

## **MOTORCYCLE HILLCLIMB RULES AND GUIDELINES - VERSION 08/14**

The Motorcycle Organizers will allow motorcycles and sidecars to compete. We encourage the entry of motorcycles of a high performance nature, capable of speeds and performance that will be compatible with the nature of Hill Climb events. This event is an invitational event. The qualification of the rider is based on racing experience, equipment, and/or past record as a hillclimb competitor. Acceptance of any entry is at the discretion of the Motorcycle Organizers.

### **TECHNICAL INSPECTION**

- **All motorcycle entrants must pass a technical inspection before they will be permitted to compete or operate a competition vehicle on the course.**
- **Technical inspections will be held by a qualified person appointed by the Motorcycle Organizers.**
- **Anything found unsafe or not meeting spec must be repaired or replaced and inspected again before the entrant will be allowed to compete.**
- **The decision of the Motorcycle Inspector will be final.**
- **Please review the list below and be prepared to display all required items during tech inspection.**
- **The motorcycle rules and requirements are self governed by the Motorcycle Organizers and may be amended at any time without notice.**

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## RIDER GEAR REQUIREMENTS

- **Suit** - Competitors are required to wear a full coverage, protective, riding suit. The suit can be a one-piece suit or two-pieces that zip together. The suit can be textile or leather as long as the textile is not mesh. Lightweight mesh textiles are not acceptable. A one-piece leather suit offers the best protection, is preferable and recommended. The suit should have back, knee, and elbow protection, but these items may be worn as separate reinforcements (such as a protection suit or individually attached body armor).
- **Back** – Back protectors are required. They may be part of a suit, or a separate device worn under or over a suit (see first bullet for more info).
- **Boots** – Competitors must have heavy duty boots that cover the ankles. Motorcycle boots are not required, but you should strongly consider them. Motorcycle boots have specific protectors for toe, ankle, shin, heel and other bones. Motocross boots typically offer the highest level of protection.
- **Gloves** – Motorcycle gloves are required. Abrasion resistant, gauntlet style with knuckle and finger protection reinforcements are preferred. Cloth motocross gloves are not recommended.
- **Helmet** – A full face helmet is required, and must meet current standards outlined below:
  - Motocross helmets with goggles are acceptable.
  - Your helmet must be in good condition and have a shatter resistant faceshield
  - The foam degrades with age and begins losing effectiveness after three years. If your helmet is more than five years old, has been dropped or crashed you should replace it.
  - Helmets must meet DOT certification and must additionally meet certification standards of at least one of the following: Snell 2010, “British Blue Label” standard BSI 6658 Type A, or European ECE22-04 & ECE22-05 P standard.
  - Helmets certified other than by Snell shall not be more than 5 years old, as determined by the date of manufacture in or on the helmet.
- **General** – We want all competitors to be as safe as possible and encourage everyone to take advantage of modern road racing protective gear. If you have any questions regarding your gear or what you should get for gear, please contact the motorcycle organizers

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## BIKE REQUIREMENTS

- **Motorcycle-** The Motorcycle Organizers will allow motorcycles and sidecars to compete. We encourage the entry of motorcycles of a high performance nature, capable of speeds and performance that will be compatible with the nature of Hill Climb events. Upright seating style motorcycles such as Enduro, SuperMoto and Standards with full width handlebars are the proven configuration. The road surfaces are often bumpy. Cruisers and other motorcycles with limited cornering clearance and limited suspension travel are not a wise choice and will likely be excluded. Engines may be two or four stroke. Vintage motorcycles are highly encouraged with prior approval and provided they meet the Technical Inspector's scrutiny. Any questions regarding motorcycle eligibility must be directed to the Motorcycle Organizers for approval before entering the event.
- **Tires-** You need at least **50% of your tire tread remaining** and the tread needs to be in good condition (no dry rot). These are road racing events, so knobbies are not permitted. DOT road tires, racing slicks and rain tires are all ok provided they are in good condition with no cuts or damage.
- **Brakes-** Brakes must have plenty of pad material left. We'd like to see min 50%.
- **Throttle-** The throttle needs to turn freely with no binding and it should snap back from wide open to the closed position quickly and smoothly without assistance.
- **Mirrors, glass and lights-** It is not required to remove or tape over these items, but it is recommended to remove anything that comes off easily.
- **Chain and sprockets-** Make sure your chain and sprockets are in good shape. Worn out sprockets and rusty/binding chains will not be permitted.
- **Check for fluid leaks-** There cannot be any oil, coolant or gas leaks. We do not require you to drain or replace your coolant, but make sure there are no leaks.
- **Steering and suspension-** Your suspension and steering mechanisms should operate smoothly without notching in the bearings.
- **Bodywork-** Any bodywork on the motorcycle must be securely attached.
- **Horn-** A functional horn is required as it is used to signal corner workers in the event of an accident or engine trouble.
- **Numbers** – Should be highly visible from both sides of the bike and not obstructed by rider. If possible, they should be displayed on the front and both sides.
- **Functional Kill Switch**
- **Exhaust Silencer**
- **Ball-end levers** or Bark Buster style guards
- **Evident modifications or repairs** must be workman-like and reliable.
- **Numbers** - Highly visible number plate background and numbers (1 to 3 digits). Minimum of 6" numbers, Numbers must be bold enough to be clearly visible to race officials while on the course. Numbers should be installed at the front and sides of the motorcycle and not obstructed by the rider in any way when operating the motorcycle.
- **Windshield Wipers-** are not required, but we run rain or shine, so plan accordingly!

# MOTORCYCLE HILLCLIMB RULES AND GUIDELINES - VERSION 08/14

## LIGHTWEIGHT CLASS

### Displacement

--> 250 cc 2 stroke

--> 250 cc 4 stroke

## MIDDLEWEIGHT CLASS

### Displacement # of Cylinders

301-450 cc 4 stroke 1

301-550 cc 4 stroke 2

301-500 cc 2 stroke 1

## HEAVYWEIGHT CLASS

### Displacement # of Cylinders

400-640 cc 4 stroke 4

600-675 cc 4 stroke 3

551-849 cc 4 stroke 2

501-849 cc 4 stroke 1

## OPEN CLASS

### Displacement # of Cylinders

750→ cc 4 stroke 4

750→ cc 4 stroke 3

850→ cc 4 stroke 2

## VINTAGE CLASS

### Displacement # of Cylinders

Unrestricted Unrestricted

## SIDECAR CLASS

### Displacement # of Cylinders

Unrestricted Unrestricted

## ELECTRIC CLASS

### Displacement # of Cylinders

Unrestricted Unrestricted

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## **MOTORCYCLE and SIDECAR SAFETY & CONSTRUCTION TECHNICAL REGULATIONS and SPECIAL RULES**

All competitors are bound by the General Competition Rules and all specific rules as approved by the Motorcycle Organizers.

No competitor or his/her authorized agent shall circumvent the spirit and intent of these rules.

The Motorcycle Organizers will allow motorcycles and sidecars to compete at specified events. We encourage the entry of Motorcycle/Sidecar entries of a high performance nature, capable of speeds and performance that will be compatible with the rich heritage of the Hillclimb. Motorcycle Hillclimbs are invitational events. The qualification of the rider is based on racing experience, equipment, and/or past record as a Hillclimb competitor. Acceptance of any entry is at the discretion of the Motorcycle Organizers.

The Motorcycle Organizers have designated a Technical Inspector for the Motorcycle/Sidecar Divisions. This person will work directly for the Motorcycle Organizers. All vehicles must be presented in a neat and clean condition with no body damage or inadequate repairs apparent. The Motorcycle Organizers and Technical Inspector may disqualify a vehicle completing a qualifying run for any reason. Motorcycles may be subject to inspection by the Director of Competition at any time during the event. Motorcycles found to be unsafe will be barred from further competition until defects are corrected.

Rookies are required to attend a rookie orientation which may include on track activities. Failure to successfully complete rookie orientation could result in dismissal from the event. Rookie riders may be required to hold an expert or professional license from a recognized motorcycle racing organization. Final approval will be left up to the Motorcycle Organizers.

- Safety & Authority - In addition to those areas addressed in the Motorcycle Class's rule sheet, each machine and rider must adhere to safety regulations described in the main event organizer's general rules and regulations for the specific event, except where specific to cars and trucks.
- Each machine entered shall be required to pass a safety and technical inspection, at a location and time designated by the Motorcycle Organizers. The safety/technical inspection must be conducted under the direction of the Motorcycle Technical Inspector.
- All motorcycles and sidecars must be presented for technical and safety inspection neat and clean, fully race ready, and with required number plates mounted. No race vehicle will be allowed to practice, qualify or race prior to successful completion of the technical inspection by the Motorcycle Technical Inspector.
- Machines found to be unsafe, or in any manner not in keeping with the rules or standards of this event, may be barred from further competition or until corrections are made, if possible.
- Machines and rider gear may additionally be subject to follow-up inspection, at any time during the event, by the Motorcycle Technical Inspector, to assure continued compliance.
- Rider Apparel - Protective gear must be worn during all phases of competition. Gear must be in good condition both physically and in appearance:
- Racing Numbers - No duplicate numbers can be used in the Motorcycle Division. A letter does not count as a number. The Motorcycle Organizers reserve the right to assign numbers in the event of duplicates.
- All vehicles entered must meet safety requirements as outlined and adhere to the "General Competition Rules" except where it specifically relates to a car/truck.