

Eastern States Racing Association Rulebook

January 1, 2005

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I. Machines

A. Classes—Displacement and Number Plates

1. **Specials Class.** Yellow number plate with black numbers.



2. **Stock Class.** White number plate with black numbers.



3. **Auto Class.** Black number plate with white numbers.



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B. Definitions of Families of Machines

Scooter

Any two-wheeled vehicle that, as sold by the manufacturer, has a step thru frame, wheels 14" or smaller, and has a 251 cc or smaller engine.

Stock

Scooters eligible for the Stock Class will be metal-bodied vintage or vintage style machines, with manual gearboxes.

Auto

Scooters eligible for the Auto Class must have a fully automatic transmission and must comply with all specified restrictions and definitions.

Specials

Scooters not meeting eligibility for either the Stock or Auto Classes, as defined below, must run in the Specials Class.

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C. General Restrictions and Class Definitions

1. Stock Class

The machine must meet all of the necessary guidelines outlined in the [definitions](#) and [inspection](#) sections, and be completely stock, the following modifications are allowed:

a. Cylinder Porting

- i. Intake and exhaust timings may be modified.
- ii. Transfer ports may be radiused at their inlets, but the "base gasket" transfer surfaces may not be enlarged. Port matching between the cylinder and cases is limited to removing the minimum amount of material required from one of the surfaces to make it match with the corresponding surface.
- iii. Transfer port timing may not be altered.

b. Pistons & Rings

- i. Overbores are limited to "original equipment" maximum oversizes.
- ii. "Original Equipment" type piston rings must be used. Wire ring pistons are allowed. The reason for this is that Cosa pistons and the Lambretta Original Equipment pistons are now made with wire rings.
- iii. The piston may be modified, but the crown and ring grooves must remain as stock.

c. Carburetion

- i. Carburetor may be rejetted.
- ii. Carburetor size is limited to maximum size of "original equipment" supplied for that make of machine. The carburetor venturi may not be polished or increased in size in any manner.

d. Ignition

Ignition must be by external rotor magneto, no internal rotor or dead-loss systems in this class.

e. Tires

- i. Any choice of tire brand may be used.
- ii. Non-standard tire sizes may not be used. The exception to this rule will be 8" wheels. There will be no 8" wheels on the track.
- iii. Size-equivalent metric sized tires may be used.

f. Brakes

- i. Disk brakes are authorized on models that were fitted with them as original equipment.
- ii. The front brake may be hooked up "reverse pull".

g. Exhaust

- i. Any choice of exhaust system may be used provided it maintains the same shape and mounting points as a standard exhaust for that machine, i.e. Lambretta big bore or Vespa Sito Plus. (*See [governing federation](#) rules).
- ii. Stock Pasco exhausts may only be used on Pascos. Stock Pasco exhausts must have additional mounting points added for rider and track safety.
- iii. All 4-stroke Bajaj models may use POC exhausts.

h. Transmission

Stiffer clutch springs may be used.

i. Oil delivery

Auto-lube oil injection systems may be removed.

j. Body Modifications

- i. Cut down frames must race in Specials class.
- ii. Side panels must be on the scooter and not cutdown. Turn signals may be removed.
- iii. Protruding toolboxes may be removed.
- iv. Fiberglass front fenders shall be allowed on large frame Lambretta's as they were original equipment on some models.
- v. Any readily available seat specifically designed for the scooter in question may be used, provided it retains the mounting and securing system originally employed by that scooter.
- vi. The frame may not be strengthened by adding any structural members. (example: bar connecting head tube to seat area). Exceptions will be made as follows:
 - 1. Lambretta frames may be reinforced and/or gusseted at the motor mount as on later model Servetas.
 - 2. Original seams may be re-welded.
- vii. The dimensions of headstock height, for length or angle, and seat mounting area height may not be altered beyond any of the same standard dimensions for any model of the same make and family of machines (See "Definitions of Families of Machines")

- viii. Ground clearance may not be increased by the cutting, bending, or removal of the floorboards.
- ix. Forks must be original type for the frame being used.
- x. Handlebars must be original to the frame type.
- xi. Custom fuel tanks, whether specially constructed or adapted from another model of scooter, will be allowed, provided that the tank fits within the framework of the scooter in the location of the original tank, with no modifications to the external bodywork of the scooter.

k. Motor Swapping

- i. Small frames running in the Stock class will be allowed to mix parts from any of the various small-frame models or the exact aftermarket equivalent.
- ii. Large frame scooters running in the Stock class will be allowed to mix parts from any of various large-frame models or the exact aftermarket equivalent.
- iii. Bajaj's, LML's, and PGO's running in the Stock class will be allowed to use stock Vespa motors (and vice versa).
- iv. Pascos and Servettas running in the Stock class will be allowed to use stock Lambretta motors (and vice versa). However, stock Pasco exhausts may only be used on Pascos.

Suspension Clarifier

Stock scooters may use any stock motor from the same machine family, but they must use the OEM fork for that machine family. In other words, any pre P-series large frame scooter must use a pre P-series large frame fork. As an experiment we are going to allow ANY direct fit aftermarket spring/shock units. These units must be readily available and mounted in the same manner as the stock unit they are replacing. We have noticed that some machines are under sprung from the factory and this rule is being changed as a safety issue.

2. Auto Class

Auto Class scooters are those machines using a fully automatic transmission, as well as having certain imposed restrictions to limit performance potential. The purpose of this class is to allow moderately modified, automatic scooters to compete against one another, while at the same time keeping operating and development costs relatively low, and the racing competitive. The following restrictions will apply to Auto Class scooters:

a. 2-Stroke Models

- i. Engine displacement cannot exceed 110cc.
- ii. "Original equipment" engine crankcase must be used.
- iii. Air-cooled models may use carburetors up to a maximum venturi size of 21mm.
- iv. Liquid-cooled models may use carburetors up to a maximum venturi size of 19mm.
- v. Fuel-injected models may use "original equipment" throttle body regardless of size.
- vi. Ignition must be by external rotor magneto, no internal rotor or dead-loss systems allowed.
- vii. Chassis, braking, and front suspension modifications are prohibited. Aftermarket rear shock absorbers can be used if original mounting locations are maintained.
- viii. All major engine parts must be of scooter origin, or intended for scooter use. The Race Directors may deem custom fabricated engine hardware to be illegal.
- ix. "Original equipment" sized wheels must be used. Any suitable tire may be selected.

b. 4-stroke Models

- i. Engine displacement cannot exceed 150cc.
- ii. Any models larger than 110cc may not have ANY engine modifications.
- iii. Any models displacing less than 110cc may have unlimited engine modifications.
- iv. Chassis, braking and front suspension modifications are prohibited. Aftermarket rear shock absorbers can be used if original mounting locations are maintained.
- v. Any suitable tires may be selected for use on "original equipment" sized wheels.

While many opportunities exist for creative and effective tuning, machines not meeting any of the above listed restrictions will be required to race in the Specials Class.

All Auto Class scooters must meet the necessary guidelines outlined in the [definitions](#) and [inspection](#) sections as well.

3. Specials Class

A Specials Class machine is any racing scooter that does not meet one or more of the criteria of the Stock or Auto Class guidelines. It still must meet all of the necessary guidelines outlined in the [definitions](#) and [inspection](#) sections. This includes any machine, which has had the frame or bodywork modified beyond the limits imposed in the Stock Class guidelines, or has a specially made chassis, or chassis and /or bodywork components. While motorcycle parts may be used, a Specials class scooter must have a scooter frame, a scooter engine, and a scooter suspension. This is Scooter Racing, not custom fabricated mini-GP bike racing. Modified (reinforced) scooter frames are allowed; completely fabricated experimental frames will be judged on a case-by-case basis. This judgment will be called upon if the consensus is that the frame gives the bike an unfair advantage thereby compromising the sport.

a. **Forbidden Modifications with non-scooter items**

Any part not designed for use on a scooter. (i.e. motorcycle telescopic forks). The following items are not allowed:

- i. No motorcycle telescopic forks.
 1. If the stock bike, i.e. Gilera Runner, uses telescopic forks, those forks are legal.
 2. Forks designed for use on a scooter with appropriately sized wheels may be used in specials class.
- ii. No self-fabricated water-cooling jackets.
Aftermarket scooter systems (proven) are allowed.*
- iii. No larger diameter wheels than the motor was originally designed to carry.
- iv. No non-standard engine cases.
- v. No independent rear swing arm suspensions.
- vi. No "internal" exhaust power valve systems.*
- vii. Motorcycle controls will be allowed.
- viii. Motorcycle fuel tanks will be allowed.
- ix. Aerodynamic improvements (bodywork) are allowed.

b. *-Custom fabrication of non-scooter items will be permitted at the discretion of the race director(s).

c. The Specials Class and Open Modified Classes are designed to stimulate new developments in Scooter Racing. We want to encourage experimental technology. This is still a sport, though, and we want it to be fun for everyone involved. Therefore, the final say on any extreme modification will fall on the ESRA Directors.

4. Machines running out-of-class:

Novice riders with a scooter that would normally be classified as a Specials bike may race with the Stock or Auto classes for up to two events in a season at the Race Director's discretion. Novice riders running out-of-class will receive half of the points normally awarded for their finish in each event.

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II. Riders

A. Equipment Required

1. Leather gloves that cover the wrist.
2. Leather boots, above the ankle.
3. Snell approved full-face helmet with face shield.
4. Approved racing leathers or Kevlar suit. This shall provide sufficient coverage so that no exposed skin is visible, except for the neckline below the helmet. If two piece, it must secure together top and bottom at the waistline. All racers must wear some sort of spine protector even if it is incorporated into the jacket. Any apparel deemed unsuitable for the track by the tech inspector shall not be allowed.

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B. ESRA Licenses

1. Any rider who completes 4 heats without incident will earn an ESRA Novice license. Novice Licenses are upgraded to a regular license after the completion of one season of racing (minimum of 4 events). Licensing is subject to the Race Directors' approval.
2. A license is valid for 12 months from the date of the issue. Licenses maybe also be retained by competing in an event sanctioned by ASRA, MASS, or CCS, or by completing an advanced rider-training course (race school).

3. License fees are \$30 per race season, payable at a racers first ESRA event of the season.
4. A license may be revoked by violating section VIII.

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C. Novice Riders

1. A novice rider is anyone who has not earned a regular ESRA license.
2. Owners of a current ASRA, MASS, or CCS license will not be considered novices.
3. New riders are required to receive verbal instructions regarding the track in use.
4. When possible novice riders will participate in training laps provided by some race organizations.
5. "Novice" status is subject to track officials or Race Directors recommendations.

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III. Competition Rules

A. Governing Federations

Should ESRA participate in a race hosted by another governing organization, ESRA riders will run under the rules of the stricter of the two groups. Outside riders participating in ESRA hosted events will be extended the courtesy of not having to modify their machines to match our standards.

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B. Inspections

All machines must pass a technical inspection by the appointed Tech Inspector, and have the appropriate decal from the Tech Inspector visible on the front of the machine before participating in any practice or race.

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C. Entering the Track

A designated track marshal, hereafter known as the Track Director, will signal riders onto the track when traffic on the track allows. The Track Director will not allow any rider onto the track who is not displaying the appropriate Tech Inspection Sticker.

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D. Re-Entering After a Crash or Black Flag

Machines are subject to inspection by marshals at any time during the race event, and will have their Technical Inspection Sticker removed by the Track Director if ordered off the track by a marshal or in the event of a crash. The Track Director has full authority to (but is not required to) deny access to the track to any rider who has received a black flag or crashed during a practice or a race and attempts to return to the track without going through the Tech Inspector to receive a new Tech Sticker.

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E. Starting Procedure

1. Starting position


- a. After warm-up lap all racers will assemble on starting grid in their specified position.
 - b. First time racers will be gridded at the back of the pack.
 - c. The grid positions for the first heat at single day events will be determined by a random number drawing. The second heat grid will be positioned in the order of finish of the first heat. The first heat grid positions at two day events will be determined by lap times during practice, with the fastest times at positioned at the front of the grid. The second heat grid will be positioned in the order of finish of the first heat.


2. Flags and Starting Procedure (varies by track)

0. Most organizations we race with use numbered minute boards.


1. The numbered boards originally indicated the race would begin in that amount of time. To save time, most organizations use these boards as more of a "launch countdown". Do not expect a race will start in 2 minutes when you see the #2 board.
2. How number boards work in the real world: 3 means you can restart your bike if it stalls and racers are being put in their grid positions behind you. The flagger is waiting while his asst. is gridding bikes. 2 means your bike is running, visor is down and you are committed to racing. At this point the starter is inspecting the Grid making sure everyone is ready. If your bike stalls at any time or you have a problem SIT STRAIGHT UP AND RAISE YOUR HANDS. Lowering your head to look at the tap or pull the choke could cause another rider behind you to think you're taking off and launch right into you. At this point the flagger will decide either to hold the count to let you restart your machine or to wave you off to the side to restart after the grid has started. 1 means the starter has agreed that the grid is ready. At this point he will turn the 1 board sideways. At any moment after the 1 goes sideways the green flag can drop.
3. Flags and their meanings as follows:


 **Green**—start or all clear


 **Yellow** (motionless)—caution, no passing.

 **Yellow** (waved)—great danger, no passing, there is a problem ahead.

 **Red**—all riders must stop when safe to do so.

 **White**—last lap, may also be crossed with a blue flag to announce the halfway point of a race.

 **Checkered**—finish take 1 cool down lap and return to the pits.

 **Black**—Rider to which a flag is directed must complete lap, enter pits, and report to Race Director. The black flag indicates a safety problem with either a rider or machine.

4. When the red flag is displayed, all riders shall STOP immediately as is safe and remain stopped until otherwise directed by a race official. You may also see the red flag at the end of a race.

5. When the yellow flag is displayed, riders must hold their relative positions until clear of the hazard.

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F. Exiting the Track

Slow the machine in the designated area (which will vary from track to track) and raise one hand to signify to the riders behind you that you are exiting the track. You must also raise your hand on your cool down lap to let racers behind you who may still be racing know that you are no longer competing.

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G. Victory Laps

May be taken only after all other riders have exited the track and with permission from the starter.

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IV. Technical Inspection

A committee to settle technical disputes shall be assembled, consisting of various team captains and shop owners. A 2/3 majority of members of the Tech Committee in attendance will be required to make a ruling on any technical dispute. The tech inspector(s) for any race association ESRA runs in conjunction with has the right to refuse any bike to the track.

A. Contestation

1. The contestation fee is \$30.00. The accusing party shall post this amount upon filing protest. If the protest proves correct, this amount will be refunded to the "plaintiff". If incorrect, the amount goes to the accused as compensation for replacement of gaskets and labor involved with the disassembly of the machine.
2. The protest must state specifically the area in question.
3. All protests must be submitted in writing.

4. Protests and all applicable fees must be submitted to the Race Director within 30 minutes of the posting of the results of the protested event.
5. Any plain view protest requires no fee.

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B. Inspection

1. Number Plates

- a. Machine numbers are chosen by each rider when applying for a yearly racing license.
 - i. Any number (011-999) that is not already reserved may be chosen. Use a leading zero before numbers 011-099.
 - ii. The current listing of numbers in use can be found [here](#) in the files section of the ESRA list.
 - iii. The numbers 1 through 10 are reserved for the top ten finishers from the previous racing season
 1. Top finishers may choose to not change their numbers and use their 3-digit numbers.
 2. Leading zeros shall not be used on a top finisher's number plate.
 - iv. A rider retains rights to their number from a previous season through the last race of the current season.
 - v. If a number has been inactive (for 12 months) it becomes available. However, respect and deference shall be given to numbers used by racers who are active in MASS or ASRA and only occasionally race with ESRA.
- a. Riders may choose multiple numbers, if they wish to run in multiple classes.
- b. No two riders may share the same number, even if they share the same bike (except in tag team Enduro races).
- c. The numbers must be a minimum of 6 inches high and in a highly readable font.
- d. The number plates and numbers must be of the correct color combination as outlined in the number plate [section](#).
- e. The background (number plate) must extend an average of at least one inch past the numbers on all sides.
- f. Each machine must have 3 number plates; one on the front and one on each side. Full body machines shall have the front number plate on the racer's left hand side of the legshield and one number plate on each side panel.

- g. The following will be accepted as a number plate: a plastic or aluminum number plate securely fastened, a painted area on the bodywork, a sticker, or magnetic sheeting on the bodywork.
- h. If the number plate/background area is of the same or similar color to that of the bodywork, so as to not contrast sufficiently, an outline of the same color as the numbers themselves must be made around the number area (an average of at least 1 inch past the numbers on all sides).
- i. All numbers must be clearly visible during all practice sessions and races from a distance of 25 paces. Illegible numbers or numbers not complying with the given rules will not be scored.

b. Safety Wiring

The following items must be safety wired:

- a. All oil drain, level, and fill plugs.
- b. All clamps, fittings, or plugs that secure engine coolants.
- c. All banjo bolts and threaded fittings that carry hydraulic fluids.

c. Tires and Rims

- a. Nyloc nuts or safety wiring must be used on all wheel rims, axle, and hub fittings, or the standard locking mechanism must be in good order (i.e. lock ring on Lambretta rear hub; cotter pin on Vespa hubs).
- b. Bent or otherwise damaged wheel rims will not be allowed.
- c. Only pavement or road racing type tires are permitted. Excessively worn or otherwise unsafe tires, in the opinion of the Tech Committee, may not be used.

d. Brakes

- a. Hydraulic reservoirs must be duct taped to avoid spillage after a crash.
- b. Brake cables must not be frayed or housing damaged.
- c. Each brake, front and rear, must be capable of coming to full lock when applied independently.

e. Exhaust Systems

- a. A working silencer must be fitted to the exhaust system.
- b. The rearmost tip of the exhaust system may not protrude more than 4" beyond the back tire.
- c. The exhaust system must be securely mounted and free from defects.

f. General safety

- a. Side panels on small body Vespas (i.e. Primavera) must be securely fastened down with screws or removed entirely.

- b. Engine pivot and suspension mounting points must use Nyloc nuts or safety wire.
- c. All engine case components must be constructed wholly of the original aluminum or related alloys only. No portion of the engine that is under suspension loads or holds liquids or lubricants may be modified in an unsafe manner or be constructed of any material other than those outlined above.
- d. Shift boxes on all Vespas with external selector boxes must be fitted with a suitable guard to protect from the possibility of oil leakage.
- e. All horizontal cylinder Vespas (i.e. P series) must have an oil vent hose draining into a remote receptacle. (except Stock Class)
- f. All sharp/cut bodywork must have edges rolled or covered with secure rubber or plastic edging (i.e. Trim-Lok).
- g. Frames shall be free of cracks and kinks.
- h. All welds shall be structurally sound.
- i. All machines must have front and rear suspensions.
- j. All glass and plastic parts that may break or shatter must be securely taped (fairing bubbles excepted).
- k. Fairings must not extend past a line drawn vertically upwards from the leading edge of the front tire.
- l. Fairings must clear the front tire at all times, regardless of suspension or steering attitude.
- m. All batteries must be securely mounted on the machine, free of leaks, and positioned such that in case of crash, damage to the battery may not occur.

g. Tanks

- a. All tanks, whether for fuel, oil, or coolant, must be leak free and securely mounted.
- b. Fuel tanks must be fitted with readily accessible shut-off valves in working order and clearly marked ON and OFF.
- c. Positive clamping is mandatory on all oil, coolants and fuel line connections. Slip fits are not permitted. Stock wire type clamps are OK.

h. Handlebars and controls

- a. Hand-control levers must be metal (no plastic) and have ball ends at least 3/8" in diameter.
- b. When the hand levers are fully pulled in they may extend a maximum of 1/4" beyond the edge of the handlebar.
- c. All controls must operate effectively and reliably.
- d. All foot controls must be free from sharp or ragged edges.
- e. Throttles must be self-closing.

- f. All machines must have an operating kill switch on the headset, easily seen and clearly marked ON and OFF.
- g. Open tubing at the end of the handlebar must be plugged to avoid injury in a crash.

i. Footrests

- a. Footrests must be positioned for ready access to applicable controls.
- b. The minimum diameter of all footrests is 3/4".
- c. Only one set of footrests may be fitted.
- d. Foot pegs must not have sharp edges.

j. Fuel

- a. No fuel additives are allowed, 2-stroke oil excepted.
- b. No fuel may be carried on any scooter except in tanks securely mounted for that purpose.
- c. Nitrous oxide is not allowed.

k. Water-cooled bikes

Water-cooled bikes cannot use antifreeze/glycol, they must use straight water or a product like Water Wetter.

l. The following equipment must be removed:

- a. License plate and mounting bracket.
- b. Center and side stands
- c. Mirrors
- d. Turn signals (flush mount may be duct taped).
- e. Luggage racks, crash bars
- f. Kick starter (except on small frame Vespas)

m. Protective Apparel/Equipment

All riders' protective apparel and/or equipment must be inspected and passed by an inspector before a rider's machine may be passed.

n. Appearance of Equipment

All scooters competing in ESRA events must have the appearance of a properly prepared racing vehicle when presented for tech inspection.

- a. **Engine cases must be clean of oil and road grime accumulation.**
- b. **Bodywork should be devoid of major dents.**
- c. **Paint should not be severely chipped, scratched, or scarred.**
- d. **Minor scratches are okay, but major scrapes, dings or chips must be touched up with matching paint.**

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V. Scoring

Points Championship

1. Scoring of Groups

Points earned per heat are determined based on a fixed scale, regardless of the number of racers.

- a. Any rider who is carried across the finish line by the power of their machine on the final lap will be considered a finisher and eligible for points, regardless of the number of laps completed. Any rider whose machine is not running during the final lap shall only be eligible for points if the rider pushes their machine across the finish line while still on the lead lap at the checkered flag. Any rider not meeting either of the above requirements or having been black flagged during the race shall receive a DNF (did not finish) and no points.
- b. Points will be awarded per heat on the following scale:

PLACE	POINTS
1st	14
2nd	12
3rd	10
4th	8
5th	6
6th	5
7th	4
8th	3
9th	2
10th	1
11th & up	0

- c. Events with a single heat for each class will be scored double to make the amount of points available the same as two heat events.

2. Settling Ties in the Points Standings

Any ties in the standings are settled by the following criteria, in order:

- a. Most heat wins during the season
- b. Average place of finish during the season
- c. Higher number of heats finished during the season.
- d. Higher percentage of heats finished during the season.
- e. Coin toss.

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VI. Race Meet Requirements

A. Race Meet Preparation

1. The course must be reasonably free of surface hazards (i.e. dirt, gravel, oil, etc.).
2. Fully charged fire extinguishers, suitable for use on gasoline fires, must be in place and readily available on the course.
3. Turn personnel must be in position, equipped with flags and equipment for removing hazards from the course.
4. Suitable medical and liability insurance, covering riders, race officials, and spectators shall be proved and in effect during the entire race meet.
5. Reasonable spectator control shall be provided.
6. Qualified paramedics shall be present at all times in case of emergency.

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B. Entry Procedure

1. All ESRA racers must be 18 years old (or have written parental consent) with proper I.D.
2. Payment of applicable race fee(s).
3. All racers must read and sign the appropriate liability waiver.
4. The Entry Committee may refuse any entry at its reasonable discretion.

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VII. Responsibility of Riders

1. Each rider is responsible for the actions and conduct of their own pit crew and associates in their pit area and may be fined or disqualified for any violations committed by the above party.
2. Each rider shall be responsible for leaving his or her pit area in an acceptable condition at the end of a race meet.
3. Each rider shall be responsible for arranging the removal of their scooter, car, van, and/or trailer, and any personal equipment

from the course environment if the rider is unable to remove them.

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VIII. Disqualifications

Riders may be disqualified by the Race Director from points, awards, and/or participation in a race meet, but not limited to, for the following reasons:

1. Riders using chemical intoxicants and or alcoholic beverages prior to a race will be disqualified for the day, fined \$50.00, and escorted from the track property, PLUS removed from ESRA competition for one full year from that date.
2. Participation in practice sessions or races at any race meet in which the rider is not properly entered, or for which the rider's machine is not passed by the Tech Inspector(s).
3. Entered a race meet or participation in practice sessions or races under any name other than their own.
4. Allowing any other person to enter a race meet or participate in practice sessions or races on any other machine other than the one entered in the race meet, without the prior approval of the Entry Committee or Race Director.
5. Bad conduct on or off the course at a race meet.
6. Disregard of any flag signal, directive of any race meet official or established ESRA race meet policy or procedure.
7. Accepting any outside assistance, except from course officials during a race.
8. Utilizing any outside source of motive power to propel a scooter, other than the efforts of the driver or of natural causes such as gravity.
9. Operating any scooter or any other vehicle at speeds exceeding the posted pit speed limits.
10. Foul, unfair or dangerous riding.
11. Deliberately trying to harm another ESRA member.
12. Unfit physical or mental condition such as may endanger any other rider, official or spectator.
13. Disregard of any applicable provision(s) of the ESRA competition rules.

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IX. Formation of Rules

1. Amendments of and Additions to ESRA Rules and Regulations

- a. All potential rule changes will be posted on the ESRA [discussion list](#) at least 30 days before they are due to be voted upon, or in the case of an online poll, the poll must be open for 7 days.
- b. A 2/3 majority live vote will be required to pass any new regulations or amend any existing regulation with at least 10 ballots required for a quorum. Only ballots from licensed riders (full or novice) will be counted.
- c. Final approval of all new regulations or amendments to existing regulations shall be done by majority voice vote of licensed racers present at a meet (printed copies of the change must be made available), or via mail at the Race Director's discretion. If this occurs between racing seasons, all members from the previous racing season, as well as new members for the forthcoming season, shall be eligible to vote.

2. Race Director

- a. All decisions of the Race Director(s) are final (subject to the above rules).
- b. The following seasons race director(s) will be voted upon at the last event of the season.
- c. The Race Director(s) may delegate authority and will appoint all officers (such as Tech Inspector, Entry Officers, Treasurer, and Secretary/Points keeper) who will each serve at the Race Director's leisure.

3. Adoption of Rulebook

Final approval of this rulebook shall be done by either online [poll](#) from the ESRA website, majority voice vote of licensed racers present at a meet (printed copies of changes must be made available), or via e-mail at the Race Director's discretion.

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