



EAGLES CANYON RACEWAY SCREAMING EAGLES

2026 BIG BIKE RELAY RULEBOOK



DOCUMENT HISTORY

VERSION	REVISIONS
July 1, 2026	Initial rulebook

WELCOME!

We are excited to have you join us for fun and friendly racing action with the 2026 Screaming Eagles Big Bike Relay Race Series powered by SportRiderRacing, a brand of the SportRiderCoaching company. We offer a special thanks to our hosts at Eagles Canyon Raceway who make this racing series possible.

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

The Screaming Eagles Big Bike Relay Series is designed as a stepping point 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

Competition is divided between three classes running concurrently. Classes are for two or more riders sharing two or more motorcycles and a single race scoring transponder.

FORMULA UNDERDOG RELAY

All machines on a team with a rear wheel horsepower of 90 HP or less. The Aprilia RS660, BMW F900R, Honda CBR650R, KTM 790 Duke, GSX-8R / 8S and Triumph Daytona 660 are allowed at OEM displacement.

FORMULA MIDDLEWEIGHT RELAY

All machines on a team with a rear wheel horsepower of 130 HP or less. The Ducati 959, Ducati V2, KTM 990 Duke, KTM 990 RC R, Suzuki GSXR-750 and Yamaha R9 are allowed at OEM displacement.

FORMULA OPEN RELAY

All machines on a team meeting the technical requirements of the series.

HOMOLOGATION & ELIGIBILITY

Decisions on machine eligibility are the authority of race officials. All decisions are final.

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- and off-track activity.

All participants must have a current SportRiderRacing competition license. The license cost for the 2026 season is \$25 and covers all SportRiderRacing events. 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 point into 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, MD2020D, or MD2020R 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

- Anything with fluid behind it should be safety-wired. RTV is acceptable on stator covers. Overflow catch bottles and lines, brake lines and fluid reservoirs with less than 250ml of fluid capacity are excepted from this requirement
- Anything holding a wheel or brakes in place must be safety-wired to include axles, pinch bolts and caliper bolts
- No anti-freeze of any kind. Ever! All machines must run plain water or water with water wetter
- Glass must be removed. Mirrors must be removed. OEM polycarbonate does not need to be taped unless functioning lights are behind it
- A fluid-retaining belly pan is required – it should be capable of holding fluid equal to the water and oil in the machine
- Remove kickstand(s), license plate bracket and external (blinker) lights
- A brake lever guard is required
- Absolutely no open bar ends, broken levers, sharp pieces or other impalement hazards may be present on machine

SAFETY WIRE REQUIREMENTS

- Axles / axle nuts and axle pinch bolts
- Oil fill, oil drain, oil filter, oil galley, oil lines, oil cooler
- Coolant fill, coolant drain, water pump drain, radiator cap
- Brake calipers

OTHER ITEMS

- Case (clutch and stator) covers are recommended for all machines
- Don't forget a good inspection of the machine for loose fasteners, loose or broken parts and levers, brake lever guard and other requirements

BIKE NUMBER PLATE

A clearly legible bike number plate is required on the front of the machine. Numbers must be at least 5 inches in height, and plate backgrounds may be stylized or decorated provided legibility is maintained. Yellow backgrounds are recommended for less experienced teams and white backgrounds for more experienced riders. Number plates are used for on-track identification only; any two- or three-digit number is acceptable, and teams may run different numbers on each bike.

RACE SCORING TRANSPONDER

All race 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

A team is scored by the number of times the competition machine crosses the start/finish loop on the racing surface during the endurance period. Pit road loop passes do not count. Teams are then ranked for finishing order based on the number of laps completed. In the event of two or more teams finish on the same lap number, the teams are ranked by their relative position on the most recently completed lap.

Championship points in the series are accumulated according to the following formula:

- Each team is awarded points equal to the number of times their team crosses the start/finish loop during the race period
- Each class is scored independently as well as an overall scoring. The top 10 teams in each are awarded bonus points based on their finishing position in each round:
 - 1) 25 points
 - 2) 22 points
 - 3) 19 points
 - 4) 16 points
 - 5) 13 points
 - 6) 10 points
 - 7) 8 points
 - 8) 6 points
 - 9) 4 points
 - 10) 2 points

REGISTRATION

All registration is online and can be performed up until the morning of the race event. Race fees are non-refundable. Any team canceling a registration with at least 5 days of notice will receive 100% credit towards a future race with SportRiderRacing.

RACE DAY: LOADING IN

Starting at 3p, the cold pit will be available for team load-in and set up. Place race support equipment (tools, fuel, canopies, etc.) behind the pit wall, and place race machines on the cold side of pit lane.

TECHNICAL INSPECTION

All race machines must pass technical inspection before operation on the racing surface. Technical inspection will be performed by mobile race officials on pit lane at the team location beginning at 3:15p each race day. *Position race machine(s) on the cold side of pit lane and race officials will come to you.*

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.

If time runs short, a priority will be placed on machines and starting riders, with a follow-up pass through the team pit locations to inspect rider equipment for riders racing second or later order on the team.

RIDER BRIEFING – IN PIT

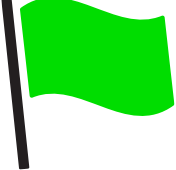
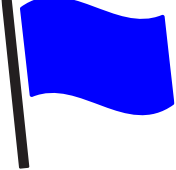
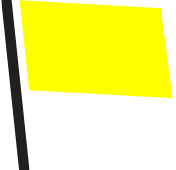
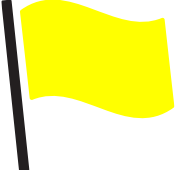
At 3:30 a brief rider meeting will be held to discuss last-minute notices, track conditions and other important information. All riders must attend, and rider role calls may be performed. Riders found to have skipped the rider safety briefing may be penalized one or more laps.

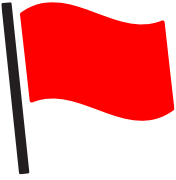
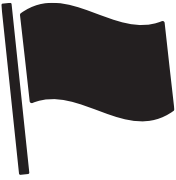
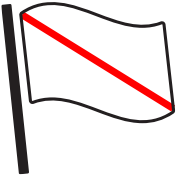
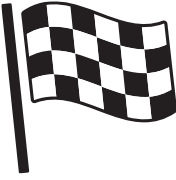
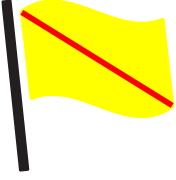
WEATHER POLICY

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 that every rider understands every flag perfectly and always responds correctly for any presented flag. Riders failing to properly respond to flags face a 1-lap penalty for each violation.

	Green Flag Indicates an active race with clear track conditions.
	Blue Flag Indicates open track before race start or restart. Laps completed under a blue flag are not scored. This is not the standard use of the blue flag, and unique to this series.
	Stationary Yellow Flag Indicates a potentially dangerous situation near the track. Passing for position under a stationary yellow flag is NOT allowed and the offending team will be assessed a one lap penalty.
	Waving Yellow Flag Indicates a hazard or obstacle on the track – use extreme caution. Passing for position under a waving yellow flag is NOT allowed and the offending team will be assessed a one lap penalty.

	Red Flag Indicates a stopped race. Raise your clutch hand HIGH to indicate your intention to slow, predictable 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.
	Black Flag with Orange Dot (Meatball Flag) 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.
	Black Flag The rider must complete the current lap and report immediately to the race officials on pit lane.
	White Flag with Diagonal Red Cross Indicates drops of rain on this section of the track.
	Checkered Flag Displayed at start/finish, indicates the end of the race.
	Yellow Flag with Red Stripes The adhesion on this section of the track could be affected by any reason other than rain.

RACE START PROCEDURE

Approximately five minutes before the start of the race the blue flag will be displayed on pit road and at start/finish. Riders taking the start may enter the track for a warm-up and sighting lap and proceed to their starting grid location.

This race utilizes a “Le Mans – style” race start. Bikes are positioned in grid positions on the front straight along the pit wall in order of registration at a roughly 45-degree angle pointed in race direction. Starting riders must stage off track across from their machine with a teammate holding the motorcycle. The bike may not be running.

At the green flag, riders run across the track to their machine, start the motor and begin the race.

RED FLAGS & RESTARTS

Should a red flag event trigger a race stop, riders will re-grid in their original starting order and the race will restart with the same procedure as the initial race start. Laps completed by each team prior to the red flag will be preserved in the scoring system; the restart simply resets physical track positioning.

Any rider and machine combination may take the restart, including a rider or machine switch elected during the red flag.

PIT FUELING, BIKE WORK & RELAY RIDER SWITCHES

Relay teams **must switch riders and race machines** on any pit stop for any reason.

All fueling on pit road must meet the following safety precautions and procedures:

- Any machine receiving work, service or fuel must be on a stand and self-supported
- A maximum of two people may be in contact with the fueling apparatus and race machine during fueling. Each person must be wearing leather or fire-protective gloves, long sleeves, long pants and closed toe footwear. Race leathers are acceptable
- Another person must be at least 5 feet back from the machine being fueled holding a charged A-B-C fire extinguisher of at least 8-pound capacity with the pin pulled and the hose aimed at the base of the machine being fueled
- Fueling must be performed with fuel rigs designed and sold specifically for motorsports fueling. Dry break and fuel delivery safety systems are encouraged. All fuel systems must operate using regular atmospheric pressure in the fuel supply source (no pressurized fuel jugs)
- A maximum of four total individuals may be over the pit wall in any given pit stop: incoming rider, outgoing rider, and two pit crew

RELAY TEAM HAND OFFS

For relay teams, only the two riders, incoming and outgoing, may participate in the handling and exchange of the race transponder. A maximum of two pit crew members are allowed over the pit wall to assist with stands. Both machines must be on stands and self-supported during the transponder exchange, and the transponders must be mounted on AMB/MyLaps original transponder mounts with a working retaining pin.

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 1-lap team penalty.

ON TRACK COURTESY

This is a race and real competition. However, an endurance race can rarely be won riding aggressively around slower competitors. It can certainly be lost 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 demand improvement from yourself.

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

A lot of passing happens in endurance 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 1-lap 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 reenter 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 race. Intentionally faking an injury to cause a race stop 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 the race until cleared. Any rider touching their helmet on the ground or another surface may be prohibited from further on-track activity for that race. Crashed riders who do return may be asked to wear a shirt of shame for the remainder of the race and the following race.

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 lap during the blue-flag period. 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.