



2008 Official Rulebook

FOREWARD

The Southeastern Mini Roadracing Association, hereafter known as SEMRA, was created in 2003 for the sole-purpose of providing a safe, affordable and fun atmosphere for two-wheeled racers.

We are a family of like-minded racers who impart a family atmosphere at each and every event. Our venues provide great competition for racers of all skills and aptitudes & hope that our mini-roadracing focus will be a platform for which young riders may become the road-racing stars of tomorrow.

This document has been created to allow current and new members to understand the basic rules, regulations and guidelines of a SEMRA event. These rules are an outline only and all racers/ members are explicitly advised that the SEMRA officials will have the final say on any situation that may arise at an event.

CLASSIFICATION OF RIDERS, CLASSES, POINTS, AND SERIES

1. The purposes of the Novice classes are to allow competitors new to mini road racing a safe entry into the sport.
2. No series point will be recorded for any of the Novice classes. A Novice rider can be moved from a class at the discretion of the SEMRA officials.
3. Riders will not be classified as “Novice” based solely on lap times. A rider’s overall ability and capability to make safe and timely decisions will be observed and analyzed by the SEMRA staff on an individual basis.
4. If deemed fit by SEMRA officials, a rider may be deemed a “Novice” and required to ride in the appropriate Novice class or made to wear an orange vest and start at the back of the field regardless of qualification times.
5. A wide range of classes are offered by SEMRA to ensure adequate opportunities for most types of motorcycles. All of the classes, except for the Novice classes, are to follow Superbike rules, which mean that unlimited modifications to both the engine and chassis are allowed. The bike must only comply with the maximum allowable displacement and wheel size when applicable. The class structure for the 2008 season is as follows:
 - Kids Novice Class B – (Ages 4-10)
 - Up to 70cc four stroke. Auto clutch. Up to 50cc two stroke. Auto clutch. No engine mods. Aftermarket pipe and jetting changes only.
 - Kids Novice Class A – (Ages 7-14)
 - Up to 125cc four stroke. Up to 65cc two stroke. No engine mods. Aftermarket pipe and jetting changes only.
 - Adult Novice
 - Ages 14 and up. Any SEMRA legal mini may compete in this class.
 - Formula 1
 - 50cc water cooled two strokes, 60cc air cooled two strokes, and up to 100cc air cooled four strokes with up to 12" wheels.
 - Formula 2
 - Two strokes up to 65cc, 4 strokes up to 125cc under Superbike rules.
 - GP 85
 - Two strokes up to 85cc, air-cooled four strokes up to 175cc under Superbike rules.

- Thumper 136
 - Four stroke machines only up to 136cc under Superbike rules. Unlimited engine mods, but can not exceed 136cc. Examples: XR100, TTR125, DR125, Spec Bike.
- Thumper 150
 - Four stroke machines up to 150cc for water-cooled and 175cc for air-cooled under Superbike rules. Unlimited engine modifications, but must not exceed maximum displacement.
- SuperMini
 - Two strokes machines up to 105cc maximum displacement or Four stroke machines up to 150cc for water-cooled and 175cc for air-cooled. Unlimited engine modifications, but must not exceed maximum displacement.
- SuperMoto
 - Up to 525cc dirt bike chassis, any wheels.
- Light Weight (LW) Spec
 - Thumpstar/SEMRA Spec bike 125cc - Rider and gear weighing 194 Lbs or less.*
- Heavy Weight (HW) Spec
 - Thumpstar/SEMRA Spec bike 125cc - Rider and gear weighing 195 Lbs or more.*

*Only the Thumpstar TDX Super Motorcycle is legal for the Spec classes. The bike must meet the follow guideline to remain eligible.

- 1) Must run a Thumpstar TDX Super Motorcycle
- 2) Motorcycle must pass SEMRA tech
- 3) Motorcycle must be stock in appearance and must retain Thumpstar/SEMRA decals. Color changes of bodywork allowed. Additional stickers allowed, but must not cover stock stickers.
- 4) Must use stock motor. NO MOTOR MODIFICATION ALLOWED. Motors will have a seal and must be unbroken at tech to enter class.
- 5) Electric starter must remain on motor, but battery and wiring may be removed. Bike must run stock ignition. No aftermarket "Black boxes".
- 6) Must use stock carb. and intake. No modifications allowed. Jetting changes are allowed.
- 7) Must use UNMODIFIED stock exhaust.
- 8) Gearing changes are allowed.
- 9) Oil coolers are allowed
- 10) Must use foam air filter
- 11) Footpegs and shifter are ok to change but must remain in stock locations (no rearsets)
- 12) Must use stock fork and shocks. Springs, valving and oil may be changed.
- 13) Must use stock brake master cylinders, calipers, and rotors. Brake pads may be changed to aftermarket.
- 14) Must use stock supplied 12" wheels.
- 15) Tires must be commercially available DOT tires. No slicks or rain tires.
- 16) You may change handlebars, grips, and levers.
- 17) If it doesn't say you can change it, don't!

To order your Spec bike, please contact Bob Henderson. Contact and payment information can be found on the SEMRA website, www.semra.org under the heading of 2008 Spec Classes.

http://www.semra.org/thumpstar_spec_class.htm

Any Thumpstar not purchased directly from Bob Henderson can be subjected to a non-protest teardown at anytime to ensure that the motor meets the stock requirements of the Spec Class.

6. Points will be awarded for each race based on rider finish in the main event only. Qualifying times will be used only to set the grid for the mains, no points will be awarded. The rider must start the main event to receive any points. Points will be given for each position as follows:

1 st 30 points	9 th 15 points	17 th 7 points
2 nd 27 points	10 th 14 points	18 th 6 points
3 rd 25 points	11 th 13 points	19 th 5 points
4 th 23 points	12 th 12 points	20 th 4 points
5 th 21 points	13 th 11 points	21 th 3 points
6 th 19 points	14 th 10 points	22 th 2 points
7 th 17 points	15 th 9 points	23 rd 1 point
8 th 16 points	16 th 8 points	

7. The points will be kept and totaled in order to determine a class champion at the end of the season. Each racer will be allowed to drop his two lowest scoring rounds this includes rounds not attended. This is in effort to prevent racers from being penalized by an inability to attend all the races due to other obligations or geographical location. A round in which a rider has been disqualified or penalized in any manner cannot count as a dropped round.

8. The SEMRA schedule for 2008 can be found on the webpage. This schedule is subject to change due to unforeseen incidents. <http://www.semra.org/2008calendar.htm>

MEMBERSHIP FEES

1. A SEMRA license will be required to compete in any SEMRA event. This license can be obtained by filling out the application found on the SEMRA webpage under the 2008 License App heading. Also, the required fee is to be sent to John Halsey via paypal or a mailed check. <http://www.semra.org/license.htm>
2. The cost for the license will be \$40 for the entire year plus \$10 for each additional minor.
3. A single day license can be purchased for \$10. This license is good for only one SEMRA event. The remaining balance of \$30 will be required to participate in any additional SEMRA events during the same year.
4. No reimbursements will be made for license/entry fees for any reason during the calendar year. SEMRA has the right to invalidate any license for any justifiable cause including but not limited to:
 - Rough riding or intent to cause injury to any other racer or spectator
 - Unsportsmanlike conduct
 - Disregard for any safety regulations or procedures
 - Obscene or obnoxious behavior
 - Suspension or membership termination due to illegal bike modifications

ENTRY FEES

1. The entry cost for racing is as follows (does not include transponder rental):

	Pre – Entry	At Track Entry
First Class	\$ 40	\$ 50
Second Class	+ \$ 15	+ \$ 20
Each additional class	+ \$ 5 each	+ \$ 10 each

2. Pre-entry for each SEMRA race will open prior to the event with the link becoming available on the SEMRA homepage. The racer must fill-out the entry form and Paypal the money prior to the event. Pre-entry will close around midnight on the Wednesday prior to the event. Please note: Each racer must fill-out the entry form and pay prior to Wednesday at midnight to receive the Pre-Registration discount. If either of the obligations is not fulfilled then the racer must pay full price at registration the day of the race.
 - Paypal will accept bank cards and debit cards directly, you do not need to have a Paypal account to Pre-Pay Online.
3. Entry fees are non-refundable. Should a rider have an unforeseen circumstance, which causes their inability to attend a pre-entered event, their fees may be forwarded as a credit for the next round (future events within 90 days of the missed event.) It is the responsibility of the racer to advise the Registration Director of the missed event in order to receive the credit.
**INCLEMENT WEATHER is not an applicable reason for fee credits, SEMRA runs all events rain or shine in the hot or cold, but will delay/pause events due to imminent danger of lightning/hail etc. **
4. Should a racer suffer an injury or mechanical failure, which results in their inability to compete, the following accommodations on credit, may be issued at the at the of the Registration & Race Directors on a case by case basis.
 - If failure prevents any participation or should failure/injury occur during the first practice, up to 100% of fees may be credited towards the next round
 - If failure/injury occurs during 2nd practice, fees may be credited up to 50% towards next round
 - Failure/injury any time after 2nd practice will not be applicable for any credit.
5. Timing and Scoring requires the rental of a transponder in order to be scored for position. Transponder rental is \$15 per person. Should you own an AMB Trans160x (yellow) or Trans260x (red) you will only be required to pay the \$5 scoring fee.
 - Members that are running the same bike or different classes may choose to share a transponder. There will still be a \$5 scoring fee assessed for any racer that will ‘share’ a transponder.
 - All racers are personally responsible for having their transponder on their bike for the timed practice and the main event.
 - Racers who forget their transponder during the timed practice will be gridded at the back of the field for the main event.
 - Racers who forget their transponder during the main event will not be scored unless it is brought to the attention of the Race Director immediately following the event. Timing and Scoring will attempt to determine the finishing position thru verification from fellow racers.
 - Due to the attrition of the race grid from bike failures etc...there is NO guarantee that Timing & Scoring will notice that a racer is missing his/her transponder or be able to determine their exact position.

- All racers are required to do their due diligence to keep the transponder in a safe position on their bike to avoid damage by grinding, scraping, crashing etc. Transponders are the property of SEMRA, therefore extreme negligence which causes total destruction of the transponder may require reimbursement for destroyed equipment.
6. There will be a gate fee required at each event. This fee will vary depending on the track. On average it will be \$15 per person (\$10 per child under 12)
 7. CASH OR CHECK AT THE TRACK! NO CREDIT CARDS CAN BE PROCESSED AT THE TRACK!

RACE OFFICIALS

The below mentioned positions are SEMRA Officials. Those filling these positions at each event are representing SEMRA and their instructions must be followed when participating in any SEMRA event.

- Race Director – The Race Director shall be in charge of overseeing all aspects of the event. This can include but not limited to preliminary track preparation and event schedule. The Race Director makes the final verdict on all matters concerning the event including but not limited to registration, rider classification, current license status, protests or penalties, technical inspections, appeals, and disqualifications.
- Track Marshall – The Track Marshall is responsible for maintaining a safe racetrack by observing all track incidents. It is the job of the Track Marshall to make sure all practice and qualification sessions run according to SEMRA protocol. The Track Marshall will be in charge of aligning the grid for each race, overseeing the starting procedure, and realigning the grid in case of a red flag restart. The Track Marshall will make rulings on all starting infractions such as false starts. Also, the Track Marshall will coordinate all the corner marshals and their activities.
- Chief Technical Inspector – The Chief Technical Inspector is responsible to ensure that all motorcycles meet the minimum safety requirements set forth by SEMRA in the Technical Requirements section. It will also be the Chief Technical Inspector's duty to make rulings on all technical protest.
- Registration Director – The Registration Director shall handle on aspects of registration and dispersion of transponders. It is the job of the Registration Director to make sure all racers are registered for the appropriate class.
- Chief of Timing and Scoring – The Chief of Timing and Scoring will be in charge of timing all qualifying sessions and provide the grid sheets. Also, the Chief of Timing and Scoring shall time and score all of the main events. No racer shall contact or discuss a scoring issues with the Chief of Timing and Scoring without the prior approval of the Race Director.
- Corner Marshals – The Corner Marshals will be in charge of flagging their assigned portion of the track. They are under the guidance and directions of the Track Marshal.
- Head of Flagging – The Head of Flagging shall start the race according to the guideline of the SEMRA starting procedure. Furthermore, the Head of Flagging will be in charge of flagging the start/finish portion of the track as well as all other flagging such as black flags and red flags.

RACE AND START PROCEDURE AND FLAGS

1. There will be a rider's meeting prior to practice and qualifying. This meeting will address such things as length of the practice and qualifying sessions, possible safety hazards, the track's entrance and exit points (Pit Out and Pit In), and other general points of entrance to ensure a safe and efficient event.
2. An event schedule will be provided by the SEMRA staff at the beginning of the day's event. This schedule will be followed for practice, qualifying, and the main events.
3. The first practice will start immediately following the rider's meeting and may or may not be timed; usually only racers who have pre-registered will be provided with lap times if at all possible.
4. The qualifying session will immediately begin after the last practice session has concluded. This session will be timed with each racer's best lap time being used to set the main event's starting grid.
5. Typically, a thirty minute lunch break will be taken at around noon or at the conclusion of qualifying.
6. Prior to the start of the finals, there will be another rider's meeting. At this point, the starting procedure will be discussed. Any track developments or potential hazards will be discussed at this time. If any rider sees a potential hazard please bring it to the SEMRA official attentions immediately or at the riders meeting.
7. The races will begin immediately after the second rider's meeting concludes. It is the job of the rider to be prepared for his race and know his grid position. If a rider doesn't know his grid position; he or she can be sent to the back row at the Track Marshal's discretion.
8. An awards ceremony shall be held shortly after the conclusion of the final race.

Start Procedure

1. All riders will enter the track at Pit In and perform a partial warm-up lap by riding around the track to the starting grid.
2. At the beginning of each main event, the Head of Flagging will be located in front of the grid on the track. It is the rider's responsibility to know where his/her starting position is prior to the race.
3. The Track Marshall will start with row 1 and work his way towards the back of grid making sure that all riders are lined up correctly.
4. At anytime, the Track Marshall can tell the Head of Flagging to wave all riders for a second warm-up lap. This is done if unforeseen events in the starting procedure are taking too long to prevent these high performance engines from overheating.
5. The Track Marshall can send a rider to the back of the grid at anytime for not knowing his/her assigned grid position.
6. When the Track Marshall has confirmed the grid correct, he will signal the Head of Flagging located directly in front of row 1.
7. At this time, the Head of Flagging will walk towards the side of the track and climb up onto the starting box.
8. The Head of Flagging will turn and look at the riders with the green flag held still by his side. Once he looks towards the grid, the green flag will be waved within 3 to 8 seconds.
9. The race begins at the movement of the flag.
10. The motorcycle cannot move forward at anytime before the flag is waved. There are no rolling starts allowed. The bike cannot move forward until the green flag is moved.
11. The Track Marshall and other trackside SEMRA officials will be responsible for calling false starts.

12. In the event of a Red Flag, the race will be stopped and the grid will be set based on rider position from the last completed lap. The rider(s) responsible for the red flag will be allowed to restart the race, but they must do so from the back of the grid.

Flags

1. **Green Flag:** The green flag will be used to start the race. It will be waived at the beginning of the second lap to signal a clean start.
2. **Yellow Flag:** The yellow flag will be used to warn riders of hazards on the track such as a down rider. There are two types of yellow flags: waving and standing.
 - Waving Yellow – Is when a yellow flag is being waved by the Head of Flagging or the Corner Marshals. This signals that a HAZARD is located in this area of the track. NO PASSING ALLOWED.
 - Standing Yellow – Is when the yellow flag is displayed to the riders by the Head of Flagging or the Corner Marshals, but not waved. This signals that a HAZARD exist somewhere on the track, but not a this portion. Normal race pace and passing are allowed under the Standing yellow.
3. **White & Checkered Flag Crossed:** The Head of Flagging will cross the white and green flags and display it to the riders at the start/finish line to signal that the race has reached the halfway point.
4. **White Flag:** The white flag is a courtesy flag that signals 1 lap remains in the race.
5. **White and Black Checkered Flag:** This flag is waved by the Head of Flagging at the start/finish line to signal the end of the race.
6. **Red Flag:** The red flag is displayed by the Head of Flagging to signal that the races has been stopped due to a HAZARD on the track, i.e. Down rider or bike that cannot be moved or HAZARDOUS materials such as oil. All riders shall slowly reduce spend and hold up there left hand to signal to other riders their reduced pace. The riders shall then slowly circulate the remaining portion of the circuit and go to pit lane. They will be directed what to do from there.
7. **Black Flag:** The black flag will be waved at a rider to signal that a HAZARDOUS situation exists with their bike or that they have been penalized. The rider must go to pit road to have the problem repaired or serve the penalty.

PROTEST AND PENALTIES

A racer may protest a competitor for illegal modifications to bike displacement by paying \$150. A SEMRA official and technician will teardown the bike in question in order to measure the displacement. If the competitor who has been protested refuses the teardown, the result is deemed illegal. Also, a non-protest teardown can be enforced if the SEMRA officials deem fit to enforce this at anytime. If the competitor's motorcycle proves legal then SEMRA will pay him/her the amount of \$125 to negate the rebuild cost.

- If the competitor is cheating, the protestor gets the protest money back and the competitor is disqualified. The competitor in question must find his/her own means of re-building the illegal motor.
 - Penalties for cheating;
 - First offense:
 - Loss of all points for that days events for the bike in question
A DQ'd race cannot be "dropped" for championship classification
 - 20 Point Penalty at the year end for rules infraction for any class which was entered on illegal bike
 - One race suspension
 - Second offense:
 - Loss of all points for the current season
 - Banned from participation for the remainder of the season
 - Third offense:
 - Permanently banned from any participation and admittance for all SEMRA events
- If the competitor is legal, the protestor loses the money and \$125 is given to the racer to re-build his/her motor. The remaining \$25 is forfeited to SEMRA for the technician labor expense.

A racer that is deemed to have 'jumped the start' by moving before the green flag will be black flagged by a SEMRA official. The racer will have to come to the pits for a stop and go penalty for the jump start.

- Should the racer fail to acknowledge the black flag, they will be issued a one-lap penalty at the conclusion of the race.
- Should the jump start occur on a restart where only 1 or 2 laps remain in the event, the SEMRA officials may determine an appropriate time penalty in lieu of a black flag.
- Continual disregard for starting procedures may result in additional penalties.

TECHNICAL REQUIREMENTS AND INSPECTIONS

- All race motorcycles must pass technical inspection prior to participating in any SEMRA event. Motorcycles need only be inspected once per event. The exception to this is motorcycles that have been black flagged for mechanical reasons or have been involved in a crash. A SEMRA Tech sticker will be placed on the front number plate of all bikes passing Tech. No motorcycle will be allowed on the track during a SEMRA event without a Tech Sticker

- The Chief Technical Inspector may at his/her discretion allow a "temporary fix" for non safety related problems for a particular race weekend.

The following items will be checked during tech inspection. These items are safety related and pertain to all bikes in all classes.

1. Throttle must return freely
2. Working engine kill switch
3. Bar ends to protect throttle
4. Levers must have ball ends unless protected by hand guards
5. Working front brakes
6. Tires and rims in good condition
7. No turn signals or mirrors
8. Headlights taped or removed
9. No tail light or taillight brackets
10. Oil drain plug safety wired
11. Numbers on front (Minimum 5")
12. Numbers on sides (Min 3")
13. Kick starter lever removed or secured by a cable tie or inner heavy rubber band
14. Exhaust pipe securely mounted
15. Master link clip safety wired or secured with Permatex, etc.
16. Water cooled machines: NO ANTI-FREEZE. Water wetter, Engine Ice, or Liquid Performance only. Must have radiator catch bottle of at least 6oz.
17. No sharp edges that would be hazardous to your fellow competitors or yourself
18. No leaking fluids. No leaking fluids. No leaking fluids.
19. **Coolant and Fuel Catch Cans** – This can be a combined catch tank for both the engine coolant and fuel or two separate systems. Here are the official guidelines for the catch cans.

Deemed Unacceptable:

- Red Bull Type Cans or any other type of Soda Can or any type of flimsy beverage container.
- No flimsy and/or weak container of any kind/any material.
- No container that would allow a significant amount of fuel to be spilled in the event of a crash. Any crash.

All hosing associated with the fuel system must be in good condition, of a proper material, and fastened securely. All fuel overflow hoses must terminate in the catch can. One-way breather vents on the gas cap will be permitted.

Your container should be able to withstand a substantial impact, be of a quality material, large enough and able to contain all of its contents in the event of a crash, be heat-resistant and mounted securely to your bike. Preferably in a location that would reduce and/or eliminate it's exposure to damage.

8oz minimum capacity

NO RED BULL TYPE Canister's will be allowed no matter if they have been acceptable previously with SEMRA or any other organization. The damage inflicted upon tracks due to insufficient catch cans is unacceptable and will not be tolerated by any of the racing venues.

20. A one way valve must be functional on dirt bike style gas caps.

Any motorcycle not meeting these Technical Requirements WILL NOT BE ALLOWED ON THE TRACK. Please make sure you understand all of the requirements prior to the event. Technical question can be asked at anytime on the SEMRA forum under the “SEMRA Tech questions” heading. A SEMRA official will provide you with a timely answer to your questions.

Please do not expect the necessary items or required service to be available at the track.

SAFETY REQUIREMENTS

Rider Equipment

1. Full leathers with armor are highly recommended for all classes. Kevlar race suits (1 piece or zip together), heavy duty (enduro) jacket, with leather or motocross pants with armor may be permitted. However, for youth riders, motocross type riding apparel with knee pads (no sparking sliders) and a full chest/back protector will also be allowed
2. SNELL and DOT approved full-face helmet or motocross helmet are required. All helmets must be in good undamaged condition.
3. Helmet face shields, eyeglasses or goggles must be made of shatterproof material. NO SUNGLASSES!
4. Approved full fingered leather or Kevlar gloves in good condition, with no holes or other openings except for breathing holes.
5. Road racing boots, motocross boots or leather boots that cover the rider's ankles are required.

Pit Area and Race Safety

1. There will be NO ALCOHOLIC beverages allowed while bikes are on the track. This is not restricted to just the rider, but to all who attend any SEMRA event. If someone is caught with an open ALCOHOLIC beverage then that individual and everyone that he is with will be asked to leave the event.
2. It is the rider's responsibility to understand all the rules such as track entrance and exit points.
3. Rough riding will not be tolerated at anytime. Please keep in mind that we are racing for a trophy.
4. Rough riding can be penalized by the SEMRA officials at their discretion by any means, i.e. Dock Points, Position, Banning...
5. In the event of a crash, the rider shall try to remove himself and his motorcycle from the track if possible.
6. All riders will be responsible for all their crew, which includes all family and friends.
7. Each Pit must have a functional fire extinguisher readily available at all times. Extinguishers must be the dry-chemical or CO2 type.
8. No PARENT shall run onto the track at anytime! If your child falls please wait until the track has been cleared and when SAFE a SEMRA official will escort you to your down rider.
9. There will be proper medical staff at every SEMRA event. Please do NOT interfere with the care that the medical staff provides an injured rider.
10. No loud cursing or obnoxious behavior will be allowed at anytime during a SEMRA event. This is a FAMILY sport and SEMRA provides a FAMILY atmosphere.
11. Most importantly, please remember to have FUN and be SAFE.