



SOUTHERN ONTARIO ASSOCIATION OF RACING

2018 RULEBOOK

Last Revised February 27, 2018
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All new revisions and additions are in **red**. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have agreed to comply with these rules.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official.

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.

SOAR reserves the right to reclassify riders. SOAR reserves the right to reclassify race results and retroactively award points and/or awards should any error be found in the originally posted event race results.

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Section 1: Rider License and age requirements

- a) All riders must possess a current 2018 SOAR Road Racing Competition License.
- b) Riders under 18 years of age must have their license application, liability waiver, and all practice and race entry forms signed by a parent or legal guardian. SOAR reserves the right to reject license applications for any reason and any decision to do so is final and without appeal.
- c) Visiting racers holding a license from another recognized regional racing series may use their home license for one SOAR event. The physical license MUST be presented to registration when registering for said event. Any subsequent race events will require the competitor to hold a valid SOAR license.

Section 2: Top Rookie Eligibility

- a) Competitor must have been competing in their first six race weekends or less to be eligible. This is ANY weekends anywhere with any road race organization. Racing other disciplines such as MX, Speedway, Trials etc. is not tallied against the six weekends. Once a race/practice has been started the event is considered a weekend event regardless of outcome and brevity.
- b) You must possess a current SOAR Amateur license.
- c) The Top Rookie Championship runs May through October.
- d) Only points gained in the Rookie Cup count towards the Top Rookie Championship.
- e) Top Rookie program awards top 3 in season standings.
- f) Top Rookie will have the opportunity to use the Amateur #1 plate for the following season.
- g) Top Rookie may not compete in the following seasons Rookie Challenge races regardless of number of events tallied at that time.
- h) Any protests regarding a competitor's eligibility due to previous races with previous orgs must be accompanied with evidence to back up the claim. SOAR will not research a protest; the responsibility falls upon the protesting rider to furnish evidence supporting their claim.

Section 3: Rider clothing and protective equipment

The following must be worn always when riding on the active course and hot pit lanes:

- a) Leather 1 piece or fully zipped (360°) together two-piece riding suits in acceptable condition covering the entire body. Suits must NOT use any slider/knee puck device using metal, steel or a similar material designed to create sparks. No metal with exception of zippers are allow in any part of the suit. Newer protective and decorative pieces added as OEM by the manufacturer is accepted e.g.: Titanium exterior hard armour.
- b) Gauntlet leather gloves with no holes or other openings except for breathing pinholes.
- c) Leather boots extending at least six (6) inches above the ankle and overlapping the trouser leg at all times. Boots must NOT use any slider/protective device using metal, steel, titanium or a similar material that creates sparks. Standard mounting screws on nylon type sliders accepted.
- d) SNELL M15 or SNELL M10 and/or BSI 6658 Type A or ECE 22.05 with factory manufacturer date 6 years or less approved full-face helmet in good, undamaged condition. A Snell approved helmet carrying a manufacture sticker of 6 years or less is acceptable. Proof of purchase is not acceptable.
 - a. Special Imports with certification stickers from another country may be considered by race officials. Helmets without certification are not allowed, regardless of brand or model. There will be no exceptions to the use of uncertified helmets.
 - b. Open face or modular type helmets are not allowed.
 - c. Helmet face shields must be of shatterproof material.
 - d. Helmets with slide style tinted shields accepted providing that they meet the safety standard listed above.
- e) Riders are encouraged to use a separate or built in back protector.

- f) Riders will be asked to present their helmet to tech for approval. Approval lies with SOAR Tech inspector solely. Rider may also be requested to present other safety gear at any time during an event for inspection.
- g) Riders who have crashed will be required to re-tech helmets along with motorcycles before resuming on track activities.
- h) All approval of all protective gear rides solely on the SOAR Tech Inspector. That inspector has total discretion to override any written rule regarding rider equipment.
- i) All motorcycles must be equipped with a front brake protective device that will not allow accidental application of front brakes due to incidental contact with another competitor.
- j) All motorcycles must be equipped with a guard (typically referred to as a sharkfin) that extends from the bottom surface of the swingarm that protects against accidental contact with the leading edge of the rear sprocket/chain. This can be made of any sturdy material providing it is secure enough to do the intended job as approved by the SOAR tech staff. Some machines are designed in a way that the swingarm itself will accomplish this, if so, sharkfin can be omitted. The final determination of this falls on the tech inspector and is not appealable.
- k) Anytime throughout an event Any piece of equipment may be requested to be presented for re-exam by Tech staff or approved experts. This may lead to a damaged piece being removed from active service.
- l) All motorcycles presented without a brake guard and/or a sharkfin for tech inspection will NOT be approved or be permitted to compete until fitted with guards as set out in 3 (i)(j)

Section 4: Rider crash and injury contingencies

- a) Riders who crash shall NOT, at any time, ride their motorcycle back into the pits, or re-enter any practice, warm-up lap, race event, or cool-off lap if denied by a corner marshal or SOAR staff. The motorcycle must be re-teched prior to any further event participation.
- b) Rider may be asked to present all protective equipment including suit, boots, gloves and helmet when re-teching.
- c) If directed to do so, a crashed rider MUST report to medical and be approved by them before continuing onto the track.
- d) Sole discretion regarding a rider's ability to compete rests solely upon EMR Medical Staff and is beyond appeal.
- e) Disregard of any Section 4 rule will result in discipline, which may include grid positions, finishing order penalty, DQ or expulsion for repeat offences.

Section 5: Pit crew, pit area and children (minors)

- a) Each rider shall be responsible for the conduct of his or her pit crew and/or pets.
- b) Riders shall make aware all SOAR and track requirements to members of their crew.
- c) Riders whose crewmembers violate SOAR and/or track rules and policies will be subject to fine, disqualification, and/or suspension.
- d) Each rider shall be responsible for leaving his/her pit area in a clean and acceptable condition prior to leaving the track.
- e) Children 12 years of age and under shall be under immediate adult supervision at all times.
- f) Children under the age of 12 years old are not allowed in hot pit lane at any time while an on-track event is taking place.
- g) Children cannot ride bicycles, scooters, motorcycles, skateboards or any other device in the hot pit area.
- h) At Grand Bend events any person operating any motorized vehicle after racing ends must possess a driver's licence.
- i) Pets must be on a leash (with leash held or tied off) at all times. Violation of this rule will result in penalty. Pets are not allowed in hot pit lane during the race day while an on-track event is taking place.

- j) Only licensed motor vehicle operators OR licensed SOAR road racers shall operate motor vehicles in the SOAR pit area.

NO SMOKING IN HOT PIT AREA

Section 6: Rider conduct & responsibilities

Riders may be subject to fines, license suspension and/or revocation, disqualified from points, awards and/or participating in a race event for, but not limited to, the following reasons:

Track responsibilities of rider

- a) Participation in practice sessions or races when not properly entered, or for which his/her motorcycle has not passed Technical Inspection.
- b) Entering a race event or participation under any name or number other than his/her own. Unless prior permission obtained from a SOAR referee.
- c) Allowing another person not properly entered to participate in a race or practice on a motorcycle otherwise properly entered in that event, without approval of SOAR Officials.
- d) Excessive crashing as determined by SOAR Officials.
- e) Riding or pushing a motorcycle on the active course against course direction.
- f) Disregard of any flag signal, directive of any race event official.
- g) During a race, rider may not accept any outside assistance, except from course officials.
- h) Foul, unfair, or dangerous riding at a race event.
- i) Purposely wheelie or stunt style riding as determined by SOAR Official.
- j) Any action that is done in a malicious manner that is intended to injure or may injure another person as determined by a SOAR Official.
- k) Where a rider's physical/mental state comes into question as determined by SOAR staff or on track safety crews. The rider may be asked to provide a doctor's certificate confirming that the rider in question is fit to compete. The medical form will be provided by SOAR. The questioned rider will be suspended until this requirement is met.
- l) Any red flag situation where the results are taken back to the last completed lap, will not include the rider(s) involved in causing the red flag.
- m) A rider who wishes to change motorcycles during a race must return the original motorcycle to the pits before entering the race aboard another motorcycle. Any motorcycle that has been crashed during the race in can only be replaced if returned under its own propulsion and will then be started from back of grid during restart regardless of original starting position. All rules pertaining to rider and equipment fitness still applies.

Rider conduct responsibilities

Any infractions of rider rules are subject to discipline up too and including expulsion from event. These penalties will be determined by SOAR Officials. Severity and previous history of rider will be determining factors. Any penalty is appealable as per existing procedures.

- a) Allowing another person to use his/her license.
- b) Falsifying information regarding use of products in any contingency program.
- c) Failing to display any series, club logo and/or sponsor/manufacture decals as required.
- d) Failure to comply with directions of SOAR Officials.
- e) Crossing any fence into any restricted access areas (i.e. the racetrack).
- f) Consumption of alcoholic beverages or any other controlled substance in the pit area or being under the influence thereof during racing hours.
- g) Operating a motorcycle or other vehicle or allowing someone to operate a vehicle at excessive speed or in an unsafe manner in any pit area, access road or racetrack environs. SOAR has a maximum speed of 15 km per hour in all pit areas and access roads. There is NO testing,

tuning, or "checking" of equipment allowed in the pits or on any access roads around the facility at any time.

- h) Bad conduct on or off the race course, at SOAR function(s).
- i) Unfit physical or mental condition as deemed by SOAR Officials to be unsafe for all participants.
- j) Intentional disregard of any SOAR track rule or regulation.
- k) Repeated violation of a SOAR rule or regulation.

Section 7: Rookie Cup rider requirements

SOAR provides a rookie race class for riders to gain experience and improve their skills prior to upgrading from Amateur to Professional license status.

- a) Rookie Cup is restricted by engine capacity (see classification section of rulebook).
- b) Rookie Cup riders are riders with less than six race weekend's experience. These are ANY weekend not discounting other organizations.
- c) Rookie Cup riders although racing, are encouraged to take this time as a learning tool to become accustomed to race procedures and racing itself.
- d) All Rookie Cup riders must have completed either a SOAR Race School or approved other school. Holding a Novice or Amateur license from a recognized organization is sufficient proof to apply for a SOAR Amateur license.

Section 8: Amateur (AM) racer license applicants

- a) Must have completed a SOAR Race School or equivalent, or, have been licensed with another recognized organization. Proof is required.
- b) Upon completing the above listed requirements and application, the rider will be granted "Provisional Amateur" status for one race event. During this first race event, the rider will be required to complete the weekend with no major infractions and no more than one at fault crash. SOAR referees will determine the fault. If the rider completes the weekend, fulfilling the above requirements, they will then be granted a full Amateur race license.
- c) A previously licensed Novice or Amateur from another organization is exempt from the Provisional Amateur requirement.
- d) Amateur riders may only enter amateur races, unless invited to join a Pro race by SOAR Officials. This may happen for the top few amateur riders who have demonstrated the skills and speed necessary to lap at an expert pace consistently.

Section 9: Professional (PRO) license applicants

- a) SOAR Pro license holders have demonstrated the highest level of skill. They have moved through the ranks of Amateur and proven the ability to lap in pace with Experts and Pros from other organizations.
- b) Expert and Pro licensed riders from other recognized organizations will be classified as Pro with SOAR.
- c) Expert licensed riders may only enter Pro class races or classes that do not differentiate between license classes.
- d) A retired Pro racer for a minimum of FIVE consecutive seasons may request being reclassified as an Amateur. This reclassification is completely on a case by case basis and will be determined by SOAR Officials. This rule is not automatic and must be requested by rider.
- e) Pro licensed riders may forego normal tech inspections. Its our belief that a rider at this level has proven abilities and aptitude to determine equipment fitness and safety. Said machines MUST meet and maintain all SOAR regulations at all times.
 - a. This privilege may be revoked if rider is found in contravention of rules.
 - b. This privilege DOES NOT apply to post crash. A machine must still be presented for tech after said incident.

- c. This privilege may be suspended from time to time at SOAR discretion allowing for tech crew to implement any new rules as they become relevant.

Section 10: License classification changes

- a) A Provisional Amateur will automatically be promoted to Amateur after successfully completing his/her first event weekend.
- b) An Amateur will automatically be promoted to Professional at season end if he/she has won a race and finished top five in any amateur class. This rule does not include classes that are mixed license riders such as BOTT or Old Folks etc.
- c) An Amateur will be promoted mid-season if he/she has shown above average skills and has consistently lapped at a Pro pace. This is solely at the discretion of SOAR Officials. This rule is only applied if requested by said rider.
- d) A Pro will remain a Pro unless he/she has been shown to have NOT raced for a period of five consecutive years. At that time, he/she could be returned to Amateur until shown to have regained the Pro skill level. See 9(d).
- e) Any rider who feels that he/she has been misclassified and wishes to have his/her license status reviewed can apply in writing to SOAR. A decision will be made within one week following receipt of same. This decision will be considered final and will not be looked at again unless rider's skill level has significantly been altered.
- f) Any rider wishing to be promoted to Pro status can apply with any SOAR staff and such determination will be on a case by case basis.

Section 11: SOAR POINTS SCHEDULE

Position	Points	Position	Points	Position	Points	Position	Points
1	40	9	16	17	2	25	1
2	37	10	13	18	2	26	1
3	34	11	10	19	2	27	1
4	31	12	8	20	2	28	1
5	28	13	6	21	1	29	1
6	25	14	4	22	1	30	1
7	22	15	2	23	1	31	1
8	19	16	2	24	1	32	1

Riders, whether knowingly or unknowingly, entering races that their machine is clearly not allowed, are not eligible for class or overall points. This rule is applicable regardless of the normal protest guidelines. This means that any and all points rewarded for the year, even if mistakenly rewarded without protest at the time, may be revoked without notice at any time.

SOAR will disallow points for any rider(s) not properly displaying any series decal as may be required. Riders competing in sponsored classes must stop at Post Tech to show proper decals to be eligible for class sponsorship contingency.

Points will be awarded to a rider who starts and completes one lap of a final.

Qualifying race points awards

1 st	2 nd	3 rd	4 th	5 th
5	4	3	2	1

Section 12: Protests

To equalize motorcycle performance and to help in the quest for fairness, SOAR prohibits certain performance modifications in various classes. Violation of these rules is expected to be detected by the racers themselves and the following protest mechanism is available to assist riders in policing their own classes. The following guidelines are intended to help enforce both the LETTER and SPIRIT of the rules, as well as determination of fair rulings.

There are three (4) types of Protests, which the following guidelines:

- Mechanical
 - Rider and/or Machine (i.e. Passing under a waving yellow and riding in the wrong class)
 - Timing and Scoring (i.e. You think you were scored incorrectly in a race)
 - SOAR Race Director decision/penalty
- a) Protests must be made to the SOAR in writing once OFFICIAL Race Results have been posted. The protest period ends thirty (30) minutes after results are posted.
 - b) Thirty (30) minutes after posting time results are official. No protests will be accepted past the thirty (30) minute protest period. There is no additional protest period after revised results are posted.
 - c) Protests may be made only by rider(s) racing that day in the same class as the protested machine/rider. Protests will only be accepted from rider(s) properly entered and participating on legal equipment for the class in question.
 - d) Valid (upheld) protests will result in appropriate action taken by SOAR. Such action can include disqualification of rider from event, denial of points, trophies or other awards or the specific class, either for that race day or the current year.
 - e) Riders repeatedly violating SOAR Rules and Regulations are subject to: suspension from participation in SOAR sanctioned events; license suspension and/or revocation; and/or monetary fines.
 - f) Protests that can be resolved by inspection without tools require no protest fee.
 - g) All other protests will cost a minimum of \$25.00 with the maximum amount to be determined by SOAR prior to any inspection or required disassembly. Fees are subject to change. Fee examples as follows:
 - a. Removal of Valve Cover \$250.00
 - b. Removal of Cylinder Head \$500.00
 - c. Disassembly of Bottom End \$500.00 (this is in addition to \$500.00 for removal of cyl. head)
 - h) Protest fees must be posted in cash or by one (1) check made payable to SOAR. The responsibility and integrity of the posted protest fee lies with the protesting rider (i.e. responsibility for NSF check and all applicable fees, etc.).
 - i) If the protest is upheld the protest fee will be returned to the protesting party in its original form. If the protest is denied, the protested party will be paid within ten (10) working days by SOAR check.
 - j) SOAR Directors will determine the designation of a referee.
 - k) Once informed by the referee of the protest, the protested rider has a minimum of thirty (30) minutes to accept the protest or withdraw his/her finish. The rider may be granted additional time to make this decision at the referee's discretion; the referees schedule being the variable.
 - l) A rider withdrawing from the event will be given a "WD" on the race results, and receives no trophies, points, or any other awards. Riders may withdraw from the protest procedure only once during the season. A second withdrawal will result in exclusion from the class in question for the remainder of the competition year.

- m) Once the rider has accepted the protest he may not withdraw at any point during the teardown, and the scope of the teardown will be at the referees' decision. If the rider being protested will be racing the machine in question for the remainder of the event it will be deemed raced under protest and all points and awards will be subject to the outcome of the teardown.
- n) The referee may impound any and/or all items protested as well as any related items that may be included to enable impoundment. Impoundment is at the referees' discretion and is allowed to enable adequate and fair inspection and determination of the protest. Should parts be impounded, the referee will handle the matter in a reasonable time frame.
- o) Failure of the protested party to comply with the referee's directions before and/or during the protest/teardown procedures will result in additional penalties and/or disqualification.
- p) The teardown will be performed by an arms length contracted mechanic who has current credentials to perform such work. The rider has the right to be present or appoint a representative to be present during teardown and examination. The teardown will not take place at the track. The impounded bike will be transported at no cost to either party to the contracted shop for examination. This will take place within a reasonable time frame and all effort will be made to return the protested riders property in a timely fashion.
- q) The protesting rider has the right to view the protested parts; and the protested parts only, as determined by the referee.
- r) Both the protested and protesting parties have the right to have one (1) witness/expert to aid and assist in their behalf. This one (1) assistant may view any protested parts as determined by the referee.
- s) The referee shall take into consideration the findings of the protesting party and the explanation(s) of the protested party. The referee has the right to employ any neutral help that would aid in a fair determination of the protest.
- t) The referees' findings and recommendation of penalty shall be submitted to the SOAR Directors.
- u) SOAR shall then determine and inform the parties involved of the decision.
- v) SOAR will allow a written appeal from the protested rider, should he/she be found in violation of SOAR rules. The written appeal must be postmarked and/or filed in the SOAR Office within five (5) working days of the date of notification by SOAR of the findings.
- w) Should a protested rider file a written appeal, the ultimate decision will be made by SOAR within five (5) working days after receipt of the written appeal. This decision will be final.
- x) SOAR Officials reserve the right to disqualify any entrant in any class who violates the class equipment rules, even if another rider in class does not protest the rider.
- y) Any riding infraction protest will be required to be confirmed by one of the listed to be considered valid. A corner worker, EMR staff, or SOAR staff. If protest can not be verified it will be denied and no penalties issued. A video may also be accepted as proof of infraction as determined by SOAR Official
- z) When protesting a race directors decision/penalty it must be done in writing. Obtain a form from registration. A \$75.00 fee must accompany the form to be considered. On this form the protesting rider will spell out why he/she believes the decision to be wrong. Race director will also do the same justifying the decision. A three-person impartial panel will be convened to consider the appeal. Neither the protesting party nor the director will have any direct input in the discussion. The panel will be picked by SOAR official, appellant will have opportunity to challenge panel members appointed within reason. The panel may however ask for clarification from either or both parties to assist in the determination. Once a decision is reached by a majority it will become binding. Possible outcomes include.
 - a. Full retraction of decision and all penalties reversed against rider. (Full refund of fee)
 - b. Partial retraction or decision/penalties against rider. (Full refund of fee)
 - c. Upholding of director's decision. (Fee given to appropriate charity)

Please note that SOAR requires an official protest by a competitor to take action regarding any real or perceived infraction of the rules. If the competitor is not willing to file, the protest do not expect SOAR to do the same.

Section 13: General motorcycle requirements

The following requirements must be followed by all SOAR racing motorcycles, unless modified by specific class requirements. These rules are designed to ensure that all machines are in safe mechanical condition, and that potential failure points are guarded or will fail-safe.

- a) All motorcycles must be inspected by a SOAR Tech Inspector before being allowed to participate in any practice session or race and must bear a Tech sticker for that day's events. Please remove "old" Tech stickers prior to event SOAR Tech.
- b) The following equipment must be removed: license plate and bracket, reflectors, center and side stands, mirrors, turn signals, luggage racks, saddlebags, any protruding accessory. Throttle lock (cruise control device)
- c) The following may be removed except as otherwise provided by endurance rules: rear brake light assembly, headlight assembly, and speedometer. Removing protruding side or center stand lugs is allowed.
- d) The following must be completely taped (light tight) if not removed: tail and brake light lens, headlight lens (For Track Day participants ONLY).
- e) Snap-on side covers must be securely fastened by safety wire, zip ties or modified to bolt or screw on.
- f) All plugs and fittings with oil or water behind them (this includes oil galley plugs) must be securely fastened and safety wired. A small amount of JB Weld or equivalent sealant may be used in cases where it is impractical to drill fasteners. 7. Small diameter (1/4" or smaller) coolant hoses or block off plugs, may be double looped with thick (0.032" or thicker) safety wire, in lieu of clamps.
- g) Any camera including supplied mounting brackets MUST be tethered to prevent from becoming dislodged while on the track. This includes cameras attached to riders or equipment. Officials will attempt to inspect cameras during tech as well as pit out. If a camera is found to be unsecured the rider will NOT be permitted on track surface. If a camera is found on the track surface that has become dislodged it WILL NOT be returned to rider. MAKE SURE YOUR CAMERAS ARE PROPERLY TETHERED OR LEAVE THEM IN YOUR PIT.
- h) All fuel tanks must have readily accessible, working shut-off valves (for carburetor models) or dry break quick connects. All fuel, oil, and water tanks must be leak-free and securely mounted. Damaged fuel tanks deemed unsafe by Tech Inspector are not allowed. Fuel injected motorcycles do not require manual shut offs or dry break lines.
- i) A six fl/oz or 325ml capacity (minimum) catch tank or reservoir must be provided for all crankcase breather hoses that are not vented to the air box. All other vent or overflow hoses must be securely routed into the oil retaining belly pan.
- j) Liquid cooled engines must use water or water with Redline "Water Wetter" and vent into a catch tank. Note that NO other products are approved for use with water in liquid cooled machines other than the above-named products. If a competitor wishes to use other products as they become available, please contact Tech prior for approval.
- k) Alcohol used as race fuel at 15% or greater concentration is prohibited. Otherwise fuel remains unrestricted.
- l) Oil coolers may not be mounted in such a way that they would be unprotected in case of a crash. This is at the discretion of SOAR Tech Inspectors.
- m) The rear end of the exhaust pipes may not extend beyond the rear of the rear tire or be directed in such a way as to create dust or interfere with other riders. Certain under-seat style exhaust may be accepted beyond rear wheel on a case by case basis.
- n) Frames must be free of cracks and kinks. All frame welds must be sound as approved by SOAR Tech Inspectors
- o) Machines must have both a front and rear suspension in good working condition.
- p) Wheels must be in true alignment with no broken or loose spokes.
- q) Only pavement or road racing type tires is permitted. Excessively worn or unsafe tires may not be used. Metal valve caps are required.
- r) Effective, fully operational front and rear wheel brakes are required.

- s) Drum brake anchor arm and disk brake caliper mounting fasteners must be safety wired or secured with mechanical locking devices. Split washers, star washers and self-locking washers do not count as proper locking devices.
- t) Control levers must have balled ends at least 1/2 inch in diameter. Hand controls must operate effectively and reliably.
- u) Footrests may fold up and rearwards. Footrests may be modified to fold if not originally folding. Footrests, if covered by rubber, must have rubber securely fastened. Only one set of footrests may be fitted. Foot controls must be free from sharp or ragged edges.
- v) Motorcycles are required to be entered only in their appropriate displacement category. SOAR will disqualify riders violating this requirement. It is the rider's responsibility to assure that his/her machine complies. Disqualification will ONLY happen following an upheld riders protest filing.
- w) Number plates must be clearly readable from the front and both sides while motorcycle is in motion. Should either the original bodywork or replacement bodywork not include the required number display area, a separate number plate must be securely attached.
 - a. Number must correspond with your 2018 SOAR license number.
 - b. White is the ONLY color of number plate background permitted.
 - c. Black (Pro) or Red (Am) is the ONLY color of number permitted. Unless pre-approved by SOAR e.g.: VRRRA colours or Black on Yellow US Novice colours
 - d. Illegible style and day-glow numbers are not permitted.
 - e. Installing numbers directly over multi-coloured backgrounds is not permitted.
 - f. Numbers may wrap around onto the top of the tail section. Must be completely legible from the side, and read front to back, or side to side over the tail.
 - g. There are no number and letter combination numbers with SOAR (Example: "10x" is not permitted).
 - h. 8" tall x 1" width stroke numbers are *preferred* but, if the machine does not lend itself to such a number the biggest most legible is required.
- x) Unreadable or improperly numbered machines shall not be scored (i.e. disqualified from race) The responsibility of this lies 100% on the rider.
- y) Supercharging or turbo charging is permitted only if part of the manufacturers' as-delivered model. Such machines must run up one displacement class (i.e. a turbocharged 550cc machine must run in the 650cc class).
- z) Drive chain master links must have their spring clip pointing in the direction of chain travel and must be safety wired or have silicone sealant product applied.
- aa) All axle nuts must be safety wired. If axle nut has a C-clip, the clip must be safety wired. All axle pinch bolts must be safety wired. If front forks have 2 pinch bolts on each side, only one on each side must be safety wired, but only if it is extremely difficult to wire all of them. Final approval is at the discretion of the Tech Inspector.
- bb) The following items relate to performance modifications and apply to all classes unless otherwise stated.
 - a. Cylinders may be bored to a maximum of 1.0 mm over the bore size corresponding to the class displacement for a given stroke.
 - b. Lubricating, damping, and brake fluids may be changed.
 - c. Front and/or rear spring rates may be changed.
 - d. Brake linings and/or pads may be changed.
 - e. Aftermarket and/or braided steel brake lines may be used.
 - f. Clutch lining material may be changed.
 - g. An ATK™ device may be installed
 - h. Addition of steering damper, if not so equipped, is allowed.
- cc) All motorcycles shall be equipped with muffling devices that limit the sound to specific track regulations. The noise level will be measured when the machine is on the track during practice and racing events. The SOAR Tech Inspector may take measurement, at any time during an event. If a machine is over the limit it may be disqualified from competition until in compliance.
- dd) Removable exhaust baffles and/or cores must be safety wired.
- ee) All motorcycles, without exception, must be equipped with a working engine kill switch accessible without removing hands from the handgrips.

- ff) All Suzuki Katanas, all 1995 and earlier Suzuki GSXR's and 1996-98 GSXR1100s, and all Suzuki GSXR1300 Hayabusa MUST have engine case guards installed around the right and left crankcase ends. Aftermarket replacements cases may be used (example: Graves Motorsports / Yoshimura, NRC, etc.). All Suzuki GSXR's thru 2008 must have a case guard or aftermarket replacement case on the right side of the engine.
- gg) All motorcycles are **required** to have an oil catch-pan capable of containing all fluids. Vintage bikes are required to meet this standard and have been as of 2011 season.
- hh) Traction Control systems are legal in all classes unless that class specifically disallows same.
- ii) Data acquisition systems are legal in all classes.
- jj) All machines must have a charged, registered and operable AMB compatible transponder for scoring. Machines not complying may not be scored. It is suggested to determine your transponder is being read during practice.

Section 14: SOAR Classes

- a) Superbike
- b) 600 Extreme
- c) BOTT
- d) Lost Era
- e) Formula Femme
- f) Rookie Challenge
- g) Old Folks Club
- h) Vintage
- i) Open Sprint
- j) NuSpeed
- k) Lightweight Superbike
- l) Lightweight Production (Suspended)
- m) Supermoto

a. Superbike:

1200cc Multi Cylinder Four Stroke
1400cc Twin Liquid Cooled Four Stroke
Unlimited Air Cooled (Twin deleted) Four Stroke
750cc Two Stroke

(1) Wheels:

16.5 or 17 inch diameter
 Front max width 4 inch, Rear max 7 inch
 Un-restricted construction material

(2) Front Suspension:

Aftermarket forks permitted
 Adjustable triple clamps permitted
 Fork Brace permitted
 Modified or aftermarket internals permitted
 Slider coating treatments permitted

(3) Rear Suspension:

Unrestricted

(4) Brakes:

Aftermarket calipers permitted
 Aftermarket rotors permitted (must be manufactured using ferrous materials)

Steel/Kevlar brake lines permitted
 Aftermarket master cylinders using remote adjustment permitted
 Brake pad material without restriction

(6) Frame:

Must be an OEM Homologated design or accepted prototype
 May be braced and gusseted
 Adjustable swing arm pivot permitted
 May be deluged

(7) Electronics:

CDI may be replaced with aftermarket or modified
 Traction control may be used
 Wheelie control may be used
 Launch control may be used
 ABS and linked brake systems may be used
 EFI Custom control mapping and multiple maps accepted
 Data acquisition may be used
 Electronic shifting cutoff may be used
 Launch control permitted

(8) Fuel System:

No Nitrous Oxide injection
Must remain normally aspirated (unless turbo/supercharge is OEM)
Fuel is not restricted
Fuel tank must appear stock but construction material is unrestricted may utilize dry break hardware

(9) Bodywork:

Must appear stock in style
Double Bubble style windshield permitted
Must have liquid retaining lowers or damming of stock lowers to handle bikes fluid capacity.

(10) Controls:

Unrestricted

(11) Charging System:

May be modified or deleted.

(12) Exhaust:

Must not end past rear wheel
Must not exceed particular track noise requirements.

(13) Engine:

Must retain cases, stock crankshaft, cylinder head (Crankshafts may be modified but must start with original OEM piece)
Camshafts may be changed
Adjustable cam gears may be used
1mm overbore permitted
Cylinder head may be ported and oversized valves permitted
Cylinder heads may be modified using epoxy to improve flow
Oil and cooling systems may be upgraded
Pistons and connecting rods without restriction staying with in bore and stroke restrictions
Transmission gears may be undercut
Transmission gears may alter ratio
Slipper style clutch accepted
Automatic style clutch may be used ie: Rekluse
Timing control permitted

b. 600 Extreme

600cc Multi Cylinders Four Stroke
850cc Liquid Cooled Twin Four Stroke
1350 cc Air Cooled Twin Four Stroke
Triumph 675 and MV Agusta F3 675 Triples and Kawasaki ZX636 are legal

Same bike restriction rules as Superbike

c. BOTT:

Ltwt: 800cc Liquid Cooled Multi Valve
1100cc Air Cooled OHV
1400cc Pushrod
Unlimited Four Stroke Single
Hwt: 1400cc Liquid Cooled Multi Valve
1650cc Air Cooled OHV
Unlimited Pushrod

(1) Wheels:

16.5 or 17 inch diameter
Front max width 4 inch, Rear max 7 inch
Un-restricted construction material

(2) Front Suspension:

Aftermarket forks permitted
Adjustable triple clamps permitted
Fork Brace permitted
Modified or aftermarket internals permitted
Slider coating treatments permitted

(3) Rear Suspension:

Unrestricted

(4) Brakes:

Aftermarket calipers permitted
Aftermarket rotors permitted (must be manufactured using ferrous materials)
Steel/Kevlar brake lines permitted
Aftermarket master cylinders using remote adjustment permitted
Brake pad material without restriction

(5) Frame:

Must be an OEM design
May be braced and gusseted
Adjustable swing arm pivot permitted
May be deluged

(6) Electronics:

CDI may be replaced with aftermarket or modified
Traction control may be used
EFI Custom control mapping and multiple maps accepted
Data acquisition may be used
Electronic shifting cutoff may be used
Launch control permitted
Wheelie control accepted

(7) Fuel System:

Ram Air System may be modified or added if not stock
No Nitrous Oxide injection

Must remain normally aspirated (unless turbo/supercharge is OEM)
Fuel is not restricted
Fuel tank must appear stock but construction material is unrestricted Dry break accepted

(8) Bodywork:

May use any suitable styled bodywork
Double Bubble style windshield permitted
Must have liquid retaining lowers or damming of stock lowers to handle bikes fluid capacity.

(9) Controls:

Unrestricted

(10) Charging System:

May be modified or deleted.

(11) Exhaust:

Must not end past rear wheel
Must not exceed particular track noise requirements

(12) Engine:

Must retain cases, cylinder head
Camshafts may be changed
Adjustable cam gears may be used
1mm overbore permitted
Cylinder head may be ported and oversized valves permitted
Oil and cooling systems may be upgraded
Pistons and connecting rods without restriction
Transmission gears may be undercut
Transmission gears may alter ratio
Slipper style clutch accepted
Timing advance permitted
Wheelie control accepted

~~d. Formula Two Stroke: (Delete)~~

~~Ltwt: 125cc GP Style Machines
—— 350cc Liquid Cooled Street Based Machines
—— 500cc Air Cooled Street Based Machines
—— 250cc Water Cooled Single
—— 400cc Air Cooled Single
Hvwt: 250cc GP Style Machines
—— 500cc Liquid Cooled Street Based Machines
—— Unlimited Air Cooled Street Based Machines
—— Unlimited Four Stroke Single~~

(1) Wheels:

~~Without Restricted diameter
Front max width 3.5 inch, Rear max 6.5 inch
Un-restricted construction material~~

~~(2) Front Suspension:~~

~~Aftermarket forks permitted
Adjustable triple clamps permitted
Fork Brace permitted
Modified or aftermarket internals permitted
Slider coating treatments permitted~~

~~(3) Rear Suspension:~~

~~Must use stock linkages otherwise unrestricted~~

~~(4) Brakes:~~

~~Aftermarket calipers permitted
Aftermarket rotors permitted (must be manufactured using ferrous materials)
Steel/Kevlar brake lines permitted
Aftermarket master cylinders using remote adjustment permitted
Brake pad material without restriction~~

~~(5) Frame:~~

~~May be braced and gusseted
Adjustable swingarm pivot permitted
May be deluged~~

~~(6) Electronics:~~

~~Without Restrictions~~

~~(7) Fuel System:~~

~~No Nitrous Oxide injection
Must remain normally aspirated
Fuel is not restricted
Fuel tank construction material is unrestricted~~

~~(8) Bodywork:~~

~~Double Bubble style windshield permitted
Must have liquid retaining lowers or damming of stock lowers to a 2 litre capacity.~~

~~(9) Controls:~~

~~Unrestricted~~

~~(10) Charging System:~~

~~May be modified or deleted.~~

~~(11) Exhaust:~~

~~Must not end past rear wheel~~

~~(12) Engine:~~

~~Cylinder Porting Permitted
Aftermarket Reed Cage Permitted
Power Valves permitted
1mm overbore permitted
Cooling systems may be upgraded
Pistons and connecting rods without restriction
Transmission gears may be undercut
Transmission gears may alter ratio
Timing advance permitted~~

e. Lost Era:

All machines have to have a model year minimum 12 years older than the race date. Date is determined by model design for instance a 99 Yamaha R6 is same as a 00 model for the purposes of allowable machine

**Light: 600cc Multi Maximum
750cc Twin Maximum
Unlimited Single
250 GP Two Stroke**

**Hvwt: 1000cc Multi Maximum
1200cc Twin Maximum
Unlimited Two Stroke**

(1) Wheels:

Diameter Unrestricted
Front max width 3.5 inch, Rear max 6.0 inch
Must be factory design or style/type available during period

(2) Front Suspension:

Forks external must be stock design manufactured during the time period regardless of manufacturer
Fork Brace permitted
Modified or aftermarket internals permitted
Slider coating treatments not permitted unless stock

(3) Rear Suspension:

Must use stock linkages otherwise unrestricted

(4) Brakes:

Calipers must be of design available during period
Aftermarket rotors permitted (must be manufactured using ferrous materials)
Steel/Kevlar brake lines permitted
Master Cylinders may be changed but must be of design used during period.
Brake pad material without restriction

(5) Frame:

Must be stock and minimum 12 years old (model year)
May be braced and gusseted
Adjustable swing arm pivot not permitted unless stock
May be deluged

(6) Electronics:

CDI may be replaced with aftermarket or modified

Traction control may not be used

EFI Custom control mapping may be used

Electronic shifting cutoff may be used

(7) Fuel System:

Ram Air System may be modified or added if not stock

No Nitrous Oxide injection

Must remain normally aspirated (unless turbo/supercharge is OEM)

Fuel is not restricted

Fuel tank must appear stock but construction material is unrestricted Dry break permitted

(8) Bodywork:

Must appear stock in style

Double Bubble style windshield permitted

Must have liquid retaining lowers or damming of stock lowers to the bikes capacity.

(9) Controls:

Unrestricted

(10) Charging System:

May be modified or deleted.

(11) Exhaust:

Must not end past rear wheel

Must not exceed particular track noise requirements.

(12) Engine:

Must retain cases, stock crankshaft, cylinder head minimum 12 years old

Camshafts may be changed

Adjustable cam gears may be used

1mm overbore permitted

Cylinder head may be ported and oversized valves permitted

Oil and cooling systems may be upgraded

Pistons and connecting rods without restriction

Transmission gears may be undercut

Transmission gears may alter ratio

Timing advance permitted

(13) Eligibility:

Machines where a machine was left unchanged mechanically starting during an eligible year and continuing beyond may contest a later model machine. Eg: A 99 Yamaha YZF R6 is the same as a 00 and 01. Therefore, a competitor may choose a 00 or 01 to compete.

f. Rookie Cup:

All Rookie Cup riders are restricted to the following machines:

600cc Multi Liquid Cooled Maximum with same exceptions as 600 Extreme

All BOTT bikes

All Lost Era Bikes

All Vintage

g. Old Folks Club:

OFC rider requirements

Riders must be over 40 years old at the time of the race in order to compete. Riders must be otherwise qualified/licensed by SOAR in order to compete.

OFC Riders are restricted to the following machines:

600cc Multi Liquid Cooled Maximum with same exceptions as 600 Extreme

All BOTT eligible machines

All Lost Era Machines

All Vintage

h. Formula Femme:

Formula Femme rider requirements

Must be female otherwise qualified/licensed by SOAR in order to compete

Formula Femme riders are restricted to the following machines:

600cc Multi Liquid Cooled Maximum with same exceptions as 600 Extreme

All BOTT eligible machines

All Lost Era Machines

All Vintage

i. Vintage:

All machines have to have a model year minimum 20 years older than the race date.

Light: 550cc Multi Air Cooled Maximum
750cc Twin Air Cooled Maximum
400cc Multi Liquid Cooled Maximum
650cc Twin Liquid Cooled Maximum
Unlimited Single
125cc GP Two Stroke
350cc Street Based Two Stroke
Liquid Cooled

5 00cc Street Based Two Stroke Air Cooled

Hwvt: 1100cc Multi Air Cooled Maximum
Unlimited Twin
900cc Multi Liquid Cooled
750cc GP Two Stroke Maximum

(1) Wheels:

Must be factory design or style/type available during period

(2) Front Suspension:

Forks external must be stock design manufactured during the time period regardless of manufacturer

Fork Brace permitted

Modified or aftermarket internals permitted

Slider coating treatments not permitted

(3) Rear Suspension:

Must use stock linkages otherwise unrestricted

(4) Brakes:

Calipers must be of design available during period

Aftermarket rotors permitted (must be manufactured using ferrous materials)

Steel/Kevlar brake lines permitted

Master Cylinders may be changed but must be of design used during period.

Brake pad material without restriction

(5) Frame:

Must be stock and minimum 20 years old

May be braced and gusseted

Adjustable swing arm pivot not permitted

May be deluged

(6) Electronics:

CDI may be replaced with aftermarket or modified

(7) Fuel System:

No Nitrous Oxide injection

Must remain normally aspirated (unless turbo/supercharge is OEM)

Fuel is not restricted

Fuel tank must appear stock but construction material is unrestricted

(8) Bodywork:

Must appear stock in style

Double Bubble style windshield permitted

Must have liquid retaining lowers or damming of stock lowers to a 4 litre capacity.

(9) Controls:

Unrestricted

(10) Charging System:

May be modified or deleted.

(11) Exhaust:

Must not end past rear wheel

Must not exceed 103 db

(12) Engine:

Must retain cases, stock crankshaft, cylinder

head minimum 20 years old

Camshafts may be changed

Adjustable cam gears may be used

1mm overbore permitted

Cylinder head may be ported and oversized

valves permitted

Oil and cooling systems may be upgraded

Pistons and connecting rods without restriction

Transmission gears may be undercut

Transmission gears may alter ratio

Timing advance permitted

j. Open Sprint:

Class open to all competition motorcycles from every class. Any bike/rider entered must be able to consistently lap at no less than 125% of the pole sitters pace. This will be determined by review of timing system during practice and qualifying.

All machines competing must meet all race machine prep requirements.

k. NuSpeed:

This is a class designed for the newest of the new riders to get their feet wet and compete with riders just like themselves. The class will be restricted to a max 250cc four stroke motorcycle unless pre-approved by SOAR staff. **The goal of this class is to give beginners a safe non-threatening place to learn. Therefore we as an organization will look at each and every case separately and will not deter entries based on capacity and/or rider age without justification.**

Age of rider will be looked at on a case by case basis. The vision of this class will be maintained as a beginning place for racers

to be to start their racing careers in a low-pressure manner.

All riders will have all requirements with regards to obtaining a novice license. All machines are subject to regular SOAR regulations.

We are always looking for suggestions and input to assist in evolving this class. So please feel free to pass along your feedback. This may alter the perimeters until we find the balance that best serves the purpose of the class. There will be a "Breakout" time TBD that will apply to the class. Should a rider consistently be over that limit he/she will be displaced to regular SOAR classes.

This will be a trophy dash only and no accumulated points will be awarded.

m. Lightweight Superbike:

500cc Four stroke, liquid cooled multis

625cc Four stroke, liquid cooled twins

Unlimited singles

750cc Four stroke, air cooled, multis

(Vintage eligible)

800cc Four stroke, air cooled, twins (Vintage eligible)

500cc Street based two stroke

250cc GP based two stroke (Lost Era eligible)

125cc GP based two stroke

(1) Wheels:

16.5 or 17 inch diameter

Front max width 3.5 inch, Rear max 6.5 inch

Un-restricted construction material

(2) Front Suspension:

Aftermarket forks permitted

Adjustable triple clamps permitted

Fork Brace permitted

Modified or aftermarket internals permitted

Slider coating treatments permitted

(3) Rear Suspension:

Unrestricted

(4) Brakes:

Aftermarket calipers permitted

Aftermarket rotors permitted (must be manufactured using ferrous materials)

Steel/Kevlar brake lines permitted

Aftermarket master cylinders using remote adjustment permitted
Brake pad material without restriction

(6) Frame:

Must be an OEM Homologated design or accepted prototype
May be braced and gusseted
Adjustable swing arm pivot permitted
May be deluged

(7) Electronics:

CDI may be replaced with aftermarket or modified
Traction control may be used
Wheelie control may be used
Launch control may be used
ABS and linked brake systems may be used
EFI Custom control mapping and multiple maps accepted
Data acquisition may be used
Electronic shifting cutoff may be used
Launch control permitted

(8) Fuel System:

No Nitrous Oxide injection
Must remain normally aspirated (unless turbo/supercharge is OEM)
Fuel is not restricted
Fuel tank must appear stock but construction material is unrestricted may utilize dry break hardware

(9) Bodywork:

Must appear stock in style
Double Bubble style windshield permitted
Must have liquid retaining lowers or damming of stock lowers to handle bikes fluid capacity.

(10) Controls:

Unrestricted

(11) Charging System:

May be modified or deleted.

(12) Exhaust:

Must not end past rear wheel
Must not exceed particular track noise requirements.

(13) Engine:

Must retain cases, stock crankshaft, cylinder head (Crankshafts may be modified but must start with original OEM piece)

Camshafts may be changed
Adjustable cam gears may be used
1mm overbore permitted
Cylinder head may be ported and oversized valves permitted
Oil and cooling systems may be upgraded
Pistons and connecting rods without restriction
Transmission gears may be undercut
Transmission gears may alter ratio
Slipper style clutch accepted
Timing control permitted

**Lightweight Production
(suspended)**

~~500cc Four stroke, liquid cooled multis~~

~~625cc Four stroke, liquid cooled twins~~

~~Unlimited singles~~

~~500cc Street based two stroke~~

(1a) Wheels:

~~Must be of stock design, size, and type~~

~~**(2a) Front Suspension:**~~

~~Externals must be stock including brake stays
Internal springs may be changed but dampening system must remain stock. No alterations to dampening rods, shim stacks or emulators permitted.~~

~~**(3) Rear Suspension:**~~

~~May be upgraded to aftermarket unit linkage and mounts must remain stock~~

~~**(4) Brakes:**~~

~~Lines may be upgraded to steel braided
Calipers and master cylinder must remain stock
Pads/shoes may be upgraded to track grade
Rotors must remain stock~~

~~**(6) Frame:**~~

~~Must be OEM but may be delugged and fitted with bung for damper~~

~~**(7) Electronics:**~~

~~CDI and wire harness must be OEM of street design~~

~~**(8) Fuel System:**~~

~~Fuel control device may be used
Stock carbs if fitted must be used may be rejected~~

~~Stock T/B must be used if fitted~~

~~Airbox must be retained but may be modified and used with or without air filter~~

~~**(9) Bodywork:**~~

~~Must appear stock in style
Double Bubble style windshield permitted
Must have liquid retaining lowers or damming of stock lowers to handle bikes fluid capacity.~~

(10) Controls:

Must use original throttle set up (no quick turn)
Levers may be changed to aftermarket style
Rearsets may be fitted

(11) Charging System:

Must remain installed and operational

(12) Exhaust:

May be changed out for aftermarket
Must not end past rear wheel
Must not exceed particular track noise requirements.

(13) Engine:

Must remain stock internally as well as externally
Camshafts may not be changed
Adjustable cam gears may be used
Cylinder head may not be ported and oversized valves are not permitted
Oil and cooling systems may be upgraded
Pistons and connecting rods may be aftermarket but must be stock dimensions
Transmission gears may not be undercut
Transmission gears may not alter ratio
Slipper style clutch not accepted unless of stock design
Timing control not permitted
Clutch plates and springs may be upgraded
Final drive gearing without restriction
Steering damper may be added
Crash guards may be added

n. On-Track Requirements (suspended):

Coolant must be drained and replaced with water and water wetter.
All lights and mirrors must be removed or taped.
Brakes must be in good shape.
Tires must be in good shape and appropriate for track use.
Riders must use full leathers. Either one piece or zip together (360°) two-piece.
Riders must have leather gloves with material covering completely to sleeve.
Riders must have leather boots covering ankle.
Riders must use full face helmet Snell 2000 or better with eye protection.
Motorcycle must be in overall mechanically sound condition.
Motorcycle may not be over 103db.
Rider must be comfortable riding in a mixed class.
Motorcycle must pass tech inspection at beginning of day and must be able to pass tech at any point throughout the event.
Any crashed motorcycle must be re-tched before reentering the track.
SOAR reserves the right to pull any rider who is deemed to be dangerous to him/herself or others.
No consuming alcohol or drugs (prescription or otherwise) in pit area during the event.

Section 15: Endurance racing rules and procedures

a. Riders:

1. ONLY pre-registered riders may compete on machines they have registered for. No borrowing riders. No substituting riders. Any rider added and not officially registered will see his/her laps deducted.
2. All registered riders do not have to compete.
3. No limit to amount of riders a team may register. But riders MAY NOT be added after start of race.
4. Any rider involved in crash must seek medical clearance prior to re-entering course if directed by race staff if rider picks up bike and can safely continue he/she MUST return to pit on first lap following crash for inspection. Failure to follow this will see ALL subsequent laps completed void.
5. All riders must be qualified to race. Meaning they must be properly licensed and entered with SOAR
6. All riders must be physically fit. Should a marshal recognize a rider who appears in distress he/she will be directed to medical for a check before being allowed to continue.
7. Riders will not be classified as expert or novice for the purposes of endurance.

8. Where a rider's physical/mental state comes into question as determined by SOAR staff or on track safety crews. The rider may be asked to provide a doctor's certificate confirming that the rider in question is fit to compete. The medical form will be provided by SOAR. The questioned rider will be suspended until this requirement is met.
9. Only riders registered to that team may ride for that team. Laps completed by an unregistered rider will not be scored. Registered riders are not obliged to compete.
10. Riders MAY be registered on multiple teams providing its done prior to start.

b. Endurance specialty equipment:

1. Any team wishing to use quick change hardware must have that hardware pre-approved by tech prior to the event. This may be by providing actual hardware to tech or a detailed drawing and description. Any machine showing up at an event with quick change hardware not pre-approved will not be permitted to race.
2. Teams are encouraged to utilize pit to bike radio communications.
3. Although not a requirement teams are encouraged to use dry break style fuel systems with dump cans
4. Quick release systems for bodywork, tank, controls are permitted however must meet tech requirements for structure and safety. If in doubt check with tech before the event. If during an event a pit marshal witnesses a questionable piece of hardware. The bike will not be permitted to continue until the offending piece is repaired or replaced.
5. Fuel tanks may be altered to allow for larger capacity however they must pass tech inspection and must not affect the safe control of motorcycle by ALL riders.

c. Pit Lane:

1. Right of Way in pit lane goes to the entering rider. Riders exiting must give way.
2. Each pit must be identified by a sign displaying bike number
3. Absolutely no smoking in pit lane or within 15 feet of a hot pit spot. Measured off either side.
4. All crew operating in hot pits must be wearing full trousers (no shorts), shoes (no sandals), shirts (no cut off shirts or tank tops)
5. ANY and ALL crew/riders working in hot pit lane must have signed the waiver and be wearing proper issued wristband.
6. No non-registered crew permitted in hot pit lane during race. This includes red flag situations.
7. No vehicles of any kind in pit lane during race. (Including pit bikes)
8. All machines operating in pit lane must use ONLY 1st gear
9. Only minor repairs in pit lane. Any/All major repairs must be moved to cold pits.
10. Teams must notify pit marshal when moving bike behind pit wall
11. No bikes may enter course once checkered flag is displayed.
12. Power starter rollers in pit area are permitted
13. No consumption of alcohol in pit lane even by spectators not involved with the race.
14. Pit spot directly across from timeclock is reserved for SOAR canopy. This will serve as a community scoring spot where scorekeepers can set up with good view of official clock.

d. Machines:

1. All machines must be able to pass tech inspection at any time during the race
2. Bike substitution after race start is permitted however only bike with greater laps will be scored.
3. Bike involved in crash must be re-teched prior to re-entering the track this may happen in pit lane.
4. All machines eligible to race in a SOAR class are eligible to enter. Keeping in mind that the entered machine must be able to lap at 125% of the leader.

e. Pit stops:

1. Each machine must stop within a marked stop box at the entrance to pit lane (**when used, will be announced at riders meeting**). The rider must come to a complete stop and place both feet on the ground. Machine may proceed only when directed by pit marshal. This rule only applies when a box is utilized.
2. Each team must supply a working fire extinguisher of minimum capacity of 10 lbs, which must be manned and pointed at machine during ALL stops with the safety pin pulled and ready to use. **Extinguishers may be shared between teams**
3. All fuel cans must be hand held (No towers) **or powered pumps**
4. All dump cans must be equipped with non-sparking fittings (aluminum, brass, plastic etc.)
5. Tank changes are permitted for fueling but must use double dry break fittings.
6. No more than one fuel can on hot side of pit wall at once
7. Machines must be turned off and be securely supported on stand during fueling
8. Bikes must stop completely within the assigned pit area
9. Rider must dismount **prior** to fueling
10. Each team must have at least one crew member to assist in fueling and rider changes. An extra rider may also act as crew.
11. Teams wishing to share pit areas must be pre-approved prior to race
12. During a two hour race **there may be no stops**
13. During a three hour race there must be at least one stop.
14. During Red flag any team working on their bike including fueling will restart from pit lane in a single file controlled by the pit exit marshal. Any team leaving their machine untouched will be gridded using a clutch start. If a team changes rider during a red flag they must start from pit lane. If a team restarts on track, the same rider **MUST** complete minimum one full lap before pitting.
15. You may pit, or wait at start line and wait for restart
16. All work in pits must stop during red flag if team wishes to participate in the on-track restart. You may gather tools, parts etc. But you must not touch the machine until a restart.
17. Fire extinguisher must be manned and pointed at machine during all pit stops even if not fueling
18. Riders in pits on teams that worked on their bike during the red flag must start from pit lane at restart. **You will be released after start after field passes pit out. If pit out is behind start line then after on track start.**
19. Any repairs being made to a machine either on hot pit lane or behind pit wall must be completed by **ONLY** registered team members. Non-team members may assist in a non direct way (fetching tools, instructing etc) but must not touch the machine directly.
20. Any entry deemed to have caused a red flag stoppage will be permitted to restart the race however will be started from Pit Lane.
21. Any team not using a metal dry break system for refueling **MUST** use a ground strap to ground the motorcycle to earth while refueling. This can be any form of conductor to allow the bleeding off of any static charge to avoid a static buildup and potential ignition source.
22. During a red flag situation, the time clock will continue. If the race is past 2/3 time and the situation severe enough the race may be declared complete and results final.
23. If due to time constraints/weather a race may be shortened. This will only be done if supported by a majority vote by entered teams.

f. Procedures:

1. All teams must have a team name.
2. Each team must name a team captain. This person will be responsible for assuring all team requirements and rules are met. This is the person that the referees, pit marshals, and race directors will talk to regarding infractions.
3. All teams including all riders and crew must attend mandatory endurance riders meeting before start of race. **This is held after normal morning riders meeting.**

4. All teams may use a scorekeeper. Timing forms will be supplied to any team who wishes one. This is a secondary scoring only. The official timing system will be considered binding; however, should that fail, SOAR Officials will revert to the secondary scorekeeper. Any team deciding to forego this may not be scored depending on circumstance. If team is manually scoring as suggested. ONLY forms supplied and filled in according to SOARs timing system will be accepted. If unclear how this works please ask a SOAR official.
5. Race start time will be determined and announced during the lunch break. The race WILL START at that time regardless of teams being ready. Any bikes at start line without a rider present two min before designated time will be placed off the track surface and a team will start from grass.

g. Penalties:

1. Jump start penalty will be three positions if no advantage gained (check up) if position gained during the jump then a five position will be applied to results. Jump starts will be determined by minimum of two SOAR referees to be enforced. Attempts to notify riders by use of board at start will occur. Penalty applies regardless of notification. Starts will have video to verify.
2. On track infractions will be assessed penalties according to their severity. This could include laps, stop and go, up to and including disqualification.
3. Race director will apply all penalties.
4. Any team using a non-registered rider will lose all laps completed by that rider.
5. Any team allowing non registered people to work on the bike will receive a two lap penalty.
6. Any fuel penalties will double after each infraction.
7. First fuel penalty is stop and go with 1min wait. Second fuel penalty is 2 min wait. Third is 4min wait. Etc.
8. Any infractions in riding or dangerous behavior will be decided by race director at time of infraction. This could include any form of penalty he/she decides up to and including disqualification and is not open to appeal.
9. Any team not ready at the announced start time (bike, and rider present and ready) will have their machine removed from the grid and will have to start from off the race surface and will suffer what ever amount of time loss that occurs. The race WILL commence as scheduled.

H. Endurance classifications:

GTO: Superbikes, 600 Extreme, Open, BOTT Heavy, Lost Era Heavy

GTU: BOTT Light, Lost Era Light, Vintage Heavy

GTL: Vintage Light, NuSpeed, Other bikes up to 500cc four stroke and 350cc two stroke not included in sprint classifications.

It is difficult to define and list all eligible equipment for each class, as there are a number of variables that are considered when determining classification. For example, a 1998 TL1000, although a BOTT Heavy bike, is eligible for GTU, based on its age eligibility for Lost Era. Any questions you have regarding your machines classification eligibility should be directed to the Race Director or Tech committee for review. This is a work in progress and may require some adjustment as time goes along. Our goal is to create an environment that while inclusive also gives the best opportunity to allow for good competition regardless of equipment.