EAGLES CANYON RACEWAY
SCREAMING EAGLES

2027 LIGHTWEIGHT MOTORCYCLE ENDURANCE SERIES RULEBOOK

SPORT RIDER RACING

SportRiderRacing

2027 Screaming Eagles Endurance Series Rulebook

Document History

Version	Revisions
	Initial rulebook
July 1, 2026	New Race Classes and Motorcycles ▪ Formula Lightweight Endurance & Relay ▪ Formula Overdog Endurance & Relay Endurance Pit Stop Changes ▪ Any machine receiving work, service or fuel must be on a stand and self-supported ▪ Pit stops involving a rider swap *only* may be performed *without* a bike on the stand
Jan 1, 2027	2027 Series Rulebook Updates ▪ Number plate requirement made optional but recommended ▪ Finishing position bonus scoring schedule modified ▪ Team structure limited to 4 riders per season ▪ Pit stops allow two crew members to interact with fueling apparatus ▪ Implementation of Le Mans Style start procedure

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WELCOME!

We are excited to have you join us for fun and friendly endurance racing action with the 2027 Screaming Eagles Motorcycle Endurance 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 Endurance 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.

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2027 Screaming Eagles Endurance Series Rulebook

Classes

Competition is divided between four classes running concurrently. Endurance classes are for 2, 3, or 4 riders utilizing a single machine. Relay classes are for 2, 3 or 4 riders and at least 2 machines, permitting multiple machines sharing a single race scoring transponder. A team roster is limited to four riders for the season. Once four riders have been registered to a team, no additional riders may be added, even if a rostered rider withdraws. Teams formed with more than 4 riders across a season are welcomed as a new team in the series each race event.

Formula 300 Endurance

Any motorcycle with a rear wheel horsepower of 40 HP or less. The Kawasaki Ninja 300, Yamaha R3 and KTM RC390 are allowed at OEM displacement.

Formula 500 Endurance

Any motorcycle with a rear wheel horsepower of 50 HP or less. The Kawasaki Ninja 400 and Ninja 500, Aprilia RS 457, Honda CBR500, and CFMoto 450SS are allowed at OEM displacement.

Formula Lightweight Endurance

Any motorcycle with a rear wheel horsepower of 75 HP or less. The Ducati Hypermotard 698 Mono, Monster 797, Kawasaki ZX4-RR, Ninja 650 (parallel Twin), Kramer HKR EV02 690, Suzuki SV650, Triumph Trident 660, Yamaha R7, FZ-07 and MT-07 are allowed at OEM displacement.

Formula Overdog Endurance

Any motorcycle 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 300 Relay

Two or more machines and riders meeting the rules for Formula 300 endurance racing as a team.

Formula 500 Relay

Two or more machines and riders meeting the rules for Formula 500 endurance racing as a team.

Formula Lightweight Relay

Two or more machines and riders meeting the rules for Formula Lightweight endurance racing as a team.

Formula Overdog Relay

Two or more machines and riders meeting the rules for Formula Overdog endurance racing as a team.

Homologation & Eligibility

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

SportRiderRacing

2027 Screaming Eagles Endurance Series Rulebook

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 observing all on-track, pit and classroom activity.

All participants must have a current SportRiderRacing competition license. The license cost for the 2027 season is $25 and covers the entire 3 race series. There is no discount available for attending fewer races.

There are two ways to earn your 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.

SportRiderRacing

2027 Screaming Eagles Endurance Series Rulebook

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 highly recommended but not required on the front of the machine. Numbers should 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 teams.

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 and operational 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.

Teams without a functional transponder will not be scored and laps will be forfeited.

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) 15 points
  2) 13 points
  3) 11 points
  4) 9 points
  5) 7 points
  6) 5 points
  7) 4 points
  8) 3 points
  9) 2 points
  10) 1 point

SportRiderRacing

2027 Screaming Eagles Endurance Series Rulebook

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 Saftey Briefing – In Pit

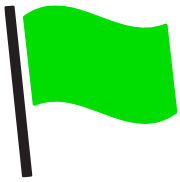
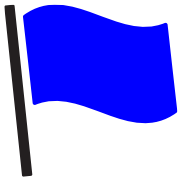
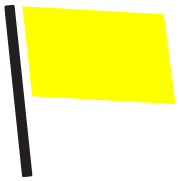
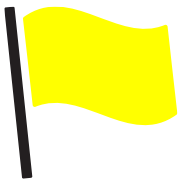
At 3:30 a brief rider meeting will be held to discuss last-minute notices, track conditions and other important information. All riders must attend, and rider role calls may be performed. Riders found to have skipped the rider safety briefing may be penalized one or more laps.

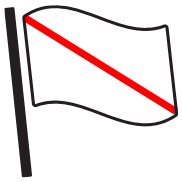
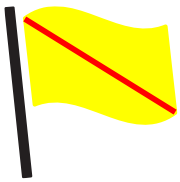
Weather Policy

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 riders on the racetrack. Riders must understand the flags perfectly and always respond 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 for gridding before race start or restart. This is not the standard use of the blue flag, and unique to this series. (This may also be a blue flag with yellow stripes)
	**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 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.

	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. (A plain white flag may also be used for this indication)
	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.
	Starting Lights Lights will be red indicting race about to start. Race starts when lights go out.

RACE START PROCEDURE

Starting grid positions for any start or restart are set by race registration date, with each team in chronological order based on their race registration. Each team grid position will be communicated during technical inspection.

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 motor may not be running.

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 indicated by cones placed on the pit wall roughly 5 feet apart indicate starting positions

Red lights near the start/finish line will indicate race start. When the red lights go out, 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 should return to the pit and follow pit stop procedures. Machine work including fuel, tires or other service work is permitted on a red flag.

At a point determined by race officials, the track will reopen with the blue flag displayed indicating teams may enter the racing surface. The race restart procedure will be identical to the race start procedure, including starting grid positions.

PITSTOPS & RELAY RIDER SWITCHES

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

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
- Pit stops involving a rider swap *only* may be performed without a bike on the stand
- Only two people may be in contact with the fueling apparatus and race machine during fueling. Each person directly involved in fueling 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 by 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 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

A lot of passing happens in endurance racing – it's part of the sport. The rider in front has right of way, and it is 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 is 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.