

2020 Eighth Annual "Lightning on the Wolf" Entry Form

www.usairmotorsportsraceway.com

US Air Motorsports, Shawano, WI 54166 ph (715) 524-9231

Optional Practice: Aug 7th, Races Aug 8th - 9th

Rider Name _____

Address _____

Email: _____ Phone # _____



Amateur Only Classes

Pro Only Classes

Asphalt Only Classes

\$150 per class

\$90 first class, \$60.00 second class, \$40.00 third class

Open Pro
Lites Pro (DRZ 400 ok)

Open Mini Supermoto
Over 40 Supermoto
Lites AM (DRZ 400 & 12+)
Open AM (14+)

Mini Mini (Beginner Youth)
Mini Lites
Mini Heavy
Lightning Round Sunday Only
Buddy/Team Race (Sat only) \$30.00
Open Asphalt Big Bike
One Hour Endurance Race

List the Name and Bike Number of each class entering

<u>Class Name</u>	<u>Bike #</u>	<u>Transponder#</u>
_____	_____	_____
_____	_____	_____
Beginner Youth @ \$50.00=	\$ _____	
Endurance Race - 2 Riders @ \$75.00 =	\$ _____	
Pro entry @ \$150.00 =	\$ _____	
AM entry 1st class @ \$90.00=	\$ _____	
AM entry second class @ \$60.00=	\$ _____	
AM entry third class @ \$40.00=	\$ _____	
AM Lightning Round @ \$40.00=	\$ _____	
Practice per day (includes pit pass) @ \$35.00=	\$ _____	
Transponder 1 day @ \$10.00=	\$ _____	
Transponder 2 day @ \$15.00=	\$ _____	
Pit Passes @ \$ _____ =	\$ _____	
20 amp Power 1 day (1 cord per day) @ \$10.00=	\$ _____	
Buddy Team Race @ \$30.00=	\$ _____	
Total	\$ _____	

Pit passes purchased at the track are not included w/race entry

1 Day Pit Pass	\$10.00
2 Day Pit Pass	\$15.00
3 Day Pit Pass	\$20.00

Practice with non-entry \$45 per rider

Anyone entering the pits including riders must have a pit pass. Please bring this form along with your bike and helmet to tech. No rider will be permitted on the track without completing Pre Tech first. Must have at least 3 in a class for pro payout.

Sponsors: _____

Tech'd by: _____

TECH REQUIREMENTS

FLUID CONTAINMENT:

Containment should be constructed of a durable material and not be easily damaged or destroyed in the event of a crash. Must be able to contain fluids when the bike is on its side, or during use. Fluids to be contained are as follows- Engine Coolant, Fuel, Engine/Transmission oil.

Main sources to be contained are as follows:

- **ENGINE COOLANT:** to be directly linked to containment device by way of Radiator Overflow area. The device can be, & is preferred, a re-claiming device wherein coolant enters device then evacuated back to the radiator when engine temp decreases. The device must contain fluid when in use and in the event of a crash.
- **FUEL:** In the event, a motorcycle has a carburetor, all vents must run to a containment device which will contain fuel while in use & in the event of a crash & motorcycle is laying on its side. An adequate size and length of hose is acceptable attached to the bottom of the swingarm, a valve style drain is also allowed as long all containment conditions & criteria are met. The fuel cap must also have “one way” check system in place so as to prevent the spilling of fuel in the event the motorcycle is laying on its side.
- **ENGINE/TRANSMISSION OIL:** Engine and Transmission must have all vents running to a containment device. The device must retain fluids during operation or use, and in the event of a crash. (For crankcase the venting for the containment should exceed the volume of crankcase vent to avoid excessive crankcase pressure, which could lead to seal & O’ring failure). The device can return oil to the crankcase or transmission as long as all containment conditions & criteria are met.

SAFETY WIRE & SECURING METHODS:

The following fasteners, caps, plugs etc. must be appropriately safety wired in a many that prevent them from loosening.

- Brake caliper mounting bolts and also all mounting bolts of any bracket for any calipers that require an adapting bracket to mount to a motorcycle fork.
- Radiator Fill Cap as well as any & all drain screws/bolts/plugs.
- Engine/Transmission Oil, all fill caps, level check screws/bolts/plugs. All externally accessible oil drain screws/bolts/plugs, all oil galley screens/screws/bolts/plugs that would normally be removed during regular routine maintenance

All hose clamps must be in good working order & show no signs of inadequacy/stripping/weakness/or other possibilities of immediate failure

Front and Rear axles must have one of the following: Cotter Pin, A Fastening Clip (which also must be attached to the motorcycle with safety wire) or functioning Lock Nuts. (in lieu of the priorly mentioned, Axle Sliders affixed with a common through rod & functioning lock nuts

will be checked before allowed as a substitute due to the wide range of possibilities)

TRACK PROTECTION:

Track Protecting Devices are to be on all motorcycles, in the form of Rear Axle Sliders, Handlebar End Sliders or Hand Guards, Foot Pegs. in lieu of such protection being present, a one-time leniency may be given at the discretion of the Tech Inspector &/or Race Director.

Bikes must have a self-closing throttle, functioning front & rear brakes as well as tires with sufficient tread based on each tire's indicated tread depth. No visible fluid leaks of any king including engine fluids, suspension fluids, brake/clutch fluid are permitted.

