



HANDBOOK

Everything you need to know!

V10.1

60 years of Sandy Hook Speedway! Since 1964!



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Contact

Track address: 3050 Sandy Hook Rd
Street, MD
21154

Phone: 717-615-1820

Fax: 717-354-0437

Website: www.sandyhooksspeedway.com

Email: info@sandyhooksspeedway.com

Contact: Robert & Brianna Miller

Mailing address: 44 S. Kinzer Ave
New Holland, PA
17557

Directions:

From Baltimore – 95N to Exit #80 (RT 543); make left at light; at RT 1 turn right; go approx. 5 miles and turn left onto Sandy Hook Rd; at first stop sign bear left; track is on the right.

From PA – RT 1 South into MD; go across Conowingo Dam; go approximately 6 miles and turn right onto Sandy Hook Rd.; at first stop sign bear left; track is on the right.

1 - Introduction & History

ABOUT SANDY HOOK SPEEDWAY : Sandy Hook Speedway (SHS) located in Street, MD was originally called "Kart-Um-Downs" when local native Mr. Charles Mace Jr. created, built and developed the track, circa 1960. The first known official race was in 1964. A club called Chesapeake Kart Club also made the SHS facility home. There is another club that held events at SHS in the same era but the name is unknown. What is known about that club, the members were associated with and/or loyal to a group called "The Jets & Igniters".

The track was run clockwise exclusively during this era.

In 1997 Dave & Sue Koehler (the operators of the track at that time) planned & executed the re-paving of the original track. In addition to the paving, a 25 degree banked corner was installed. Both the paved tri-oval & road courses utilize the 25 degree high-banked turn. The current layout is as it was in 1997, counter clockwise direction. To this day it is a favorite of many Kart racers with 2-cycle & 4-cycle Karts.

Pocket Bike road racing events were very active through the 2000's with The Koehlers. Then Dennis & Janet Headley took over operations of SHS in 2011. With their roots deeply planted in karting, they continued and built on the solid foundation of SHS. Also with their love of motorsports, the level of the motorcycle racing increased over their 8 seasons at the helm. During their tenure, the track continued to grow & became a favorite spot for everyone interested in mini road racing. It draws racers & fans of smaller cc motorcycles of all skill levels & goals. The track draws racers from states all over the east coast, including mid-west states.

In 2019, was when Robert & Brianna Miller were given & took the opportunity to take over the operations of SHS.

"Mini Moto" is the name we call fun at Sandy Hook Speedway. All riders, racers, families, fun seekers and those looking for a new adventure in the world of motorcycles are welcomed here! All the fun is done on smaller displacement & smaller sized bikes. Motorcycle mini road racing taking place on an asphalt track designed for kart racing. Youth & beginners from age 5 and up start out on 50cc-125cc bikes and the more experienced riders find themselves on 100cc-150cc machines.

Mini moto is a great way to learn, test, develop, sharpen, push the limits and find the boundaries of skill. There is an assortment of different classes for different types of bikes. Bikes are lower cost, low maintenance with high levels of fun. There is a high amount of track time on practice & race day events.

2 - Definitions

SHS – Sandy Hook Speedway

SHMM - Sandy Hook Mini Moto

OEM – Original Equipment Manufactured for the item being discussed or referenced

DNF – Did Not Finish

DNS – Did Not Start

R.D. – Race Direction

T.I. – Technical Inspector

H.F. – Head Flagger

DQ – Disqualified



3 - Fees

Club Membership Fee



- \$85.00 - Season long membership
- Season long event entry discounts
- Full season timing tag – 2nd full season timing tag is included for a second bike if needed or lost. If more than 2 are needed, there is a \$20 fee for each additional full season timing tag.*
- SHS Member Exclusive T-shirt
- Championship points participation
- Exclusive SHMM Partner Brand Sale & Specials

*Full season timing tags cannot be shared. Each timing tag will be registered to one name. If two or more timing tags are needed by one rider, all of the tags will be registered to that same rider's name. If a different rider is riding the same bike, that rider must have their own season timing tag or rent one for \$10. Reminder the timing tag must be changed for correct scoring. See rules for other timing tag details in Race Procedures, Section 15 part c).

Event Entry Fees

SHMM Members:

- \$65.00 Club Member (Track day / Race events)
- \$10.00 per additional class at race events

SHMM Non-Members:

- \$80.00 Non-Club Member (Track day / Race events)
- \$15.00 per additional class at race events

Pit Pass:

- \$15.00 per non-rider
(Pit Pass required for all pit crewmembers & spectators who are in or want access to hot pit/grid area once practice begins. This will be strictly enforced.)

*Entry fee includes rider's pit pass

Timing Tag:

- \$10 Single Event Timing Tag (Available at registration) Required for race events to be scored. Full season timing tag included if membership is purchased.

Pit Parking:

- Free in the upper & lower areas. Lower pit spots can be reserved for the year. \$150
(Please note that lower parking is considered hot pits & requires a pit pass for any non-rider.)

Club Memberships and Event Pre-Entry Registration can be done online at SHS website.

4 - Daily Event Schedule

RACE DAY:

- 8:00 AM** Gate, registration & pre-tech opens
- 9:00 AM** Rider's meeting (mandatory attendance)
- 9:30 AM** Practice - 2 rounds per class; followed by one round of qualifying per class
(registration closes at the start of qualifying)
- 12:30 PM** Lunch break
- 1:00 PM** Racing - Heat (10 laps) & Main (12 laps) per class ("B" Main as needed.)
Awards presented at the end of the day

(Lunch break and race start times vary from day to day based on many factors.)

TRACK DAY:

- 8:00 AM** Gate, registration & pre-tech opens
- 9:00 AM** Rider's meeting (mandatory attendance)
- 9:30 AM** Practice by classes/groups
- 12:30 PM** Lunch break
- 1:00 PM** Practice by classes/groups

The schedule of classes will be posted at flag pole in lower pits. Announcements on the PA system will be made all day for each class. First call, second call, and final call. Second call is half way through the event on track. Competitors should be on the way to the grid. Final call the session on track is about to end. Competitors should be staged & ready to enter the track.

5 - Race Divisions

YOUTH LTD	F-1
YOUTH 50	F-2
YOUTH 110	F-3
YOUTH OPEN	STOCK 100
ADULT LTD	MOTARD 450

6 - Adult Classes

ADULT LTD

- Rider should have none to very little racing experience
- Riders in this class will be limited to this class only
- Ages 17 & over; Ages 15+ with endorsement from Race Direction
- Bikes used are limited to F1, F2 & Stock 100 eligible* (see rules for those classes)
- No F-3 classified bikes allowed. Any questions on allowable bikes, contact or speak with R.D. for consideration
- Two Heat Race format (for additional track time)
Heat Race 1 finish will set start grid for Heat Race 2
Heat Race 2 finish will set grid for Main Event

F-1

- Ages 17 & over; Ages 15+with endorsement from Race Direction
- Unlimited modifications to engine, frame, suspension, wheel size, braking systems & exhaust
- Engine size restrictions must not exceed:
 - Up to 65cc liquid cooled 2-stroke
 - Up to 125cc 4-stroke (vertical or horizontal cylinder configuration)
 - Up to 80cc air-cooled 2-stroke
- Riders must qualify within 117% of pole position. This is a safety rule to lessen the varying rates of speed on the track within class. (e.g., pole time is 26.5 seconds, then 31.0 seconds is the 117% cut-off)
 If a rider's time is outside of 117%, rider will be moved to the Adult LTD class
 R.D. has final decision, will notify rider & adjust class as needed

F-2

- Ages 17 & over; Ages 15+with endorsement from Race Direction
- Unlimited modifications to engine, frame, suspension, wheel size, braking systems & exhaust
- Engine size restrictions must not exceed:
 - Up to 72cc liquid-cooled 2-stroke
 - Up to 150cc air-cooled 4-stroke
 - Up to 160cc air-cooled Ohvale GP-0 4-speed machine only
- Riders must qualify within 117% of pole position. This is a safety rule to lessen the varying rates of speed on the track within class. (e.g., pole time is 26.5 seconds, then 31.0 seconds is the 117% cut-off)
 If a rider's time is outside of 117%, rider will be moved to the Adult LTD class
 R.D. has final decision, will notify rider & adjust class as needed

F-3

- Ages 17 & over; Ages 15+with endorsement from Race Direction
- Unlimited modifications to engine, frame, suspension, wheel size, braking systems & exhaust
- Engine size restrictions must not exceed:
 - Up to 112cc 2-stroke**
 - Up to 150cc liquid-cooled 4-stroke
 - Up to 190cc air-cooled 4-stroke

STOCK 100

- Ages 17 & over; Ages 15+with endorsement from Race Direction
 - Bikes are limited to:
 - Honda XR100/CRF100
 - Honda CRF125FB (L)
 - Yamaha TTR125L or LE
 - Suzuki DRZ125L
 - Kawasaki KLX125L
- (No small wheel versions of bikes listed above(17" front and 14" rear wheels) eligible)

(STOCK 100 continued)

- No engine, exhaust, intake, ignition, brakes or chassis modifications allowed
- OEM style/drop-in air filter & jetting changes allowed
- Exhaust baffle may not be modified or removed
- Spark arrestor screen is not required
- Hand & foot controls may be changed
- Seat foam & cover may be changed, OEM seat base must be used
- Honda XR/CRF100 may use a 16" front wheel from a Honda XR/CRF80 only. All other bikes must run a stock 19" front wheel
- OEM rear wheels must be used on all bikes
- Aftermarket rims are allowed (steel or aluminum) but must remain stock width & diameter according to each OEM model specifications. OEM spoke & nipple sets must remain OEM type or aftermarket direct replacement in conjunction with aftermarket rims
(Being allowed in effort to reduce wheel repair/replacement costs)
- No racing slicks or off-road tires allowed
- Must use OEM front forks, internal modifications allowed
- Stock OEM rear shock must be used, spring & internal modifications are allowed
- **CRF/XR100 rear shock may be replaced w/following aftermarket shock:**
-Vonkat X100 "Fat Boy" – (note manufactures installation instructions)
- **CRF 125FB rear shock may be replaced w/following aftermarket shock:**
-Vonkat X125 – (note there are two sprig rates to choose from, choose correctly for your weight.)
- Front & rear sprockets may be changed
- Must keep OEM size chain
- Front brake rotor (if applicable) may be replaced with aftermarket OEM type replacement (no floating or oversize discs allowed)
- Front hydraulic brake lines (if applicable) may be replaced with following approved aftermarket brake lines;
-TTR125L or LE – Galfer #FK003D325-1 or Russell R09822
-DR-Z, KLX, CRF models OEM is the only available option at this time
- Riders must qualify within 117% of pole position. This is a safety rule to lessen the varying rates of speed on the track within class. (I.e., pole time is 26.5 seconds, then 31.0 seconds is the 117% cut-off)
If a rider's time is outside of 117%, rider will be moved to the Adult Limited class
R.D. has final decision, will notify rider & adjust class as needed

Prime directive of Stock 100 class is OEM* production based racing. Keeping the costs low, minimal maintenance, easy to repair/replace & maximum fun. Number one reason for a rule change allowing aftermarket replacement options is based on lower cost vs. OEM prices. Also, parts availability from the OEM. When deciding on the allowances, safety & unfair performance advantages are considered as well for each instance.*(OEM = original

MOTARD 450

- Ages 17 & over; Ages 15+ with endorsement from R.D.
- If competing in or are assigned to the "Adult LTD" class & over the age of 17; will require endorsement from R.D. to participate in this class
- Unlimited modifications to engine, frame, suspension, wheel size, braking systems & exhaust
- Engine size restrictions must not go below or exceed:
-From 125cc 2-stroke (liquid or air-cooled)e.g., YZ125, SX125, KX125, RM125,CR125, etc.
-Up to 450cc 4 stroke (liquid or air-cooled)
- Bikes that are legal for other classes run at Mini Moto are not eligible for this class. (e.g., Honda CRF150r is not allowed in this class due to it being F3 eligible.)
- All bikes must pass the normal safety technical inspection
- Open tire format; slicks or DOT performance tires only. (No knobbytires)
Motard term is used for reference to Supermoto style of bikes. Here are some examples, but not limited to; CRF450, WR250f, KLX300, DRZ400, YZ125, RM250, SMR450, 300SX etc. Most single cylinder off-road bikes, 2-stroke or 4-stroke are eligible to be used. Any questions please ask.

7 - Youth Classes

YOUTH LTD

- Rider should have none to very little racing experience
 - Riders in this class will be limited to this class only
 - Ages 5 to 17
 - Bikes used are limited to Youth 50, Youth 110 & Youth Open eligible*
(See rules for those classes)
- *Any questions on allowable bikes, Race Direction will consider each situation

YOUTH 50

- Ages 5 to 17
- Bikes are limited to;
 - Honda XR50 / CRF50
 - Yamaha TTR50
- No engine, exhaust, intake, ignition, brakes or chassis modifications allowed
- OEM style/drop-in air filter & jetting changes allowed
- Exhaust baffle may not be modified or removed
- Spark arrestor screen is not required
- Must use OEM front forks, internal modifications allowed
- Must use OEM rear shock, spring & internal modifications allowed
- Aftermarket wheels are allowed but OEM wheel size (10" front & rear) & OEM rim width must be retained
- Controls, seat, sprocket & chain may be changed

YOUTH 110

- Ages 5 to 17
- Bikes are limited to:
 - Honda CRF110
 - Kawasaki KLX110 / KLX110L / KLX110RL
 - Suzuki DRZ110
 - Yamaha TTR110/TTR90
- No engine, exhaust, intake, ignition, brakes or chassis modifications allowed
- OEM style/drop-in air filter & jetting changes allowed
- Exhaust baffle must remain unmodified & installed
- Spark arrestor screen is not required
- Must use OEM front forks, internal modifications allowed
- Must use OEM rear shock, spring & internal modifications allowed
- Aftermarket wheels are allowed but:
 - OEM rear wheel size of 12" must be retained
 - Front wheels can be changed to 12" (14" is OEM size)
- Controls, seat, sprocket & chain may be changed
- Manual clutch kits may be installed. Aftermarket or OEM kits/parts may be used. The OEM semi-automatic shift mechanisms can be eliminated when installing clutch kit.

YOUTH OPEN

- Ages 5 to 17
- Unlimited modifications to engine, frame, suspension, wheel size, braking systems & exhaust; done in a safe manner
- Engine size restrictions must not exceed:
 - up to 65cc liquid cooled 2-stroke / up to 80cc air-cooled 2-stroke (Adult F-1 Spec)**¹⁻¹⁻²⁴
 - up to 110cc 4-stroke (horizontal cylinder configuration)
 - e.g., but not limited to
 - Suzuki DRZ110
 - Kawasaki KLX110 / KLX110L / KLX110RL
 - Yamaha TTR90
 - Yamaha TTR110
 - Honda CRF110
 - Bucci & Ohvale 110 4-speed semi-auto& manual clutch model eligible
 - Bucci & Ohvale must remain stock as model is supplied from OEM
 - (e.g., suspension, engine, etc.)
 - up to 125cc 4-stroke (vertical & horizontal cylinder configuration)
 - e.g., but not limited to
 - Honda XR100 / CRF100 / NSF100
 - Honda CRF125
 - Honda Grom MSX125
 - Yamaha TTR125 (all versions)
 - Suzuki DRZ125 (all versions)
 - Kawasaki KLX125 (all versions)
 - Kawasaki Z125

8 - Track Regulations

- a) No admittance to the track is permitted except on race days or scheduled events.
- b) Camping at the track for race events is allowed with permission.
Advance arrangements MUST be made prior to arrival to ensure gates will be open. Call or text Robert or Brianna at 717-615-1820
- c) No open fires of any kind. Charcoal, gas grills or steel fire pits with spark screens permitted w/approval from track operators.
- d) Please dispose of all trash in the proper containers.
- e) Please place large items in dumpster or beside trash cans. Don't stuff the barrels with large items.
- f) No tires shall be left or disposed of in trash cans or dumpster.
- g) Participants are responsible for cleaning up their pit area before leaving.
- h) Speed limit is 5 MPH

9 - Pit Area

- a) Lower pit spaces can be reserved for \$150 for the season. Otherwise all pit spots are on a first come, first serve basis. See Robert & Brianna for daily availability.
- b) Bikes can be ridden in the lower pits in designated area only. Riders must be aware of others coming off track & pit areas.
- c) The pit area is congested & everyone should be aware for safety. Be considerate of other competitor's tow-vehicles and equipment. No games involving throwing of objects in lower pit or tech area. No riding bikes, tricycles, scooters, etc. in lower pit or tech area. Feel free to play in the track area before and after races. Or the upper pit area along the back tree line.

10 - Pit Passes

- a) Everyone entering the hot pit area must have a pit pass. This is mandatory and will be enforced!
- b) Anyone without a Pit Pass (wristband) must leave the pit area immediately.
- c) Competitors are responsible for their pit crew & guests for having Pit Passes.
- d) No laps shall be taken without a Pit Pass. Infraction will result in penalties and/or suspension for the day.

11 - Safety Equipment

- a) Fire extinguishers must be present in every competitor's pit area.
- b) All race vehicles & competitor safety equipment will be required to pass safety technical inspection before entering the track.
- c) All riders must have full coverage protection. Full leather racing suits are recommended, but complete (jacket and pants) leather or textile protective gear is acceptable. Full motocross/off-road gear is also acceptable (full long sleeve & long pants) but required to have; chest/back protector, elbow/forearm protection and knee protection.
- d) All riders are suggested to wear chest protector, back protector or protective vest of some kind.
- e) Helmets must be full-face, in good condition with minimum SNELL 2015, ECE 22.05 or newer & DOT certification. (*First Sandy Hook Mini Moto event rider attends for race season, helmet must be brought along for certification check. Must only be done once for entire season unless another helmet is used.*)NOTE: At the end of 2025 season, SNELL 2015 will expire. Start of 2026 season the minimum SNELL 2020, ECE 22.05 along w/ D.O.T. is required. Inquire with questions.
- f) Face shield must be worn in down position if present or proper eye protection must be worn. Sunglasses are not considered acceptable eye protection.
- g) Racers must wear full fingered gloves
- h) Well-fitting over the ankle boots must be worn and should be secure in a way that they will not easily fall off. Sneakers or tennis shoes are not allowed.
- i) No helmet mounted cameras allowed unless they are mounted on the lower edge of the helmet.

12 - Registration/ Riders Meeting

- a) Registration will close at the start of qualifying and no changes to classes will be made.
- b) A formal rider's meeting will be held prior to practice. All minor racers (under 18) must have an adult present at the meeting. Attendance at the meeting is mandatory.

13 - Conduct

- a) All riders shall conduct themselves in an orderly manner.
- b) Physical violence or verbal abuse of any individual, official, participant, spectator, etc. will not be tolerated.
- c) Riders are responsible for their pit crew and guests.
- d) Penalties for misconduct will be charged directly to the rider, resulting in being disqualified from the event and if problems continue, suspension for the year.
- e) Verbal abuse will be a cause for immediate ejection including loss of points from an event and possible suspension from future events.
- f) Arguing with race officials or track workers or any unsportsmanlike conduct will not be tolerated. This includes *everyone* – riders, pit crews and spectators.
- g) Consumption of alcoholic beverages is strictly forbidden for all racers, pit crew and guests until all races have been completed for the day. At that time, all local and state laws concerning consumption of alcoholic beverages are in effect.
- h) If a bike stops on the track during a race and it cannot be restarted, crew member will be directed by a track official to assist on track. This will only be allowed during the warm-up laps of a heat or feature race.
- i) No crew member is allowed to enter the race track under any circumstances unless given clearance by the Race Director or Grid Steward. This will result in the racer being DQ from all classes for the day.
- j) Drivers, teams & parents will compose themselves in a respectful manner on social media platforms. Making posts online about problems with past or present events, other drivers or teams, the track or track staff will not be tolerated. Making the sport, the track or others look bad will not be tolerated. If there is a problem, make direct communication privately. Failure to abide by the guidelines may result in suspension from the track.

14 - Disqualifications

Race Direction has the final word on all disqualifications. DQ may result in loss of position(s), points, awards and participation in future events, for the following reasons (but not limited to);

- a) Repeated violation of any rule or regulation
- b) Falsely entering or participating in any race event under a name other than one's own
- c) Entering the track in practice sessions or races on a race vehicle that has not passed technical inspection.
- d) Allowing another person to race in your place without notification to R.D.
- e) Entering the track in practice sessions or races when not properly registered
- f) Disregarding any flag signal or directive by any race official, whether intentionally or not.
- g) Consumption of any alcoholic beverage or controlled substance in the pit area, or being under the influence thereof. No open alcohol containers allowed in the pit areas.
- h) Riders are responsible for the actions of their pit crews, team members, family members & friends accompanying the rider to the event. All of the details mentioned apply to (but are not limited to) pit crews, team members, family members & friends accompanying the competitor to the event.
- i) Foul, unfair or dangerous riding at a race event. Any competitor observed being dangerous will be black-flagged and reprimanded.
- j) Poor conduct on or off the racetrack during a race event.
- k) No wireless or electronic communication system of any kind from rider to rider.
- l) No wireless or electronic communication system of any kind from rider to anyone off track.

15 - Race Procedure

- a) Competitors will line-up on hot grid in lower pit area. Practice & qualifying rounds, competitors will start from hot grid. For heat & main events competitors will grid, take the track for designated amount of warm-up laps, then grid on track for the start.
- b) Track official will direct gridding & maintain orderly conduct in designated area.
- c) Timing tag should be properly mounted and functioning during practice, qualifying and racing. Switching of timing tags from bike to bike is not allowed. Each bike must have a dedicated timing tag. If a racer has more than one bike, each bike must have a dedicated timing tag. E.g.; if a racer has 3 bikes, rider must acquire 3 timing tags.
- d) Competitors need to be ready on the grid, as qualifying round time will start when the first competitor takes the track for each class. If competitor comes in to pits, their session is done. No re-entry.
- e) If competitor posts no time due to not having timing tag on bike, the competitor will be scored as DNS for that time on track. This will be enforced for qualifying, heat & main event races. It is the competitor's responsibility to make sure bike is equipped with timing tag when on track. Otherwise they will not be scored. (Hand-scoring is done only for R.D. reference and not final position scoring.)
- f) All decisions concerning scorekeeping, suspensions, disqualification and interpretation of SHS rules by the Sandy Hook Speedway Officials are final.
- g) The H.F. or the R.D. has the right to call a complete restart, if felt necessary.
- h) The H.F. will scan the field for preparedness. Rider must signal if there is a problem. If not the start procedure will continue. H.F. will raise the flag, a countdown will occur & race begins when the green flag drops/raises.
- i) If H.F. or R.D. calls for a re-start due someone jumping the start, it will be red flagged for a re-start. Riders that jumped will be sent to the penalty line. If riders on penalty line jump they will be DQ'ed
- j) When exiting the track, signal by competitor must be made by raising of hand or signaling in some manner.
- k) When exiting the track & entering the hot pit area come to a very slow place & proceed safely to your destination. Bikes must remain in first gear.
- l) In the event of rain, club members will receive points based on their qualifying, heat or main event finish depending on what was last completed for their class. If event is canceled prior to qualifying, all racers who are registered will receive a credit.

16 - Flags

- a) Green – used to start the race & shown when the track is clear for racing or practice.
- b) Yellow – indicates an obstruction on the track or just off the track. Competitors that observe the yellow must use caution & hold their position. No passing in the area, once leaving the caution area racing may proceed. Passing in the caution areas could result in a penalty from R.D.
- c) Blue & Yellow/Orange – alerts competitors that the leaders are approaching and will be overtaking within the next lap. Competitor should not alter their racing line as faster traffic will determine the best way to pass. Note-this is a courtesy & cannot always be thrown by track officials.
- d) Red – There is a situation that needs immediate attention. All competitors should slow down, proceed to the starting line & wait for instructions. No work can be done to competitor's machine unless directed by R.D. for safety reasons. Upon re-start, scoring will line-up to the previously completed lap.
- e) Rolled Black – used as a warning to competitor by track officials. Competitor does not need to exit track. It is a warning that borders a DQ or penalty. This will be shown to a competitor one (1) time per event. If situation is repeated or continues, then a black flag will be given.
- f) Black – when given to competitor a possible hazard condition with their machine could be the issue. Or the competitor is in violation of safe competition & is being penalized or DQ as a result. Competitor should slow to a reduced speed, signal others & exit track safely. Then report to R.D. Failure to adhere to black flag may result in suspension of competition.
- g) Green & White flags crossed – signals racers ½ way is complete
- h) Rolled White & Rolled Checkered – signals racers 2 laps remaining
- i) White – 1 lap remaining
- j) Checkered – end of race

17 - Competitor Performance

- a) Unnecessary rough riding, bumping, blocking or otherwise foul riding will subject the rider to disqualification. The R.D.'s decision is final.
- b) Deliberately riding two (2) wheels off the track to improve your position will result in a penalty if the action was not taken to avoid an emergency situation. If you inadvertently leave the track racing surface, you must re-enter the race safely and without advancing your position.
- c) If rider goes down, do not run across the track. Stay where you are until it is safe. Then pick up the bike & move it off the track/racing lines. Re-start your bike off the track, do not remain on the track trying to re-start the bike.

18 - Class Eligibility

- a) A rider must be a min. of 15 years old to be considered for approval to compete in an adult class.
- b) Any youth rider approved to compete in adult classes is no longer eligible in youth classes.
- c) Registration will close at the start of qualifying and no changes to classes will be made.
- d) Rider's qualifying time must fall within 117% of fastest rider's qualifying time for specific class. This is a safety rule to lessen the varying rates of speed on the track within specific class. (i.e., pole time is 26.5 seconds, then 31.0 seconds is the 117% cut-off) If a rider's time is outside of 117%, rider will be moved to the Youth/Adult LTD class respectively. Race Director has final decision, will notify rider & adjust class as needed
- e) If a rider does not meet the 117% qualifying class rule in the Qualifying Round, the Race Director will notify the rider of the class adjustment. The qualifying time made will be carried over and placed accordingly in the respective class move. If rider is signed up in multiple classes & is moved to Youth LTD or Adult LTD where they are limited to only that class, Sandy Hook Speedway will give an appropriate refund of entry fee to the rider.
- f) In regards to keeping Youth LTD & Adult LTD safe - Race Direction will monitor lap times throughout each event. This class is designed for those with little to no racing experience. Throughout a season Race Direction may move riders up to regular Youth or Adult classes. 60% of points earned will transfer if a class change is made.
- g) Youth LTD & Adult LTD season points champion will automatically be moved to regular Youth & Adult classes for the next season. Second & third place in points will also be considered with discussion of rider on also being moved up to Youth & Adult classes respectively.

19 - Rules

- a) Helmets must be worn at all times when riding in the pit area or on the track.
- b) When a rider slows on the track for any reason including exiting the track, he or she must make an effort to raise their left hand to signal to other racers in a safe manner.
- c) If a racer or spectator is caught with an open alcoholic beverage before the end of the last feature race, they will be asked to leave the event immediately with no refund given.
- d) Each rider is responsible for following the track rules and the layout of the track.
- e) Rough riding is not allowed at any time.
- f) While bikes are on the track, no one (spectator, crew member, parent, etc.) is permitted to enter the track unless directed to do so by a track official. Rider will be DQ from all classes for the day with no warning given.
- g) Racers who disregard rules, safety procedures, direction of track officials, behave in obnoxious or unsportsmanlike manner will be asked to leave immediately with no refund given. Racers are also responsible for the conduct of their pit crew and family members.

20 - Tech

- a) All race motorcycles must pass a safety tech inspection prior to participating in any mini moto event. Motorcycles need only be inspected once per event. The exception to this is motorcycles that have been black flagged for mechanical reasons or have been involved in a crash. A Tech Band will be placed on the bike passing Tech. No motorcycle will be allowed on the track during an event without a Tech Band.
- b) Road tread tires only. No knobby tires are allowed!
- c) The R.D. and/or Technical Inspector (T.I.) reserves the right to request any motorcycle be brought to Tech Inspection at any time to check for compliance. This is only done if there is reasonable suspicion that the League safety rules are being violated.
- d) The T.I. may at his discretion allow a "temporary fix" for non-safety related problems for a particular race event. The following items are safety related and pertain to all bikes in all classes and will be checked during tech inspection;
 - 1) Throttle must return freely
 - 2) Working engine kill switch
 - 3) Working front brake
 - 4) Working rear brake
 - 5) Bar ends or hand guard to protect throttle
 - 6) Levers must have ball or round ends per OEM/aftermarket production
 - 7) Hand guards should not be protruding or extend out to be a hazard to the rider or track surface during a crash or to another rider when passing on the track.
 - 8) No lever guards/front brake protectors on off-road style bikes. Hand guards are suggested for that style of bike. Lever guards/front brake protector can be used on road race styled bikes only i.e. NSR50/100, YSR50, Ohvale, Bucci, Kayo, etc.
 - 9) Tires and rims in good condition
 - 10) No turn signals or mirrors
 - 11) Headlights and/or tail lights must be taped or removed
 - 12) License plate and license plate bracket removed
 - 13) No obvious sharp edges or protruding parts that would be hazardous to your fellow competitors or yourself
 - 14) Oil drain plug safety wired
 - 15) Oil fill cap safety wired
 - 16) Coolant & fuel catch containers. This can be a combined catch tank for both the engine coolant & fuel or two separate systems. No soda cans of any type, no container that would allow a significant amount of fuel/coolant to be spilled in a crash. All hosing associated with the fuel system must be in good condition, of a proper material, and fastened securely. All fuel overflow hoses must terminate in the catch can. One-way breather vents on the gas cap will be permitted. Your container should be able to withstand a substantial impact, be of a quality material, large enough and able to contain all of its contents in the event of a crash, be heat-resistant and mounted

securely to your bike. The catch-can should be in a location that would reduce and/or eliminate its exposure to damage.

17) Numbers on front plate minimum 5" in height(6" PREFERRED WHEN POSSIBLE)

18) Numbers on both side plates minimum 4" in height(SEE ABOVE^)

19) Numbers must be solid. No outlines. Must have a distinct contrast from background color (i.e. – white back ground/black numbers - black background/white numbers - yellow background/black numbers - red background/white numbers)

When the scoring director cannot read your numbers you risk not being scored correctly.

Any questions or unsure about this please contact us.

***Race Direction will notify rider if there is a problem**



20) Exhaust pipe securely mounted

21) NO ANTI-FREEZE – water or products like Water Wetter, Engine Ice or Liquid Performance only

22) No leaking fluids

23) Dirt bike style gas caps must use a one-way valve vent

24) Only commercially available race gas or pump gas allowed. However, the use of nitrous oxide, alcohol or any other fuels is prohibited in all classes.

Any motorcycle not meeting these technical requirements WILL NOT BE ALLOWED ON THE TRACK.

21 - Protest Guidelines

- a) All race motorcycles must pass a safety tech inspection prior to participating in any mini moto event. Safety tech is not class rules & eligibility inspection.
- b) Only racers competing in the same race can submit protests. Protests for equipment violations must be submitted to the Race Director within 30 minutes after the completion of the main event.
- c) Protests regarding rough riding must be made immediately to the Race Director following the practice or race in which the questionable riding occurred.
- d) Riders submitting protests for equipment violations are required to deposit the protest fee of \$100 - cash only - with the Race Director.
- e) \$100 cash protest fee is per specific protest. If protesting two items, \$200 cash is the fee, etc.
- f) Along with the protest fee a written protest must be supplied stating:
 1. Class name
 2. Rider name that is being protested
 3. Bike competition number
 4. Description of exact item being protested for example:
Bore & Stroke – Crank Modifications – Head Work – Not OEM part – etc.
 5. Protesting rider's name
 6. Protesting rider's signature & date
- g) The protested rider is responsible for providing a mechanic to disassemble. If the Official does not find any infractions with the protested bike, the protest fee is paid to the protested rider.
- h) If the Technical Inspector does identify any violations, the protest fee is refunded to the protesting rider, and the guilty rider must show valid proof of any corrections at the next Sandy Hook Mini Moto event participated in.
- i) Protested rider if found in fault will lose position finished, points earned & default any prizes or awards.
- j) Sandy Hook Speedway Race Direction has final decision on all findings.

22 - Points

- a) Points will accumulate upon receipt of club membership application & payment
- b) Club members will receive points based on their actual finishing position
- c) There is a one race, lowest score race drop for the season.
- d) If a rider registers and attempts to compete in all scheduled race events that are held, 25 Bonus Points will be awarded.
- e) A rider must compete in at least half of scheduled point races that are held to be eligible for year-end point awards.
- f) If a rider transfers from an LTD class, 60% of their points earned in LTD will be carried over to one (1) other class (i.e. 60% of Adult LTD points can be put to F1 or Stock 100; not both).
- g) Point structure for all classes shall be –

FINISHING ORDER	"A" MAIN POINTS		"B" MAIN POINTS	FINISHING ORDER
1st	50		TRANSFER TO A Main	17th (1st)
2nd	45		TRANSFER TO A Main	18th (2nd)
3rd	41		17	19th (3rd)
4th	38		16	20th (4th)
5th	36		15	21st (5th)
6th	34		14	22nd (6th)
7th	33		13	23rd (7th)
8th	32		12	24th (8th)
9th	31		11	25th (9th)
10th	30		10	26th (10th)
11th	29		9	27th (11th)
12th	28		8	28th (12th)
13th	27		7	29th (13th)
14th	26		6	30th (14th)
15th	25		5	31st (15th)
16th	24		4	32nd (16th)
17th	23		3	33rd (17th)
18th	22		2	34th (18th)

- h) If a class has more than 18 entries, "B" Main program will go in to effect. Top 16 qualifiers from Qualifying Practice will direct transfer to "A" Main. Then compete in "A" Heat Race & "A" Main event. Riders that qualify 17th & higher will compete in the "B" Heat Race & "B" Main event. Top two finishers from "B" Main will transfer to the "A" Main event to make a full 18 rider "A" Main event grid. Points will be awarded accordingly.
- i) Again, club members will receive points based on their actual finishing position in the main - scored against members and non-club members. Race day awards will be given to top-3 finishers in each class.
- j) In the event of rain, riders will receive points based on their qualifying, heat or feature race finish depending on what was last completed for their class.
- k) ***If a rider is disqualified for any reason during an event, the race event cannot be used as the one race drop for points.***

****SANDY HOOK SPEEDWAY RESERVES THE RIGHT TO MAKE AMENDMENTS AS NEEDED****



23 - TEAM ENDURANCE RACES: SH200, Youth SH100& Youth SH50

ABOUT SANDY HOOK 200, 100& 50: 2018 was the inaugural year for the SHMM team endurance race events. First team to complete 200 laps (100 laps for the Youth) is the winner! Fun starts right away with the team qualifying efforts, picking pit spots, the start of the race, the action on and off the track! Pit stops for the teams create some of the best action of the day!

There was so much fun had by everyone it went to a bi-annual event the next year. Riders and teams are asking for even more!

It is limited to 20 teams for the SH200 and 15 teams for the Youth SH50 & SH100 events.

THE BASICS

SANDY HOOK 200(LIMITED TO 20 TEAMS)

- 200 laps
- 8 segments - 25 laps each
- 2 riders minimum per team
- 4 riders maximum per team
- Open to all level adult class riders
- Stock 100 class of bikes only (SHMM current class rules apply)
- 2 bikes per team maximum

SANDY HOOK 100(LIMITED TO 15 TEAMS)

- 100 laps
- 4 segments - 25 laps each
- Must be 2 riders per team
- Open to all level youth class riders
- Youth 110 class of bikes only (SHMM current class rules apply)
- 2 bikes per team maximum

SANDY HOOK 50(LIMITED TO 15 TEAMS)

- 50 laps
- 2 segments - 25 laps each
- Must be 2 riders per team
- Open to all level youth class riders
- Youth 50 class of bikes only (SHMM current class rules apply)
- 2 bikes per team maximum

FEES

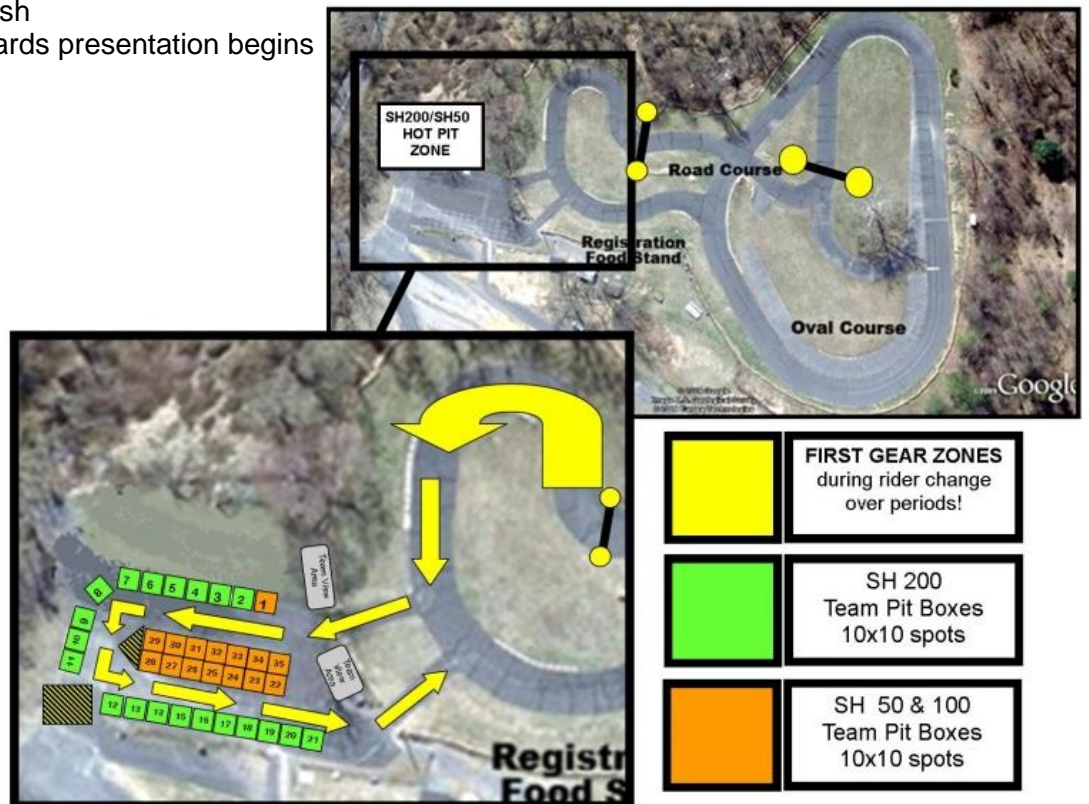
- \$65 for each SHMM member for participation per team(SH 50 Entry is \$40 per member)
- \$75 for each SHMM NON-member for participation per team(SH 50 Entry is \$50 per non-member)
- One timing tag per team will be provided free of charge for use the day of the race. A driver's license or \$20 deposit will be held in exchange for the timing tag.
- \$1 for Pit Pass per person for entry into the Hot Pit area for any crew or spectator (pit passes are included for each rider with their race entry).

RACE DAY SCHEDULE

- 7:30am Track Gate open & Registration begins
- 8:00am Tech Inspection opens
- 8:55am Registration ends
- 9:00am Rider's Meeting
- 9:30am Four 5 minute SH 200 practice sessions for adult riders
- 10:00am Two 5 minute SH 100 practice sessions for youth riders
- 10:15am Two 5 minute SH 50 practice sessions for youth riders
- 10:30am Four 4 minute SH 200 rider qualifying sessions
(Each rider on each team must have a qualifying time)
- 10:55am Two 5 minute SH 100 rider Qualifying sessions
(Each rider on each team must have a qualifying time*)
- 11:10am Two 5 minute SH 50 rider Qualifying sessions
(Each rider on each team must have a qualifying time*)
- 11:25am LUNCH BREAK & PIT SPOT CHOOSING BEGINS FOR SH 100

*For SH200-Two fastest qualifying times from the two fastest team members will be averaged to create each teams qualifying time. Each team's average time will set starting grid for each race and Hot Pit space selection for each team of the SH 100 & 200 races.

- 12:00 Noon Opening Ceremonies
- 12:10pm SH 100 Grid & warm-up laps
- 12:15pm SH 100 Race start (Four 25 lap segments)
- 1:20pm SH 100 Finish
- 1:30pm SH200 Grid & warm-up laps
- 1:35pm SH 200 Race start (Eight 25 lap segments)
- 3:10pm SH 200 Finish
- 3:20pm SH 50 Grid & warm-up laps
- 3:25pm SH 50 Race start (Two 25 lap segments)
- 4:00pm Finish
- 4:30pm Awards presentation begins



EVENT GUIDELINES

- One day timing tag will be provided to each team (must leave driver's license or \$20 deposit)
- Timing tag should be made easily transferable from bike to bike during race
- Only one timing tag can be used for each team
- Pit Pass must be purchased for entry in to the Hot Pit area for any crew member
- Each team member must have a qualifying attempt time
- There will be four 4 minute qualifying sessions for SH200 teams and two 5 minute qualifying sessions for the SH50 & SH100 teams
- For SH200-Two fastest qualifying times from the two fastest team members will be averaged to create each teams qualifying time. Each team's average time will set starting grid for each race and Hot Pit space selection for each team of the SH 50, 100 & 200 races.
- Team times will determine the starting grid position for the SH 50, SH 100 & 200 races
- Team qualifying times will set selection order for Hot Pit locations
- Race will begin from starting grid/finish line area of race track
- SH 50 & SH 100 Youth riders will start from grid positions on track
- SH200 teams will start along front straight with dead engines, rider standing in front of bike. Once starter signals go, rider will then be able to move around bike to start engine & start race
- Leader of race sets the 25 lap segments & so on for duration of race
- MANDATORY rider change at every segment when checkered flag is given
- Checkered flag will be thrown for all riders on the track
- Once a rider passes the checkered flag proceed to Hot Pit area for mandatory rider change
- Hot Pit Entry Zone (designated zone on track) & Hot Pit are 1st gear only!!!
- Stay in 1st gear until back on track
- NO PASSING in Hot Pit Entry Zone or Hot Pit
- Single file at all times - even if slower rider in front
- This will be policed by Race Officials
- Lap deduction or disqualifications are possible
- Teams must enter their Hot Pit location
- Switch of rider & bike if more than one bike is used
- Engines must be OFF while refueling
- Riders must be off the bike while refueling
- If bike change is made, timing tag must be moved to new bike entering track
- Responsibility of team to make the timing tag switch - NO exceptions
- Rider entering track must enter with track official/flagger assistance
- Rider & bike change can happen at any time during segments (e.g. After mandatory rider change happens, one lap can be made & another rider change can take place)
- Race continues until completion of four 25 lap segments for the SH 100 set by the lead team.
- Eight 25 lap segments for the SH 200 set by the lead team.
- Two 25 lap segments for the SH 50 set by the lead team.
- Yellow Caution flag during race means NO PASSING in area of caution.
- If race is stopped due to a Red flag, race will restart at starting grid by teams' current race ranking
- Black flag pointed at a rider signals a warning
- When Black flag is waved at a rider, rider must exit the track to Hot Pit and see a Race Official for direction
- In event of a crash and bike is not able to be ridden, bike must be safely pushed to Hot Pit area for timing tag to be removed and placed on another bike.
- Timing tag cannot be removed from wrecked bike on track and carried to Hot Pit.
- No cutting course after checkered flag is thrown for segment end or race finish.
- Failing to switch riders at designated segment point will result in a one (1) lap deduction for each lap made to team total
- Rough riding WILL NOT be tolerated! Penalties and/or disqualifications will be made at discretion of Race Officials.

TRACK RENTALS & PRIVATE EVENTS

Sandy Hook Speedway Rental Terms & Fees		
4-hour rental (1/2 day) Gate opens 8:00am Track time 8:30am-12:30pm or Gate opens 12:30pm 1:00pm-5:00pm	\$600	4 pits passes & EMT included. Additional Pit Pass is required for each person on premises whether spectating or driving/riding - \$15/pit pass. (Insurance requirement) Rates set on maximum of 12 Riders/Drivers per rental. For larger number of participants additional fees will apply.
+ \$125 / hour for additional time before or after scheduled track time if schedule allows.		
<ul style="list-style-type: none"> • \$250 for timing system use. (Must be scheduled ahead of time.) Daily use timing tags can be rented for \$10 ea. 		
7-hour rental (Full Day rental) Gate opens 8:30am Track time 9:00am-4:00pm	\$875	6 pits passes & EMT included. Additional Pit Pass is required for each person on premises whether spectating or driving/riding - \$15/pit pass. (Insurance requirement) Rates set on maximum of 12 Riders/Drivers per rental. For larger number of participants additional fees will apply.
+ \$125 / hour for additional time before or after scheduled track time if schedule allows.		
+ \$250 for timing system use. (Must be scheduled ahead of time.) Daily use timing tags can be rented for \$10 ea.		
<p style="text-align: center;">Renter can structure the track time in any format desired.</p> <p style="text-align: center;">THE RATES LISTED ARE FOR PRIVATE, SMALLER GROUP TRACK RENTALS. IF YOU ARE LOOKING TO RENT THE TRACK FOR A LARGER SCALE ORGANIZED EVENT, SCHOOL, RACE, ETC., PLEASE MENTION THAT WHEN FILLING OUT THE RENTAL INQUIRY FORM. WE WILL THEN CONTACT YOU TO LEARN MORE ABOUT YOUR EVENT AND DISCUSS RATES TO HAVE ADDITIONAL TRACK STAFF ON HAND IF SCHEDULING ALLOWS.</p> <p style="text-align: center;">Trackside cafe will not be open.</p>		

For more information, please contact Robert or Brianna at:

717-615-1820

info@sandyhooksspeedway.com

Anyone looking to try a Track Day or a Race Day,
and you don't have a bike to participate?
Please reach out to Robert for details - Robert@theservicepavilion.com

Sandy Hook Speedway is looking for business Partners!

Businesses we are proudly working with right now;



Sandy Hook Speedway offers many different partnership packages to create a beneficial relationship for everyone involved.

Sandy Hook Speedway has been part of the Street, MD community since 1964. With multiple generations of kart racers having competed at Sandy Hook Speedway & a growing mini-moto scene, its roots are deep in the Harford County region and beyond. With a family-friendly atmosphere and community-minded focus, we are looking to partner with companies that hold our same values.

Does a particular company come to mind? If you or someone you know owns a business that would be a good fit for Sandy Hook Speedway, please let us know your thoughts & ideas.

For more information, please contact Robert or Brianna at:

717-615-1820

info@sandyhookspeedway.com



SANDYHOOK
Speedway



Street, MD
sandyhooksspeedway.com

3050 Sandy Hook Rd
Street, MD
21154

717-615-1820
www.sandyhooksspeedway.com
info@sandyhooksspeedway.com