entries for each event will be the night before for the event in question.
- 2.1.7. Championship Registration
 - 2.1.7.1. A rider must register as a Championship participant through the procedure established by the Organization to be eligible to earn Championship points.
 - 2.1.7.2. Entry in an individual event does not, by itself, constitute registration as a Championship participant.
 - 2.1.7.3. A rider who has not registered as a Championship participant may enter and compete in individual events but shall not earn Championship points or be included in the Championship standings.
 - 2.1.7.4. Except for Minor Riders and riders participating exclusively in the Jr or MicroMoto classes, registration as a Championship participant subjects the rider to the volunteer requirement established in Article 5.19.2.

- 2.1.7.5. A rider registering as a Championship participant after the initial volunteer assignments have been made shall be assigned an available volunteer round by the Organization.
- 2.1.7.6. Championship registration shall not apply retroactively. Event points earned before a rider registers as a Championship participant shall not be converted to Championship points.

2.2. Age of Riders

SM1A & SM2A, Open GP & Adult Beginner

Minimum age: 15 years

SM3A

Minimum age: 12 years

Asphalt Mini

Minimum age: 10 years

Jr

Minimum age: 4 years

Maximum age: 12 years

MicroMoto

Minimum age: 4 years

Maximum age: 8 years

2.2.1. Minimum Age

2.2.1.1. A rider's eligibility for a class with a minimum age shall be determined by the age the rider will have reached on December 31 of the calendar year in which the Championship is conducted.

2.2.1.2. A rider who will reach the minimum age required for the class on or before December 31 shall be eligible for that class for the entire Championship season, regardless of whether the rider has reached the minimum age at the time of an event.

2.2.2. Maximum Age

2.2.2.1. A rider's eligibility for a class with a maximum age shall be determined by the rider's age on January 1 of the calendar year in which the Championship is conducted.

2.2.2.2. A rider who does not exceed the maximum age of the class on January 1 shall remain eligible for that class for the entire Championship season, regardless of whether the rider exceeds the maximum age during the season.

2.2.3. Minor Rider

- 2.2.3.1. For purposes of these Regulations, a Minor Rider is a rider who has not reached 18 years of age at the time of the first technical verification for the first Championship event in which the rider participates.
- 2.2.3.2. A rider who qualifies as a Minor Rider under Article 2.2.3.1 shall retain that status for the remainder of the Championship season, regardless of whether the rider reaches 18 years of age during the season.

2.3. Starting Numbers

- 2.3.1. Every rider participating in the Sierra Nevada Moto Championship will be allowed a permanent starting number for the season.
- 2.3.2. The number one (#1) will always be reserved for the Champion of the previous year.

2.4. Non-Participation in an Event

- 2.4.1. Any riders who do not inform the organisers of their inability to attend, or who do not provide an acceptable reason before the end of the Technical Verifications, may not be given a refund for event fees.
- 2.4.2. A rider who is present at an event and who does not take part in the practices and/or in the races and/or leaves the event must always inform the Race Director of the reasons for their non-participation.
- 2.4.3. During an event, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is liable to be penalised by the Race Direction.

2.5. Rider Equipment / Protective Clothing

- 2.5.1. Riders are responsible for and must rely on their own judgement in the selection of helmets and apparel which will provide appropriate and durable protection.
- 2.5.2. Although Sierra Nevada Moto Championship approves materials, it does not endorse or guarantee specific products or manufacturers.
- 2.5.3. The following apparel must be worn by riders during each practice, qualification, Warm-Up, warm-up lap or Race:

- 2.5.3.1. **Helmets**

Helmets must be marked with one of the official international standard marks. Riders with long hair should tie it up in a bun, or braid and tuck it into their shirt.

- 2.5.3.2. **Eye Protection**

Goggles must be worn during all on-track competition (Practices, SuperPole, Warm-Up, warm-up Lap and Races). The use of helmet visors, roll-offs or tear-offs is also allowed. However, in adverse racing conditions during a Race, riders may take off their goggles but it is strongly recommended to get a new set in the pit lane during the next lap.

- 2.5.3.3. **Equipment / Protective Clothing**

Riders must wear either a complete leather suit (one piece) or moto jersey/pants with additional padding or other protection on the principal contact points: knees, elbows, shoulders, hips, etc.

Riders must also wear boots and gloves, which with the suit provide complete coverage from the neck down.

The use of unmodified full upper body protection (front and back) is compulsory.

Riders may wear a bib above their leather suit.

- 2.5.3.4. **Number of the rider**

The rider's starting number may appear under his name on the back of his leathers/bib (whenever a bib is used). In this case, the number on the leathers/bib must be the same as the one that has been allocated to the rider for the event.

2.6. Rider / Mechanic / Team Clothing

- 2.6.1. All riders, mechanics and team members must present a clean and neat appearance.
- 2.6.2. Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas.
- 2.6.3. Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited on the starting grid and in the pit lane.
- 2.6.4. Riders, mechanics and team members are encouraged to display the Sierra Nevada Moto Championship logos on shirts/uniform/clothing.

2.7. Rider Behaviour and Assistance

- 2.7.1. Riders must at all times adhere to the provisions of the Regulations.
- 2.7.2. All riders, mechanics and Team members must present a clean and neat appearance.
- 2.7.3. Only appropriately dressed persons displaying the proper credentials will be allowed in restricted areas. Cut-off jeans, sleeveless shirts and open-toe shoes are prohibited in restricted areas.
- 2.7.4. Riders must be physically and mentally fit to control their motorcycles in order to promote the safety of the other riders, team members, officials, spectators and other persons involved in the event.
- 2.7.5. Riders must report any underlying medical disorder or injury they may have to the Organizer.
- 2.7.6. Any rider who refuses to submit themselves to a special medical examination will be excluded from the event, and the Race Direction will be notified.
- 2.7.7. At any time during the event, on request of the Chief Technical Steward, the riders must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.
- 2.7.8. At all times during the event, a rider will be responsible for keeping his motorcycle in conformity with the rules.
- 2.7.9. Unsporting, aggressive or reckless behaviour from a rider or his team members and/or surroundings towards other competitors, mechanics, team staff and officials or other participants (organisers' and Promoters' staff, medical staff, press, public, etc.) on or off the track may be sanctioned by the Race Direction.
- 2.7.10. Riders may be held responsible for the actions of their team members.
- 2.7.11. Riders and team members are forbidden to ride any motorised vehicles, bicycles, city rollers, roller skates or skateboards, etc. on the track outside the official track walk/practice/SuperPole sessions and races.
- 2.7.12. Riders must obey the official flag signals and the boards which convey instructions.
- 2.7.13. Riders have to carry "on-board" cameras on their motorcycles when requested by the Championship Promoter.
- 2.7.14. The Sierra Nevada Moto Championship Promoter, rider and Team

in question assume full responsibility and Sierra Nevada Moto Championship shall not be held liable in case of any incidents in connection with the use of these cameras.

- 2.7.15. Riders are responsible for being aware of all information issued in the rider's electronic briefing which will be sent to the e-mail address provided by them and/or any other rider's briefing held at the event. Therefore, riders are also responsible to provide their correct personal email address and to take care that emails can be delivered.
- 2.7.16. All body jewellery is to be taped over or removed during on-track competition.
- 2.7.17. The use of a portable music player is not allowed at any time during on-track competition.
- 2.7.18. During an event, a rider must always attempt to succeed. If not, he shall not be allowed to continue the competition and is liable to be penalised by the Race Direction.
- 2.7.19. Riders not performing up to competition level may be excluded from the event by the Race Direction.
- 2.7.20. No rider shall be allowed to compete on any other motorcycle than the one(s) that has(have) been presented at technical control in his name and number.
- 2.7.21. Riders must ride in a responsible manner which does not cause danger to other competitors, mechanics, team staff and officials or other participants(organisers' and Promoters' staff, medical staff, press, public, etc.) on or off the track. Riding in an irresponsible manner may be sanctioned by the Race Direction.
- 2.7.22. Riders must obey the official flag, light and the board signals which conveys instructions.
- 2.7.23. Riders are responsible for being aware of their surroundings at all times while on the course. They must obey all official signals and directions given to them or they may be sanctioned by the Race Direction.
- 2.7.24. Riding without eye protection is prohibited at all times. However, in adverse weather conditions riders may take off their goggles but it is strongly recommended that they get a new set of goggles in the pit lane during the next lap.
- 2.7.25. Riders must always start the Warm-Up from the pit lane.

For the Warm-Up:

Riders will line up in orderly fashion as they arrive in the pit lane. It is forbidden to pass ahead of the others. Riders leave the pit lane for their Warm-Up one at a time without overtaking another rider before arriving onto the track.

- 2.7.26. Riders must accept any type of time keeping system approved by the Championship Promoter, including transponders. Riders are responsible for the use of a transponder compatible with the timekeeping system used on the track. Riders must ensure that the transponder is properly charged and mounted correctly to the motorcycle according to the instructions provided by the Promoter and the rider's briefing. Not respecting these rules might result in a lap or lap times not being counted correctly.
- 2.7.27. Only the following signals are allowed between riders/motorcycles and persons connected with them: data and images from official timekeeping transponders and “on-board” cameras, pit board messages displayed in approved areas and “body language” communication by the rider. Radio communication with riders is strictly forbidden.
- 2.7.28. 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. Any infraction of this rule may be penalised.
- 2.7.29. Marshals may assist riders by lifting motorcycles and moving them to a safe place. Any repairs, adjustments or attempts to restart the motorcycle must be made by the rider, working alone with no outside assistance. Marshals are not allowed to assist riders to repair or restart their motorcycles.
- 2.7.30. Receiving medical treatment while on-course during a race, outside of the scope of evaluating the rider’s ability to continue, will be considered outside assistance and the rider will not be allowed to continue that race.
- 2.7.31. Whenever a rider is receiving treatment by the medical staff, team members and/or family members are not allowed at any time to interfere or hinder their proceedings. Any infraction of this rule may be penalised by the Race Direction.
- 2.7.32. Injured riders must be assessed by the Chief Medical Officer (CMO) before they can resume or return to the competition.
- 2.7.33. Riders must use only the marked 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.

- 2.7.34. 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.
- 2.7.35. It will be the duty of the Race Direction to make the determination as to whether a rider gained an advantage by accidentally leaving the course and re-entering.
- 2.7.36. The penalty for gaining an advantage while off-course during races will be the loss of the number of positions gained plus one additional position in the final results of the respective race for the rider in question. If no positions were gained, the penalty will be the loss of one position.
- 2.7.37. Course cutting is forbidden. Should the Race Direction determine that a rider left the course with the intention to gain an advantage, then the rider in question will be disqualified from the respective practice/race. Further penalties may be imposed.
- 2.7.38. A zone must be reserved for repairs and signalling (= the pit lane) during the practices and races. Only mechanics, signallers, representatives of the industry and essential officials bearing valid passes are permitted in this area. Apart from riders, persons under the age of 16 are not allowed.
- 2.7.39. Pit lane signals to riders must be given from the pit box side directly facing the course. Signalling from any other spot in the pit lane in any other direction from the pit lane box is prohibited and will be considered outside assistance for which the penalty will be disqualification from the respective practice, qualification or race.
- 2.7.40. Riders may enter the pit lane to receive assistance or to modify, adjust or replace any part of their safety apparel or motorcycle except the frame, which must be sealed. Refuelling is permitted, but must be done with engines dead.
- 2.7.41. No replacement of safety apparel, refuelling or mechanical service may be carried out on the course or outside the pit lane.
- 2.7.42. 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 will be considered as attempting to gain an advantage by course cutting for which the penalty will be disqualification from the respective practice, qualification or race. If necessary, further penalties may be imposed.

- 2.7.43. Riders entering the pit lane should ride in a responsible manner. They should not ride at an excessive speed, not overtake any other riders and must always come to a complete stop. In the latter case, violators will be disqualified from the practice/race in question.
- 2.7.44. Riders who stop their engines in the pit lane may be assisted in re-starting their motorcycles.
- 2.7.45. Once a rider has started his warm up lap, he must continue in the direction of the course. Any infraction may be penalised by the Race Direction.
- 2.7.46. Riders are not allowed to have a spare motorcycle in the pit lane during a warm-up lap and/or Race. Having a spare motorcycle in the pit lane at that time will be considered as attempting to gain an advantage for which the penalty will be disqualification from the respective race.
- 2.7.47. Riders who enter the paddock during a race will not be allowed to re-join that race.
- 2.7.48. Riders returning slowly to the pit lane or paddock should ride carefully, avoid the racing line and not interfere with other riders.
- 2.7.49. Riders are allowed to do practice starts in the designated start practice zone(s) at the end of the Warm-Up. It is prohibited to make any practice starts during the compulsory warm-up lap before a Race.
- 2.7.50. Riders may make a practice start only when there are no stationary motorcycles in front of them. The rider most forward in the practice start zone makes his start first, followed by the rider behind them, and so on.
- 2.7.51. Once the rider has made his practice start, he continues to the exit of the track.
- 2.7.52. Riders who do not wish to make a practice start continue slowly on the racing line on the side of the track, opposite to the practice start zone and proceed to the exit of the track.
- 2.7.53. A rider must take his position on the starting grid with the motorcycle he is going to use for the race in question.

- 2.7.54. Riders must take their position in an orderly way with the front wheel of their motorcycle up to the line defining their starting grid position.
- 2.7.55. Motorcycles must be centred in the rider's position on the starting grid. Riders may not start at an angle.
- 2.7.56. Motorcycles may not use any mechanical starting aid devices at the start with the exception of the front and rear suspension locks.
- 2.7.57. Riders who want to enter the starting grid after the access from the paddock to the starting grid has been closed will be disqualified from the race in question.
- 2.7.58. If a rider has mechanical problems before the start of the warm-up lap and the motorcycle cannot be repaired on the starting grid, he must push his motorcycle to the pit lane, where he and/or his mechanics may attempt to repair it. The rider in question loses his right to participate in the compulsory warm-up lap, as well as his initial starting position. He must stay in the pit lane and start the Race from that position after receiving the clearance of the Clerk of the Course or a qualified official nominated by him.
- 2.7.59. If a rider stalls his engine before/during the start of the warm-up lap, he must remain in his position and may attempt to restart. If he can restart the motorcycle within reasonable time, he can do the warm-up lap. If the motorcycle cannot be restarted within reasonable time, he must remain on his motorcycle and raise his arm. Immediately after all the riders have left for the compulsory warm-up lap, he must push his motorcycle into the pit lane, as ordered by the officials, where he and/or his mechanics may attempt to repair it. The rider in question loses his right to participate in the compulsory warm-up lap, as well as his initial starting position. He must stay in the pit lane and start the Race from that position after receiving the clearance of the Clerk of the Course or a qualified official nominated by him.
- 2.7.60. Any rider who encounters mechanical problems during the warm-up lap must go to the pit lane and make repairs. He cannot return to the starting grid. The rider in question must stay in the pit lane and start the Race from the pit lane after receiving the clearance of the Clerk of the Course or a qualified official nominated by him.
- 2.7.61. Riders who do not succeed in returning from the warm-up lap to the start grid or pit lane before the start of the race, will be disqualified

from the race in question.

- 2.7.62. When a rider takes his assigned starting grid position after the warm-up lap, he must keep his engine running, he cannot return to the pit lane or receive assistance prior to the start.
- 2.7.63. If a rider has mechanical problems when he has taken his position on the starting grid after the warm-up lap, he must remain on his motorcycle and raise his arm. If the rider in question is unable to start his motorcycle within a reasonable time, he must obey the instructions of the officials and remove his motorcycle to the back of the starting grid where he may make further attempts to start it. If he succeeds in starting the engine, he must take the start from this position.
- 2.7.64. If he still did not succeed in starting the motorcycle when the start has been given, he must proceed to the pit lane upon instruction of an official, where he and/or his mechanics may make further attempts to start it.
- 2.7.65. Riders taking the start of the Race from the pit lane may then start the Race upon instruction of the Clerk of the Course or a qualified official nominated by him, situated at the pit lane exit.
- 2.7.66. A rider is not permitted to attempt to delay the start by any other means than mechanical problems.
- 2.7.67. A rider may not anticipate the start or he will be penalised with a time penalty of 15 seconds at the end of the Race in question, irrespective of the number of laps he has completed.
- 2.7.68. The rider in question will then be shown the "JUMP START/ + 15 SECONDS" board together with his riding number within 3 laps.
- 2.7.69. Riders may use the "Joker Lane" without any restrictions at any time during the Free Practice and the Warm-Up.
- 2.7.70. Riders must use the "Joker Lane" during the Warm-Up lap prior to the SuperFinal. They must again use the "Joker Lane" one time and only once during the SuperFinal otherwise they will be penalised by losing 5 positions in the results of the said SuperFinal.
- 2.7.71. Using the "Joker Lane" at any other time during the event is forbidden. Riders who do not respect this rule may be penalised by the Race Direction.
- 2.7.72. A rider who has been selected for sound control must immediately present his motorcycle to the Stewards without returning to the pit lane/paddock, without receiving any technical assistance from his

team and without any intervention from anyone on the motorcycle. Violators will be disqualified from the practice/race in question.

- 2.7.73. The riders concerned (top three positions in the overall standings in the event, the leader leading in the point standings and other participants invited at the discretion of the Championship Promoter) must take part in the Prize-Giving Ceremony and the Press Conference. Any infraction of this rule will be penalised by the Race Direction.
- 2.7.74. Teams, their staff and riders must avoid any verbal/written public declaration which could damage or negatively affect the Sierra Nevada Moto Championship. Accordingly, it is an obligation for all riders, Teams and Teams staff and/or representative thereof, to refrain from releasing any public pronouncement which may irresponsibly harm the lawful interests of the Sierra Nevada Moto Championship, the Championship Promoter or which may be contrary to the integrity of the Sierra Nevada Moto Championship or the sport.
- 2.7.75. Before leaving a venue/facility, it is the responsibility of riders/teams to deposit all their waste fuel, fuel drums, motor oils, coolants, tires, batteries, black water and all other hazardous wastes in the proper hazardous waste disposal area provided by the venue/facility. Should proper hazardous waste disposal containers not be available on-site, riders/teams must transport such items from the venue/facility for proper disposal.

3. MOTORCYCLES, CLASSES AND OTHER SPECIFICATIONS

3.1. Motorcycles and Classes

3.1.1. Sierra Nevada Moto Championship Classes

3.1.1.1. **SM1A - Supermoto Expert Asphalt Championship**

Expert riders only

Knobby tires prohibited

Supermoto Chassis Only

Minimum age: 15 years

Engine Specs:

2-Stroke: Over 175cc up to 350cc

4-Stroke: Over 250cc up to 550cc

3.1.1.2. **SM2A - Supermoto Amateur Asphalt Championship**

Amateur riders only

Knobby tires prohibited

Supermoto Chassis Only

Minimum age: 15 years

Engine Specs:

2-Stroke: Over 175cc up to 350cc

4-Stroke: Over 250cc up to 550cc

3.1.1.3. **SM3A - SuperMini Asphalt Championship**

Expert and Amateur riders allowed

Knobby tires prohibited

Minimum age: 12 years

Engine Specs:

2-Stroke: Max displacement of 112cc

4-Stroke (Air-Cooled): Max displacement of 234cc

4-Stroke (Liquid-Cooled): Max displacement of 159cc

3.1.1.4. **OpenGP**

Expert and Amateur riders allowed

Knobby tires prohibited

GP Chassis Only

Minimum age: 15 years

Engine Specs:

2-Stroke: Over 175cc up to 350cc

4-Stroke: Over 250cc up to 550cc

4-Stroke (Twin Cylinder): Max displacement of 400cc

3.1.1.5. **Adult Beginner**

Beginner riders only

Knobby tires prohibited
Supermoto Chassis Only

Minimum age: 15 years

Engine Specs:

2-Stroke: Over 175cc up to 350cc

4-Stroke: Over 250cc up to 550cc

3.1.1.6. **Asphalt Mini**

Expert and Amateur riders allowed

Knobby tires prohibited

Minimum age: 10 years

Engine Specs:

2-Stroke: Max displacement of 68cc

4-Stroke (Air-Cooled): Max displacement of 160cc

3.1.2. **Sierra Nevada Moto Championship Kids Classes**

3.1.2.1. **Jr**

Minimum age: 4 years

Maximum age: 12 years

Engine Specs:

2-Stroke: Max displacement of 50cc

4-Stroke (Air-Cooled): Max displacement of 110cc

3.1.2.2. **MicroMoto**

Minimum age: 4 years

Maximum age: 8 years

Engine Specs:

4-Stroke: Max displacement of 50cc

Electric: Bikes of similar horsepower

3.2. Technical Inspection & Machine Requirements

- 3.2.1. Every race bike must be ready to race when it is brought to Technical Inspection.
- 3.2.2. By participating in the event, the rider implies complete willingness to conform to the Sierra Nevada Moto Championship Rulebook. 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 SMC requirements, the rider is still responsible for the race bike meeting SMC requirements.
- 3.2.3. 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 SMC requirements. SMC staff may, at any time, re-inspect any race bike and revoke approval if the machine no longer meets SMC requirements.
- 3.2.4. The Technical Inspector may allow a temporary fix for a particular race weekend. Any temporary fixes must be permanently resolved by the next race event.
- 3.2.5. Any rider who takes a race bike onto the race course when the bike does not meet SMC requirements will be assessed a penalty for each infraction.
- 3.2.6. Each rider or their crew must point out anything in or on their race bike that they believe is not completely in line with the technical requirements below.
- 3.2.7. The following items must be safety wired or secured in a manner approved by Tech:
 - Oil Drain Plug(s) & Oil Fill Cap(s)/Bolt(s)
 - Internal oil filter cover bolts
 - Radiator Cap
 - Water pump drain bolt
 - Axle Nuts
 - Master Link (if clip link)
 - Any bolts that retain oil or coolant (typically have an aluminum or copper washer for sealing)
 - Caliper mount and caliper retaining bolts
 - External oil filters are preferred to be safety wired using a worm clamp around the filter body but not required.
- 3.2.8. A catch can for fluid overflow is required to be securely fastened on all carbureted bikes. If your radiator does not have an overflow

- tank, you must also use a catch can for your radiator overflow.
- 3.2.9. Water cooled engines must use plain water, water with Water Wetter (or similar product, call SMC for verification) cooling system rust and corrosion inhibitor at 0.5 ounces per quart of plain water concentration, Silkolene Pro CCA (Corrosion Control Additive), or Royal Purple Engine Ice. Glycol based antifreeze is prohibited.
 - 3.2.10. Only gasoline may be used as a race bike fuel. Nothing may be added to the gasoline except commercially available, off-the-shelf octane boosters and lubricating oils. No oxygen or nitrogen bearing additives.
 - 3.2.11. All race bikes must have an operating and marked engine kill switch on the handlebars or clip ons. Dead man tethers are recommended.
 - 3.2.12. All race bikes must have a self-closing throttle and operating front and rear brakes. Controls must be in good working condition.
 - 3.2.13. Kick-start levers are allowed to remain on the machine provided they are secured or have a detent/mechanism to keep them from swinging out.
 - 3.2.14. Kickstands must be removed.
 - 3.2.15. Glass and plastic lenses must be taped (headlights, tail lights, turn signals, mirrors).
 - 3.2.16. The license plate and bracket(s) must be removed.
 - 3.2.17. Items are deemed safe only if secured in a visible, approved manner. Using only aircraft nuts, locknuts, Loctite or a similar retaining compound is not acceptable.
 - 3.2.18. The machine must be clean.
 - 3.2.19. Tires must be in good condition as determined by the Technical Inspector.
 - 3.2.20. Clutch and Brake levers must be deemed safe by the Technical Inspector.
 - 3.2.21. 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.

- 3.2.22. Plastic sliders must be installed on the front and rear axles as well as the foot pegs, to prevent gouging of the track in the event of a crash. Folding foot pegs must have sliders located in a position such that the slider will be the primary contact point of the foot peg when the peg is folded. At the Technical Inspector's discretion and approval, some sliders may be omitted if there is no motorcycle orientation that would allow any metal component on the motorcycle to contact the racetrack during a crash.
- 3.2.23. RFID Sticker must be mounted to front of fender. If a suitable mounting location is not available, RFID Sticker may be mounted to the nearest location.
- 3.2.24. 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, twisted at 6-8 turns per inch, and pulls the bolt/nut clockwise as if it is still tightening. A list of what must be safety wired is located in section 7.6.a

3.3. Front Number Plate

- 3.3.1. The motorcycle's front number plate, must always display:
 - The number of the rider
 - The logos of the Sierra Nevada Moto Championship
 - The logos of the corresponding Championship Class
- 3.3.2. Team publicity is allowed on the front plate below the number but always respecting a clear space between the team publicity and the number above.
- 3.3.3. The numbers must be clearly legible for the spectators and officials.
- 3.3.4. The logos of the Sierra Nevada Moto Championship and the Championship Class must be clearly visible.
- 3.3.5. Any motorcycle without the logos of the Sierra Nevada Moto Championship and the Championship Class on the front number plate will be considered not in conformity with the Regulations and the rider will not be allowed to enter the course.

3.4. Side Number Plates

- 3.4.1. The motorcycle's side number plates, must always display:
 - The number of the rider
 - The logos of the Sierra Nevada Moto Championship
 - Optionally, publicity of the rider's/team's sponsor(s).
- 3.4.2. There is freedom of design and publicity, but incorporation of the rider's number and the Sierra Nevada Moto Championship logos into the graphics is compulsory.
- 3.4.3. The colour scheme for the background of the side number plates and the numbers is free. However, there must be a clear colour distinction between the colour of the number, the Sierra Nevada Moto Championship logos and the colour of the background.

3.5. Front Fork Covers, Official Tire Supplier

- 3.5.1. The motorcycle's front fork covers must always display:
The logo of the Official Tire Supplier (see diagrams)
- 3.5.2. The logo of the Official Tire Supplier must be clearly visible
- 3.5.3. Any motorcycle without the logo of the Official Tire Supplier on the front forks covers of the motorcycle will be considered not in conformity with the Regulations and the rider will not be allowed to enter the course.

3.6. Tires

- 3.6.1. Only tires intended for SuperMoto application are permitted. Other tire types, such as Motocross, Enduro or Trial tires are prohibited.
 - 3.6.1.1. Jr and MicroMoto classes allow for Motocross, Enduro or Trial tires.
- 3.6.2. The maximum tread depth of the front and/or rear tires used must be 10 mm in the centre of the tread width.
- 3.6.3. Additional tread grooves, cuts, etc. are allowed on the front and/or rear tires.
- 3.6.4. If, in the opinion of the Race Director, the violation is unintentional and/or was caused by a race incident, he may decide to impose an alternative penalty.
- 3.6.5. At any time during the event, and upon the request of the Race Director, riders shall be able to give a precise account of the number of tires they have used.

4. OFFICIALS AND PROCEDURES

4.1. General

- 4.1.1. The management and supervision of events, as well as the judicial procedure, are the responsibility of the officials appointed by Sierra Nevada Moto Championship.
- 4.1.2. Appointed officials must be fluent in English. Other languages are an asset.
- 4.1.3. The Sierra Nevada Moto Championship shall appoint officials whose aptitude and integrity for the position they can fully justify.
- 4.1.4. All officials and marshals must remain operative and available with all the required equipment for the event in place within the time limit for lodging a protest/appeal.
- 4.1.5. For purposes of these Regulations, "Organization" means Sierra Nevada Moto Championship, acting through its Board of Directors or another person or body expressly authorized by the Board.

4.2. Jurisdiction

- 4.2.1. With the exception of the Sierra Nevada Moto Championship officials and their assistants, all other persons involved in the event are subject to the authority of the Race Direction.

4.3. Delegate

- 4.3.1. The Delegate is appointed by the Sierra Nevada Moto Championship.
- 4.3.2. If the Delegate is prevented from arriving at the event in time, the Organization may appoint a replacement Delegate.
- 4.3.3. If, due to force majeure or another exceptional circumstance, the Delegate becomes permanently unavailable during the event, the Organization shall appoint a replacement Delegate.
- 4.3.4. The Delegate is the senior sporting official at the event and exercises supervisory authority over the Race Director and Stewards. The Delegate is not responsible for the routine organization or operational conduct of the event unless required to intervene or temporarily assume those responsibilities.
- 4.3.5. The authority and duties of the Delegate include but are not limited to:
 - 4.3.5.1. The Delegate must be present before the start of circuit control and remain available after the event until all official duties have been completed.
 - 4.3.5.2. The Delegate must ensure that decisions of Race Direction conform to the Sporting Code, these Regulations, and any applicable supplemental regulations published by Sierra Nevada Moto Championship.
 - 4.3.5.3. The Delegate must ensure that the event is conducted in accordance with the Regulations and must investigate or report any alleged infringement, as appropriate.
 - 4.3.5.4. The Delegate shall call and chair a meeting of Race Direction before the first official session, at the conclusion of each day of official practices and/or races, and at any other time required.
 - 4.3.5.5. The Delegate is responsible for communication with the Stewards and for ensuring that their reports and recommendations are properly considered.
 - 4.3.5.6. The Delegate is responsible for documenting all penalty or sanction proposals submitted by a Steward, whether adopted, modified, or declined.
 - 4.3.5.7. The Delegate is responsible for documenting all penalties and sanctions pronounced by the Delegate, the Race Director, or Race Direction.

- 4.3.5.8. The Delegate shall ensure that the official record identifies the affected party, the alleged infringement, the applicable Regulation, the decision reached, the official or body responsible for the decision, and the date and time the decision was pronounced and communicated.
- 4.3.5.9. The Delegate may invite appropriate persons to attend meetings of Race Direction in a non-voting capacity.
- 4.3.5.10. The Delegate must ensure that all affected parties and members of Race Direction receive notification of any disciplinary or judicial decision as soon as reasonably possible.
- 4.3.5.11. The Delegate must collate all official reports, documents, disciplinary records, and official results following the conclusion of the event.
- 4.3.5.12. The Delegate shall exercise a casting vote when required in accordance with Article 4.6.
- 4.3.6. The Delegate may independently investigate an alleged infringement and pronounce the following penalties without prior approval from Race Direction:
 - 4.3.6.1. Warnings
 - 4.3.6.2. Time and/or point penalties
 - 4.3.6.3. Loss of one or more positions
 - 4.3.6.4. Disqualification
 - 4.3.6.5. Suspension for a period not exceeding 30 days starting from the date of the offence
 - 4.3.6.6. Loss of right to participate in the Championship, which may be applied to one or more events
- 4.3.7. The Delegate shall promptly notify the Race Director of any penalty pronounced and provide the material facts supporting the decision.
- 4.3.8. If the Race Director disagrees with the Delegate's finding, the penalty pronounced, or both, the matter shall be referred to Race Direction in accordance with Article 4.6.
- 4.3.9. A penalty pronounced by the Delegate shall become final at the event level without consideration or ratification by Race Direction unless:
 - 4.3.9.1. The Race Director disagrees with the decision; or
 - 4.3.9.2. The affected party submits a valid appeal in accordance with these Regulations.

4.4. Race Director

- 4.4.1. The Race Director is appointed by Sierra Nevada Moto Championship.
- 4.4.2. If the appointed Race Director is prevented from arriving at the event in time, or becomes permanently unavailable during the event, the Organization may appoint a replacement Race Director.
- 4.4.3. The Race Director is responsible for the run of operations and the sporting and operational conduct of the event, subject to the supervisory authority of the Delegate and the decisions of Race Direction.
- 4.4.4. The authority and duties of the Race Director include but are not limited to:
 - 4.4.4.1. Ensuring that the event is conducted in accordance with the Sporting Code, these Regulations, any applicable supplemental regulations, and the approved event schedule.
 - 4.4.4.2. Directing and coordinating the operational and sporting activities of the event.
 - 4.4.4.3. Managing and executing the event schedule, including all practices, qualifying sessions, races, ceremonies, and other official activities.
 - 4.4.4.4. Supervising and coordinating race officials, timing and scoring personnel, grid personnel, flaggers, marshals, safety personnel, and other operational staff.
 - 4.4.4.5. Confirming that the circuit, safety resources, operational personnel, and required equipment are prepared before authorizing track activity.
 - 4.4.4.6. Authorizing the start, delay, interruption, resumption, shortening, or cancellation of any practice, qualifying session, race, or other official activity when required by safety, weather, circuit conditions, scheduling constraints, or other circumstances.
 - 4.4.4.7. Making reasonable adjustments to the event schedule when necessary for safety or the orderly and timely conduct of the event.
 - 4.4.4.8. Issuing operational instructions to officials, riders, entrants, teams, and other affected persons.
 - 4.4.4.9. Ensuring that decisions and instructions issued by the Delegate or Race Direction are implemented.

- 4.4.4.10. Investigating alleged infringements and reporting matters to the Delegate or Race Direction when appropriate.
- 4.4.4.11. Receiving and considering reports and penalty proposals submitted by the Stewards.
- 4.4.4.12. Taking any immediate action necessary to protect safety or preserve the orderly conduct of the event.
- 4.4.4.13. Promptly reporting any material schedule change, session interruption, safety concern, disciplinary action, or other significant operational decision to the Delegate.
- 4.4.5. The Race Director may independently investigate an alleged infringement and pronounce the following penalties without prior approval from Race Direction:
 - 4.4.5.1. Warnings
 - 4.4.5.2. Time and/or point penalties
 - 4.4.5.3. Loss of one or more positions
 - 4.4.5.4. Disqualification
 - 4.4.5.5. Suspension for a period not exceeding 30 days starting from the date of the offence
 - 4.4.5.6. Loss of right to participate in the Championship, which may be applied to one or more events
- 4.4.6. The Race Director shall promptly notify the Delegate of any penalty pronounced and provide the material facts supporting the decision.
- 4.4.7. If the Delegate disagrees with the Race Director's finding, the penalty pronounced, or both, the matter shall be referred to Race Direction in accordance with Article 4.6.
- 4.4.8. A penalty pronounced by the Race Director shall become final at the event level without consideration or ratification by Race Direction unless:
 - 4.4.8.1. The Delegate disagrees with the decision; or
 - 4.4.8.2. The affected party submits a valid appeal in accordance with these Regulations.

4.5. Stewards

- 4.5.1. One or more Stewards shall be appointed by Sierra Nevada Moto Championship.
- 4.5.2. If an appointed Steward is prevented from arriving at the event in time, or becomes permanently unavailable during the event, the Organization may appoint a replacement Steward.
- 4.5.3. Stewards have no responsibility for the routine organization or operational conduct of the event.
- 4.5.4. Stewards serve as observing, investigating, and advisory officials and participate as voting members of Race Direction in accordance with Article 4.6.
- 4.5.5. The authority and duties of the Stewards include, but are not limited to:
 - 4.5.5.1. Monitoring the conduct of the event and compliance with the Sporting Code, these Regulations, any applicable supplemental regulations, and official instructions.
 - 4.5.5.2. Reporting alleged infringements, irregularities, unsafe conduct, or other matters of concern to the Delegate and Race Director.
 - 4.5.5.3. Investigating alleged infringements and gathering relevant information, statements, reports, timing records, video, photographs, or other available evidence.
 - 4.5.5.4. Providing the Delegate and Race Director with the material facts and evidence gathered during an investigation.
 - 4.5.5.5. Proposing a penalty, sanction, or other corrective action to the Delegate and Race Director for consideration.
 - 4.5.5.6. Attending meetings of Race Direction and reviewing the evidence and information presented.
 - 4.5.5.7. Participating and voting in decisions properly submitted to Race Direction, including protests, appeals, and disagreements between the Delegate and Race Director.
 - 4.5.5.8. Assisting with the communication and implementation of decisions when directed by the Delegate or Race Direction.
- 4.5.6. A Steward may not independently pronounce or impose a penalty, sanction, or other disciplinary action.
- 4.5.7. A proposal submitted by a Steward is advisory and shall not constitute a penalty, sanction, or disciplinary decision.
- 4.5.8. A penalty, sanction, or corrective action proposed by a Steward

may be imposed only if adopted and pronounced by the Delegate or Race Director.

- 4.5.9. If neither the Delegate nor Race Director adopts a Steward's proposal, no penalty, sanction, or corrective action shall be imposed, and the proposal shall not be referred to Race Direction solely at the request of the Steward.
- 4.5.10. A Steward's proposal is not subject to protest or appeal. Any subsequent penalty or sanction pronounced by the Delegate or Race Director may be protested or appealed in accordance with these Regulations.
- 4.5.11. When a matter is properly submitted to Race Direction, each appointed Steward shall exercise their independent judgment based upon the applicable Regulations and the evidence presented.

4.6. Race Direction

- 4.6.1. The Race Direction is composed of the Delegate, the Race Director and the Stewards.
- 4.6.2. Each Member has one vote. Decisions shall be made by a simple majority of the members present and voting. In the event of a tie, the Delegate will exercise a casting vote in addition to the Delegate's ordinary vote.
- 4.6.3. A quorum shall consist of a majority of the appointed members of the Race Direction, provided that the Delegate is present. In no case shall a quorum consist of fewer than two members.
- 4.6.4. The meetings of the Race Direction are chaired by the Delegate.
- 4.6.5. The Race Direction shall meet whenever required during the event and, at minimum, before the first official practice session and at the conclusion of each day of official practices and/or races.
- 4.6.6. The Race Direction will hear any protests that are lodged during the event.
- 4.6.7. The Race Direction shall review any disciplinary decision properly referred to it due to:
 - 4.6.7.1. A disagreement between the Delegate and Race Director concerning whether an infringement occurred or the type or severity of a penalty pronounced.
 - 4.6.7.2. A properly lodged appeal against a penalty independently pronounced by the Delegate or Race Director.
 - 4.6.7.3. Any other matter expressly assigned to the Race Direction under these Regulations.
- 4.6.8. A penalty proposed by a Steward shall not be considered by the Race Direction unless it is adopted and pronounced by the Delegate or Race Director and subsequently becomes subject to review under Article 4.6.7.
- 4.6.9. The Race Direction has the competence to pronounce ex officio sanctions against riders, team staff, officials, and all the persons involved in any capacity whatsoever in an event.
- 4.6.10. The authority and duties of the Race Direction are:
 - 4.6.10.1. To ensure the smooth and fair running of the event.
 - 4.6.10.2. To approve all the official results of the event.
 - 4.6.10.3. Hearing and adjudicating properly lodged protests concerning alleged infringements of the Regulations.
 - 4.6.10.4. Reviewing disciplinary decisions referred to it in accordance

- with Article 4.6.7.
- 4.6.10.5. Affirming, modifying, or rescinding a penalty under review.
 - 4.6.10.6. Imposing penalties for infringements of the Regulations or official instructions.
 - 4.6.10.7. Imposing penalties for conduct that is fraudulent, corrupt, unsafe, unsportsmanlike, or prejudicial to the interests of the event or sport.
 - 4.6.10.8. Ensuring that its decisions are documented and promptly communicated to all affected parties.
- 4.6.11. The Race Direction may pronounce the following, without prejudice:
- 4.6.11.1. Warnings
 - 4.6.11.2. Time and/or point penalties
 - 4.6.11.3. Loss of one or more positions
 - 4.6.11.4. Disqualification
 - 4.6.11.5. Suspension for a period not exceeding 30 days starting from the date of the offence
 - 4.6.11.6. Loss of right to participate in the Championship, which may be applied to one or more events
- 4.6.12. Unless stayed by the Delegate or Race Direction, a penalty referred to Race Direction shall remain in effect while under review.
- 4.6.13. A person or organization directly affected by a penalty independently pronounced by the Delegate or Race Director may appeal the decision to Race Direction. The appeal must be submitted no later than 30 minutes after notification of the decision.
- 4.6.14. A person or organization directly affected by a decision pronounced by Race Direction may request that Race Direction reconsider the decision. The request must be submitted no later than 30 minutes after notification of the decision.
- 4.6.15. Upon reconsideration, Race Direction may affirm, modify, or rescind its previous decision. Race Direction may decline a request that merely repeats matters already considered without presenting new evidence, identifying a material error, or stating another sufficient basis for reconsideration.

4.7. Race Direction Meetings

4.7.1. During its first meeting, the Race Direction shall approve the following matters:

- 4.7.1.1. Amendments, if any, after the opening date for entries verifying that all the riders and participants engaged have been informed thereof.
- 4.7.1.2. Report stipulating that all riders and participants entered have duly completed the official entry form.
- 4.7.1.3. Report showing all steps to be taken to ensure the orderly running of the event.
- 4.7.1.4. Report and control of the safety standards of the event;
- 4.7.1.5. Review and approve any amendments to the safety plan or requests for additional safety measures arising from the inspection report.
- 4.7.1.6. Control of the official permission from the local authorities to run the event and of the third-party insurance policy of the organiser.

4.8. Publication of Decisions

- 4.8.1. All decisions necessary for the running of the event as well as the results must be notified as soon as it is reasonably possible.
- 4.8.2. Any judicial decision pronounced by the Race Direction must be notified to the party (parties) involved directly at the venue of the event.
- 4.8.3. Notification of a decision shall:
 - 4.8.3.1. State the names of the Members of the Race Direction.
 - 4.8.3.2. State the name(s) of the party (parties) involved.
 - 4.8.3.3. State the reasons for the action taken/protest.
 - 4.8.3.4. State the articles to which the action taken/protest relates.
 - 4.8.3.5. State any additional information obtained during the hearing;
 - 4.8.3.6. State the decision of the Race Direction and its evidence and brief reasons.
- 4.8.4. In the case of the following infractions (statements of fact to which no protest is possible), the notification of a decision shall be different:

Any time during the event:

Offence	Penalty
Cutting the course:	Disqualification from the respective Practice/Race
Entering the pit lane by the exit:	Disqualification from the respective Practice/Race
Non-conformity of the rider's motorcycle:	Disqualification from the respective Practice/Race
Non-respect of the waved yellow flag(s) / First offence during an event:	Loss of 2 positions in the respective Practice/Race (*)
Non-respect of the waved yellow flag(s) / Any additional offence during an event:	Loss of 5 positions in the respective Practice/Race (*)

Any time during the event (Cont'd):

Offence	Penalty
Radio communication between a rider and his team:	Disqualification from the respective Practice/Race
Receiving any assistance to control, restart or repair the motorcycle along the course (except in the pit lane):	Disqualification from the respective Practice/Race
Receiving any assistance on the course other than from a marshal in the interest of safety (except in the pit lane):	Disqualification from the respective Practice/Race
Refueling on the course:	Disqualification from the respective Practice/Race
Receiving signals along the course (except from the pit lane box):	Disqualification from the respective Practice/Race
Stopping to consult with others on the course (except in the pit lane):	Disqualification from the respective Practice/Race

(*) Positions and points corresponding to the new position in case of a race awarding points.

On the pre-starting grid:

Offence	Penalty
Arriving late in the pre-starting grid zone (cut-off point: 1 minute after the start of the Warm-Up lap):	Loss of participation in the warm-up lap and starting position in the respective race and obligation to take the start from the pit lane

On the pre-starting grid (Cont'd):

Offence	Penalty
Riders who have mechanical problems, cannot start or stall their engine (before the start of the warm-up lap):	Loss of participation in the warm-up lap and starting position in the respective race and obligation to take the start from the pit lane

During the warm-up Lap:

Offence	Penalty
Entering the pit lane:	Loss of starting position and obligation to take the start from the pit lane
Riders who encounter mechanical problems:	Loss of starting position and obligation to take the start from the pit lane
Stopping anywhere on the course to do a practice start:	Loss of starting position in the respective race and obligation to take the start from the back of the starting grid

During the Start Procedure (After the Warm-Up lap):

Offence	Penalty
Anticipating the start:	15 second time penalty to be added to the rider's total racing time at the end of the race in question.
Not following the instructions of an official	Disqualification from the respective Race

During the Start Procedure (After the Warm-Up lap) (Cont'd):

Offence	Penalty
Riders who encounter mechanical problems or stall their engine and cannot start their engine in reasonable time:	Loss of starting position in the respective race and obligation to take the start from the back of the starting grid

During the Race:

Offence	Penalty
Leaving the course and gaining an advantage without gaining any position:	Loss of 1 position in the respective Race
Leaving the course and gaining an advantage and/or positions	Loss of 1 position plus the number of positions gained in the respective Race
Not using the Joker Lane or use it more than one time (SuperFinal)*	Loss of 5 positions in the results of the "SuperFinal"

*If Joker Lane is present

In the case of a Re-Start:

Offence	Penalty
Not succeeding in bringing the motorcycle in the starting grid:	Disqualification from the respective Race

In the above-mentioned cases, the following procedure will apply:

- a) The official results will be modified accordingly, with mention of rider(s) concerned and the imposed penalty.
- b) The rider can appeal the decision within 30 minutes after the publication of the results.

4.9. Official Signals / Lights

- 4.9.1. Lights for official signals must be clearly visible
- 4.9.2. Official light signals shall be given as follows:

Light Signals	Meaning
Red light, switched on (At the start)	The start will be given within the next 5 seconds.
Red light, switched off (at the start)	Start

4.10. Official Signals / Flags

4.10.1. The flags (and number boards below) for official signals shall be provided by the Organiser:

4.10.1.1. Red Flag

Flag Signals	Meaning
Red flag	All riders must come to an immediate stop as safely as possible. Proceed as directed by officials to the pit lane.

4.10.1.1.1. All false starts must be indicated by waving a red flag

4.10.1.1.2. The red flag is superior to all flags

4.10.1.2. Yellow Flag

Flag Signals	Meaning
Yellow flag, held stationary	Danger, ride cautiously
Yellow flag, waved	Great danger, prepare to stop, no overtaking. A significant reduction in speed must be observed; therefore, jumps should not be attempted

4.10.1.2.1. The waved yellow flag is superior to the stationary yellow flag.

4.10.1.3. Black Flag

Flag Signals	Meaning
Black flag and a board with a rider's number on it	Rider in question to stop racing and leave the circuit using the pit lane or access from the circuit to the paddock.

4.10.1.4. Blue Flag

Flag Signals	Meaning
Blue flag, waved	Warning, you are about to be lapped. Hold your line.

4.10.1.5. Green Flag

Flag Signals	Meaning
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Green flag	The green flag will be used for starting the Race whenever it is not possible to start by means of the start light procedure.
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4.10.1.6. White Flag

Flag Signals	Meaning
White flag	Signifies the last lap of the race.

4.10.1.6.1. The white flag is a courtesy and may not be displayed.

4.10.1.7. Black and White Chequered Flag

Flag Signals	Meaning
Black and white chequered flag	End of the practices, the qualifications, the Warm-Up, the Race.

4.10.1.8. Whenever several flags are displayed in the same area, the superior flag always takes precedence over the other flag(s).

4.10.1.9. The non-respect of the waved yellow will be considered as a statement of fact to which no protests are possible.

5. RUNNING OF THE EVENT

5.1. Administrative Control

- 5.1.1. Riders entered in an event may be required to present their entry form during an administrative control carried out by the Race Direction.
- 5.1.2. The Race Direction must also verify that there is nothing to prevent a rider from participating in the event, e.g. injury, suspension, disqualification, or any other ban on riding.
- 5.1.3. The confirmation of administrative control must be presented during the first Race Direction meeting

5.2. Preliminary Technical Verifications

- 5.2.1. Prior to practice, a technical control must be carried out in accordance with the fixed Regulations and/ or the Supplementary Regulations of the event.
- 5.2.2. The technical verifications must be held on the site of the event.
- 5.2.3. The rider and/or the mechanic and/or the team manager must attend the Technical Verifications
- 5.2.4. During these technical verifications, a rider must present for verification his helmet and body protection equipment.
- 5.2.5. A rider may be required to provide and sign a written declaration asserting the conformity of certain parts of his motorcycle.
- 5.2.6. During the event and per class, riders are allowed to use only those motorcycles presented at technical control.
- 5.2.7. The motorcycle's front and side number plates must display the SMC logos.
- 5.2.8. Each rider must present one motorcycle in his name and number at technical control.
- 5.2.9. "On-board" cameras and associated equipment from the promoter as well as transponders are not considered as telemetry.
- 5.2.10. At any point in time during the event:
 - 5.2.10.1. No rider shall be allowed to compete on any other motorcycle than the one(s) that has(have) been presented at technical control in his name and number.
 - 5.2.10.2. On request of the Race Direction, a rider must present themselves and/or their motorcycle(s) and/or equipment to the technical verification.
 - 5.2.10.3. A rider will be responsible for keeping his motorcycle(s) and/or equipment in conformity with the rules.
 - 5.2.10.4. Data provided by a rider/motorcycle may be used for investigation purposes. The Race direction has the right to review these data. Any data reviewed by the Race Direction must remain strictly confidential.
 - 5.2.10.5. The Race Direction can disqualify a motorcycle of which the construction or condition is considered to be or may become a source of danger.

5.3. Special Medical Examination

- 5.3.1. At any time during an event, at the request of the Medical Officer, Race Director, Stewards or Delegate, a special medical examination may be carried out by the Medical Official.
- 5.3.2. Any rider who refuses to submit themselves to such special medical examination will immediately be excluded from competition

5.4. Circuit Control

- 5.4.1. A circuit control will be carried out by the Race Direction the day of Free Practices
- 5.4.2. If deemed necessary, a second circuit control can be carried out.
- 5.4.3. If the Medical Officer is not present, the Race Direction must be prepared to discuss any topics related to the medical set-up around the track: positions and number of staff for each ground post, evacuation of injured riders, etc.
- 5.4.4. Race direction must be prepared to discuss any topics related to the flag marshals: number of marshals, positions, etc.

5.5. Filming with “On-Board” Cameras

- 5.5.1. Riders may be required by the Promoter to carry “on-board” cameras. In that case, the Promoter must provide the names of the riders who will be carrying “on-board” cameras to the Race Director.
- 5.5.2. The Promoter will assume full responsibility in case of any incidents in connection with the use of these cameras.
- 5.5.3. When a motorcycle is equipped with an “on-board” camera, the cameras and associated equipment must be carried during the entire event, from the practice sessions until the end of the event.
- 5.5.4. Cameras and other equipment will be supplied to the designated riders/teams in due time before the first practice.
- 5.5.5. Riders/teams must give reasonable access and assistance to the designated technicians to facilitate mounting and adjustment of the equipment.

5.6. Rider's Meeting

- 5.6.1. It is the responsibility of each rider and team to attend the start procedure demonstration, be aware of all information given and follow all instructions issued in the meeting.

5.7. Practice

- 5.7.1. Participation in the Practice is optional. Riders may use the “Joker Lane” during the Free Practices.
- 5.7.2. Riders must start Practice from the pit lane.
- 5.7.3. Mass starts are forbidden.
- 5.7.4. Practice must be timed, with the results displayed on the monitors
- 5.7.5. Riders present will be allocated to groups by class during Practice

5.8. Practice Starts

- 5.8.1. Practice starts are allowed at the end of the Practice and Warm-Up sessions.
- 5.8.2. Practice starts can be made only in the designated start practice zone, when it is safe to do so and off the racing line.
- 5.8.3. A “Practice Start Zone” board will be placed on the side of the track indicating the start practice zone, which will be off the racing line, on the side opposite to the normal racing line.
- 5.8.4. It is prohibited to make any practice starts during the compulsory warm-up lap before a Race.
- 5.8.5. At the end of the Free Practice or Warm-Up, the rider passes the chequered flag. He continues at a steady speed until he reaches the “Practice Start Zone” board.
- 5.8.6. Yellow flags will be waved at the flag marshal post(s) before the practice start zone, to alert riders that there may be motorcycles ahead, at a halt and ready to do practice starts.
- 5.8.7. Riders may make a practice start only when there are no stationary motorcycles in front of them. The riders most forward in the practice start zone make their starts first, followed by the riders behind them, and so on.
- 5.8.8. One practice start only per rider is allowed in each practice start zone. It is prohibited to make a practice start, then stop further up the track and make another practice start in the same zone.
- 5.8.9. Once the rider has made his practice start, he continues to the exit of the track.
- 5.8.10. Riders who do not wish to make a practice start continue slowly on the racing line on the side of the track opposite to the practice start zone and proceed to the exit of the track.

5.9. Warm-Up

- 5.9.1. Participation in the Warm-Up is optional. Riders may use the “Joker Lane” during the Warm-Up.
- 5.9.2. Riders must start each Practice session from the pit lane.
- 5.9.3. Mass starts are forbidden.
- 5.9.4. Riders present will be allocated to groups by class during Warm-Up

5.10. Races

- 5.10.1. Sierra Nevada Moto Championship Races will run according to the following model:

Race	Riders Positions	Results
"HeatRace"(*)	1 to 20	Non-Points Scoring
"SuperFinal"(**)	1 to 20	Score Championship Points

(*) x laps/approximately 8 minutes of racing, no more than 8 laps

(**) x laps/approximately 12 minutes of racing, no more than 12 laps

- 5.10.2. The riders must use the "Joker Lane" one time and one time only during the "SuperFinal"(***). Failing to do so by a rider will be sanctioned with a loss of 5 positions for that rider in the results of the "SuperFinal" in question.
(***) If Joker Lane is present
- 5.10.3. Starting positions for the HeatRace shall be determined by the order in which completed event registrations are received. The first completed registration received shall receive the first starting position, followed consecutively by each subsequent completed registration.
- 5.10.4. Starting positions for the SuperFinal shall be determined by the official results of the HeatRace.
- 5.10.4.1. Riders who are eligible to start the SuperFinal but do not obtain a classified HeatRace result shall start behind all classified riders. Their order shall be determined by their original HeatRace starting positions unless otherwise directed by Race Direction.
- 5.10.5. Each row on the starting grid will count 2 positions.

5.11. Starting Grid Procedure

5.11.1. 5 minutes before the start of the Warm-up lap

- 5.11.1.1. The entrance to the pre-starting grid is open
- 5.11.1.2. Adjustments/Repairs to the motorcycles can be made. Refueling is forbidden
- 5.11.1.3. Only the riders, their team manager, mechanics and the essential officials are allowed on the pre-starting grid.
- 5.11.1.4. If a rider stalls their engine, they may attempt to restart

5.11.2. Warm-up lap

- 5.11.2.1. There will be a sound or whistle signal
- 5.11.2.2. Steward will allow riders on to track for pre-race warm-up lap
- 5.11.2.3. Stopping on the course and practice starts are not allowed
- 5.11.2.4. If a rider stalls their engine, they may attempt to restart within a reasonable time

5.11.3. 1 minute after the start of the warm-up lap

- 5.11.3.1. The entrance to the track from the pre-starting grid is closed, riders arriving late will forfeit their warm-up lap and start the race from the pre-starting grid.
- 5.11.3.2. Any rider who encounters mechanical problems during the warm-up lap must go to the pit lane and make repairs. If able to restart the engine, they must start the race from the pre-starting grid.

5.11.4. At the end of the warm-up lap

- 5.11.4.1. The Steward will stand at the front of the starting grid displaying a red flag
- 5.11.4.2. On returning to the grid the riders must take their position in an orderly way with the front wheel of their motorcycle up to the line defining their starting grid position and keep the engines running.
- 5.11.4.3. One mechanic per rider may assist rider into starting grid position
- 5.11.4.4. When all riders have taken their starting position, the Steward will signal the race start sequence to start
- 5.11.4.5. If by 1 minute before the start, all the riders are not in their starting position, the Race Director may order the start to go ahead.
- 5.11.4.6. Any rider who arrives back from the Warm-Up lap after the Steward has given the signal to begin the start procedure will

be considered a “late arrival”.

- 5.11.4.7. Late arriving riders at the grid will lose their initial position at the starting grid and must take a position at the rear of the grid. They have to stop behind the Steward and start the race from there (the row following the last row of riders).
- 5.11.4.8. If a rider has mechanical problems or stalls their engine at the starting grid, they have to remain on their motorcycle and raise their arm. It is not permitted to attempt to delay the start by any other means
- 5.11.4.9. Any rider who is unable to start their motorcycle within a reasonable time, has to obey the instructions of the officials and push their motorcycle to the back of the starting grid. If they still succeed in starting the engine, they have to take the start from this position.
- 5.11.4.10. Riders who do not succeed in returning to the starting grid or pit lane before the start of the race will be disqualified from the race in question.

5.12. Start Procedure (With Lights)

5.12.1. Red lights will be used during the start procedure

5.12.2. 5 seconds before the start

5.12.2.1. The Steward moves to the side of the track, holding up the red flag.

5.12.2.2. The Steward puts down the red flag and the start light sequence begins

5.12.2.3. A red light will be displayed for between 2 and 5 seconds. The red light will go out to start the race.

5.12.2.4. Riders still in the pit lane have to wait until the marshal situated at the exit, upon a signal from the Race Director, lowers the red flag in order to authorize any riders still in the pit lane to leave.

5.12.2.5. Riders who have not succeeded in returning to the starting grid or pit lane before the start of the race are disqualified from the race in question.

5.13. Start Procedure (With Flags)

- 5.13.1. Whenever it is not possible to start the race by means of the red lights, flags will be used to give the start.
- 5.13.2. The same start procedure (as mentioned in 5.12) will be maintained until 15 seconds before the start of the race
- 5.13.3. **15 seconds before the start**
 - 5.13.3.1. The Steward moves to the side of the track, holding up the red flag.
 - 5.13.3.2. The Steward puts down the red flag and the start sequence begins
 - 5.13.3.3. Finally, the Steward holds up the green flag. They will lower the green flag between the next 5 and 10 seconds upon which the race starts.
 - 5.13.3.4. Riders still in the pit lane have to wait until the marshal situated at the exit, upon a signal from the Race Director, lowers the red flag in order to authorize any riders still in the pit lane to leave.
 - 5.13.3.5. Riders who have not succeeded in returning to the starting grid or pit lane before the start of the race are disqualified from the race in question.

5.14. Anticipated Start

- 5.14.1. Anticipation of the start is defined by the motorcycle moving forward when the red lights are on or when the green flag has not been lowered yet.
- 5.14.2. Upon recommendation of the Race Director, the rider(s) concerned will be penalised by the Race Direction with a time penalty of 15 seconds which will be added to their total racing time at the end of the Race in question, irrespective of the number of the laps they have completed.
- 5.14.3. The rider(s) in question will be shown a board displaying “JUMP START” with their starting number during 3 laps at the finish line

5.15. Stopping of a Practice Session

- 5.15.1. The Race Director is authorised to prematurely stop a Practice session (Practice or Warm-Up) for urgent and/or safety reasons or other cases of “force majeure”
- 5.15.2. A red flag will be displayed to the riders.
- 5.15.3. The riders will come to a complete stop and then follow instructions of officials.
- 5.15.4. The Practice session will be continued as soon as possible, upon the discretion of the Race Director, time, conditions and weather permitting. In all cases, every attempt will be made to run the total duration of the session in question.
- 5.15.5. The rider(s) deemed at fault for the stopping of the Practice, Qualifying or Warm-Up may be excluded by the Race Direction from taking part in the remainder of the session.

5.16. Stopping of a Race

- 5.16.1. The Race Director is authorised to prematurely stop a Race for urgent and/or safety reasons or other cases of “force majeure”.
- 5.16.2. In that case, a red flag will be displayed to the riders:
 - 5.16.2.1. **Before 2 laps have been completed**
 - 5.16.2.1.1. If a Race is stopped before 2 laps have been completed, there will be a complete restart.
 - 5.16.2.1.2. They must follow the instructions of the officials and go directly to the pit lane where they can receive assistance. Changing of motorcycles is not allowed
 - 5.16.2.1.3. A restart will take place as soon as possible at the discretion of the Race Director.
 - 5.16.2.1.4. Riders who were present at the starting grid for the initial start of the Race but were unable to start and who did not join the Race before the red flag was displayed are not authorised to take part in the restart.
 - 5.16.2.1.5. Only riders who are “on track” (actively taking part in the Race or who are involved in a racing incident) at the moment of the stopping of the Race will be allowed in the restart. Riders who have returned to the paddock are excluded from taking the restart.
 - 5.16.2.1.6. The rider(s) deemed being at fault for the stopping of the Race may be excluded from taking the restart.
 - 5.16.2.1.7. Before the restart, riders must make a compulsory warm-up lap.
 - 5.16.2.2. **After 2 laps and before 50% of the race distance has been covered**
 - 5.16.2.2.1. If a Race is stopped after 2 laps and before 50% of the race distance has been covered, there will be a restart with 50% of the total race laps.
 - 5.16.2.2.2. They must follow the instructions of the officials and go directly to the pit lane where they can receive assistance. Changing of motorcycles is not allowed
 - 5.16.2.2.3. A restart will take place as soon as possible at the discretion of the Race Director.
 - 5.16.2.2.4. Riders who were present at the starting grid for the initial start of the Race but were unable to start and who did not join the Race before the red flag was

- displayed are not authorised to take part in the restart.
- 5.16.2.2.5. Only riders who are “on track” (actively taking part in the Race or who are involved in a racing incident) at the moment of the stopping of the Race will be allowed in the restart. Riders who have returned to the paddock are excluded from taking the restart.
 - 5.16.2.2.6. The rider(s) deemed being at fault for the stopping of the Race may be excluded from taking the restart.
 - 5.16.2.2.7. Before the restart, riders must make a compulsory warm-up lap.
- 5.16.2.3. **After 50% of the race distance has been covered**
- 5.16.2.3.1. If a Race is stopped after 50% of the racing distance has been covered, the race will be considered complete and full event points will be awarded.
 - 5.16.2.3.2. The finishing order will be based on the placing of the riders in the lap before the red flag was displayed.
 - 5.16.2.3.3. In the event that a red flag is shown after riders have crossed the finish line under the chequered flag, those riders shall be considered to have officially finished the race, and will be classified in the order they crossed the finish line, regardless of the determination used to position the other riders.
 - 5.16.2.3.4. Any rider who has not used the “Joker Lane” yet will be penalised by 5 positions in the results of the Race in question. If the “Joker Lane” shortens the course and is considered an advantage, then no penalty will be applied.
 - 5.16.2.3.5. The Race Direction may place rider(s) deemed at fault for the stopping of the Race behind riders having completed an equal or greater number of laps.

5.17. Crossing of the Finish Line

- 5.17.1. After having crossed the finish line, riders must continue at a race speed until safe to slow down. Slowing down abruptly or stopping in the area is not allowed unless it is ordered by an official.

5.18. Results / Procedure

- 5.18.1. Subject to the number of laps completed and any applicable penalties, the winner of a Race is the rider classified in first position in the official results.
- 5.18.2. Races are officially ended at the completion of the lap at which the chequered flag is displayed to the winner.
- 5.18.3. The time at which a motorcycle's transponder crosses a control line shall be registered at the moment the foremost part of the motorcycle crosses the line.
- 5.18.4. When crossing control lines, the rider must always be in contact with the motorcycle
- 5.18.5. All the riders participating in a Race will be classified in order of finish and number of laps completed; i.e. all riders finishing on the same lap as the winner will be classified in the order they cross the finish line, followed by riders with one less lap, then two laps and so on. Riders must cross the finish line within 5 minutes of the arrival of the winner, i.e. riders have 5 minutes to complete the lap or it will not be counted in their result. The procedure to determine the classification in the results of riders who do not complete the lap within 5 minutes after the arrival of the winner will be according to the number of laps completed, and in the event of a tie, according to their finishing order at the end of the preceding lap.
- 5.18.6. If the chequered flag is mistakenly displayed later than the official time/distance, the finishing order shall be determined by the running order at the official time/distance.
- 5.18.7. Under any other circumstances, such as a mistaken display of the chequered flag before the official time/distance, the finishing order shall be determined by the running order at the time the chequered flag is displayed.
- 5.18.8. All results must be approved by the Race Direction.
- 5.18.9. The results will not become official until the time limits for protests have elapsed.
- 5.18.10. If a protest is lodged, the results will not become official until a decision is taken by the Race Direction.
- 5.18.11. If an appeal is lodged against the decision of the Race Direction, the results cannot be considered as definitive until a final decision has been taken by the Race Direction.

5.19. Results / Awarding of Points

- 5.19.1. Points will be awarded to riders according to the following scale:
“SuperFinal”

30	points to the	1st	10	points to the	11th
25	points to the	2nd	9	points to the	12th
21	points to the	3rd	8	points to the	13th
18	points to the	4th	7	points to the	14th
16	points to the	5th	6	points to the	15th
15	points to the	6th	5	points to the	16th
14	points to the	7th	4	points to the	17th
13	points to the	8th	3	points to the	18th
12	points to the	9th	2	points to the	19th
11	points to the	10th	1	point to the	20th

5.19.2. Championship Volunteer Requirement

- 5.19.2.1. Except for Minor Riders and riders participating exclusively in the Jr or MicroMoto classes, each registered Championship participant must complete one assigned round as a volunteer. The volunteer requirement applies once per rider, regardless of the number of Championship classes entered.
- 5.19.2.2. Volunteer rounds shall be assigned at random by the Organization before the beginning of the Championship and communicated to each affected rider.
- 5.19.2.3. A rider may not enter or compete in any class during their assigned volunteer round.
- 5.19.2.4. The assigned volunteer round shall be the rider's non-scoring round in every Championship class entered by that rider. The rider shall not earn Championship points in any class during that round, and no additional round may be excluded or dropped from the rider's Championship point totals.
- 5.19.2.5. A rider must satisfactorily complete the duties assigned by

the Organization during their volunteer round. Completion of the volunteer requirement shall be confirmed by the Organization.

5.19.2.6. A rider who fails to satisfactorily complete their assigned volunteer round shall be disqualified from the Championship and removed from the final Championship standings.

5.19.2.7. In the event of illness, injury, emergency, or another extenuating circumstance, the Organization may authorize the rider to complete their volunteer requirement at a different round.

5.19.2.8. Extenuating circumstances shall be determined solely by the Organization. A rider is not excused from the volunteer requirement unless a reassignment or exemption is approved by the Organization.

5.19.2.9. A rider entering the Championship after volunteer rounds have been assigned shall be assigned an available volunteer round by the Organization.

5.19.3. Minor Riders Participating in Sierra Nevada Moto Championship Classes

5.19.3.1. A Minor Rider participating in a Sierra Nevada Moto Championship class is not required to complete a volunteer round.

5.19.3.2. A Minor Rider may earn Championship points during only the first five rounds in which the rider participates in each Championship class entered.

5.19.3.3. The five-round limit shall be calculated separately for each Championship class entered by the Minor Rider.

5.19.3.4. A round shall count as one of the Minor Rider's five points-scoring rounds for a class once the rider participates in an official on-track session for that class during the round.

5.19.3.5. After participating in five points-scoring rounds in a particular class, a Minor Rider may continue to enter and compete in that class during any remaining round but shall not earn Championship points in that class.

5.19.3.6. A Minor Rider's subsequent participation in a class shall not replace, improve, or otherwise alter the Championship points earned during the rider's first five participating rounds in that class.

- 5.19.4. Sierra Nevada Moto Championship Kids Classes
 - 5.19.4.1. Riders participating in the Jr and MicroMoto classes are not subject to the Championship volunteer requirement.
 - 5.19.4.2. All six rounds shall be eligible to award Championship points in the Jr and MicroMoto classes.
 - 5.19.4.3. Points earned during all six rounds shall be included in the final Championship standings for the Jr and MicroMoto classes.
- 5.19.5. Event Results and Championship Points
 - 5.19.5.1. Except for a rider serving their assigned volunteer round under Article 5.19.2, a rider who is not eligible to earn Championship points during a particular round may still enter and compete in the event when otherwise permitted by these Regulations.
 - 5.19.5.2. All riders shall be classified in the official event results according to their actual finishing positions.
 - 5.19.5.3. Event points shall be awarded according to each rider's actual finishing position using the scale established in Article 5.19.1, regardless of the rider's eligibility to earn Championship points.
 - 5.19.5.4. Event points earned by a rider who is not eligible to score Championship points during that round shall not be included in the rider's championship point total.
 - 5.19.5.5. Ineligibility to earn Championship points shall not, by itself, constitute a disqualification from the event results.
- 5.19.6. Championship Point Allocation
 - 5.19.6.1. Championship points shall be recorded according to the event points earned through each rider's actual finishing position.
 - 5.19.6.2. The finishing position and corresponding points occupied by a rider who is not eligible to earn Championship points shall remain occupied.

5.20. Results / Event Standings

- 5.20.1. The winner of the event is the rider who has obtained the most points; the runner-up will be the rider who has obtained the second-best number of points, and so on.
- 5.20.2. These results will be completed with those riders who have not scored any points. They will be ranked by adding their positions in the Races. Of these riders, the rider who has obtained the smallest overall placing will be placed first behind those riders who have scored points. He will be followed by the 2nd placed non-point scoring rider; and so on.
- 5.20.3. These results will be completed by adding those riders who did not obtain two results, then the riders who did not obtain one result, always according to the same principle.

5.21. Awards Ceremony

- 5.21.1. An Awards Ceremony must be held at each event, conditions and time permitting.
- 5.21.2. The top three positions in the overall standings in the event must take part in the Awards Ceremony. Any non-respect of this rule by the riders may be penalised by the Race Direction.
- 5.21.3. At each event, the Awards Ceremony for the riders will be after the last Race of the event.

5.22. Protests / Appeals

- 5.22.1. Any person or group of persons (rider, team, official, etc.), recognised by the Race Direction and concerned by a decision, may ask for redress for the consequences of that decision.
- 5.22.2. All protests must be lodged to the Race Direction.
- 5.22.3. Generally, protests against the eligibility of a rider, team or a motorcycle entered, must be made before the start of the official practice.
- 5.22.4. Any other protests must be lodged immediately after the reason for the protest is known.
- 5.22.5. Protests against results must be presented within 30 minutes following the announcement of the results.
- 5.22.6. If the protest entails dismantling a motorcycle, the protest fee must be accompanied by an additional deposit of \$150. This fee must be paid by the losing party to the mechanic of the rider who had to open the engine.
- 5.22.7. Protests to the Race Direction must be handed over to a member of the Race Direction who must note the time at which the protest was handed over to him on the document.
- 5.22.8. Appeals and requests for reconsideration shall be submitted and adjudicated in accordance with Articles 4.6.13 through 4.6.15.

5.23. Special Medical Examination

- 5.23.1. At any time during an event, at the request of the Race Direction, a special medical examination may be carried out by an Official Doctor, or another doctor nominated by the Chief Medical Officer.
- 5.23.2. Any rider who refuses to submit to such Special Medical Examination shall immediately be excluded from the event, and the matter shall be referred to Race Direction.

6. Rule Book Revision Log

Date	Section	Change Summary
Aug 29, 2025	1.3.2	Adjusted duration per session
Aug 29, 2025	1.3.3	SM3 moved from Group B → Group C
Aug 29, 2025	1.3.4	Adjusted race durations for RaceOne, FastRace, SuperFinal; removed maximum lap counts
Aug 29, 2025	5.9.5	SuperPole updated from guaranteed laps → timed session
Jul 23, 2026	1.3.2	FastRace and RaceOne removed. Adjusted duration per session
Jul 23, 2026	1.3.3	Groups removed
Jul 23, 2026	1.3.4	Removed FastRace and RaceOne. Added HeatRace. Adjusted durations
Jul 23, 2026	1.3.5	Removed FastRace and RaceOne verbiage. Added HeatRace
Jul 23, 2026	1.4.6	Removed SuperPole verbiage
Jul 23, 2026	2.1.6	Adjusted registration cutoff time
Jul 23, 2026	2.2.2	Added classes as necessary
Jul 23, 2026	2.7.25	Removed references to practice

Jul 23, 2026	2.7.49	Removed references to practice
Jul 23, 2026	3.1.x	Adjusted class specs
Jul 23, 2026	3.2.7	Removed references to RTV
Jul 23, 2026	3.2.20	Updated verbiage
Jul 23, 2026	4.1.2	Updated language requirement
Jul 23, 2026	5.10	Removed SuperPole
Jul 23, 2026	5.10.1	Updated Race types and durations
Jul 23, 2026	5.10.2	Added asterisk to Joker Lane
Jul 23, 2026	5.10.3	Updated qualification
Jul 23, 2026	5.10.4	Updated qualification
Jul 23, 2026	5.10.5	Updated rider per row count
Jul 23, 2026	5.19.1	Removed FastRace and RaceOne
Jul 23, 2026	5.20.1	Removed SuperPole verbiage
Jul 23, 2026	5.20.2	Removed clause regarding a tie
Jul 23, 2026	5.20.3	Updated verbiage for race count
Jul 23, 2026	5.20.4	Removed clause regarding a tie
Jul 23, 2026	5.21.3	Updated verbiage per event

Jul 23, 2026	4.3.4	Updated verbiage
Aug 2, 2026	5.19.1	Point structure updated
Aug 2, 2026	3.1.1 & 3.1.2	SMC and SMC Kids classes specified
Aug 2, 2026	2.2	Defined: Minor, Minimum and Maximum Age
Aug 2, 2026	5.19	Championship Points and volunteerism requirements defined
Aug 7, 2026	1.3.4	Kids class times defined
Aug 7, 2026	2.2.1	Minimum age required redefined