



**EAGLES CANYON RACEWAY  
SCREAMING EAGLES**

**2026 MOTORCYCLE TIME TRIAL  
SERIES RULEBOOK**



# SPORT RIDER RACING

## 2026 SCREAMING EAGLES TIME TRIAL SERIES RULEBOOK



# WELCOME!

The Screaming Eagles Motorcycle Time Trial series offers riders the chance to improve on their own bests – lap times and racecraft – in a qualifying session style format for any level of racer and on any type of machine. We are excited to have you join us for fun and friendly TT action and offer a special thanks to Eagles Canyon Raceway for making this series possible.

This rulebook is your guide to making the most of your experience.

Like the sister Screaming Eagles Endurance Series, the Screaming Eagles TT Series is designed as a steppingstone between track days, coaching and fully sanctioned racing. Focused on affordable fun and accessible track time, our approach offers the rewards and excitement of competition with a lower cost and complication vs. traditional sanctioned racing.

At the same time, we aspire to appeal to the experienced racer with a challenging and rewarding competitive environment.

We are glad to have you in our series.

### PLEASE TAKE THIS WARNING SERIOUSLY

Motorcycles are dangerous. Riding them more so. Racing motorcycles can get you seriously injured or killed.

Crashing a motorcycle is not an “if”, but “when”. When you crash, your most important consideration is your own safety: avoid being hit by another rider.

Make sure you understand these risks. Ensure your work, family and personal situation are compatible with the possible risks of racing motorcycles.

If you do not have medical insurance, please reconsider participation until you do.

### CLASSES

The TT series is designed to challenge each rider against themselves and the clock but offers classes to help distinguish machines with clearly distinct performance characteristics. Select the class that best represents the machine used in Time Trial competition:

**Formula 500** is for any motorcycle generally 50 horsepower or under, and includes the Ninja 400 and 500, Aprilia 457, Yamaha R3 and KTM RC390.

**Formula Lightweight** is designed for machines generally under 100 horsepower and includes the Aprilia RS660, Kawasaki ZX-4RR, Suzuki SV-650, Yamaha R7, KTM Duke 790 and Twins Cup homologated machines.

**Formula Middleweight** is for any motorcycle generally under 130 horsepower and includes all 600cc inline 4 machines, and all motorcycles homologated under NextGen Supersport rules. Common examples include the Ducati Panigale V2, Suzuki GSX-R750, KTM 990 RCR and Yamaha R9.

**Formula Heavyweight** is an open class with any motorcycle legal.

The Time Trial is held as a series of on-track sessions combining all licensed racers and hardware participating in the event. Participants should be aware that while all riders will have a race license, there **will** be a significant difference between rider skill levels, pace and hardware on track at the same time.

### RIDER REQUIREMENTS

All participants must have a driver license with a motorcycle classification issued by a state or federal government or have an existing competition license issued by a recognized race sanctioning body.

Minors are eligible to participate with an additional minor release form and must have a parent or legal guardian present and observing all on-track and classroom activity at all times.

All participants must have a current SportRiderRacing competition license. The license cost for the 2026 season is \$25 and covers all events in the series. There is no discount available for attending fewer races.

There are two ways to earn your SRC/SRR competition license:

- 1) Attend an SRC or SRR race licensing school. The SRC license school is intended for racers participating in sanctioned competition and provides a pathway to club-level sanctioned racing with the CMRA. The SRR license is intended for racers looking for a stepping stone to competition and is available at a lower cost and with simplified graduation requirements.

- 2) Submit your existing race licensing credentials from a recognized sanctioning body such as the CMRA, WERA, MRA, CCS or MotoAmerica and purchase an SRR license.

Eagles Canyon Raceway members are welcome to attend the SRR license school or submit credentials for an SRR license at no charge as a member benefit.

### REQUIRED RIDER EQUIPMENT

Protective Riding gear including one- or two-piece leathers, helmet, gauntlet-style gloves and racing boots are required. Textile suits are not approved. Take your personal safety seriously and buy the very best gear you can afford. Back protectors, air bags and other safety equipment are strongly encouraged.

Helmets must be full face and use original securing strap and clasp. Helmets must meet Snell M2020, M2020D, or M2020R standards, or must be JIS (T8133 2015 Type 2), EC (ECE 22-05 "P") or FIM (FRHP Circuit Racing Certification) approved. Modular helmets are not acceptable. Helmets must be in good condition and not manufactured more than 5 years prior to the event date.

New racers receiving their first race license and participating in their first race must wear a brightly colored shirt over their leathers. Neon yellow is recommended, but any bright color is acceptable. If you don't have a suitable shirt, one will be provided. Riders who crash in this series may be asked to wear a shirt regardless of their experience or credentials for the following race.

### MACHINE PREP REQUIREMENTS

Any machine used in competition must meet a basic standard of technical preparation for the safety of all participants. Technical inspection of each race machine will be performed on the race grid before the race starts and after any crash. All machines must pass technical inspection and have a tech approved sticker before operation on the racing surface.

### GENERAL REQUIREMENTS

For the TT series, a machine meeting the standards of safe member-day operation is acceptable. "OEM" street bikes meeting a high-level of mechanical upkeep are acceptable.

- Machines must be mechanically sound. Inspections will focus on a machine with sturdy pegs, bars, controls and rider interface, and without loose bodywork, components or other track operation hazards.
- Tires with half tread or better are required. New tires are recommended. Slicks and track-specific tires are encouraged.

- Absolutely no open bar ends, broken levers, sharp pieces or other impalement hazards may be present on machine
- Anything glass must be removed. Plastic mirrors, lights and other street-legal fixtures are acceptable for TT events
- No fluid leaks or other poor mechanical upkeep or workmanship may be present on the machine

While safety wire, belly pans, water-only coolant and other and traditional race prep are not required for the TT series, it is strongly encouraged.

### RACE SCORING TRANSPONDER

All machines must use an AMB or MyLaps transponder when on the racing surface. Failure to have a race transponder properly installed will result in a black flag.

Race scoring transponders must be mounted on the left fork leg using a standard AMB or MyLaps fork leg mounting clip. Alternate mounting locations within a few inches of the left fork leg may be acceptable with race marshal approval on a case-by-case basis. The mounting location must not provide a competitive advantage for relay teams.

### SCORING

All sessions will be scored for racing surface lap times only. Session timing will be available through a website and on a monitor in the clubhouse.

Scoring requires a minimum of two consecutive passes of the start/finish line on the racing surface during any active session. This requires approximately 3 laps to be scored for a single lap: out lap, one full lap, and then a return to pit lane. Sequential laps once on track are scored normally.

**Running off or crashing during a session disqualifies the rider from scoring for that session.**

### REGISTRATION

All registration is online and can be performed up until the morning of the event. Fees are non-refundable. Registrations cancelled with at least 5 days of notice will receive a 100% credit towards a future event with SportRiderRacing.

### EVENT DAY

Stage in the paddock per a regular member day. Event days can be busy, so be considerate of other riders and members and pull “head-in” to paddock spaces to avoid using up valuable paddock-way.

### SCHEDULE

The specific schedule and session times for each day may vary. A typical daily schedule:

TIME	EVENT
<b>06:00A – 07:00A</b>	Arrival and Tech Inspection
<b>07:00A (LICENSE SCHOOL FOLLOWS)</b>	Rider Meeting & License School – ECR Classroom
<b>~08:00A</b>	First Session (see posted schedule day of event!)
... roughly every hour with lunch break	Additional Sessions (see posted schedule day of event!)
<b>03:00P – 04:00P</b>	Track Cold (see posted schedule!)
<b>04:00P</b>	Awards and Happy Hour at Over the Top

### TECHNICAL INSPECTION

All race machines must pass technical inspection before operation on the racing surface.

Technical inspection begins at 6a. Check in at the SportRiderCoaching garage. If you bring your machine it's appreciated, but we understand the complexity of staging and can come to you at your paddock location.

The goal of technical inspection is to help ensure machine safety, not serve as a barrier to racing or to prevent riders from enjoying the race experience. If technical inspection identifies an issue with the machine, please ask for help – it's likely the race official has a suitable solution or recommendation that can be implemented on race day. We may have suggestions or make notes of machine preparation improvements – please take these seriously.

All riders must present their personal riding equipment for technical inspection.

Machines and all rider helmets must present a passing tech sticker issued by a race official before entering the racetrack.

### RIDER SAFETY BRIEFING – ECR CLASSROOM UPSTAIRS

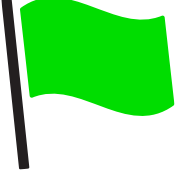
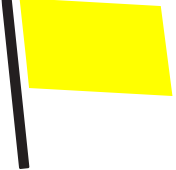
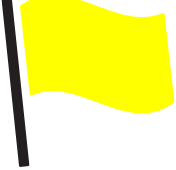
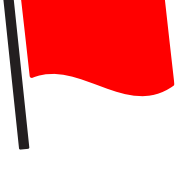

At 7a a brief rider meeting will be held to discuss last-minute notices, track conditions and other important information. All riders must attend, and rider role calls may be performed. Riders found to have skipped the rider safety briefing may be penalized one or more laps.


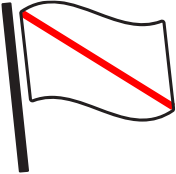
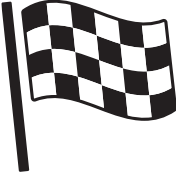
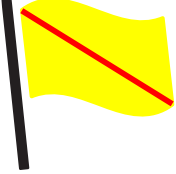
### WEATHER POLICY

Severe weather may delay or even cancel a race event. If the event is cancelled, credits for a future race will be issued to race teams.

### FLAGS

Flags are the only way race officials have of communicating with a rider on the racetrack. It is essential every rider understands every flag perfectly and always responds correctly for any presented flag. Riders failing to properly respond to flags may receive a penalty for each violation.

	<p><b>Green Flag</b></p> <p>Indicates an active session with clear track conditions.</p>
	<p><b>Stationary Yellow Flag</b></p> <p>Indicates a potentially dangerous situation near the track. Passing is NOT allowed and offending riders may receive a penalty.</p>
	<p><b>Waving Yellow Flag</b></p> <p>Indicates a potentially dangerous situation near the track. Passing is NOT allowed and offending riders may receive a penalty.</p>
	<p><b>Red Flag</b></p> <p>Indicates a stopped session. Raise your clutch hand HIGH to indicate your intention to slow to a one-handed pace and return to the pit. Do not stop on the course unless it is impassable or obviously signaled to do so by course workers. Riders not proceeding cautiously will be penalized.</p>
	<p><b>Black Flag with Orange Dot (Meatball Flag)</b></p> <p>Indicates a safety violation. The rider in question should pull off the racing surface as quickly and safely as possible outside of a crash zone and inspect his/her machine.</p>

	<p><b>Black Flag</b></p> <p>The rider must complete the current lap and report immediately to officials on pit lane.</p>
	<p><b>White Flag with Diagonal Red Cross</b></p> <p>Indicates drops of rain on this section of the track.</p>
	<p><b>Checkered Flag</b></p> <p>Displayed at start/finish, indicates the end of the session.</p>
	<p><b>Yellow Flag with Red Stripes</b></p> <p>The adhesion on this section of the track could be affected by any reason other than rain.</p>

### SESSION PROCEDURE

Sessions start from pit lane with a green flag. When entering the track surface from the cold grid, riders should wait for direction from the pit marshal. When on the cold side of pit lane, riders may come and go from the session on their own recognizance using safe track entry and exit procedures.

Sessions are open lapping. Riders are encouraged to use racecraft and strategy to determine ideal times to be on the racing surface balancing personal endurance, a possible “tow” from a faster rider, and avoiding encumbering traffic.

### RED FLAGS & RESTARTS

Should a red flag stop a session, riders should return to the pit and wait to determine if the session will be cancelled.

### PIT LANE SPEED LIMIT

All traffic on pit lane must closely adhere to a 15-MPH speed limit. The pit lane and paddock have a surprisingly high number of serious accidents – accidents easily prevented. Riders violating the speed limit face a warning. Repeated violations will result in a penalty.

### ON TRACK COURTESY

This is a race environment and real competition. However, your best times can rarely be achieved riding aggressively around slower competitors. The day can certainly end this way.

SportRiderRacing encourages a competitive, challenging environment that's equally focused on sportsmanship and clean riding.

If you mess up – own it. A wave, or an in-pit apology and handshake go a long way. Make an opportunity of your mistake to learn and insist of yourself improvement.

It's the responsibility of expert riders to demonstrate good racecraft, sharing their knowledge and experience with newer racers.

Create the race series you want to compete in – one that's fun, inviting to new riders, and helps develop the passion we all share for our sport.

### OVERTAKING

Passing happens in racing – it's part of the sport. The rider in front has right of way, and it's the responsibility of the rider performing the overtaking maneuver to compromise their line to make a clean and safe pass. Intentional contact during overtaking is prohibited, and riders making a consistent habit of unsafe or unnecessarily aggressive overtaking maneuvers may receive the black flag and a penalty.

### SIGNAL WHEN SLOWING OR EXITING THE RACETRACK

"Any time you aren't going as fast as possible, your clutch hand should be in the air." While perhaps a bit of an overstatement, it's essential all riders signal clearly when slowing down, looking backwards for any reason, or selecting an off-line path of travel including exiting the racetrack. All riders who signal an exit **MUST EXIT** – pass through the pit lane slowly and re-enter the track from pit lane if the signal was in error or you have changed your mind.

### RUNNING OFF TRACK & CRASHING

Unfortunately, it's going to happen. Any time a rider runs off it is an indication that something worse is likely to happen in the future. Take each situation where you stand the bike up or even consider it as a lesson. If you do run off, be especially careful when coming back on track: don't drag mud or debris on to the race line and be especially careful of traffic. If possible and safe, it's best to come back on track off-line to gain momentum then rejoin the racing line.

If you are involved in a crash, the most important consideration is you. Let the bike go and get into a safe area where you are unlikely to get hit. Immediately after a crash you are likely to have a few moments of confusion – that's normal. When you are sure you are OK, wave to a corner worker. If you stay down or don't wave, race direction will assume you are severely hurt and red flag the session. Intentionally faking an injury to cause a stopped session and limit the competitive consequences of a crash will result in disqualification.

If your motorcycle is damaged beyond safely riding it back to the pit, race support will come pick you up. This might mean you are loading a bike on the recovery vehicle during an active race; always be aware of your surroundings and avoid accidentally stepping back on the racing surface or near the race line.

All crashed motorcycles will be returned to the cold side of the pit wall for technical re-inspection. Crashed riders will be subject to concussion protocol and may not return to riding until cleared. Any rider touching their helmet on the ground or another surface may be prohibited from further on-track activity for that day. Crashed riders returning may be asked to wear a shirt of shame for the remainder of the day.

### NEW RACERS

New racers and riders unfamiliar with Eagles Canyon are encouraged to ask for help, on-track and off. SRR will identify coaches to demonstrate proper race lines and other race skills in a lead-follow format. Any racer wanting a bit of extra consideration and space on-track should wear a brightly colored shirt over their leathers. SRR is committed to creating lifelong passion for our sport, and we welcome the opportunity to help you achieve your personal goals.

Riders who are unfamiliar with Eagles Canyon may be assigned an instructor for a lead-follow laps. These laps will be at a sporting but moderate pace and are intended to familiarize a new rider with the correct race line at Eagles Canyon.