



2026 UtahSBK Endurance Rules and Requirements



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Section 1: Class Structure and Class Definitions Endurance Race

The Endurance Race tests rider and machine durability, focusing on teamwork, strategy, and consistency.

Class Definitions

- **Team Endurance:**
 - **Riders:** Teams must consist of 2-4 riders.
 - **Motorcycles:** Teams must use the same motorcycle and transponder throughout the race.
 - **Divisions:** Open & Lightweight (*Refer to UtahSBK rulebook for class definitions*)

 - **Relay Endurance:**
 - **Riders:** Teams must consist of 2-4 riders.
 - **Motorcycles:** Teams are allowed to use different motorcycles during the race but must use a single transponder. Only one rider/motorcycle for each team is to be on track at a time. Any laps lost due to a transponder not being swapped will be lost, it is the responsibility of the team to make sure their transponder is moved to the actively racing motorcycle.

 - **Ironman Endurance:**
 - **Riders:** A solo class where one rider on a single motorcycle competes for the duration of the race.
 - Racer must race only on the bike that they started the race on. If the racer's bike suffers from a mechanical failure or other complication, the racer and pit crew may attempt to repair the bike. The bike will need to pass tech inspection from a UtahSBK official. At the point if the bike is deemed fit to enter the course again, they may do so at that time.
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Section 2: Motorcycle and Rider Safety Requirements

- **Rider Apparel & Equipment Requirements:** All standard rider Apparel & Equipment requirements/standards also apply from the UtahSBK Rulebook. *(Refer to the UtahSBK rulebook for tech standards)*
 - **Technical Inspection:** All motorcycles must pass the standard technical inspection before participating in the race. *(Refer to the UtahSBK rulebook for tech standards)*
 - **Eligibility:** Motorcycles of unlimited displacement and origin are permitted, provided they meet all general requirements outlined in the organization's rulebook. *(All standard race viable bikes are permitted if they meet a sprint race class standard. Exception: Superstreet bikes will not be permitted)*
 - Any conflicts to the Motorcycle and Rider equipment standards set in the UtahSBK Rulebook will result in a team or rider being held from racing until the standards are met. Further disregard will result in a penalty or disqualification at the discretion of Director of Competition.
 - No communication devices may be used during the race to communicate between rider on course and the pit crew, with the exception of a pit board at the hot pit wall to signal and relay messages to the rider on course.
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Section 3: Registration

- **Licensing:** All participants must hold either a novice or expert license with the UtahSBK or through reciprocity.
- **Grid Positions:** Grid positions will be determined based on the qualifying lap set by the fastest rider on the team.
- **Team and Rider Registration:** Team Endurance and Relay Endurance teams establish their team at the start of the season or before the entry of the team's first participating race round. Substitutions can be made with the discretion of the Director of Competition. *(ex. A rider on a team has been injured and can no longer race in the series, or outside personal emergencies or extenuating circumstances.)*

Section 4: Race Procedures

- **Pit Lane Regulations:**
 - **Speed Limit:** A strict speed limit of 35 MPH is enforced on the hot pit lane. Speeds may be checked at random, and infractions will result in penalties at the discretion of the director of competition.

- Crew Members:
 - Each team may have up to 4 non-rider crew members assisting in the hot pit area and must have a signed hot pit waiver with a hot pit wrist band.
 - Crew members must wear long pants and closed-toe shoes while in the hot pit.

- Refueling Protocol:
 - Refueling is only permitted when the rider is off the motorcycle, the bike is on a stand, and the engine is turned off.
 - During refueling, the motorcycle must be on a stand and no other work can take place on the motorcycle until refueling is completed.
 - During refueling, a crew member or rider must have the fire extinguisher aimed and ready to use as needed. The fire extinguisher must be held on the same side of the bike that fueling is taking place.
 - Each team must provide a fire extinguisher in their designated pit area.

- Crash Procedures:
 - The race will continue in the event of a crash unless:
 - A red flag is thrown
 - The rider requires emergency medical attention.
 - Recovery vehicles need to cross the track to safely gain access to a rider
 - A hazard is created on the track that cannot be cleared promptly (e.g., oil on the racing line).
 - Self recovery is encouraged in the event of a crash if it is possible to safely do so. A downed rider must inspect their bike for any major damage or leaks, before attempting to ride back to the pit.
 - In the event a rider self recovers from a crash, they must return to the pit for an inspection or transponder swap before continuing to race, Laps completed without doing so will not be counted.
 - In the event of a crash that requires recovery, the motorcycle and transponder will be retrieved by the corner crew.
 - All recovered motorcycles will be taken to the tech garage. Transponders may be recovered from tech once a crashed motorcycle has been returned.
 - A relay team may continue the race as soon as the transponder is legally transferred to another team member's motorcycle.

- Upon technical inspection approval, the crashed motorcycle and rider may rejoin the race.

Scoring

- **Timing:** All timing and scoring will be conducted using AMB transponders.
- **Finishing Order and Points:** All three endurance classes will be scored separately. Finishing order is determined by the total number of laps completed. In the event that multiple teams complete the same number of laps, finishing order on the final lap (checkered flag) will determine finishing order. All laps completed by a team will count toward finishing order. Points acquired per round will go towards the endurance championship point total for each respective class.
 - *Round 6 perimeter endurance will be worth double points*

Penalties

- Any blatant disregard to the processes outlined in the endurance rules will result in a lap deduction penalty or verbal warning at the discretion of the director of competition
- If a verbal warning is received from a UtahSBK official, repeat offenses will incur penalties at the discretion of the director of competition.

Petitions

- Racers are required to submit a petition within 30 minutes of race completion.
- Petitions may be submitted by any official pit crew member, or teammates at any point during the race. If a crew member is the party filing the petition on behalf of the racer currently on course, the petition must be approved by the racer that the petition is being submitted on behalf of.

Red Flag Situations

- The race clock will continue to run during red flag situations.
- In the event of a red flag all scoring will cease. Once the red flag is thrown all scoring will be backed up to the overall race leader's last completed lap, all subsequent lap completion times will be dropped.
- Bikes on track at the time of the red flag will proceed onto pit lane and park directly across from their pit, Along the track - Hot pit divider wall. Use of stands and tire warmers are permitted during the red flag. Tire warmers may be plugged into a portable generator on the same side of the pit lane as the bike. **Teams must remove the generator, warmers, and any cordage when the 3rd call for restart is given. Failure to do so will result in a penalty.**
- Once calls to re-grid have been started, Only one crew member and the rider are allowed to cross the hot pit to stand/start the bike.
- Rider swaps are permitted during the red flag hold.

- **You may not service, fuel, adjust or repair any bike during a red flag.** Teams attempting bike work during a red flag period will be penalized.
 - Calls for restart will follow regular call procedure. 1st, 2nd, and 3rd call. Teams are not required to take the grid for restart. Teams may take the start from the hot pit. A rider may also return to their pit to resume bike work once the grid is released.
 - In the interest of time, red flag regriding will not be adjusted to the current race running order, all re-grid positions will follow qualifying order (i.e. the same grid spot as the race start)
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Section 5: Hot Pit Setup

- Teams will be assigned a hot pit area prior to the race. Teams may not set up their hot pit area until the lunch period starts on Saturday. After the lunch window is over, access to set up pits will be limited until the prep period immediately before the endurance race. (approximately 15. minutes)
 - Teams are encouraged to be considerate of others when setting up their hot pit area.
 - Limit your team to one canopy stationed at your team's designated hot pit area. Teams must keep their pit within the confines of the painted lines across the divider wall
 - All pit equipment must be stationed behind the hot pit divider wall, Equipment such as generators, tire warmers, coolers, and chairs etc. Only Bikes and their necessary equipment should be stored across the divider wall. (Bikes not allowed to be staged in hot pit until the prep period before the endurance race begins)
 - Crew member signaling for riders will take place on the other side of the hot pit and only to the east of the start tower.
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These rules are designed to ensure a fair, safe, and competitive environment for all participants in the endurance series. Teams and riders are encouraged to familiarize themselves thoroughly with these regulations and adhere to them during the event.