



2024
RULE BOOK

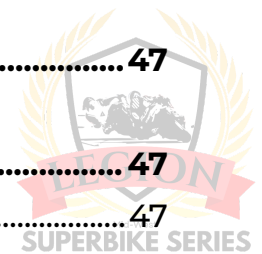
Rev 1.2

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Rider & Classes

1. Riders will be defined as **Amateur** and **Expert**

2. **Classes:**
 - a. SuperStock 1000: 2, 3, or 4 cylinders (AM/EX)
 - b. **SuperBike 1000: 2, 3, or 4 cylinders (EX)***
 - c. SuperStock 600: 2, 3, or 4 cylinders AM/EX)
 - d. **SuperSport 750: 2, 3, or 4 cylinders (AM/EX)***
 - e. SuperStreet 350: 1 or 2 cylinders (AM/EX)
 - i. Sportsman (AM only)
 - f. SuperStock 450:: 1 or 2 cylinders (AM/EX)
 - g. Open Twins: 2 cylinders (AM/EX)
 - h. **Production Twins: 2 cylinders (AM/EX)***
 - i. **Featherweight: 1, 2, 3, or 4 cylinders (AM/EX)***
 - j. Formula 401K (45+Age Group): 2, 3, or 4 cylinders
 - i. SuperBike 1000 (AM/EX)
 - ii. SuperBike 600 (AM/EX)
 - k. Hooligans (AM/EX)
 - i. Bagger
 - ii. Supermoto
 - iii. Hooligan

Bold classes are shootouts which qualify for a cash payout for top finishers

3. **Overall Team Championship**
 - a. All teams (2 or more riders) are eligible.

4. **Overall Women's Championship**
 - a. All woman eligible



General Licensing Requirements

With discretion by The Legion Superbike Series, a LSS Race License will be issued upon receipt of the properly and fully executed items below:

1. Release and Waiver of Liability
2. Medical Information and Release
3. Acknowledgement of Flag Rules
4. Minor Release Form (if minor is 18 years of age or younger)
5. Applicable license fees
6. AMA membership is required to participate in any LSS event; including reciprocity license holders

License Fees

Full Season: \$150.00

Reciprocity: NO CHARGE 1 race (Local MRA, USBA, CMRA, holder), 2 races out of region holder, afterwards need to license up or points will be lost)

Event Entry Fees

Event Fees are as follows:

Registration Fee: \$50

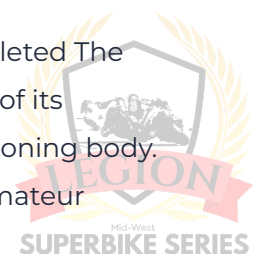
Race Entry Fee: \$70

Payout Classes Race Entry Fee: \$100 (Superbike 1000, Supersport, Production Twins)

(Fees are subject to change depending on venue. This would apply to rounds such as UMC where the cost to rent the facility is double that of other tracks.)

Amateur Licensing

1. Amateur licensing and race classes will be open to anyone who has completed The Legion Moto Race Academy, the approved New Racer Class (NRC) and all of its requirements, or holds an amateur license with another recognized sanctioning body. Once you have completed the Race Academy and have been issued an Amateur



license, you may race in the amateur class races. Such races will be scored in the same manner as Expert races and will award points in the same manner as Expert races.

2. AMA SANCTIONED and Recognized ORGs:
 - 2.1. CVMA, CRA, CMRA, USBA, MRA, WERA, Champschool Race Graduates, PanAmSBK,

3. **Amateur** classes are for the racers learning how to race.

Amateur classes will be open to anyone who has completed the LSS Race Academy, completed any NRS and all of its requirements, or holds an amateur license with another recognized sanctioning body. *See 2.7

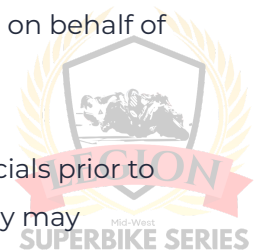
Once you have completed the Race Academy or completed a NRS day and have been issued an Amateur license, you may race in the amateur class races. Such races will be scored and award points in the same manner as Expert races. Amateur racers who do not meet the timing requirements may opt to participate in the Sportsman class. You will be gridded in accordance with your qualifying time. Any amateur that accumulates 225 points or more during the course of a season shall be bumped to Expert for the next racing season. At any point during a season an Amateur Racer may make a request to the Race Director to be promoted to Expert prior to accumulating the required amount of points. The Race Director, in their sole and absolute discretion, shall have the authority to grant or deny any and all requests made by an Amateur licensed competitor to be promoted to Expert, regardless of points tallied.

For example: Racers who do not demonstrate Expert-level motorcycle control will not be promoted, and racers who are riding at an Expert-level will not be permitted to remain an Amateur. The Race Director shall have the authority to promote or demote any Expert or Amateur racer, in their discretion, even if a request is not made by a racer.

Minor Licensing

The parent or legal guardian must properly execute a LSS Minor Race Application on behalf of the minor applicant that is less than 18 years of age.

- The minimum age for all accepted applicants is 14 years of age.
- Potential riders under 14 years old must receive approval from the LSS officials prior to submitting an application for a LSS Race License. At times, race track policy may



dictate or determine the minimum age limit at race events. The parent or legal guardian must always be present and track side when a minor is participating in any LSS race events. No Exceptions. An “adult family friend or buddy” is not acceptable, you must be the legal guardian.

Minor Licensing Requirements

1. Properly executed LSS Race License Application signed by a parent and/or legal guardian.
2. Photocopy of a state/federal issued picture Identification or County Clerk’s office issued birth certificate
3. Properly executed LSS Waiver of Liability by either mother, father, or legal guardian AND minor applicant
4. Applicable fees paid
5. Proof of current medical insurance
6. If applying for Expert License: Provide a current year road racing Expert license from a LSS approved club, OR complete the Legion Moto Race Academy, a NRC or approved LSS NRS from another Org
7. Provide a resume for the past two years of racing experience to include but not limited to: dates, tracks, classes, finishing position, and number of starts
8. In person interview by LSS Race Director with the minor applicant. The LSS, with discretion, will issue the applicant a LSS Race License upon receipt of the above.

Reciprocity Licensing

1. Riders applying for a Reciprocity license who want to bypass the Legion Moto Race Academy, NRC, or authorized schools, must provide documentation from another racing club showing that the rider is classed as either an Amateur or Expert racer.
2. If the rider cannot provide such documentation, the rider MUST take the LMRA.
3. Reciprocity license from *out of region* are allowed 2 rounds, after, holders will NOT:
 - Receive or accrue points either in respective entered race classes or overall championship.
 - LSS sponsor awards/prizes
 - LSS class sponsor awards/prizes



- LSS season end awards/prizes

After 2 rounds you must license up with LSS to keep and continue earning points and purse money.

In region: MRA, USBA, and CMRA, are allowed 1 round.

If you podium in a money class race, the license fee will automatically be deducted from your winnings.

Technical Requirements for all Motorcycles

1. Brakes

1.1. Front brake master cylinder may be altered or replaced from those fitted to the OEM motorcycle.

1.2. Brake pads or shoes may be altered or replaced from those fitted to the OEM motorcycle.

1.3. Brake hoses and brake couplings may be altered or replaced from those fitted to the OEM motorcycle.

1.4. Brake discs may be altered or replaced from those fitted to the OEM motorcycle.

1.5. The Anti-Lock Brake System (ABS) may be used only if installed in the OEM model for road use. However, it must be completely standard (any mechanical or electronic part must remain as OEM, brake discs and master cylinder levers excluded), and only the software of the ABS may be modified (such as an ABS delete plug).

1.6. The Anti-Lock Brake System (ABS) can be disconnected and its ECU can be dismantled. The ABS rotor wheel can be deleted, modified or replaced.

1.7 A brake lever guard is required and must not move or otherwise be loose. It must be in line with the brake lever guard as to help prevent any accidental contact.

2. Handlebars and hand controls

2.1. Handlebars may be replaced.

2.2. Handlebars and hand controls may be relocated.

2.3. Throttle controls must be self-closing when not held by the hand.

2.4. Throttle assembly and associated cables may be modified or replaced.



2.5. Clutch and brake levers may be replaced with an after-market model. A remote adjuster to the brake lever is allowed.

2.6. Switches may be removed or changed.

2.7. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine. The button or switch must be **RED**.

3. Foot rest / Foot controls

3.1. Foot rest/foot controls may be relocated but brackets must be mounted to the frame in the original mounting points. Exceptions are permitted at the discretion of the technical director.

3.2. Foot rests may be rigidly mounted or a folding type which must incorporate a device to return them to the normal position

3.2. On OEM rearsets, the curb feelers on the bottom of the pegs must be removed.

4. Fuel tank

4.1. Fuel tank must begin as originally produced by the manufacturer for the motorcycle

4.1.1. If the standard tank is of insufficient capacity to achieve full race distance then with the prior agreement with the Legion Superbike Series, the tank may be modified to increase its fuel capacity, but must maintain its original external appearance.

4.2. All fuel tanks may be filled with fire retardant material, however, it is not required. Example: foam, open celled mesh.

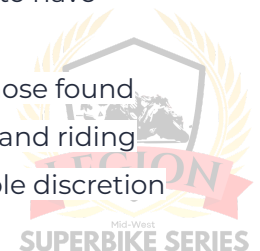
4.3. Fuel tanks with tank breather pipes must be fitted with non-return valves that discharge into a catch tank with a minimum volume of 250cc made of a suitable material.

4.4. Fuel caps may be changed. Fuel caps when closed must be leak-proof.

4.5. The sides of the fuel tank may be protected with a cover made of a composite material. These covers must fit the shape of the fuel tank.

4.5.1 For 2006/2007 models of Yamaha R6, the fuel tank is required to have sliders on left and right outer edges.

4.6. Tank extenders for riding posture and not for fuel capacity, (such as those found on the Yamaha R1) made from composite materials to aid in overall rider comfort and riding position are allowed in all classes. The overall design and attachment are at the sole discretion of Tech Personnel to approve or disapprove.



5. Fairing / Bodywork

5.1. Fairing and bodywork may be replaced with exact cosmetic duplicates of the original parts, but must appear to be as originally produced by the manufacturer for the homologated motorcycle, with slight differences due to the racing use (different pieces mix, fixing points, fairing bottom, etc.).

5.2. The material may be changed. The use of carbon fiber or carbon composite materials is allowed. Specific reinforcements in Kevlar or carbon are allowed locally around holes and stressed areas.

5.3. Overall size and dimensions must be the same as the original part

5.4. Wind screens may be replaced with an aftermarket product.

5.5. The original combination instrument/fairing brackets may be replaced. All other fairing brackets may be altered or replaced.

5.6. The original air ducts running between the fairing and the air box may be altered or replaced. Carbon fiber composites and other exotic materials are forbidden in the Stock classes. Particle grills or "wire-meshes" originally installed in the openings for the air ducts may be taken away.

5.7. The lower fairing (belly pan) must be constructed to hold, in case of an engine breakdown, a minimum of 6 liters. The lower edge of all the openings in the fairing must be positioned at least 70 mm above the bottom of the fairing.

5.8. The upper edge of the rear transverse wall of the lower fairing must be at least 70 mm above the bottom. The angle between this wall and the floor must be $\leq 90^\circ$.

5.9. Original openings for cooling in the lateral fairing/bodywork sections may be partially closed only to accommodate sponsors' logos/lettering. Such modification shall be made using wire mesh or perforated plate. The material is free but the distance between all opening centers, circle centers and their diameters must be constant. Holes or perforations must have an open area ratio $> 60\%$.

5.10. Front mudguards may be replaced with a cosmetic duplicate of the original parts and may be spaced upward for increased tire clearance.

5.11. Rear mudguard fixed on the swing arm may be modified, changed or removed.

5.12. Motorcycles may be equipped with inner ducts to improve the air stream towards the radiator but the appearance of the front, the rear and the profile of the motorcycle must not be changed.

5.13. If a motorcycle crashes resulting in a hole within the belly pan, it must be repaired to satisfy Tech before being allowed to race again.



6. Seat

6.1. Seat, seat base and associated bodywork may be replaced with parts of similar appearance as originally produced by the manufacturer for the motorcycle. The appearance from front, rear and profile must conform to the OEM shape of the actual seat base.

6.2. The top portion of the rear bodywork around the seat may be modified to a solo seat.

6.3. The homologated seat locking system (with plates, pins, rubber pads etc.) may be removed.

6.4 The seat may be removed to run superbike tail fairings with seat pads. These must have at least 3 points of attachment to the motorcycle.

7. Fasteners

7.1. Standard fasteners may be replaced with fasteners of any material and design. The strength and design must be equal to or exceed the strength of the standard fastener.

7.2. Fasteners may be drilled for safety wire, but intentional weight-reduction modifications are not allowed.

7.3. Thread repair using inserts of different materials such as helicoils and timeserts is allowed.

7.4. Fairing / bodywork fasteners may be replaced with the quick disconnect type.

7.5. Aluminum fasteners may only be used in non-structural locations.

8. Assorted

8.1. The following items MAY be altered or replaced from those fitted to the homologated motorcycle

8.2. Any type of lubrication, brake or suspension fluid may be used.

8.3. Gaskets and gasket materials.

8.4. Instruments, instrument bracket(s) and associated cables.

8.5. Painted external surface finishes and decals.

8.6. Material for brackets connecting non original parts (fairing, exhaust, instruments, etc.) to the frame (or engine).



8.7. Protective covers for the frame, chain, footrests, etc. may be made in other materials like fiber composite material, if these parts do not replace original parts mounted on the OEM model.

9. The following items MAY BE Removed

9.1. Emission control items (anti-pollution) in or around the airbox and engine (O2 sensors, air injection devices).

9.2. Tachometer.

9.3. Speedometer.

9.4. Chain guard as long as it is not incorporated in the rear fender. ***You must have a shark fin attached under the swing arm to help prevent bodily parts entering the chain and sprocket.***

9.5. Bolt-on accessories on a rear sub frame.

10. The following items MUST BE Removed

10.1. Headlamp, rear lamp and turn signal indicators (when not incorporated in the fairing). Openings must be covered by suitable materials.

10.2. Rear-view mirrors.

10.3. Horn.

10.4. License plate bracket.

10.5. Toolkit.

10.6. Helmet hooks and luggage carrier hooks

10.7. Passenger foot rests.

10.8. Passenger grab rails.

10.9. Safety bars, center and side stands must be removed (fixed brackets must remain)

11. The following items MUST BE Altered

11.1. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right hand handlebar (within reach of the hand while on the hand grips) that is capable of stopping a running engine, the button or switch must be RED.

11.2. All drain plugs must be wired. Except for the fuel cap.

11.2.1. All oil caps must be secured and safety wired.



11.2.2. All oil, fuel, and coolant hoses must be secured

11.2.3. Oil filter bolts must be secured with safety wire and spin-on oil filters must be secured with a metal clamp and safety wire or other acceptable means

11.3. All motorcycles must have a closed breather system. The oil breather line must be connected and discharged in the airbox or a secured and sealed catch can.

11.4. Where breather or overflow pipes are fitted, they must discharge via existing outlets. The original closed system must be retained: no direct atmospheric emission is permitted

12. Number plate colors

12.1. The background colors for EXPERT may be any color other than yellow. Border colors or number design is a personal choice. Colors need to be contrasting. Please make number and plate designs easily distinguishable from Amateur competitors. EXPERTS MAY choose any available number between 11-999. Top 10 numbers are reserved for Class Champions.

12.2. The background colors and figures (numbers) for Amateur are a yellow background with black numbers. All Amateur numbers are 100-999. NO 2 DIGIT #'s

12.3. The sizes for all the front numbers are approximately: (the sizes listed are FIM standards as a basis or template. We ask competitors to at least make the numbers and design easily visible).

12.3.1. Minimum height: 140 mm (5 ½")

12.3.2. Minimum width: 80 mm (3 ¼")

12.3.3. Minimum stroke: 20 mm

12.3.4. Minimum kerning (space between numbers): 10mm

12.4. The size for all the side numbers is:

12.4.1. Minimum height: 120mm (4.7")

12.4.2. Minimum width: 70mm (2.7")

12.4.3. Minimum stroke: 20mm

12.4.4. Minimum Kerning (space between numbers): 10mm

12.5. The allocated number (& plate) for the rider must be affixed on the motorcycle as follows:

12.5.1. Once on the front, either in the center of the fairing or slightly off to one side.

12.5.1.1. No advertising within 25mm in all directions

12.5.2. One on each side of the motorcycle.



12.5.2.1. The preferred location for the numbers on each side of the motorcycle is on the lower rear portion of the main fairing near the bottom. The number must be centered on the background.

12.6. In case of a dispute concerning the legibility of numbers, the decision of the Legion Superbike Series Tech Staff will be final.

13. Fuel

13.1. Fuel is open in all SUPERBIKE Classes.

13.2 All stock classes must run 91/93 or equivalent; no fuel boosters, race fuels or additives are allowed.

14. Tires

14.1. Race slicks and DOT race tires are approved for use in any class. Any modification or treatment (cutting, grooving) is forbidden.

14.2. Non-DOT approved rain tires may be used with no modification of their original molded tread pattern.

15. Frame Body and Rear SubFrame

15.1. The frame must remain as originally produced by the manufacturer for the motorcycle.

15.2. Holes may be drilled on the frame only to fix approved components (i.e. fairing brackets, steering damper mount, sensors).

15.3. The sides of the frame-body may be covered by a protective part made of a composite material. These protectors must fit the form of the frame.

15.4. Nothing else may be added or removed from the frame body.

15.5. Engine mounting brackets or plates must remain as originally produced by the manufacturer for the homologated motorcycle.

15.6. Front subframe / fairing mount may be changed or altered.

15.7. Rear sub frame may be changed or altered, but the type of material must remain as homologated, or material of a higher specific weight.

15.8. Additional seat brackets may be added, non-stressed protruding brackets may be removed if they do not affect the safety of the construction or assembly. Bolt-on accessories to the rear sub-frame may be removed.



15.9. The paint scheme is not restricted

16. Wings and Aerodynamic Aids

16.1. Wings and other aerodynamic aids will only be considered legal outside of Superbike if originally fitted to the homologated road specification machine in all of Europe, Japan and North America.

16.2. For race use the wings must follow the dimensions, profiles and positions of the homologated shapes exactly (+/-1mm). For copies of the OEM parts, the leading edges (including end plates) must have a minimum circumference of 4mm and must have a rounded end (8mm radius) or be enclosed / integrated into the fairing.

16.3. The OEM parts may be used 'as is' with the exception that the wing root and 10mm from the end face may be modified to allow mounting to the (race) fairing. This may not be in the form of an extension and the size of the wing will be measured with reference to the face of the wing root. The wing must be fitted in the same 'relative' position (accepting the tolerance allowed for the fairing) and the angle of attack must be within +/-4° of the original angle of attack relative to the chassis.

16.4. For active or dynamic aerodynamic parts, ONLY the standard homologated mechanism may be used. The range of movement must be the same as that used by the homologated road machine in normal use - not the mechanical maximum.

16.5. The Technical Directors decision will be final.

Safety Wire Requirements

The following must be safety wired:

- Oil drain bolt
- Oil filter (Hose Clamp) Hose clamp must be wired to itself to not loosen. Then the clamp must be wired to a stationary part to not allow the clamp/filter assy. to loosen.
- Oil filler cap
- Oil cooler bolt (eg.Yamaha R6)
- **Any bolt or hose that carries or returns oil.**
- Radiator cap
- Water pump drain plug
- Axles and/or axle nuts, except in the case of axle sliders that prevent the safety-wiring of axles/axle nuts.



- Caliper bolts.
- Fork pinch bolts
- Video Camera - Must wire/tether camera to the bike.
- Banjo Bolts (eg. Brake lines)
- Sprocket nuts for single sided swingarms
- Brake lever pivot bolts
- Brake caliper pad retainer pins

The general rule of thumb for safety wire is if it could loosen and severely hurt yourself, your bike, or others, it should be wired.

Timekeeping Instruments

All motorcycles must have a correctly positioned timekeeping transponder. Riders must provide their own transponder, or rent one from LSS. The transponder must be approved by the official timekeeper. See LSS timing staff for compatible models.

(Navid@legionsbk.com or justinrobinson@legionsbk.com)

The transponder should be fitted to the fork leg. The manufacturer's suggested direction of the transponder should also be respected. ***It is the racer's responsibility to ensure that the transponder is located in an optimal position and working properly.*** Any machine without a working transponder may not be scored.

Correct attachment of the transponder bracket consists of a minimum of tie-wraps but preferably consists of screws or rivets. Any transponder retaining clip must also be secured by a tie-wrap. Velcro or adhesive alone will not be accepted. The transponder must be working at all times during practices, qualifying, and races.

Fluids, Filters & Guards

- **Oil Filter:** OEM replacement oil filters, aftermarket are allowed at the discretion of tech.
- **Coolant:** Distilled water, Redline - Water Wetter, Motul race coolant, and Maxima Cool-Aide are allowed as coolant.
- **Radiator Guard:** required
- **Oil Cooler Guard:** required *if applicable *
- **Engine Guards:** Aftermarket engine case guards or case covers are required for all motorcycles (unless not currently available).



- **Toe Guard:** A solid protective cover (shark fin) shall be securely fixed (bolted or riveted, bonding permitted with the approval of the Technical Director) to the swing- arm and must always cover the opening between the lower chain run, swingarm and the rear wheel sprocket, irrespective of the position of the rear wheel.
- **Fasteners:** All fasteners must meet factory torque specification. If any fasteners (i.e. axles, pinch bolts, brake calipers, etc.) are found to be loose while on the race course the competitor will be subject to penalties.
- **Breather / Overflow:** Where breather or overflow pipes are fitted, they must discharge via existing outlets. The original closed system must be retained (catch can); no direct atmospheric emission is permitted.
- **Brake Lever Guard:** This component is mandatory to prevent accidental contact between the brake lever and another rider, obstacle, or object, which could unintentionally engage the front brakes and cause a sudden loss of control. The guard must be firm and unable to be pivoted easily once mounted.

Class Technical Specifications

Overall SuperStock

1. Technical Specification

1.1. SuperStock is based upon production models, sold by manufacturers and their dealers anywhere in the world for street use, via normal commercial channels. Proof of compliance rests with the competitor entering the motorcycle. All machines must have unaltered VIN numbers.

1.2. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle section.

1.3. If rules in the SuperStock section conflict with the rules in the Technical Requirements for Motorcycle section, the SuperStock rules take precedence.

1.4. Engine



1.4.1. Fuel injection system

1.4.1.1. Fuel injection systems refer to throttle bodies, fuel injectors, variable length intake tract devices, fuel pump and fuel pressure regulators.

1.4.1.2. The original OEM fuel injection system must be used without any modification.

1.4.1.3. The fuel injectors must be stock and unaltered from the original specification and manufacture.

1.4.1.4. Bell mouths must remain as originally produced by the manufacturer.

1.4.1.5. Butterfly valves cannot be changed or modified.

1.4.1.6. Variable intake tract devices cannot be added if they are not present on the motorcycle and they must remain identical and operate in the same way as the OEM system. All the parts of the variable intake tract device must remain exactly as produced.

1.4.1.7. Air and air/fuel mixture can go to the combustion chamber exclusively through the throttle body butterflies.

1.4.1.8. Electronically controlled throttle valves, known as 'ride-by-wire', may be only used if the OEM model is equipped with the same system.

1.4.1.9. Software may be modified but all the safety systems and procedures designed by the original manufacturer must be maintained.

1.4.2. Cylinders

1.4.2.1. No modifications are allowed.

1.4.3. Cylinder Head

1.4.3.1. No modifications are allowed.

1.4.3.2. No material may be added or removed from the cylinder head.

1.4.3.3. The gaskets may be changed

1.4.3.4. The valves, valve seats, guides, springs, tappets, oil seals, shims, cotter valve, rocker arms, spring base and spring retainers must be as originally produced by the manufacturer for the motorcycle.

1.4.3.5. Only normal maintenance interventions as prescribed by the Manufacturer in the service manual of the motorcycle are authorized.

1.4.3.6. Valve spring shims are not allowed

1.4.4. Camshaft

1.4.4.1. No modifications are allowed.



1.4.4.2. At the technical checks: for direct cam drive systems, the cam lobe lift is measured; for non-direct cam drive systems (i.e. with rocker arms), the valve lift may be measured.

1.4.5. Cam sprockets or gears

1.4.5.1. Cam Sprockets may be slotted to allow the adjustment of cam timing.

1.4.5.2. Pressed on cam sprockets may be replaced with an adjustable boss and cam sprocket.

1.4.5.3. The cam chain must remain as homologated.

1.4.6. Pistons

1.4.6.1. No modifications are allowed (including polishing).

1.4.7. Piston rings

1.4.7.1. No modifications are allowed.

1.4.8. Piston pins and clips

1.4.8.1. No modifications are allowed.

1.4.9. Connecting rods

1.4.9.1. No modifications are allowed (including polishing).

1.4.10. Crankshaft

1.4.10.1. No modifications are allowed (including polishing).

1.4.11. Crankcase / Gearbox housing

1.4.11.1. Crankcases must remain as OEM. No modifications are allowed (including painting and polishing).

1.5. Lateral covers and protection

1.5.1. Lateral (side) covers may be altered, modified or replaced. If altered or modified, the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of the same or higher specific weight and the total weight of the cover must not be less than the original one.



1.5.2. All lateral covers/engine cases containing oil and which could be in contact with the ground during a crash, must be either replaced by a 'heavier' engine cover or protected by a second cover made from metal such as aluminum alloy, stainless steel, steel or titanium, or an approved cover.

1.5.3. Any secondary covers must cover a minimum of 1/3 of the original cover.

1.5.4. It must have no sharp edges to damage the track surface. These covers must be fixed properly and securely with a minimum of three (3) case cover screws that also mount the original covers/engine cases to the crankcases.

1.5.5. Plates or crash bars made from aluminum or steel also are permitted in addition to these covers. All of these devices must be designed to be resistant against sudden shocks, abrasions and crash damage.

1.5.6. Legion Superbike Series approved covers will be permitted without regard to the material or dimensions.

1.5.7. These covers must be fixed properly and securely with case cover screws that also mount the original covers/engine cases to the crankcases.

1.5.8. No oil-containing engine case may be secured with aftermarket Aluminum bolts. The exception to this is if the bike came stock with them from the factory.

1.5.9. Legion Superbike Series personnel have the right to refuse any cover not satisfying this safety purpose.

1.6. Transmission / Gearbox

1.6.1. No modifications are allowed except shimming and undercutting.

1.6.2. Quick-shift systems are allowed (including wire and potentiometer)

1.6.3. Countershaft sprocket, rear wheel sprocket, chain pitch and size may be changed.

1.6.4. The sprocket cover may be modified or eliminated.

1.6.5. Chain guard as long as it is not incorporated in the rear fender may be removed. Shark fins are required.

1.7. Clutch

1.7.1. Only friction and drive discs may be changed, but their numbers must remain as original.

1.7.2. Clutch springs may be changed.

1.8. Oil pumps / oil lines



1.8.1. No pump modifications are allowed.

1.8.2. Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be of metal reinforced construction with swaged or threaded Connectors

1.9. Radiator, cooling system and oil cooler

1.9.1. The only liquid engine coolants permitted will be water or water mixed with ethyl alcohol.

1.9.2. Protective meshes (radiator guard) may be added in front of the oil cooler and IS REQUIRED for water radiator(s).

1.9.3. The cooling system hoses and catch tanks may be changed.

1.9.4. Radiator fan and wiring may be removed. Thermal switches, water temperature sensor and thermostat may be removed inside the cooling system.

1.9.5. Radiator cap is removable.

1.9.6. An additional water radiator may be fitted but the appearance of the front, the rear and the profile of the motorcycle must not be changed. Extra mounting brackets to accommodate the additional radiator are permitted.

1.10. Air box

1.10.1. The air box must remain as originally produced by the manufacturer on the homologated motorcycle but the air box drains must be sealed.

1.10.2. The air filter element may be modified or replaced but must be mounted in the original position.

1.10.3. The air box drains must be sealed.

1.10.4. All motorcycles must have a closed breather system. All the oil breather lines must be connected and discharged in the air box.

1.11. Fuel supply

1.11.1. Fuel pump and fuel pressure regulator must remain as homologated.

1.11.2. The fuel pressure must be as homologated.

1.11.3. Fuel lines from the fuel tank to the delivery pipe assembly (excluded) may be replaced.

1.11.4. Quick connectors or dry break connectors may be used.

1.11.5. Fuel vent lines may be replaced.

1.11.6. Fuel filters may be added.



1.12. Exhaust system

1.12.1. Exhaust pipes and silencers may be modified or changed.

1.12.2. Catalytic converters may be removed.

1.12.3. The silencer(s) must be on the same side(s) of the OEM model. Ultimately this is up to TECH discretion.

1.12.4. For safety reasons, the exposed edges of the exhausts pipe(s) outlet must be rounded to avoid any sharp edges.

1.12.5. Wrapping of exhaust systems is not allowed except in the area of the rider's foot or an area in contact with the fairing for protection from heat.

1.12.6. There are no noise limits at any of the tracks that the Legion Superbike Series attends. LSS reserves the right to invoke sound limits based upon local track conditions and will notify riders of any changes.

1.13.1 Electrics and electronics

1.13.1. Ignition / Engine Control System (ECU)

1.13.1.1. The engine control system (ECU) must be an ECU (Kit or OEM) applicable to the specific OEM model. The ECU may have its software changed, but the ECU may not be physically modified.

1.13.1.2. (ECU) may be relocated.

1.13.1.3. Optional equipment sold by the motorcycle manufacturer and aftermarket manufacturers for the OEM model are allowed (Power Commander, Bazzaz, etc.)

1.13.1.4. No extra sensors may be added for control strategies except shift rod sensors and wheel speed sensors.

1.13.1.4.1. Wheel speed sensors must be included in the Kit ECU and Harness package if required.

1.13.1.5. The addition of a device for infra-red (IR) transmission of a signal between the racing rider and his team, used exclusively for lap timing, is allowed.

1.13.1.6. The addition of a GPS unit for lap timing/scoring purposes is allowed.

1.13.2 Harness:

1.13.2.1. The main wiring harness may be replaced by the kit wire harness as supplied for the Kit ECU model, produced and/or approved by the manufacturer of the motorcycle.

1.13.2.2. The Kit wiring harness may incorporate the data logging harness.



1.13.2.3. A kit harness that incorporates the data logging harness may only accommodate 7 additional sensors.

1.13.2.4. The key/ignition lock may be relocated, replaced or removed.

1.13.2.5. Cutting/trimming of the original main wiring harness is allowed.

1.13.2.6. The original speedometer and tachometer may be altered or replaced

1.14. Spark plugs may be replaced.

1.15. Battery may be replaced.

1.16. Generator, alternator, electric starter

1.16.1. No modifications are allowed.

1.16.2. The electric starter must operate normally and always be able to start the engine during the event.

1.17. Front Forks

1.17.1. Forks (stanchions, stem, wheel spindle, upper and lower crown, etc.) must remain as originally produced by the manufacturer for the motorcycle.

1.17.2. The upper and lower fork clamps (triple clamp, fork bridges) must remain as originally produced by the manufacturer on the motorcycle.

1.17.3. Steering stem pivot position must remain in the homologated position (as supplied on the production bike).

1.17.4. If the standard bike has inserts then the orientation/position of the original insert may be changed but the insert cannot be replaced or modified.

1.17.5. A steering damper may be added or replaced with an after-market damper.

1.17.5.1. The steering damper cannot act as a steering lock limiting device.

1.17.6. Fork caps on the mechanical forks may only be modified or replaced to allow external adjustment. (This does not include the mechanical fork leg that is part of the homologated electronic fork set)

1.17.7. Dust seals may be modified, changed or removed if the fork remains totally oilsealed.

1.17.8. Mechanical Forks

1.17.8.1. Original internal parts of the homologated forks may be modified or changed. Aftermarket damper kits or valves may be installed.



1.17.9. The original surface finish of the fork tubes (stanchions, fork pipes) may be changed. Additional surface treatments are allowed.

1.17.10. Electronic Forks

1.17.10.1. No aftermarket or prototype electronically-controlled suspension parts may be used.

1.17.10.2. Electronic suspension may be used if such suspension is already present on the production model of the motorcycle, and it must remain completely standard (all mechanical and electronic parts must remain as OEM) with the exception of shims and springs.

1.17.10.3. The original suspension system must work safely in the event of an electronic failure.

1.17.10.4. The electronic front suspension may be replaced with a mechanical system from a similar homologated model from the same manufacturer.

1.17.10.5. Electronic forks may have their complete internal parts (including all electronic control) replaced with a conventional damping system and it will be considered as a mechanical fork.

1.18. Rear fork (Swing arm)

1.18.1. The rear fork must remain as originally produced by the manufacturer for the homologated motorcycle.

1.18.2. A chain guard / shark fin must be fitted in such a way to reduce the possibility that any part of the riders' body may become trapped between the lower chain run and the rear wheel sprocket.

1.18.3. Rear fork pivot bolt must remain as originally produced by the manufacturer for the motorcycle.

1.18.4. Rear pivot position must remain in the homologated position (as supplied on the production bike). If the standard bike has inserts then the orientation/position of the original insert may be changed but the insert cannot be replaced or modified.

1.18.5. Rear wheel stand brackets may be added to the rear fork by welding or by bolts. Brackets must have rounded edges (with a large radius).

1.18.6. Fastening screws must be recessed.

1.18.7. An anchorage system or point(s) to keep the original rear brake caliper in place may be added to the rear swing-arm.

1.18.8. Aftermarket axle sliders are allowed



1.19. Rear suspension unit

1.19.1. All the rear suspension linkage parts must remain as originally produced by the manufacturer for the motorcycle.

1.19.2. Mechanical Suspension

1.19.2.1. Rear suspension unit (shock absorber) may be modified or replaced, but the original attachments to the frame and rear fork (swing arm) must be OEM.

1.19.3. Electronic Suspension

1.19.3.1. Electronic suspension may be used if such suspension is already present on the production model of the motorcycle, and it must remain completely standard (all mechanical and electronic parts must remain as OEM) with the exception of shims and springs).

1.19.3.2. The original suspension system must work properly and safely in the event of an electronic failure.

1.19.3.3. The electronic shock absorber can be replaced with a mechanical one.

1.20. Wheels

1.20.1. Wheels of the same material that originally came from the manufacturer are allowed

1.20.2. A non-slip coating / treatment may be applied to the bead area of the rim.

1.20.3. If the original design includes a cushion drive for the rear wheel, it must remain as originally produced for the homologated motorcycle.

1.20.4. Wheel axles must remain as homologated, wheel spacers may be modified or replaced.

1.20.5. Wheel balance weights may be discarded, changed or added to.

1.20.6. Inflation valves may be used.

Parc Ferme - Payout Classes ONLY

Following qualification and races, the top 8 motorcycles are required to promptly proceed to Parc Ferme for Technical Inspection.

Failure to do so, by heading down the hot pit lane to the pit entrance and then proceeding directly to the Tech area, will result in disqualification from the qualifying session or race.



These top 8 contenders will be held for a maximum of 15 minutes and inspected for technical and safety compliance. Technical infractions may lead to disqualification, while safety infractions will not.

In the case of back-to-back races, riders can remain on the hot pit side of the wall and commence their next race. After completing the second race, riders must promptly report to Parc Ferme. **Failure to do so will result in disqualification from the race.**

SuperStock 600 (SSP | AM/EX)

1. Goal: To offer competitive racing with OEM production middleweight motorcycles with minimal modifications.

2. Motorcycle Specifications

2.1. Examples of Motorcycles in this class are

- CBR600RR
- Suzuki GSX-R 600
- Kawasaki ZX-6R 636
- Ducati 848
- Yamaha YZF-R6
- Triumph 675R
- MV Agusta F3 675

3. Technical Specifications

3.1. Motorcycles must meet the rules specified in the ***Technical Requirements for Motorcycle and SuperStock rules***

3.2. If rules in the SuperStock 600 rules conflict with the rules in the Technical Requirements for Motorcycle or SuperStock rules, the SuperStock 600 rules take precedence.

3.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles rules, the SuperStock rules, the SuperStock 600 rules, must remain as originally produced by the manufacturer for the motorcycle.

3.4. Engine configurations and displacement capacities. The following engine configurations comprise the class

- 3.4.1. Over 401cc, Up to 636cc, 4 cylinders, 4-stroke
- 3.4.2. Over 401cc, Up to 765cc, 3 cylinders, 4-stroke
- 3.4.3. Over 401cc, Up to 660cc, 4 cylinders, Liquid cooled



3.4.4. Over 401cc, Up to 855cc, 2 cylinder, 4 valve per cylinder

3.5. The displacement capacity, bore and stroke (new), must remain at the homologated size.



SuperStock 1000 (SSP | AM/EX)

1. Goal: To offer competitive racing with OEM production motorcycles with minimal modifications.

2. Motorcycle Specifications

2.1. Examples of Motorcycles in this class are

- CBR1000RR
- Suzuki GSX-R 1000
- Kawasaki ZX-10R
- Ducati Panigale V4
- Aprilia RSV4
- Yamaha YZF-R1
- KTM 1190 RC8
- BMW S1000RR

Production bikes which are produced over 1000cc are limited to 1200cc.

3. Technical Specifications

3.1. Motorcycles must meet the rules specified in the **Technical Requirements for Motorcycle section and SuperStock rules.**

3.2. If rules in the SuperStock 1000 rules conflict with the rules in the Technical Requirements for Motorcycle section or SuperStock section, the SuperStock 1000 rules take precedence.

3.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles section, the SuperStock section, and the SuperStock 1000 section, must remain as originally produced by the manufacturer for the motorcycle.

3.4. The following engine configurations comprise the class:

3.4.1. All engine configurations, 600cc and up

3.5. The displacement capacity, bore and stroke (new), must remain at the homologated size.



SuperStreet 350 (SSP | AM/EX)

1. Goal: To offer competitive racing with OEM factory motorcycles with minimal modifications such as suspension set up, and exhaust.

2. Motorcycle Specifications

2.1. Examples of motorcycles in this class are:

- Kawasaki Ninja 300
- Kawasaki Ninja 250
- Honda CBR250R
- Honda CBR300RR
- Yamaha YZF-R3

3. Technical Specifications

3.1. Motorcycles must meet the rules specified in the **Technical Requirements for Motorcycle section and SuperStock rules.**

3.2. If the SuperStreet 350 rules conflict with the Technical Requirements for Motorcycle section or the SuperStock section, the SuperStreet 350 rules take precedence.

3.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles, the SuperStock, and the SuperStreet 350 section, must remain as originally produced by the manufacturer for the motorcycle.

3.4. Engine configurations and displacement capacities. The following engine configurations comprise the class:

3.4.1. Single cylinder, four-stroke liquid cooled, 350cc

3.4.2. Twin cylinder, four-stroke liquid cooled, up to 350cc

3.5. The displacement capacity, bore and stroke (new), must remain at the homologated size.

3.6. Supermotos are not legal for this class.



SuperStock 450 (SSP | AM/EX)

1. Goal: To offer competitive racing with OEM production motorcycles with minimal modifications.

2. Motorcycle Specifications

2.1. Examples of motorcycles in this class are:

- Honda CBR500R (exception)
- Honda CBR250R
- Kawasaki Ninja 250
- Kawasaki Ninja 300
- Kawasaki Ninja 400
- CFMOTO 450SS
- Aprilia 457
- KTM RC390 / 390 Duke
- Yamaha YZF-R3**
- BMW G310R

3. Technical Specifications

3.1. Motorcycles must meet the rules specified in the **Technical Requirements for Motorcycle section and SuperStock rules.**

3.2. If the SuperStock 450 rules conflict with the Technical Requirements for Motorcycle rules or the SuperStock rules, the SuperStock 450 rules take precedence.

3.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles rules, the SuperStock rules, and the SuperStock 450 section, must remain as originally produced by the manufacturer for the motorcycle.

3.4. The following engine configurations comprise the class:

3.4.1. Twin cylinder, four-stroke liquid cooled, up to 457cc

3.4.2 Single cylinder, four-stroke liquid cooled, 457cc

3.5. The displacement capacity, bore and stroke (new), must remain at the homologated size.

3.6. Supermotos are not legal for this class.

*** Yamaha YZF-R3 and YZF-R3A may be equipped with the GYTR engine kit B7P-RACE3-19- 00. Yamaha YZF-R3 and YZF-R3A with or without the GYTR engine kit may be equipped with an approved piston or Yamaha YZF-R3 and YZF-R3A may be equipped with an approved overbore kit. ***



Production Twins (SBK | AM/EX)

1. Motorcycle Specification

1.1. SuperBikes are based upon production models, sold by manufacturers and their dealers anywhere in the world for street use via normal commercial channels. Proof of compliance rests with the competitor entering the motorcycle. All machines must have unaltered VIN numbers.

1.2. Examples are Yamaha FZ-07, Aprilia RS660, Suzuki SV 650, Yamaha R7, Ninja 650

2. Technical Specification

2.1. Motorcycles must meet the rules specified in the **Technical Requirements for Motorcycle section and SuperBike rules.**

2.2. If rules in the SuperBike section conflict with the rules in the Technical Requirements for Motorcycle section, the SuperBike rules take precedence.

2.3. All parts and systems not specifically mentioned in the following SuperBike rules may be modified.

3. Superbike Rules

3.1. Engine

3.1.1. Engine modifications are unlimited as long as total engine displacement cc is not modified

3.2. Fuel

3.2.1. OPEN

3.3. Frame Body and Rear SubFrame

3.3.1. Frame and engine must be from a production, street use motorcycle.

3.3.2 Subframe may be made out of any material and dimensions may be altered from OEM

3.3.3. Strengthening gussets or tubes may be added.

3.3.4. Only brackets or tubes not supporting suspension, engine, or driveline components may be removed.

3.4. Legion Superbike Series reserves the right to declare unusual or limited production machines eligible for SuperBike competition.

3. Engine configurations and displacement capacities

3.1. The following engine configurations comprise the Twins Cup class.

3.4.1 Over 600cc up to 780cc 4 stroke 2- cylinder water cooled



3.4.2 Over 600cc up to 800cc 4 stroke 2- cylinder air cooled

3.2. Modifying the bore and stroke to reach class limits is not allowed. All machines must be normally aspirated.



Hooligans (SSP | AM/EX)

1. Motorcycle Specification

1.1. Hooligan motorcycles are based upon production models, sold by manufacturers and their dealers anywhere in the world for street use via normal commercial channels. Proof of compliance rests with the competitor entering the motorcycle. All machines must have unaltered VIN numbers.

1.2 Examples are KTM Duke 890R, Aprilia Tuono 1100, Yamaha MT-10, Indian FTR 1200, Kawasaki Ninja 1000sx, Honda CB1000

2. Technical Specification

2.1. Motorcycles must meet the rules specified in the **Technical Requirements for Motorcycle section and SuperStock rules unless there is an exception within Hooligans Rules.**

2.2. If rules in the SuperStock section conflict with the rules in the Technical Requirements for Motorcycle section, the SuperStock rules take precedence.

2.3. All parts and systems not specifically mentioned in the SuperStock rules and the following Hooligans rules may be modified.

3. Hooligans Classification/Rules

3.1. A hooligan bike is a simple classification meant to be extremely inclusive: **ANY production motorcycle with OEM handlebars placed ABOVE the top triple**

3.2. Hooligan bikes may retain **OEM bodywork and are not required to run a belly pan**

3.2.1. Any/All lights must be disabled/removed and taped over

3.3. The motorcycle must follow the Safety Wire guidelines within the Technical Requirements for Motorcycle section

3.4. **Superbike modifications are not permitted. This class is solely production / superstock bikes**

3.5. License plates must be removed

3.6. Kick stands are permitted, however, must have a functioning return spring and/or be retained with safety wire

3.7. Number plates are required on the front of the bike, however, do not have to follow the exact specifications in the Technical Requirements for Motorcycle section.

3.8. Handlebars may be modified, however, must stay placed ABOVE the top triple clamp



SuperBike 1000 (SBK | EX)

1. Motorcycle Specification

1.1. SuperBikes are based upon production models, sold by manufacturers and their dealers anywhere in the world for street use via normal commercial channels. Proof of compliance rests with the competitor entering the motorcycle. All machines must have unaltered VIN numbers.

1.2 Examples are Kawasaki ZX10RR, Panigale V4, Yamaha R1, Honda CBR 1000RRRRR, Aprilia RSV4, BMW M1000RR

2. Technical Specification

2.1. Motorcycles must meet the rules specified in the **Technical Requirements for Motorcycle section and SuperBike rules.**

2.2. If rules in the SuperBike section conflict with the rules in the Technical Requirements for Motorcycle section, the SuperBike rules take precedence.

2.3. All parts and systems not specifically mentioned in the following SuperBike rules may be modified.

3. Superbike Rules

3.1. Engine

3.1.1. Unlimited engine modifications are permitted, as long as total engine displacement cc does not exceed 1200cc.

3.2. Fuel

3.2.1. OPEN

3.3. Frame Body and Rear SubFrame

3.3.1. Frame and engine must be from a production, street use motorcycle.

3.3.2 Subframe may be made out of any material and dimensions may be altered from OEM

3.3.3. Strengthening gussets or tubes may be added.

3.3.4. Only brackets or tubes not supporting suspension, engine, or driveline components may be removed.

3.4. Legion Superbike Series reserves the right to declare unusual or limited production machines eligible for SuperBike competition.



SuperSport 750 (SSP/SBK | AM/EX)

1. This class is based upon MotoAmerica Next-Gen Supersport Rules.

1.1* List of Next-Gen Supersports:

- Suzuki GSX-R750
- Ducati Panigale V2
- Triumph ST765RS
- MV Agusta F3 800 / Superveloce

1.2 This class will include supersport/superbike variants of Superstock 600 models, as well as Superstock Next-Gen Supersports.

2. Technical Specification

2.1. 600cc Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle and *SuperBike* sections.

2.1.1 Next-Gen Supersport motorcycles (1.1*) ONLY must meet the rules specified in the Technical Requirements for Motorcycle section and *SuperStock* rules.

2.1.2 The Ducati Panigale V2 must follow MotoAmerica Next-Gen balancing rules; to include FIM approved ECU, RPM limiter, and NO internal engine modifications.

2.1.2.1 The competitor can present a MotoAmerica competition chassis sticker or other forms of proof of entry to pass the bike

2.1.3 Exceptions can be made for various models at the discretion of the Tech Director. Ex. Triumph ST765RS running Daytona bodywork + subframes.

2.2. If rules in the SuperSport 750 section conflict with the rules in the Technical Requirements for Motorcycle or SuperBike sections, the SuperSport 750 rule takes precedence.

3. Engine configurations and displacement capacities. The following engine configurations comprise the class:

- 3.1. Over 401cc, Up to 750cc, 4-stroke, 4 cylinders
- 3.2. Over 401cc, Up to 800cc, 4-stroke, 3 cylinders
- 3.3. Over 401cc, Up to 955cc, 2 cylinder, three or more valves per cylinder



Featherweight (SBK | AM/EX)

1. This class is based upon SuperBike Rules.

1.1. Examples: Yamaha R3, Ninja 400, Aprilia 457, CFMOTO 450

2. Technical Specification

2.1 Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle section.

2.2. If Featherweight rules conflict with the rules in the Technical Requirements for Motorcycle and SuperBike sections, the Featherweight rules take precedence.

2.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles and Featherweight sections must remain as originally produced by the manufacturer for the motorcycle.

2.4. The following engine configurations comprise the class:

2.4.1 Two stroke, single cylinder, up to 250cc

2.4.2 Four stroke, two cylinder, up to 460cc

2.4.2 Four stroke, single cylinder, up to 460cc

2.5. The following motorcycles are legal to race in this class under **SUPERSPORT** regulations: KTM 450 SMR, Husqvarna FS450, Ninja ZX4RR. Balancing and allowance of additional models in the future is up to the discretion of the race director.

3. Superbike Rules

3.1. Engine

3.1.1. Unlimited engine modifications are permitted, as long as total engine displacement cc does not exceed 460cc

3.2. Fuel

3.2.1. OPEN

3.3. Frame Body and Rear SubFrame

3.3.1. Frame and engine must be from a production, street use motorcycle.

3.3.2 Subframe may be made out of any material and dimensions may be altered from OEM

3.3.3. Strengthening gussets or tubes may be added.

3.3.4. Only brackets or tubes not supporting suspension, engine, or driveline components may be removed.

3.4. Legion Superbike Series reserves the right to declare unusual or limited production machines eligible for SuperBike competition.



Open Twins (SBK | AM/EX)

1. This class is based upon SuperBike Rules.

1.1. Examples are Yamaha R7, Ducati Panigale 1199, KTM RC8C, Kramer 890R, Aprilia RS660, Ducati 848, KTM RC8

2. Technical Specification

2.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle and SuperBike sections.

2.2. If rules in the following section conflict with the rules in the Technical Requirements for Motorcycle section or SuperBike section, the rules in the Formula Twins section take precedence.

2.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles, SuperBike, and the Formula Twins sections, must remain as originally produced by the manufacturer for the motorcycle.

2.4. Engine configurations and displacement capacities. The following engine configurations comprise the class:

2.4.1. Unlimited displacement two cylinder, four stroke.

Sportsman (SSP/SBK | AM)

Goal: Sportsman is open to ALL motorcycles that meet the technical safety requirements and is an OPEN class.

1. Sportsman is only open to **Amateur Racers** who have not met the Qualifying cut off time within the 110%. This gives riders the opportunity to still race, but in their own class segment.

There are no Championship points for Sportsman.

2. **Those that do not meet the qualifying times will automatically be gridded in Sportsman.**

2.1. Sportsman will be gridded in the back of the Featherweight|500|350 class.



Formula 401k (SBK | AM/EX)

1. This class is based upon SuperBike Rules

2. Racers participating in Formula 45 must be a minimum of 45 years of age or turning 45 during the year they are racing.

Example: Racer's birthday is in November, 2024 but they are allowed to race Formula 45 in May, 2024.

3. Technical Specification

3.1. Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle and SuperBike section.

3.2. If rules in the following section conflict with the rules in the Technical Requirements for Motorcycle section or SuperBike section, the rules in the Formula 45 section takes precedence.

3.3. All parts and systems not specifically mentioned in the Technical Requirements for Motorcycles section, SuperBike section, and the Formula 45 section, must remain as originally produced by the manufacturer for the motorcycle

3.4. 600cc Motorcycles must meet the rules specified in the Technical Requirements for Motorcycle and *SuperBike* sections.

3.4.1 Next-Gen Supersport motorcycles (1.1*) ONLY must meet the rules specified in the Technical Requirements for Motorcycle section and *SuperStock* rules.

3.4.2 The Ducati Panigale V2 must follow MotoAmerica Next-Gen balancing rules; to include FIM approved ECU, RPM limiter, and NO internal engine modifications.

3.4.2.1 The competitor can present a MotoAmerica competition chassis sticker or other forms of proof of entry to pass the bike

3.4.3 Exceptions can be made for various models at the discretion of the Tech Director. Ex. Triumph ST765RS running Daytona bodywork + subframes.

4. Superbike Rules

4.1. Engine

3.1.1. Unlimited engine modifications are permitted, as long as total engine displacement cc does not exceed 1200cc

4.2. Fuel

4.2.1. OPEN

4.3. Frame Body and Rear SubFrame



4.3.1. Frame and engine must be from a production, street use motorcycle.

4.3.2 Subframe may be made out of any material and dimensions may be altered from OEM

4.3.3. Strengthening gussets or tubes may be added.

4.3.4. Only brackets or tubes not supporting suspension, engine, or driveline components may be removed.

4.4. Legion Superbike Series reserves the right to declare unusual or limited production machines eligible for SuperBike competition.



Team Championship Guidelines

Purpose: To promote teams within the paddock and grow the sport. The team with the most combined points at the end of the season wins the overall Team Championship.

1. Team Roster

- 1.1. Roster will be limited to 8 racers.
- 1.2. A roster form does NOT need to be submitted every round.
- 1.3. Initial roster form must be received prior to the start of race 1 for scoring to start on the current race weekend.
- 1.4. Any roster changes must be submitted prior to the start of a race
 - 1.4.1. If a racer has not been on a previous roster form for the current race season, the racer must sign the roster form.
 - 1.4.2. If a racer has been on a previous roster form for the current race season, the racer does not need to sign the roster form.
- 1.5. A racer may choose to leave or change teams at any time. (team contracts and obligations are not LSS business)
 - 1.5.1. If a racer leaves a team for another prior to the start of race 1, the old team has 1 hour after the start of race 1 to fill the roster spot.
 - 1.5.2. If a racer chooses to leave a team after the start of race 1, the team they left will have 1 hour to fill the roster spot.
 - 1.5.3. The racer will not be able to return to the roster until the waiver period is over.
- 1.6. The waiver period is defined as the next round of racing.

Women's Championship

1. Team Roster

- 1.1. Roster is limited to only female **riders**
- 1.2. Roster must follow the guidelines for overall Team Championship

2. Points

- 2.1. Points calculated for the Women's championship will only include qualifying rosters which are not altered to include / remove male riders at any point throughout the season.

What constitutes a team?

1. A team is 2+ riders, Max 8 riders



- 1.1 You must have a Team name registered at the beginning of the season, before round 1
- 1.2 Your Team name must be legible somewhere on your bikes
- 1.3. Racers may be removed, but never added.
- 1.4. Cost per team rider, per round in order to be scored for points in the Team Championship is \$20 (this fee goes exclusively towards end of year trophy and payout.)

2. Scoring

- 2.1. Racers listed on a team's last submitted roster form will be scored. All points acquired will be added up each weekend.
- 2.2. Points a racer earned while a member of the team will remain with the team after a racer leaves the team.

Scoring

Points Allocation

Points will be awarded at all Legion Superbike series.

1. Superbike points will accrue toward the top 5 number plates for the following season. Accrued points in the Superbike class is the only way a top 5 number plate may be earned.
2. Overall Championship points will accrue toward the #5 - #9 number plates for the following season. Accrued overall club points are the only way a 5-9 number plate may be earned.
3. Points will accrue toward class championships in all classes.
4. Points from class championships will accrue towards overall club points.
5. In the event that there is a tie for a championship, that tie will be broken based on the number of first places in the series. If that does not break a tie, the number of second-place finishes will be compared, then thirds, fourths, etc., until the tie is broken. If the number of finishes in each place is the same, the championship place will go to the rider with the most recent best finish.
6. Points may not be transferred from one class to another.
7. Sprint and Shootouts are COMBINED Points. The combined highest points in Payout Classes determine the payout winners.

Competition Numbers

Competition Numbers 1 through 10 will be awarded as Follows:

#1 SuperBike 1000 Class Champion



#2 SuperSport 750 Class Champion

#3 Production Twins Class Champion

#4 Featherweight Class Champion

#5-9 Will be awarded to the top five expert racers based on the total number of points earned across all classes during the previously completed season.

#10 Will be awarded to the racer that earns the most points across all amateur classes during the previously completed season and completes the season as an amateur (must race the final round as an amateur).

If a racer earns a top four number AND is in the top five total points for the previous season, their top 4 number will supersede the 5-9 number, making that number available to the next points earner.

Amateur Racers may select any 3-Digit competition number from the list of available numbers (100-999) Expert Racers may select any 2-Digit or 3-Digit competition number from the list of available numbers. (11-999)

Numbers need to be purchased each year through Track Rabbit for \$5. If you purchase a number and not a license, and another licensee requests that number, you will forfeit the number if you choose to not purchase a license by round 1. The \$5 will not be refunded.

Reciprocity License Numbers

Racers competing under a reciprocity license may use their current competition number from another sanctioning body. The letter "X" will be added to their current competition number in Legion's timing/scoring system.

Pro Racer License Numbers

A professionally recognized racer may use their current competition number from the professionally recognized sanctioning body. The letter "X" will be added to the competition number of the racer in Legion's timing/scoring system. If the racer does not wish to purchase a LSS license, such license shall be treated as reciprocity and the license expires at the end of the event. If a racer DOES wish to purchase a LSS License AND intends to use their pro racing motorcycle at LSS, such license shall be valid for one season



Finish Position

1. To qualify for a finish position, a rider must start the race with the green flag/light or start while the race is in progress.
2. Any rider who does not complete the full race distance for any reason will be awarded a `did not finish` ("DNF") position at the bottom of the results.
3. Any rider who is on the grid but does not start the race or join the race in progress will be scored as a `did not start` ("DNS") position at the bottom of the results.
4. Hot pit lane is considered part of the racetrack, any rider who crosses the start/finish line via hot-pit lane will be scored as if they crossed start/finish on the race track.

PAYOUT Classes

1. Payout Classes are the premier race classes (subject to change year to year)
-SBK1000, SUPERSPORT 750, PRODUCTION TWINS, FEATHERWEIGHT
2. Big Checks will be awarded at the podium ceremony to the 3 riders with the *highest combined points for both the class races: Sprint & Shootout*. (The checks are not yours to keep and must be returned)
3. Actual checks will be mailed to the riders address on file within 30 business days after the race weekend.
4. All cash prize winners must have a 1099 filled out and on file in order to receive earnings.
5. Actual dollar amounts are dependent on registration numbers as well as sponsor contingency for the class. (Higher Registration numbers will increase the Base Payout if applicable)
6. The BASE PAYOUT structure is as follows:

SBK1000

1st. \$1200 2nd. \$1000 3rd \$750

SuperSport 750

1st. \$1000 2nd. \$750 3rd. \$500

Production Twins

1st. \$750 2nd. \$500 3rd. \$250

Featherweight

1st. \$300 2nd.\$200 3rd. \$100





Class Championship Points Allocation

All class championship points awarded for the race will be awarded based on the finishing position listed on the scale below:

SPRINT RACES

POSITION	POINTS
1st	25
2nd	20
3rd	16
4th	13
5th	11
6th	10
7th	9
8th	8
9th	7
10th	6
11th	5
12th	4
13th	3
14th	2
15th	1

SHOOTOUT RACES (5 laps)

POSITION	POINTS
1st	20
2nd	16
3rd	13
4th	11
5th	10
6th	19
7th	8
8th	7
9th	6
10th	5
11th	4
12th	3
13th	2
14th	1



Fines and Penalties

Riders may be penalized and/or fined by the Race Director for actions, including but not limited to, those described in this section.

Penalties may range from monetary fines (up to \$500), an imposed time penalty, the docking of a lap from a race finish, disqualification from participation in one or more seasons, and/or disqualification from a race event (including loss of points and awards) or any combination of the above.

- Usage of drugs, chemical intoxicants or alcoholic beverages
- Participating in practice sessions, qualifying sessions or races where rider is not:
 - Properly registered or entered
- Fraudulent identity
 - Misuse of race license
 - Uses a motorcycle that did not pass Tech Inspection
- Riding or pushing a motorcycle on or near the active course, for any reason, against the course direction
- Bad conduct on or off the race track at a race event
- Disregard of rules, procedures, flag signals, directives of any race official or CRA policies and procedures
- Operating any motorcycle or other vehicle, or allowing his/her pit crew members to operate such a vehicle at over 15mph in the pit area or paddock
- Foul and dangerous riding including but not limited to: unsportsmanlike riding, erratic riding behavior on track, intentional dangerous maneuvers
- Disregard of any applicable provisions of the Rulebook
- Failure to attend Rider's Meeting
- Falsifying documentation
- Tampering with someone else's motorcycle or gear without authorization
- Entering and competing on a motorcycle/minicycle in a class where it is not the same basic design and materials of the approved model for the class entered.
- Failing to immediately respond to a black flag or other signals from officials.
- Failing to re-enter the course/track without gaining an advantage, from the closest point to where the rider left the course.
- Receiving any form of prohibited outside assistance, including, but not limited to, receiving radio transmissions while in competition.
- Causing a race to be stopped.



Passing under a waving yellow:

Riders have 2 laps to give the position back. Giving the position back constitutes the other rider's bike (rear tire) being in front of your front tire. There is no other set distance or amount of time. You may take the position back at any point if you do so afterwards.

Failure to do so will drop you as many positions as you gained from the pass.

Red flag/ black flag violations are at the discretion of race direction and may include a fine.

5. Levels

1. Overall Penalties

1.1. Verbal Warning

1.2. 5 Second Penalty

1.3. Loss Of Position

1.4. Loss Of Points

1.5. DQ

1.6. Probation

1.6.1. Length of probation will be based on the severity of the infraction.

1.7. Suspension

1.7.1. Length of suspension will be based on severity of infraction.

2. Legion Superbike officials will apply a penalty that is appropriate for the violation.

3. Going Off Track

3.1. If a racer gains an advantage and does not give up that advantage, the racer will be penalized.

3.2. Repeated violation during a race may result in multiple penalties.

4. Legion Superbike Series officials reserves the right to apply a penalty that is not specified in the rule book

6. Social Media.

Your social media is none of our business. Until you mention the organization, sponsors, staff, vendors or its affiliates. Then you have made it the Organization's business. Bullying, threats, comments, or posts unbecoming of professional nature will follow along the same penalties as above. Please be respectful online and keep any and all disputes to private channels.



Rule Changes

1. In the event of a situation not covered by these rules, the Legion Superbike Series officials will rule on any area of dispute by using common sense and fair play. The word of the Legion Superbike official on these gray areas will be considered final.

- 1.2. Legion Superbike Series reserves the right to re-factor machines at any time.
- 1.3. Legion Superbike will notify current licensees 14 days prior to any change.
- 1.4. Changes will take effect 30 days from the original date of notification

PRACTICE AND QUALIFYING

Practice Sessions

- Practice sessions may be conducted as practice or qualifying practice and in all cases, are timed. This includes the Friday or in some cases Saturday afternoon lapping.
- Practice sessions will be determined by lap times.
- Riders will commence practice from the pit lane when the green flag is displayed at the entrance of the hot pit lane.
- The end of the practice sessions will be indicated by the waving of a checkered flag. A rider's time will continue to be recorded until he passes the official checkered flag at the finish line after the allotted time has elapsed. After the checkered flag riders may complete the lap and return to the pit.
- If practice is interrupted due to an incident or any other reason, then a red flag will be displayed at the start line and at all flag marshal's posts. All riders must return at a safe and controlled pace to the hot pit lane. If the practice is restarted, the rider will return to the track for the remaining time of the session.
- NOTE: Refueling is allowed in the hot pit lane.
 - Riders must be off the bike during refueling.
 - The ignition must be off, and the motorcycle must be on a rear stand before refueling is permitted to start.
 - A crew member must be standing by with a fire extinguisher with the pin pulled and the nozzle aimed at the motorcycle.





Qualifying Sessions

- LSS will time the afternoon Qualifying sessions of Friday (or Saturday)as Q1 and allow a riders best time to be used as their Q1 time. These sessions will be by bike classes. Ultra lightweight. Lightweight, middleweight, and heavyweight.
 - Q2 will commence on Saturday morning. Riders will be allowed 1, 15 minute session to Qualify.
 - If choosing to use your Q1 time from Friday afternoon you do not need to run Q2, you may participate in Q2 if you choose to.
 - Any rider choosing not to qualify will be gridded in the rear of their registered classes.
 - Riders will commence qualifying from the pit lane when the green flag is displayed at the entrance of the hot pit lane.
 - Qualifying sessions will be based on displacement classes
 - Example: lightweight, Middleweight, etc. See Schedule
- If a rider has two (2) or more motorcycles entered into different classes, he/she must qualify each motorcycle in the appropriate class.

Qualifying Results

- The results will be based on the fastest time recorded by the riders in qualifying sessions.
- In the case where all qualifying sessions have been canceled, the results will be based on the fastest time recorded by the riders in all practices.
- In the event of a tie, riders' second and subsequent best times will be taken into account. This will carry on in the off chance of ties of 3rd, 4th etc.
- In the event of no practice times taken due to failure, qualification results will be based on points and time-of-entry.
 - **If a rider's qualifying time is not within 112% amount (determined at each round based on lead times) from the pole time, at the discretion of race direction, that rider may not be allowed to grid up. If deemed a safety hazard, or lapping hazard, then that rider will be moved and offered to participate in the Sportsman class until timed out.**



Grid Positions

- The pole position, allocated to the fastest rider from qualifying sessions
- The location of Pole Position will be determined during the course direction of the track.
- Grid positions will be based on the fastest time recorded by the riders in all qualifying sessions. In the case where all qualifying practices have been canceled, the grid position will be based on the fastest time recorded by the riders in practice sessions.
- For all classes, the grid will be arranged in the "in staggered" 3-3-3 configuration. Each line will be offset. There will be a distance of approximately nine (9) meters between each row. (This is solely dependent on the track)
- In the event of a tie, riders' second and subsequent best times will be taken into account.
- The final grids will be published after the qualifying sessions have been completed.

Provisional Start Positions

- Expert Licensed Racers only:
 - If a racer has missed the Friday qualifying session and Q2, they may request a provisional grid position from the race director, who may grant such request in his sole discretion. Upon approval, the racer will be placed no higher than the 4th row of the grid.
 - The Provisional Start Position Request shall only be granted to a racer for two (2) races in a season
- Provisional Start Position Request forms will be available at Legion registration
- Amateur racers are not eligible to request a Provisional Grid Position.



Flags

Marshals and other officials display flags to provide information and/or convey instructions to the riders. Flags used to provide information and instructions:

Green Flag

The track is clear. This flag must be waved at each flag marshal post for the first lap of each practice and warm up session also during the sighting lap and warm up lap of a race. The green flag must be shown waved at the flag marshal post immediately after an incident that necessitated the use of one or more yellow flags. When the pit-lane exit is open, the green flag must be waved at the pit-lane exit.

Yellow and Red Striped Flag

The adhesion on this section of the track could be affected by any reason other than rain. This flag must be shown waved at the flag marshal post

White Flag

Indicates the final lap of a race, waved at the finish line.

White Flag with Red Cross: indicates that ambulances, safety vehicles or emergency personnel are on the course. If an Ambulance is put on course the race may be red flagged. Exercise caution.

Checkered Black / White Flag

This flag will be waved at the finish line to indicate the finish of a race or practice session.

- During practice sessions there may be multiple checkered flags to speed up the rotations

Yellow Flag

A Standing Yellow Flag at the flag marshal post indicates that there is a danger ahead beside the track. Riders must exercise caution.

A Waving Yellow Flag at the flag marshal post indicates that there is a hazard wholly or partly blocking the track, or other high-risk situation. Overtaking is forbidden up until the point where the green flag is waved.



- Any Infringement of this rule during a practice session will result in the cancellation of the time of the lap during which the infraction occurred.

- In case of infringement of this rule during the race, the rider -If immediately after having overtaken, the rider realizes the infraction, he/she must raise his/her hand and let past the rider(s) that he/she has overtaken. This needs to be done within 2 laps. In this case, no penalty will be imposed. The spot is then given back when the rider(s) bike has fully passed or is in front of said rider that made the pass under yellow.

If this happens on a final lap the position needs to be given back within the next corner.

- If the rider fails to give back the position the rider will be docked how many positions he/she gained.

Red Flag

Indicates when the practice or race is being stopped. The red flag will be waved at each flag marshal post. Riders must signal (Leg-out, or arm up) and cautiously return to the pits.

- When the hot-pit-lane is closed, this flag will be waved at the hot-pit-lane entry. At this point, riders are not allowed to enter the hot-pit-lane. Any infringement of this rule may be penalized by Race Direction.

- The red flag will be shown motionless on the starting grid at the end of the warm up lap. This will indicate that you must stop in your grid position and cannot pass the official holding the red flag.

- The red flag may also be used to indicate the track is closed.

Black Flag

This flag is used to convey instructions to one (1) rider only and is waved at selected flag marshal posts together with the rider's number. This flag informs the rider that his/her motorcycle has mechanical problems likely to endanger him/herself or others, and that he/she must immediately leave the track. (roll off into the dirt and wait for crash truck)

- Any infringement of this rule may be penalized by Race Direction.

Black Flag with Orange Disk "Meatball":

This flag is used to convey instructions to one (1) rider only and is waved at selected flag marshal posts together with the rider's number. This flag informs the rider that they have jumped the start, and will be assessed a time penalty of ten (10) seconds..



Crossed Flags: A black flag and white flag rolled up, and made into an X indicates the half-way point of the race.

Race Event Prep

The following preparations are required by Legion Superbike Series for every race event before any practice session or race may be held.

- Track surface inspection to ensure it is free of reasonable debris (dirt, oil, gravel, etc.).
- Fully charged and fully operational fire extinguishers at all corner worker posts.
- Corner workers present and posted at all LSS designated positions with flags and track clean up equipment
- 2 ambulances (professional and medically qualified personnel with all necessary safety equipment and first aid equipment) capable of transporting injured persons to a medical facility must be present at all times
- Suitable business and event liability insurance
- Waivers releasing LSS from liability must be executed by ALL persons entering the track facility each day of the race event(s)

Registration

This is where you take steps to make certain that you are properly entered into the races. You must go through registration even though you entered via the internet.

Registration Times:

Friday 7:00am - 12:00pm. 1:00pm until 5pm

Saturday 7:00am - 9:00am

The Registration process includes:

1. Verifying all information on the entry form
2. Making sure all fees are paid in full
3. Receiving Tech Slip
4. Cut off times to ADD or DROP classes:
 - a. Saturday Races 7:00 pm - 8pm on Friday
 - c. Sunday Endurance Races 7:00am - 8:00am on Sunday



Technical Inspection

Friday Morning from 6:45-7:55am/ night 5pm - 8pm (subject to change and is at the discretion of Tech)

Saturday Morning from 6:30am - 9am (open throughout the day as needed)

Once you have been through raceday tech, you do not need to tech again for the event unless you have crashed or some other form of damage/ change has occurred that requires a re-inspection.

This is solely at the discretion of the Technical Director.

Race Cancellation

Due to events out of Legions control; an administrative fee equal to the amount of a first entry will be charged. For an incomplete event, riders will only be charged for the race run. If all of your races/practices were canceled for any reason, riders will be charged an administrative fee equal to the first entry fee.

Refund/Credit Policy

- Cancel your pre-entry in writing before the deadline (Tuesday before scheduled race event and midnight before each scheduled race day): Full credit
- Pre-enter Saturday races only and no show with no cancellation request submitted in writing before deadline: No credit.
- Pre-enter Sunday Endurance races only and no show with no cancellation request submitted in writing before deadline: No credit.
- Pre-enter Saturday or Sunday races only and participate in Friday Qualifying and Practice and no show the races: No credit.
- Participated in Friday and/or Saturday Qualifying and Practice: No credit unless special circumstance is approved by the Race Director. If credit is approved, an administrative fee equal to first entry fee will be applied.



- Cancel your race entry after grid spots have been issued: Full credit minus an administrative fee of \$20 per grid spot will be applied.
- Started race: No credit.
- Crashed or mechanical during race: No credit.

LICENSE REFUNDS

A request for a license fee refund must be received in writing. A refund must be requested prior to the last scheduled race event of the year. To obtain a license fee refund, you must not have participated in any event. The maximum refund will be your license fee minus \$45 administrative fee. Rider also relinquishes LSS race number.

CREDITS

If you are due a refund, a LSS credit will be issued internally within your Track Rabbit or other account that can be used any time within the season of receipt of credit.

Credits will not be transferred over to the next season under any circumstances.

There are NO REFUNDS. Only credits will be given.

NSF/DECLINED CARDS/FINES

Returned checks, outstanding credit card balances, and unpaid fines will result in suspension of your racing privileges and/or membership until all monies and/or fines have been paid.



Protests and Appeals

Protests

1. Escrow Handling by Legion SBK:

All protest-related funds are held in escrow by Legion SBK until the protest process is concluded.

2. Protest Validity Determination:

If a protest is deemed valid or correct by Legion SBK:

The protested individual's funds held in escrow are returned.

An equivalent amount is fined by Legion SBK and awarded to the protester.

The protested individual is required to remedy any illegal aspects of the motorcycle before registering for future races.

3. Invalid Protest Resolution:

In the case of an invalid or incorrect protest:

The funds held in escrow are given directly to the protested individual as compensation.

4. Inspection Process:

Inspection is visually supervised by a Legion SBK official.

The protested individual is responsible for completing the disassembly process independently or coordinating with a certified shop.

5. Forfeiture Option:

The protested individual has the option to forfeit their race results for the weekend, allowing them to bypass the protest process entirely.

6. Procedure and time limit for protest:

All protests must be submitted and signed only by the person directly

7. Hearing of a protest:

The referee will render decisions on all protests as soon as practical. If it is not possible to render an immediate decision, the race director may allow a protested rider or machine to



compete under protest. In such cases, payment of all affected points and awards will be withheld pending a decision on the protest.

8. Right to Protest:

Any rider directly affected by a decision taken during an event under the authority of the LSS or following dangerous, unfair or fraudulent behavior, riding or act, has the right to protest against such a decision, behavior, riding or act.

A protest against the class eligibility of a rider, or a motorcycle entered, should be made after the race is complete. No protest can be lodged against a statement of fact pronounced by LSS officials during the race or the timed practices.

Statements of fact depend exclusively from a factual observation without any possible adjustment of the sanction, which is statutorily and precisely stated in the LSS rulebook or any supplemental regulations.

9. Procedure and time limit for protest:

All protests must be submitted and signed only by the person directly concerned. Each protest must refer to a single subject only and must be presented within 1/2 hour of the publication or posting of the results.

Rules and handed to the race director together with the protest fee as determined by LSS

- The race director (or official) must accept any protest that is properly made within the specified time limit and accompanied by the appropriate fee.
- Final determination of the timeliness of a protest will rest with the race director. All administrative and other protests needed to confirm compliance or noncompliance within the LSS rules.
- When a protest involves displacement or internal engine inspection, the protesting party may be present during the teardown, inspection, and be informed of all measurements. Both parties must remain on the premises until released by the race director.
- Video evidence may be allowed at the discretion of LSS.

10. Determination of cost for protest:

All protests requiring physical teardown of the motorcycle will have a cost determined by LSS officials ranging from \$500 - \$3000 depending on complexity

Protests requiring no physical teardown of the motorcycle will have a flat cost \$50



Appeals

1. Right of Appeal applies to:

- Any person directly issued a penalty by a race official and/or the LSS, pursuant to the rules or policies of the LSS has the right to defend themselves, either in person or by proxy.
- The LSS's process of administrative review provides Appeals:
- Items that may be appealed include the decision of a race official and/or the LSS on a protest resulting in the imposition of penalties.

2. Items which may not be appealed include:

- Protestable items for which no protest was lodged.
- Decisions of a race official and/or the LSS resulting in a penalty not directly imposed on the party requesting the appeal.
- In general, appeals cannot be accepted related to matters for which no remedy is available or in which LSS has already rendered a decision.
- While appealing a suspension, a rider may continue to compete in LSS events. However, this privilege may be denied if the suspension is related to an offense involving drugs or alcohol, for riding in such a manner as to endanger the life or limb of others or for fighting.

3. Procedure and time limit for appeal:

- The time limit for filing a notice of appeal against a decision of the Referee is 5 business days of the ruling or incident under appeal.
- To be admissible, the notice of appeal must be postmarked within the deadline.
- The correct security deposit for appeal must be paid into the LSS within the deadline and the appellant must provide a brief of the appeal stating the facts and reasons for the appeal.

4. Lodging of an appeal:

- All appeals must be in writing, accompanied by the appropriate fee and signed by the appellant.
- The appeal must specifically state the date and location of the sanctioned meet, the elements of the matter being appealed and the grounds for the Appeal.



- If the appeal was not lodged and/or the security deposit for appeal not paid within the deadlines specified, the LSS is entitled to declare the appeal inadmissible without hearing.
- The appeal may be filed with the race director at the event or submitted to: Legion Superbike Series: admin@legionsuperbikeseries.com.
- Security deposit for appeals: The amount of the security deposit, payable when lodging an appeal, will be: \$250) must accompany an appeal.

5. Time limits for appeal hearings:

Appeal hearings will be convened within 30 days after the ruling or incident being appealed. The time and place will be set by the LSS

6. Effect of an appeal:

As soon as practical, LSS will convene an internal appeal review board to review all materials submitted and take one of four initial actions: a

- Rule in favor of the appealing party, take appropriate action and refund the filing fee.
- If the matter appealed is a dispute between two parties, mediate the matter in an effort to reach an agreement between the parties; but failing to do so, convene an appeal board.
- Convene an appeal board.
- Deny the appeal.



Overall Race Procedures

Quick Start Procedure

1. A quick start procedure may be used at the discretion of Race Direction.
2. A quick start procedure will always be used for a restart of a race.
 - a. The pit lane exit will be opened for Sixty (60) Seconds.
 - b. Any rider that does not exit pit lane during the open period will be required to start the warm-up lap from pit lane and start the race from the back of the grid.
 - c. Riders will make one (1) lap at unrestricted speed to the starting grid.
 - d. All riders will arrive back on the starting grid, and stop, with engines running, no adjustments may be made.
3. Any rider encountering difficulties on the sighting lap must enter the pit lane.

Re-Started Race Procedure

1. When a race is stopped, riders must return to the pit lane unless otherwise instructed by officials.
2. If the race is to be re-started, minor repairs may be carried out.
3. The following procedure will take place:
 - a. The quick start procedure will be used.
 - b. Upon arrival in the pit lane, riders may make adjustments to their motorcycle, refueling is permitted in the pit lane. (Prior to the start of the race, teams should ensure that all necessary equipment is in the pit lane service area in a safe position).
 - c. Tire changes are not permitted unless the Race Director announces a change to the race status (i.e. Dry/Wet), or the Technical Director authorizes an exceptional tire change due to a verifiable technical problem. In the case of an exceptional tire change, the rider must start the restarted race from the back of the grid.
 - d. When all riders have entered the pit lane the Race Director will announce the time remaining to the re-opening of the pit lane and the race distance.
4. The duration between the announcement and the actual opening of the pit exit will be a minimum of five (5) minutes.



“WET” AND “DRY” RACE PROCEDURES

All races will be categorized as either wet or dry. A board may be displayed on the grid to indicate the status of the race. If no board is displayed, the race is automatically declared dry. The purpose of this classification is to indicate to riders the consequence of varying climatic conditions during a race.

TIME PENALTY PROCEDURE

1. Any rider who anticipates the start will be penalized by Race Direction.
 - a. The rider will be notified by an Official board as soon as practical. The team will also be notified of the infraction and pending penalty.
2. The standard and minimum penalty is a time penalty of five (5) seconds which will be added to the results after the race.
 - a. However, other penalties may be imposed for an infraction that is deemed to have provided a significant advantage or for repeated offenses during the season at the discretion of Race Direction.
3. In the case of a race interruption, and if there is a second part, the time penalty will be added to the results used to calculate the grid position for the start of the second part of the race.

PIT STOPS DURING A RACE

1. Riders may enter the pit lane (but must not cross the line into the rider's paddock area) during the race.
2. Refueling is strictly prohibited. Any infringement of this rule will be penalized with a disqualification.
3. Any rider who enters the paddock, the garage or cold side of the pit lane will be considered to have withdrawn from the race and may not re-enter the race or take part in any re-started race.

