



**ZARS ACADEMY &
RIDER CHALLENGE
GUIDE AND RULEBOOK**

Introduction

Welcome to the Zalusky Advanced Riding School and Track Days, an organization created to provide high quality track days and programs that emphasize safety, education and good sportsmanship.

Your safety is the driving force behind our operation. Safety procedures are reviewed on an ongoing basis to ensure that need improvements are made in a timely manner.

Our rulebook is designed to allow you to participate in as even and equitable an environment as we know how to provide. In cases where the rulebook does not specifically address a situation, fair play and common sense will be the basis for decisions. Decisions will be made without respect to individual participants, but rather for fair and honest representation of all participants.

It is your responsibility to assess the facility, safety measures, and weather conditions and any other considerations regarding the risk of competition at any given event. Our rulebook is intended as a guide for the conduct of our sport and is in no way a guarantee against injury or death to participants, spectators or others. No express or implied warranty of safety shall result from publication or of compliance with these rules and regulations. Participation in an event indicates an assumption of all risks involved.

The Rider Challenge has been created to offer the experience and Advanced Track Day Rider the opportunity to “try” racing without the fully committing to the race experience. The Rider Challenge has more stringent rules for the on track riding and competitive aspects, but more lenient on the bike requirements, so a bike does not need to be fully race prepped, rather “Track Day” prepped.

We hope you enjoy being a licensed ZARS Rider Challenge and wish you the best of luck in the Rider Challenge.

Terminology

Classes: Ultralight, Lightweight, Middleweight, Heavyweight, Unlimited

DNF: Did Not Finish

DNS: Did Not Start

DQ: Disqualified

EVENT: Any race, sprint or contest in a meet.

JUMPING THE START: When a motorcycle's rear tire crosses the row marker of the position occupied at the time of the horizontal minute sign and before the green flag for that wave.

NEW RIDER: Anyone not licensed with a road racing organization within the last three years.

OEM: Original Equipment Manufacturer

PADDOCK: The area outside of the fenced track from the main gate to the fenced pit area.

PARTICIPANT: Anyone on racetrack grounds during a ZARS event. Includes riders, crew, workers, spectators and officials.

PIT: The fenced area surrounding the pit lane.

RACE OFFICIAL: Race Steward or Chiefs of Staff

RIDER: Anyone who competes in a meet

VISUAL PROTEST: A visual protest focuses on the bike in "as raced" condition, and may include removal of body panels, fairing and gas tank as necessary to view carbs, air box, etc.

Section 1 – Licensing

1. All New Riders interested in participating in the Rider Challenge must apply for a ZARS license.
2. One New Rider's seminar will be held before the first ZARS's Track Day of the season and one will be held the day of the Track Days. New Riders must complete the seminar, successfully pass the written examination, and pass the on-track riding evaluation to be able to participate in the Rider Challenge. Once a rider has successfully completed all the above, the New Rider will earn his or her ZARS license.
3. ZARS Licenses will not be issued to riders who hold or have held a race licenses within the last 3 years as either a Novice or Expert. ZARS will not recognize similar programs or licenses for the program's unique purpose.
4. Applicants must be at least 18 years of age.
5. Applicants must complete the online licensing form and are responsible for updating any changes.
6. Rider needs to register for and ride in at least 1 Rider Challenge in a 2-year period to retain his/her ZARS license; license must be renewed each year.

Section 2 – General Rules

1. By participating in a ZARS meet, each participant agrees to abide by the ZARS's rules and procedures. All parties involved in ZARS races are expected to conduct themselves in a professional manner, respecting at all times the rights of others. Participation in the ZARS race activities is a privilege and violation of ZARS rules and procedures can lead to forfeiture of their licenses or event credential, disqualification and other disciplinary actions as outlined herein.
2. Everyone must be registered in the Track Day with ZARS and check in before the event. Rules directed or related to safety are promulgated to make all persons concerned with safety aware, but the ZARS neither warrants safety if the rules are followed nor compliance with and enforcement of rules. Each participant in competition has the responsibility to assess the safety aspects of facilities and conditions. Attendance at ZARS event indicates the following:
 - a. An assumption of all risks involved
 - b. An agreement to waive liability of ZARS and all other organizers, promoters and sponsors
 - c. Responsibility for any damage or injury in which he/she may become involved.
7. Riders found under the influence of alcohol or any other substance that affects mental or physical abilities before the final checkered flag of the day will be disqualified and subject to suspension **of license**.
8. Anyone using illicit drugs will be removed from the race facility.
9. Drunk and/or disorderly conduct will not be tolerated at any time. The ZARS Officials may escort you out of the facility.
10. Race engines and other loud vehicles may only run between 8:45am and 6:00pm. No amplified music or loud noises after 10:00pm. Fireworks are prohibited.
11. Anyone engaging in unfair practice or behavior in violation of ZARS or facility rules or action "detrimental to the sport of motorcycling in general" whether related to specific competition or not, may be disqualified or subject to expulsion from ZARS activities.
20. Unsportsmanlike conduct i.e., Burnout's, "lighting up", or spinning the rear tire in the pits, on pit lane, or in the paddock, are not allowed. Offending riders will be penalized and/or fined.

- a. 1st offense results in a verbal warning
- b. 2nd offense results in a \$50 fine
- c. 3rd offense results in a loss of license for a time to be determined by the Race Steward

21. Wheelies in the paddock area are not allowed. Offending riders will be penalized and/or fined. Wheelies done on track **or hot pits** in a manner that endangers others may cause the offending rider to be penalized.

22. A rider must report to the Race Steward after any unsportsmanlike infraction has occurred. He/She must report before the involved rider may resume his riding.

Section 3 – Pit Regulations

1. No minors, other than licensed Rider Challenge racers are allowed in the pit area. Only riders and crew are allowed in the pit areas.
 2. No pets allowed in the Pits.
 3. Anyone over the pit wall must wear long pants, a shirt and shoes. Persons signaling riders at trackside wall may wear shorts. No red or yellow clothing will be allowed.
6. GASOLINE:
- a. Must be stored in state-approved containers and sealed when not in use.
 - b. Pressurized gasoline containers are prohibited.
 - c. Fuel towers are not allowed
 - d. All gasoline must be stored off the asphalt
 - e. No gasoline may be stored within the garages
11. PIT SIGNALS:
- a. No one may sit, stand, kneel, or lean on the concrete barrier along the front straight of the track from Pit Entrance to Pit Exit.
 - b. No one may place anything on the concrete barrier.
 - c. No one may reach or hold a sign over the concrete barrier
 - d. Everyone should face traffic when standing beside the concrete barrier.
 - e. No one is allowed to spectate from the concrete barrier.
 - f. Two personnel per team, maximum, may signal rider and run lap charts in the area between the hot pit lane and the trackside wall. Crossing of the hot pit lane should be kept to an absolute minimum.

Section 4 – Race Procedures

1. Riders who pre-register may receive a refund if they request the refund in writing 1 week prior to the event. If granted, it may be a full or partial refund.
2. Rider will receive one warm-up lap and the sprint will consist of 5 laps with the various classes starting by class in their own individual wave.
3. Class entries cannot be changed after race registration has closed.
4. Riders must use their assigned competition number.
 - a. SUBSTITUTION: Motorcycle substitution before a race is allowed provided that:
 - i. The motorcycle is legal for the class.
 - ii. The motorcycle has passed Technical Inspection
 - iii. The rider has notified the Race Steward
5. All grids are final 30 minutes after posting.
6. RIDERS' MEETINGS
 - b. Riders' meetings are held per the schedule. These meetings are intended to inform riders of track conditions and changes in procedures.
 - c. All riders must attend the riders' meeting and sign the "check in" clipboard. Riders who miss the riders' meeting must report to the Race Steward prior to going on track and may be subject to a penalty.
 - e. Riders who miss the Riders' Meeting and fail to report to the Race Steward are prohibited from practicing and racing.
7. RIDING AND PASSING
 - a. On the track, riders must remain at least one bike length away from all other bikes at all times.
 - b. Riders may pass other riders per the rules and procedures stated in this rulebook, except on the inside of all the corners from corners 3-12. Riders may pass one another on the inside in corners 1 and 2 due to the corners being mostly straight and wide open.

8. TRACK FLOW

- a. Track flow is clockwise unless indicated otherwise
- b. Traffic on pit lane is in the same direction as track flow
- c. Exit the racecourse by moving towards the left side of the track while signaling racers and staff by raising an arm
- d. Riders entering the racecourse through Pit Exit must obey the signals from Pit Exit personnel, check on-coming traffic and keep left until racing speed is attained.

9. FLAGS: The following flag signals shall be obeyed WITHOUT QUESTION:

- a. GREEN – A race is underway the instant a green flag is displayed at Start/Finish, the green flag indicates the course is open.
- b. WHITE – A white flag, is a courtesy flag, displayed only at the Start/Finish, indicates one lap to go.
- c. CHECKERED – A checkered flag indicates the end of the race or practice session. Riders must proceed to the track exit.
- d. STATIONARY YELLOW – A stationary yellow flag indicates a potentially dangerous situation near the track. USE CAUTION! Passing is allowed.
- e. WAVING YELLOW – A waving yellow flag indicates a hazard or obstacle exists on the track. USE EXTREME CAUTION! Reduce speed and be prepared to avoid the obstacle. No passing from the waving yellow flag until past the incident. Undue speed can be an infraction.
- f. RED – A red flag means the race has been suspended. Competition must cease immediately with all riders slowing to a safe and reasonable speed and proceeding to either the pits or the grid without stopping at the race-suspending incident. There is NO passing under RED flag. The red flag will be displayed at the Start/Finish as well as all other stations. If less than half the race has been completed, it will be restarted from the original grid position. Penalized riders will start from the back row. If more than half the race has been run, the race may be considered completed, with no restart. Riders will be scored according to the positions held in the lap preceding the red flag.
- g. BLACK – A black flag indicates a problem. The indicated rider should acknowledge the flagman, complete a lap, and immediately report to Pit 0. Failure to report may result in disqualification. A rider's number may be displayed with the black flag.
- h. MEATBALL – A black flag with an orange circle in the center indicates that the rider has committed an infraction that carries a penalty. The rider must stop at Pit 0 for a Stop and Go penalty.
- i. YELLOW WITH RED STRIPES – A stationary yellow flag with vertical red stripes indicated debris or developing rain somewhere

on the track between the flag and the next flagging station. This flag will be displayed when conditions change for the worse, and held for two laps.

- k. WHITE WITH RED CROSS – A white flag with a red cross indicates that a moving ambulance or slow vehicle is on the course and the Rider Challenge sprint ended. If the ambulance is stopped the prior station will display a waving yellow flag in addition to the stationary ambulance flag as appropriate.
 - l. ROLLED UP AND CROSSED GREEN AND WHITE – Rolled up and crossed green and white flags may be shown at Start/Finish at the flagman's discretion to indicate the halfway point in the race.
10. All riders must check in with the Corner Worker and report to the infirmary after crashing, falling, or being injured. Failure to report can result in disqualification. Rider may ride the bike into the pits at the Safety Personnel's discretion.
11. Any motorcycle that is black-flagged for mechanical problems, has crashed, or on which major repairs have been made must be re-teched prior to resuming riding.
12. The Race Steward will announce when crews may pick up stranded motorcycles. Pick-up crews must report to Pit Exit before entering the racecourse.
13. If a rider slows or stops his/her motorcycle on the course for any reason, it is his/her duty to indicate so immediately by raising the left hand and to place the motorcycle in such a manner as to cause no danger or obstruction to other competitors. Riders may receive assistance from corner workers in starting the motorcycle.
14. STARTING PROCEDURES:
- a. A first, second and third call to grid will be made prior to each race. Motorcycles must gather at the grid gate at this time.
 - b. Motorcycles may enter the track when the five-minute board is displayed and may then proceed around the track in normal race direction prior to the three-minute board being displayed.
 - c. At the three-minute board racers may not take the warm-up lap but must take their assigned grid positions.
 - d. A two-minute sign will be displayed at which time the motorcycles should be in their grid positions. All crew members and others MUST leave the track surface. The Grid Marshall shall close the entrance gate. Riders who have not reported by that time must start from Pit 0 immediately after the last wave, at the direction of Pit 0.

- e. A one-minute board will be displayed. All riders NOT in the first wave must raise their left hand to shoulder height or above. Any rider behind the last row of the grid may not continue to his/her grid position but must stop behind the last row and take the green flag with that wave.
- f. Riders with stalled motorcycles will raise their arms and remain in place. The rider's crew must wait behind the metal Armco barrier until directed back on the track surface by the Grid Marshall.
- g. The one-minute sign will be displayed in the horizontal position. All motorcycles in the first wave should be in gear. The green flag will be waved anytime within ten seconds.
- h. A separate green flag will be waved five to fifteen seconds later for riders in subsequent waves.
- i. Separate classes run on the track at the same time may start in separate wave starts.
- k. These Start Procedures may be modified by the Race Steward
- l. A jump-start will result in a stop and go penalty. A Meatball Flag and rider number will be displayed. If the rider fails to stop at Pit 0 for the stop and go penalty, a one-lap penalty will be assessed.

15. FINISHING PROCEDURES:

- a. To avoid being struck from behind, do not slow abruptly when crossing the finish at the end of the race. Instead, gradually decrease your speed and proceed on through the cool-off lap, leaving the track at pit entrance.
- b. Riders who receive the checkered flag in practice must exit the racecourse at Pit Entrance.
- c. To be considered a finisher, a rider must have completed 75% of the laps completed by the leader, rounded down.

16. The responsibility for the decision to pass another rider rests with the overtaking rider. Any rider appearing to be deliberately blocking another motorcycle seeking to pass may be black-flagged.

18. Crew Members are not allowed on the trackside of the fence without permission from the Race Steward or Corner Captain.

SECTION 5 – RIDER EQUIPMENT

1. All competitors are required to wear the following equipment while riding in practice of competition:
 - a. A full coverage helmet bearing a label of compliance to either: Snell Foundation Specification, or, Dot FM VSS 218, or any FIM certification with a date of manufacture no earlier than 5 years prior to the first ZARS event of the season. The helmet must have no damage to either the shell or the liner. No aftermarket quick releases will be allowed.
 - b. Leather boots at least eight inches high.
 - c. Leather gloves
 - d. A full set of leathers, or other material approved by the AMA, or other recognized roadracing association for competition. Two-piece leathers must be securely fastened together with a heavy-duty zipper that completely goes around the whole jacket and pants. The Technical Inspector and the Race Steward must approve any exceptions.
 - e. A mouthpiece is required for racers who wear dentures. Failure to use mouthpiece or remove dentures will result in a loss of insurance coverage.
2. All New Riders must present the above equipment at Technical Inspection and be approved by the Technical Inspector. Riders are subject to gear approval at any time. Racers must have all gear checked after crashing.
3. Rain apparel worn over leathers must withstand racing speeds. Riders with rain suits failing to meet this standard may be black-flagged.
4. All riders must wear a back protector.
5. Recommend all riders put their name and/or rider number on their helmet.

SECTION 6 – MOTORCYCLE AND TECHNICAL INSPECTION REQUIREMENTS

Before any motorcycle will be allowed on the racecourse, it must meet certain minimum safety requirements and be inspected and approved by Technical Inspection. The primary emphasis of this inspection is race worthiness; compliance with Sections 7, 8, and 9 is secondary. The burden of proving the legality of a motorcycle rests with the entrant and it is the responsibility of the rider and/or crew to bring to the attention of the Technical Inspection any area that may be in question. Safety wire may be used (stainless steel that is a minimum of 0.025 inches in diameter is suggested) or safety clips may be used to secure bolts.

1. Engine and drive train:
 - a. All fill and drain plugs for oil and water must be tightened and secured or be safety wired, except radiator caps.
 - b. Fork drains (if bike has them) must be secured with tape or safety wire.
 - c. Gallery Plugs (bolts with internal heads) may be bead silicone around the edge.
 - d. For cartridge type oil filter housings, it is recommended that you safety wire the bolt or bolts securing it to the motor. For spin-on oil filters, it is recommended that you attach a hose clamp around filter and safety wire the clamp to the motor so the filter will not come loose.
2. It is recommended that all 4 stroke motorcycles be equipped with a rigid lower fairing belly pan or a diaper capable of containing a minimum of 3 quarts of liquid.
3. It is recommended that axle nuts be secured with safety wire or cotter pins. It is recommended that axle pinch bolts and/or nuts be safety-wired.
4. It is recommended that brake torque arm fasteners be secured with safety wire or cotter pins or lock nuts.
5. Headlights, taillights, and similar shatter prone glass and plastic must be taped or removed. Do not use red or clear tape on the taillight.
6. Passenger footrests must be removed or secured in the up position.
7. All motorcycles must have a handlebar-mounted kill switch.
8. Kick-start levers may be retained if they are secured in the up position and the pinch bolt is secured and tightened or safety-wired.

9. Tires must be in good condition.
10. Motorcycles must have mufflers. Baffles and add-on mufflers must be secured and it is recommended that it be safety-wired.
11. Metal valve stem caps with rubber seals inside are required.
12. All fluid-carrying lines must be secured by hose clamps or other suitable devices unless more stringent requirements are specified elsewhere. Temperature and pressure sending units are excluded and may be left alone.
13. It is recommended that water, "Water Wetter" or the equivalent of propylene glycol is used in the cooling systems of liquid cooled engines.
14. Catch tanks are recommended for coolant systems and open engine vents. Catch tanks should be capable of holding twelve fluid ounces as installed on the motorcycle. If the motorcycle originally had the crankcase vented to the air box, the air box vent must be routed to the catch bottle. If you prefer you may route the crankcase vent directly into the catch bottle, you must then plug the hole left in the air box to be legal for Supersport racing classes. OEM or aftermarket overflow bottles are considered to be catch bottles. (The idea is to keep all of the overflow tubes that ran to the ground routed to a catch bottle. This will prevent liquids from reaching the track.)
15. It is recommended that brake light and horn circuits be disconnected.
16. All connections on OEM oil lines must be intended by the manufacturer for use with motor oil (100 psi working pressure minimum) and all connections between these lines and oil coolers, filters or other fittings must be threaded type, it is recommended that you safety-wire or silicone these. OEM or aftermarket overflow bottles are considered to be catch bottles.
17. All motorcycles must have properly operating front and rear brakes.
18. All motorcycles must have a self-closing throttle.
19. Only petroleum fuels and gasohol are allowed. No fuel additives other than octane boosters or oil are permitted.
20. Oxidizers and nitrous oxide induction systems are prohibited.
21. All brake caliper-mounting bolts must be secured and tightened and it is

recommended that you safety wire these bolts.

22. NUMBERS. The following samples show the type and style recommended to pass technical inspection: 0, 1, 2, 3, 4, 5, 6, 7, 8, and 9.
 - a. Numbers are assigned by ZARS.
 - b. All competitors must use black or white numbers. Numbers must be six to eight inches high. Lettering must be done in a professional manner.
 - c. All motorcycles must have their number displayed on the front of the motorcycle.
 - e. Motorcycles with illegible numbers will be black-flagged. Riders must correct numbers before re-entering the track. Riders may not receive points for races they compete with using illegible numbers.
23. It is recommended that wheel weights affixed by an adhesive be secured by a layer of duct tape.
24. It is recommended that all motorcycles have either a rear fender or bodywork extending back to a point at least perpendicular to the rear axle.
25. All motorcycles are recommended to have commercially available case guards on any cover that contains oil.

SECTION 7 – RIDER CHALLENGE MOTORCYCLES

Rider Challenge motorcycles are considered to be two-stroke or four-stroke motorcycles expressly designed for road racing and not having DOT approval as street bikes.

1. Bike must meet all ZARS Track Day bike requirements.
2. Motorcycles will be allowed modifications.
3. Handlebars and controls may be changed.
4. Suspension springs may be preloaded or replaced with aftermarket product. Internals may be changed.
5. Footpegs and controls may be relocated or replaced with aftermarket products.
6. The original equipment air box and filter may be used with modifications allowed. Commercially available aftermarket or OEM air filters may be used.
7. Starters and charging systems are recommended, but not required.
8. Final driver ratios and drive chains may be changed.
9. DOT approved street tires or slicks or manufactured rain tires (no hand cut slicks are allowed).
10. Instruments may be removed or replaced with non-OEM items. Instrument guards may be installed.
11. Cables and brake lines may be replaced with aftermarket products.
12. Fairings, horns and non-functional side covers may be removed. No other bodywork may be removed.
13. Steering dampers and fork braces may be installed.
14. The exhaust system may be replaced with an aftermarket product.
15. Brake pads may be replaced with aftermarket products. Brake rotors may be replaced with aftermarket OEM replacements. Carriers and calipers may also be replaced.
16. Holes may be drilled in brake disks for weight reduction or improved

braking.

17. A motorcycle with 18" OEM rims may be replaced with 17" OEM rims.

18. FRAMES

- a. The frame must be as originally supplied by the manufacturer on the approved model.
- b. Strengthening gussets or tubes may be added.
- c. Only brackets or tubes not supporting suspension, engine or driveline components may be removed.
- d. Swing arms may be modified or replaced
- e. Rear shocks may be replaced or relocated.

19. Supercharging and turbo charging is not allowed

20. Any fairing may be used.

21. All (GP) motorcycles must meet the requirements of Section 6, but are free from all other restrictions

22. 4 stroke GP cycles may compete in the categories according to their engine displacement classification

23. All cycles utilizing mechanical forced-induction shall compete in Unlimited GP.

24. Here are the classes (Two stroke GP motorcycles may compete in the categories according to the following formulas):

a. ULTRALIGHT GP1 RC

- i. All Ultralight Superbike
- ii. Unlimited singles
- iii. Up to 125cc two stroke
- iv. Up to 555cc liquid cooled four-stroke twins
- v. Up to 680cc four stroke, two valve per cylinder, air-cooled twins

b. LIGHTWEIGHT GP2 RC

- i. All Lightweight Superbike
- ii. Unlimited singles
- iii. Up to 750 cc four stroke 3-valve twins
- iv. Up to 585cc 4 stroke multies
- v. Up to 750cc 4 stroke 4-valve twins (non-Desmo)
- vi. Up to 250cc two stroke

c. MIDDLEWEIGHT GP3 RC

- i. All Middleweight Superbike
- d. OPEN GP GP4 RC
 - i. Unlimited displacement and Unlimited Superbike
 - ii. 125GP/250GP
 - 1. 125GP:
 - a. 0-125cc liquid cooled 2 stroke twin cylinders
 - b. 0-125cc air-cooled 2 stroke twin cylinders
 - 2. 250GP:
 - a. 0-250cc liquid cooled 2 stroke twin cylinders.
 - b. 0-430cc air-cooled 2 stroke twin cylinders
 - c. Unlimited single cylinders.
 - d. 0-500 4-stroke twin cylinders

SECTION 8 – OFFENCES, PENALTIES

1. GENERAL INFORMATION

- B. Any participant who is fined or penalized under these rules may be deemed suspended from all ZARS sanctioned activities and fined. All fines and other disciplinary actions levied by Race Stewards must be explained in writing.
- C. Any participant under suspension, or otherwise disciplined under these rules of competition, may be reinstated by action of, and at the sole discretion of the ZARS.

2. GENERAL OFFENSES AND PENALTIES

- A. This section outlines actions which are deemed to be detrimental to the sport of motorcycle racing and which may result in a range of disciplinary actions. Unless otherwise specifically provided for in these rules, the Race Steward may disqualify any participant or motorcycle from the balance of a race meet for violation of these rules, insubordination or other actions deemed in the sole discretion of the Race Steward to be detrimental to the race meet and the sport. Such disqualification includes the loss of any rights with regard to the event in question and may result in expulsion from the meet site. In addition, the Race Steward is empowered to levy fines and to recommend to the ZARS that a party or parties be suspended from participation in the ZARS sanctioned activities. Unless otherwise specifically provided for in these rules, the ZARS is empowered to suspend from competition any rider, crew member of motorcycle for a period of one meet up to an indefinite suspension for violation of these rules, insubordination, or other actions deemed, in the sole discretion of the ZARS, to be detrimental to the sport of motorcycle racing. The ZARS is also empowered to, in addition to or in lieu of a suspension from competition, suspend a rider's eligibility to earn points for one or more events including, but not limited to, the event in which the rules violation took place. In addition, the ZARS is empowered to levy fines, point's deductions and lap deductions. The beginning and ending dates of any such suspension will be as determined by the ZARS.
- B. Any supplemental rules, regulations, instructions or procedures established by the ZARS for the purpose of

implementing, interpreting, or enforcing these rules will be deemed to be part of the rules.

- C. The following offenses will be subject to disciplinary action by the Race Steward. This list is provided as guidance to licensed competitors and event credential holders but does not restrict the ZARS from invoking penalties for other actions detrimental to the sport, which are not specifically contemplated herein.
1. Falsifying one's age or ability to meet any of the various eligibility requirements as set forth by the ZARS, or in general, competing or attempting to compete in ZARS sanctioned activities under false pretenses.
 2. Competing under a false name or in any other way attempting to gain an unfair advantage.
 3. Abetting or knowingly engaging in any race in which the result is "fixed" or pre-arranged.
 4. Giving, offering or promising, directly or indirectly, any bribe in any forms to any person in an attempt to circumvent ZARS rules or procedures or to otherwise gain an unfair advantage.
 5. Accepting or offering to accept any bribe in any forms from any person in an attempt to circumvent ZARS rules or procedures or to otherwise gain an unfair advantage.
 6. Refusing to provide a factual statement regarding an item under appeal when requested by the ZARS or a party to the appeal, or interfering in any way with the ZARS's protest and appeal procedures in order to influence the outcome.
 7. Engaging in a rider boycott, public protest or other similar concerted activity meant to stop, delay, or otherwise inhibit the start of completion of any portion of a ZARS event.
 8. Engaging in any unfair practice, misbehavior or action detrimental to the sport of motorcycling in general, whether or not related to specific competition.
 9. An attack, including but not limited to verbal or physical altercation, on a ZARS official, event participant or to the general public attending the meet. This includes any person who is involved in an altercation anywhere on the premises prior to, during, or after a ZARS event. There will be no maximum fine or suspension period for this offense.

10. Refusal to submit a machine for inspection. Any rider refusing to immediately surrender his or her machine to the Race Steward or his designee upon demand, or refusing to allow examination or measurement of a machine's components, will be in violation of these rules.
11. Failure to re-enter the track at a point as close as practical to the point at which the rider left the track; and in so doing gaining an unfair advantage. Penalty in road racing; a stop and go penalty.
12. Receiving any form of prohibited outside assistance, including, but not limited to, receiving radio transmissions while in competition, except as provided for in these rules.
13. Failure to appear for scheduled registration and/or pre or post race tech inspection

Penalty: A fine and/or disqualification from the race meet

14. Failing to immediately respect and comply with operational or warning flags/lights or other signals from ZARS officials
15. Failure to attend riders' meetings
16. Riding at any time in such a manner as to endanger the life or limb of other riders, officials or the public
17. Wagering by a participant on the outcome of any ZARS sanctioned race
18. Causing a race to be stopped. At the sole discretion of the meet Race Steward, a rider who is judged to be the cause of a red flag may be excluded from restarting the event in question.
19. Any other act or actions deemed by a meet Race Steward or the ZARS to be detrimental to the sport of motorcycling and the Zalusky Advanced Riding School and Track Days.