

RACE SuperSeries

Rule Book

2007

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CHAPTER 1- RIDER REQUIREMENTS

All competing riders must meet the following requirements:

1. All competitors (persons participating in RACE sanctioned activities - RACE School not applicable) must have a current, valid RACE Competition License. Special One Event licenses are available for competitors who plan on competing in only one RACE event during the entire year. Riders who have been absent from any accredited organization of road racing for a period seven (7) years or more and/or who cannot provide sufficient evidence of a previous road racing license within that time period; must then show proof of a recent accredited road racing school certificate in order to purchase a RACE License.
2. In order to complete an application for a RACE License a rider may be required to show proper proof of identification (driver's license, age of majority card, or any acceptable photo ID card). At any time a RACE Official may request that a competitor show his/her proof of identification.
3. Any rider under the legal age of majority in his/her home province must have filed a duly witnessed form with signature of his/her parent or guardian. If a rider has not furnished this consent document, and cannot furnish proof of age, said competitor will not be allowed to compete in RACE events.
4. Any rider providing his/her racing license to another individual will be subject to RACE penalties by the RACE Official Staff.
5. Any rider found to be in possession of a false RACE License or providing false information in order to obtain a RACE License will be subject to any penalties at the discretion of the RACE Official Staff.
6. All riders, crew and relatives must have the proper credentials and/or tickets required for admission to RACE events and must carry such credentials in a visible pass holder when in the pit area (in most cases an easily identifiable wrist band with the preferred colour code will be issued).
7. It is the responsibility of every competitor to inform RACE of any physical condition that might prevent the safe control of a motorcycle under race conditions, as well as, any medical condition that could be worsened by virtue of competition in a RACE event. Failure to report any medical conditions that could affect a rider's ability could result in that rider being penalized or not allowed to compete in RACE events.
8. It is mandatory that all riders must have the Emergency Medical Information Stickers attached to the left rear of their helmet at all times while the rider is on the racetrack. This sticker must be in place at the time of technical inspection and the helmet must be presented at the same time as the bike in order for the inspection to take place for the motorcycle and helmet. An 8 ½ x 11 copy of the EMIS; plus additional information must be provided to the RACE office to be kept on file for emergency purposes only.
9. Any rider may be required to show proof of medical fitness (mental or physical) in order to compete in any RACE sanctioned event.
10. Effective as of the RACE 2006 Season all riders will be required to have a transponder on their bikes for all events. Please reference **CHAPTER 6**.
11. At all times sportsmanship and fair play will serve as the guiding concepts in RACE events. The RACE Official Staff will have complete control of all areas covered by these guidelines.
12. The RACE Official Staff may refuse to grant a RACE Licence or racing privileges to anyone who they feel may be an unacceptable competitor.

CHAPTER 2 - CLASSIFICATION OF RIDERS

There are three (3) classifications of riders in RACE promoted events: Professional, Amateur and Novice (Pro and Am). These classifications are meant to designate the difference between various riders' abilities, making for fair and exciting competition.

NOVICE RIDER CLASSIFICATION: refers to beginner riders, the slowest Amateur riders that are not able to compete in the top 60 % of the Amateur 600 or Amateur Superbike categories. The Novice classification is only applicable to the Novice 600 & Novice Open.

AMATEUR RIDER CLASSIFICATION: refers to certain first time riders, inexperienced riders or riders who have failed to meet the necessary requirements to advance to the Pro level.

PROFESSIONAL RIDER CLASSIFICATION: refers to riders with a high level of skill and experience. Only riders who have proven themselves to be amongst the top of the Amateur classification will be promoted to Professional license status. Professional riders are the best of the RACE competitors and must be able to race competitively and safely with top riders from other racing associations.

Riders who have won at least one (1) RACE event over the duration of a season, as well as, placing in the top five (5) in the end of season championship standings for their class, will automatically be advanced to the Professional level. Riders will be evaluated for status advancement at the end of each season and only under special circumstances will a rider be advanced in mid-season.

If any riders who have not met with the preceding advancement requirements wish to be upgraded from Amateur to Professional status, they can apply to the RACE office and present their case to be judged on their own merit. As well, any riders slated for mandatory advancement can protest their change in license status by presenting evidence showing why they should remain in their current rider classification group. A Minor Protest Fee of \$75.00 applies.

Riders who have previously held a professional racing license may apply to return to the amateur classification under certain circumstances (i.e.: riders who have been absent from any form of racing for an extended period of time may be considered for a change of status). Any rider requesting a change from Professional status to Amateur will be required to submit a written request to the RACE staff prior to his/her completing a RACE license application. A rider may/can be forced to have their rider status changed at any time according to any RACE rules governing Rider Requirements/Classification and Fair Competition. Amateur riders who consistently finish near or at the front of their field on a regular basis can and may be considered for Professional status by the RACE Officials (each case and/or situation to be reviewed accordingly on an individual basis). As well any rider deemed to have achieved long term experience in the Amateur ranks can be forced to turn Professional at the discretion of the RACE Official ("cherry picker rule"). If an Amateur rider from another sanctioned racing organization has shown consistent high results, good lap times and skills they will be advanced to the Pro level with RACE. Amateur class champions (any type and/or class of bike) are automatically advanced to Pro rider status (this is mandatory regardless of intended class change or type of motorcycle). Riders who have competed as a Pro Rider in other organizations may not compete as an Amateur Rider at RACE events.

The RACE staff will review every question regarding a change in rider license classification individually and without prejudice.

At the beginning of the 2004 RACE Season an exemption was made to allow (certain) riders competing in the Sportsman Classes and S.V. Cup to retain their Am status in order to be allowed to compete at the National Level in the National Am 600 & S.V. Cup. This exemption only applies to these two classes. (i.e.: riders competing on an S.V. in other classes are subject to rider classification according to RACE rules.) Amateur riders competing in the 125 G.P. Class may be allowed to retain their Am status if they are moving up to the Am 600 or Am Superbike Class.

Women competing in the women only series will be classified as Novice or Expert riders within their own classes. Women competing in other races will be classified as Novice or Amateur racers until such time that they meet sufficient standards (RACE Approved) to be promoted to the next level.

Can Am 125 G.P. & 250 G.P. Challenge:

An exemption has been made to allow both Pro and Am riders to compete in the combined Can Am 125 G.P. or Can Am 250 G.P. Race at the National Level. No distinction will be made between Pro and Am riders at these events and the competitors will compete together in one class. All riders will register their plate number with the event organizers; and will be required to have black plate numbers on a white background. All competitors must show proof of a valid racing license from a recognized/accredited racing organization and will be required to purchase a RACE License. All riders must abide by the rules set out by the track operators; event organizers; and sanctioning bodies. Am riders will not be subject to an automatic change in their rider status as a result of their participation in these events.

National Am 600 Sportbike:

RACE and its organizers have always maintained an un-written policy of not paying prize money to any of its Amateur riders; except in the case of season end championships. At this time the Am champion and some of the top amateurs would then have a change in their rider status and advance to the Pro ranks. It has also always been the policy of RACE to use the entry fees from the Pro classes as their prize payout and the entry fees from the Am classes to help pay for the necessary expenses to operate the RACE events. There has always been a necessary distinction between the Pro and Am classes based upon the rule that Am riders would not receive prize money from the sanctioning body. RACE will continue this policy at all of its events. Current RACE rules would not allow for any Am riders competing in Canadian Regional or National events to receive prize money and still retain their amateur status.

With the introduction of the National Am 600 Class and their intention to offer prize money to these riders, this would create a situation where these riders (that have received prize money) would be disqualified from competing in the RACE events as an amateur rider. However: RACE and its organizers would like to accommodate those riders who wish to compete in both the Regional and National Am 600 Class. RACE is committed to promoting road racing at their events, but must make efforts not to compromise the longstanding traditions and integrity of their organization. Beginning with the 2003 racing season, RACE has adopted the following rule:

1. Competitors who begin the RACE Regional Series as an amateur rider at the opening round of the RACE SuperSeries in May will be permitted to retain their Am status for the remainder of the current season. This will allow for those riders who intend to compete in the National Am 600 class (and who receive prize

- money pay outs) to retain their Am status for the remainder of the RACE regional events during the current season.
2. This rule may be subject to change for any RACE Season.

Novice Rider Classification:

Introduced for the 2006 racing season RACE has created a Novice Rider Classification. This term only applies to the Novice 600 & Novice Open Categories. A Novice Rider is defined by either;

1. A beginner rider.
2. First time rider.
3. In-experienced (former) Amateur riders.
4. Those riders whose skills are not in the top 60 % of the Amateur Rider Classification.
5. Certain Amateur riders whom have been allowed to step down from the Amateur 600 or Amateur Superbike Class.
6. Those riders whose lap times and speed are not consistent enough to remain in the Amateur 600 & Amateur Superbike Class.

Riders competing in the Novice 600 & Novice Open Class may not compete regularly in the Amateur 600 or Amateur Superbike Class. However certain riders may be allowed to enter from the Novice Class into the Am Class under special circumstances (without penalty).

At any time RACE reserves the right to force any Novice Rider to have their rider status changed to Amateur for the remainder of the season. Novice riders will be constantly evaluated according to finishing results & lap times.

Riders competing in Amateur classes in other racing organizations may not be allowed to enter RACE Novice classes. Any rider wishing to do so must show proof of eligibility to be allowed to enter Novice classes prior to registering for that event.

Certain Amateur riders from other RACE classes i.e. (Am 125 G.P. & Vintage) may be allowed to compete in both their primary class and the Novice Classes (with special permission).

For the 2007 season there will be trophies presented to the top three at each event. However there will be no points awarded & no season end championship.

Novice riders may enter the National Amateur 600 events; however once a rider qualifies for any National Am 600 final then they will no longer eligible for the Novice 600 or Novice Open classes.

RACE reserves the right to amend the rules for the Novice Classes at anytime.

CHAPTER 3 - NUMBER REQUIREMENTS

Each machine competing in a RACE event must carry complete number identification comprising of three (3) number plates, one on the front of the machine and one number plate on each side. Each plate must carry that rider's designated and registered RACE competition number (not to be confused with each rider's RACE license number).

The number plates must be securely and safely fastened to the machine in a manner deemed acceptable by the Scrutinizer/Technical Inspector. The number plate must be rectangular, and must be finished in white with a non-glare surface. The plate itself must be at least 11 inches wide and 9 ½ inches high. Numbers must be at least 8 inches high and 1 inch wide, and be legibly displayed in the manner listed below with non-glare colours. Current model bikes whose racing fairings do not meet these requirements will be required to maintain plate numbers that are highly visible and in plain view of all RACE Officials. In any situation where a rider's plate numbers are not clearly visible / legible to the RACE Timing & Scoring Staff then that rider may be given a one event exemption to correct the problem. Co-operation in this area will help ensure the efficiency of the timing & scoring staff and help provide correct scoring results. Violations will be subject to penalties. Riders who fail to comply in this matter will not be scored.

Novice / Amateur - **RED NUMBERS** ON WHITE PLATE
Professional - **BLACK NUMBERS** ON WHITE PLATE

Number plates may not have sharp edges or corners.

Numbers should be painted on or be of the pre-cut, shop bought adhesive variety. Each machine must have all plates and numbers attached in a "ready to race" fashion when presented for Technical Inspection.

On production machines, the front number plate should cover the headlight shell. The side number plates should be mounted so that the rider's legs do not cover the number plates when the rider is in a riding position on the machine. If the method of mounting the number plates does not meet with the requirements, the Technical Inspector can ask to have the number plates relocated.

The front number plate on all machinery entered in RACE events may not be angled more than 30 degrees from vertical.

On Grand Prix machines the numbers must be applied to the fairing and/or tailpiece in a similar size and manner to that specified for the number plates of Production and Superbike machines. No advertising or sign writing may appear on the number plates. RACE License holders may not, for any reason, ride a machine on the street if it is equipped with racing number plates and/or competition numbers.

Technical Inspection stickers must be placed on the front of the front fender, in clear view. No technical stickers from previous events may remain on, under or near the current technical inspection sticker for that event/weekend. If no front fender is fitted to the machine (non-production class), then the technical inspection sticker should be placed on the throttle side of the machine close to, but not on, the number plate area.

At anytime should the number plates or areas on the machine not be clearly visible to RACE Official Staff and/or Timing & Scoring Personnel then that competitor may not be allowed to enter his/her race, and will not be scored during any current race.

Riders who wish to swap machinery at any time must notify the RACE Official at the pre-grid area at least five (5) minutes prior to the event. Riders will still be required to have their proper numbers on any borrowed machinery. Riders may be given exemptions in this area under special circumstances, providing they make a proper and timely request to the RACE Official.

At the end of each season, when racers renew their competition licenses, they will also apply for their competition numbers (the number that appears on their number plates for the upcoming season). Every effort will be made to give each racer the competition number desired. Priority will be given to racers who have already competed and/or have long established competition numbers. Hence, when it is time to renew your competition license, RACE will hold the previous season's competitor numbers until the end of January.

Priority will be given with the aim of keeping all RACE competition numbers as low as possible (e.g. one or two digit) to keep scoring and bookkeeping simple. Lower numerical competition numbers that are not already chosen by established competitors will be available on a first come, first serve basis from the first of February of each year.

Each year, RACE will have an overall Professional Champion, the RACE Number One Plate Holder. This title (RACE PRO NO.1) will be awarded to the Professional Formula RACE Championship Title Winner. This rider will then use the black No. 1 on his/her number plate in all RACE sanctioned events during the following season. RACE will award a No. 1 plate to the RACE Pro 600 Sportbike champion as well. Riders earning the right to wear either No. 1 plates must confer with the appropriate RACE Official to determine their eligibility to wear their respective plate number in specific classes for the upcoming season.

The competition number used by the reigning champions before they earned their title will be reserved for that competitors use only, during the time that said racer used the number 1 on his/her machine.

CHAPTER 4 - TECHNICAL INSPECTION AND MACHINE REQUIREMENTS

All the following rules apply without exception to every machine taking part in any RACE sanctioned event.

1. Every machine competing in a RACE event must be fully scrutinized and judged race-worthy and meets RACE Standards before that machine can take to the track.
2. The Scrutinizer (Technical Inspector) has the right to final decision over any matter of technical or safety legality. An Official or Starter may at any time recall a machine for further inspection if they have any doubts concerning that machine's legality or safety. Any machine that crashes over the course of a competitive weekend must be presented for re-scrutinizing before it can be practiced or raced again.
3. It is up to the competing riders in all RACE events to be sure their equipment, be it their own or borrowed machinery, meets all RACE requirements.
4. The Scrutinizer may at any time revoke approval of either a competitor or their machine, whereby that competitor must bring the equipment into acceptable standards or forfeit all opportunity to compete in the event.
5. All machines entered in RACE events must meet the following rules:
 - a) All machines must have lockwire in the appropriate areas, please see **CHAPTER 6** for details.
 - b) Fork drain plugs must be securely fastened with wire, tape or silicone.
 - c) Any breather type fluid line must drain into a heat resistant, non-combustible catch can of at least five (5) ounces displacement, attached in a safe and secure manner (this does not apply to carb overflow lines).
 - d) All machines must have a well marked (with red tape or nail polish) operational engine kill button or switch mounted on or adjacent to handlebars or clip-ons, within easy reach of the rider.
 - e) All bikes must have a fully operational front and rear brake.
 - f) All side and centre stands must be removed.
 - g) Carriers, mirrors, turn signals and any touring style fairings must be removed. Engine guards may be retained at the Scrutinizer's discretion.
 - h) All lenses (both reflective or headlight) must be removed.
 - i) Either the rear fender or seat must extend rearward past a line drawn vertically through the rear axle.
 - j) All fairings and streamlining must be mounted in a safe and workmanlike fashion, as determined by the Scrutinizer.
 - k) No part of the fairings may extend forward of a line drawn vertically through the front axle, unless produced by the original equipment manufacturer. The front wheel, but not the tire, must be visible from the front and side. The rider, in racing position, must be fully visible from the side and top; transparent material cannot be used to circumvent this rule. No streamlining may be attached to the rider or the rider's helmet. Front fenders are exempt from this rule.
 - l) No part of the machine may extend past a line drawn vertically through the rearmost part of the rear tire.
 - m) Tires must be in safe operating and racing condition.
 - n) The machine ***must be clean.***
 - o) Any motorcycle having a radiator must have a heat resistant catch can (overflow) attached to its breather hose. Only water or a RACE approved additive may be used in the radiator.
 - p) All sign-writing appearing on the motorcycle must be in good taste.

- q) No motorcycle competing in a RACE event may run an un-baffled or "Open Exhaust" system. All vehicles competing in RACE sanctioned events may be required to pass a sound inspection. The decibel limit is 106 Dbs, with the reading taken at fifty percent (50%) of the machines redline (maximum R.P.M.), 36 inches and 45 degrees from the end of the exhaust system. Machines that fail to meet these standards will not be allowed to compete.
- r) Any motorcycle that comes equipped with a stock front fairing and/or nose cone, as well as, rear tail section and/or rear mounted fairing must have these in place prior to technical inspection. They also must be mounted at all times.
- s) No part of these metal-fairing mounts may be exposed at anytime. Padding and duct tape may not be used to cover up exposed fairing mounts in an attempt to lessen a possible dangerous situation.
- t) Older machinery (i.e.: vintage era type machines) may be exempt from rule "r" listed above due to the original configuration of the equipment. All machines must first pass technical inspection prior to any race event.
- u) All competitors must comply with any requested changes deemed necessary by the Technical Inspector and/or RACE Official Staff.
- v) All lower fairings must be removed upon arrival at technical inspection. Those bikes normally equipped with a one piece upper and lower fairing combination may be exempt from this rule under special circumstances.
- w) If the side fairing impedes the technical inspection of certain areas of the bike then that competitor may be required to remove any bodywork requested by the Scrutinizer.
- x) All motorcycles and sidecars regardless of make or model must have an oil retaining system with their lower fairing. Certain vintage machinery may be exempt (at the Officials' discretion). Rule of thumb is that if your bike has a lower fairing then it must have an oil/fluid retaining system. If your bike has a lower fairing it cannot be removed to exclude your bike from this rule. Lower fairings should only be removed for technical inspection.

CHAPTER 5 - LOCKWIRE

The following items must be firmly attached in a positive manner with lockwire. The lockwire must be new (not re-used) and of the stainless steel type not copper:

1. Engine oil drain plug.
2. Gearbox oil drain plug.
3. Any bolt that, if removed, will release oil (especially oil-cooled Suzuki GSX-Rs).
4. Front axle pinch bolts or cap nuts.
5. Brake caliper bolts and torque arm mounts.
6. Spin on type oil filters must be hose clamped and lockwired in the direction of tightening.
7. Drain bolts on forks must be securely fastened with wire, tape or silicone.
8. All hose clamps must be securely fastened with lockwire. Silicone may be used under special circumstances if inspected by a RACE Official or Technical Inspector.
9. All machinery must have brand new lockwire installed in the required areas at the start of each new season. Any machinery found to have the previous year's lockwire still in place will not pass technical inspection and will be required to remove any old or faulty lockwire before passing technical inspection.
10. Triple Clamp - main nut/or a method approved by the technical inspector.

BASIC RULES FOR THE INSTALLATION OF LOCKWIRE

Lockwiring is the securing together of two or more parts with a wire, which shall be installed in such a manner, that an additional tightening of the wire will counteract any tendency for a part to loosen.

For general-purpose lockwiring we recommend .032 wire. Use smaller diameter wire where parts are too small to permit a hole diameter to accommodate the preferred sizes, or where space limitations preclude the use of the preferred sizes. Use larger sized wire where stronger wire is required. All lockwire must be of the stainless steel type.

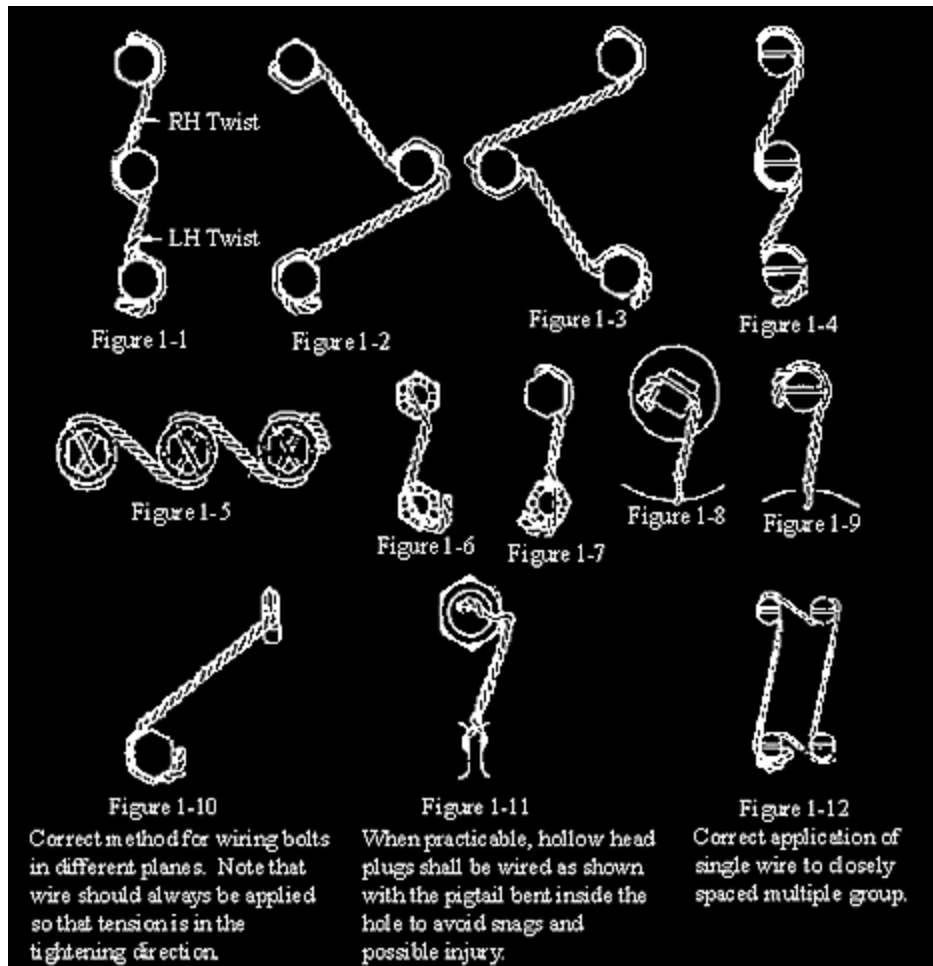
The common method of installing lockwire shall consist of two strands of wire twisted together called the "double twist" method (one twist is defined as being produced by twisting the wires through an arc of 180 degrees and is equivalent to half of a complete turn). The single strand method of lockwiring may be used for some applications, such as in a closely spaced, closed geometrical pattern (triangle, square, rectangle, circle, etc.), or parts in electrical systems.

The maximum span of lockwire between tension points shall be six (6) inches. Where multiple groups are lockwired by either the double twist or the single strand method, the maximum number in a series shall be determined by the number of units that can be lockwired by a twenty-four (24) inch length of wire.

Caution must be exercised during the twisting operation to keep the wire tight without overstressing. Abrasions caused by commercially available wire twisting pliers shall be acceptable but nicks, kinks, and other damage to the wire are not.

Lockwire shall not be installed in such a manner as to cause the wire to be subjected to chaffing, fatigue through vibration or additional tension other than the tension imposed on the wire to prevent loosening. In the event that no wire hole is provided, wiring should be to a convenient neighboring part in a manner so as not to interfere with the function of the parts. Hose and electrical coupling nuts shall be wired in the same manner as tube coupling nuts.

Various examples of lockwiring are shown in **Figures 1-1 through 1-12**. Figure 1-12 shows the single-strand method, while the other figures show the two-strand or double-twist method.



DETAILED INSTRUCTIONS FOR THE INSTALLATION OF LOCKWIRE

Check the units to be lockwired to make sure that they have been correctly torqued. Under torquing or over-torquing to obtain proper alignment of the holes is not advisable. It is impossible to obtain a proper alignment within the specified torque limits, back off the unit and try it again or select another unit.

In adjacent units, it is desirable that the holes be in approximately the same relationship to each other as show in **Figures 1-1 through 1-4** (for right-hand threads), thus the lockwire will have a tendency to pull the unit clockwise. This should be reversed for left-hand threads.

Where lockwire is used to secure a castellated nut on a threaded item, selection of locking hole diameter for the item shall be based on cotter pin requirements.

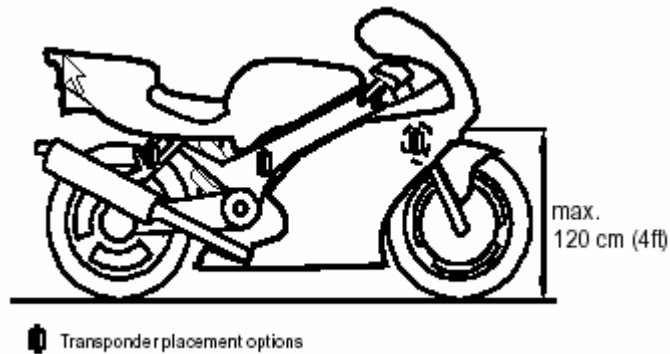
Lockwire outline section courtesy of AAMRR: American Association of Motorcycle Road Racers.

CHAPTER 6 - TRANSPONDERS

How do you affix the transponder to your motorcycle?

The transponder position on the bike influences whether the transponder will receive with sufficient signal strength and whether the system will be able to determine an accurate passing time. A transponder position therefore should be determined with great care and should obey the following restrictions:

- Metal or carbon fiber parts may absorb or block the magnetic transponder signal; therefore the transponder should be mounted with no metal or carbon fiber parts beneath it.
- For the decoder to be able to determine an accurate passing time for the received transponder signal, the transponder should be mounted vertically. Whether the printed transponder number actually is pointed forwards, backwards or to the side is not important.



- The figure above shows the recommended transponder position and the maximum height. Since the transponder signal is limited in strength a maximum mounting height should be obeyed. Higher transponder positions (or positions blocking the signal) will dramatically reduce the received signal strength.
- RACE recommends that you attach the transponder to your upper fork area (left or right side) with tie wraps. For safety reasons you will need to secure the open end of the cotter pin with lockwire.
- Should you require assistance please consult the on duty Technical Inspector.

CHAPTER 7 - RIDERS CLOTHING

The following apparel or equipment must be worn:

1. Any rider competing in a RACE event must use a full face helmet legally bearing a SNELL Standard Sticker or an Officially Approved helmet (BCE / BSI or ECE rating) meeting similar or other approved standards and said helmet must be in new condition. The current SNELL standard required for RACE competition is 2005. A current, valid SNELL sticker does not guarantee legality, as each helmet must pass mandatory technical inspection.

Note: SNELL Standard for the 2007 RACE Season will be SNELL 2005.

2. A non-damaged visor must be fitted and secured in a down position on the helmet at all times.
3.
 - a) All clothing must be made of leather and be in good repair. One-piece special purpose racing suits are recommended.
 - b) If the leathers are two-piece, the top and bottom must be safely and securely joined together.
 - c) Leather boots, in good condition, and of at least eight (8) inches in ankle height must be worn.
 - d) Leather gloves must be worn and cover the cuff of the leather sleeve.
 - e) No skin should be visible on the rider's body when that rider has their equipment on and is in a racing position, except at the rider's neck. All of the rider's equipment mentioned above must be worn whenever they are on the track, including warm up laps, cool off laps and any practice.
4. All of the riders personal equipment may be inspected at technical inspection before the rider can take part in any of the weekend's events. If any of the clothing or machinery shows excessive damage, the Scrutinizer has the right to reject that piece of gear from racing use. Excessive damage includes cracked helmets, long rips in vulnerable parts of the leathers, excessively thin or brittle, non repairable or palms torn out of gloves. In these instances, the rider must provide acceptable replacement equipment. If a rider's equipment shows a small amount of damage, the Scrutinizer may take note of that damage and give that rider a one (1) event grace to repair and/or replace the damaged item. If at the next event, the same problem(s) still exist with the riders' equipment, then the Scrutinizer can refuse to allow that rider to compete until the specified repairs have been made.
5. It is recommended that competitors carry their medical insurance plan cards with them when traveling to the track.
6. Any riders with less than two (2) races of experience or those riders whom the RACE Official feels should be identified must wear an easily visible "X" on the back of their leathers. This "X" should be at least twelve (12) inches high and be made of adhesive tape of a contrasting colour. For those interested in borrowing a fluorescent orange vest, please contact a RACE Official.
7. It is mandatory that all competitors wear Velcro-type protective kidney belts and back brace/protector underneath their racing leathers. If there is a back protector as part of your leathers this will suffice.

CHAPTER 8 - COMPETITION CATEGORIES CLASSES

Amateur 125 Grand Prix	Professional Superbike
Amateur 250 Grand Prix	Professional 125 Grand Prix
Sportsman Lightweight	Professional 250 Grand Prix
Sportsman Middleweight	Professional 600 Sportbike
Sportsman Heavyweight	Novice Open
Amateur 600 Sportbike	Novice 600
Amateur Superbike	Vintage Challenge
S.V. 650-Cup	SRA Sidecars
RACE Womens Open	RACE Moto
RACE Thunder	

PRODUCTION RULES

Production racing class machines must be standard models in legal road trim as catalogued by the original equipment manufacturers, sold to the general public in Canada for street use and available from all of their authorized dealers.

A minimum of twenty (20) units of a particular street-legal motorcycle model must be imported by the manufacturer or appointed distributor, in the given model year, for that machine to be legal for Production class racing.

Non Japanese manufactured motorcycles must have a minimum of five (5) units of a particular street-legal motorcycle model imported by the manufacturer or appointed distributor, in the given model year, for that machine to be legal for Production class racing.

The machinery may not be a modification of a model produced by the original engine and frame manufacturer or not be equipped with any speed kits whether supplied by the original manufacturer or not, unless supplied complete and in showroom form by the original manufacturer.

RACE fully intends to keep all production machinery stock, except where otherwise noted. All allowed changes are listed here - if a change is not listed here, you cannot make it! ONLY the following modifications can be made:

NOTE: Twin-cylinder motorcycles of up to 1200cc's displacement will be allowed in the 750cc Production class.

1. Brake linings and/or pads. Steel braided brake lines may be used as a safety precaution.
2. Spark plugs.
3. Carburetor jets and settings.
4. Tires may be replaced with those more suitable for racing, but replacement tires must be street legal (a tire designated "not for highway use" is not street legal) and fit on the original manufacturer's stock rims for that model. Front fender mounts may be modified or extended for tire clearance.
5. Older models may be updated with genuine standard parts found on a newer version of the same model.
6. Sprockets may be changed in size and number of teeth. Chains may be changed in size and pitch. The original stock sprocket cover must be retained in its original location, unaltered.

7. Clutch plates and springs may be exchanged for aftermarket items designed for that particular model of motorcycle. No modifications can be made to any machine component to allow installation of new clutch plate/springs.
8. Handlebars may be changed for those more suitable for racing. Replacement bars must fit in the original stock mounts. Clip-ons, if not standard, may not be fitted.
9. The front fork must remain stock except for the addition of spacers and the substitution of different weight fork oil and aftermarket fork springs. Damping rods may not be re-drilled or altered. Caps if not standard, may not be fitted.
10. A steering damper may be added, and must be mounted in a safe and efficient manner.
11. Rear shocks and springs can be changed for aftermarket equipment. The stock shock mounts may not be altered.
12. Foot pegs may be shortened to a minimum allowable length of three (3) inches measured along the top of the foot peg. The foot peg ends should still retain their rubber covering and no sharp edges should remain. No other foot control modifications are allowed.
13. The headlight(s) must be removed. The bezel rim and headlight shell may be removed. The stock charging system, all wiring and the battery must remain and be in full operating condition. This includes the alternator and electric starter if fitted to standard model.
14. The rear taillight must be removed. The connected brackets may be removed and the rear fender may be shortened or modified for safety reasons with a RACE Technical Inspectors approval.
15. The speedometer, speedometer cable and drive, tachometer, tachometer cable and any other gauges may be removed.
16. Fairings and front engine cowls must be retained, although lower fairing portions may be removed in safety related instances at the discretion of a RACE Technical Inspector. Substitution of fairings identical to that of the original manufacturers, but constructed of fiberglass, carbon fiber or a suitable substitute will be permitted with the approval of a RACE Technical Inspector.
17. The maximum allowable overbore of an engine displacement is five percent (5%) of the total capacity of said engine in stock form.

Other than the above-mentioned items, the bike must remain stock. This means the complete air-box must be retained, it must be completely and solidly hooked up, and a stock type filter must be fitted. No substitution of brakes, mufflers, forks or any other non-specified items will be allowed.

NOTE: For Suzuki GSX-R750 and other models as determined by RACE, mandatory racing-type engine side covers or safety constructed crash guards must protect each side of the engine.

PRODUCTION GUIDELINES

Here are a few basic guidelines to use as examples of the engine related production rule application:

1. No machining may be done to either portion of matching surfaces to bring these parts within stock specifications (i.e.: production heads may not be milled).
2. Only one gasket of stock thickness may be fitted where standard it must be complete and original.
3. Ports may not be polished.

4. When performing a valve job in a 4-stroke the valve seats may only be cut at the manufacturers specifications. If the manufacturer specifies two (2) cuts, you cannot use more than two (2).
5. Carburetors may not be over bored from stock specified dimensions as listed by the manufacturer, regardless of the carburetor's internal dimensions.
6. On 2-strokes, reed valves must be manufacturer's original equipment, unmodified, set to the original manufacturers specifications.

NOTE: All production machinery must use commercially available pump gas, intended for road use.

SUPERBIKE EQUIPMENT

The following section is an exact duplicate of AMA SuperSport Rules, except for areas of conflict with Canadian standards such as claiming rules, eligible equipment lists and displacement. Superbike legal equipment must be sourced in the same fashion as RACE production legal machinery. Please consult the Production Rules in **CHAPTER 7** for details of equipment eligibility in Canada.

Superbike motorcycles must meet the following requirements in addition to those listed in **CHAPTER 4**. Only the modifications listed in this section are permitted. No other changes from showroom stock will be allowed.

1. Engine Displacements
 - a) 600 Superbike
 - i. 0-600cc 4-stroke four cylinders
 - ii. 0-750cc 4-stroke twin cylinders
 - b) Open Superbike
2. The following items must be removed:
 - a) Please consult **CHAPTER 4**.
3. The following items may be removed:
 - a) Instruments, instrument brackets and associated cables.
 - b) License bracket.
 - c) Radiator fan and wiring. Disconnection must be made at stock connectors.
 - d) Passenger footrests and mounting brackets
 - e) Passenger grab-rails.
 - f) Chain guards.
 - g) Rear fender may be removed if there is a tail section covering the rear wheel.
 - h) Bodywork may be removed with permission from the RACE Official only if damaged at that particular event. There must be no sharp edges or unsafe protrusions as a result of such removal.
4. The following items may be replaced by aftermarket parts except as noted:
 - a) Handlebars, hand/foot controls.
 - b) Hand/foot controls do not include brake master cylinders that must remain absolutely stock.
 - c) Handlebars and hand/foot controls may be relocated.
 - d) Instruments, instrument brackets and switches.
 - e) Control cables.
 - f) Oil, lubricants and fluids.
 - g) Final drive sprockets and chains.
 - h) Rear shock (linkage must remain stock).

- i) Fairing and bodywork may be replaced with cosmetic duplicates of the original parts.
 - I. Size and dimensions must be the same as the original parts.
 - II. Construction must be of plastic or fiberglass (no carbon fiber).
 - III. Original combination instrument/fairing brackets may be replaced with aftermarket brackets of the same basic material. All other fairing brackets must be original stock parts.
 - IV. Should the stock fairing include air-ducting tubes, those tubes may be removed. However, if used, the tubes must be original stock parts.
 - V. Paint scheme is not restricted, but polishing of frame material is not allowed.
 - j) Seat, seat base, and associated bodywork may be replaced with parts similar in appearance to the original stock parts.
 - I. Profile may be changed to allow for proper number display.
 - II. Should either the original bodywork or replacement bodywork not include the required 11" x 9 ½" number display area, then a separate number plate of those dimensions must be attached in a secure and safe manner. Final approval rests with the Technical Inspector.
 - k) Standard fasteners may be replaced with aftermarket fasteners of the same material and design. Fasteners may be drilled for safety wire but, intentional weights saving modifications are not permitted.
 - l) Brake pads and brake lines. Brake discs may be drilled.
 - m) Exhaust Systems
 - I. Only exhaust systems that meet DOT/street standards are allowed.
 - II. Original components of eligible exhaust systems may be cut, welded or modified.
 - III. Wrapping of exhaust systems is prohibited.
 - n) Tires
 - I. Only tires that meet DOT standards and are approved by the manufacturer for racing.
 - II. Eligible tires will be identified by construction and compound number molded into the tire.
 - III. Tires available only through racetrack sales are not allowed.
 - IV. Any type of modification to approved tires is prohibited.
 - V. Any competitor found to be in violation of these tire requirements will be disqualified from the event and suspended for at least one (1) additional event.
 - VI. Tire manufacturers who try to circumvent these requirements will have their eligibility revoked.
5. Front fork modifications are limited to the following:
- a) Standard production internal parts of forks may be modified to alter damping qualities.
 - b) Fork springs may be replaced with optional or aftermarket springs.
 - c) A fork brace may be added or replaced with an aftermarket brace.
 - d) A steering damper may be added or replaced with an aftermarket damper.
6. Carburetor/intake modifications are limited to the following:
- a) Carburetor jets and needles may be replaced.
 - b) Resizing of air metering holes involved in CV carburetor throttle slide height control is permitted.
 - c) Electronic or mechanical enriching devices must remain installed, but may be deactivated.
 - d) Fuel lines and vent lines may be replaced.
 - e) Aftermarket fuel filters may be added.

- f) No modifications to increase carburetor airflow, including heat shields, are permitted.
 - g) The original equipment air box and air filter must be utilized. The only modification permitted is the sealing of air box drains.
7. Engine/ignition modifications are limited to the following:
- a) Except as noted, all internal and external engine parts must remain stock with no modifications, metal removal and blueprinting or surface treatments.
 - b) Internal engine modifications on twin cylinder equipment with fewer than four (4) valves per cylinder are unlimited.
 - c) Engines may be over bored up to one millimeter (1mm) (without exceeding the 5% limit) over standard bore Original Equipment Manufacture (OEM) pistons, rings, piston pins and circlips must be used.
 - d) Cam sprockets may be slotted solely for the purpose of altering cam timing.
 - e) Valve seat inserts may be reworked or replaced with OEM or aftermarket seats of original dimensions. Any dimensional thickness of the stock inserts may not be increased. Aluminum casting of cylinder head must remain absolutely stock with no metal removal.
 - f) Valves must remain as produced with no modifications. Valve springs may be shimmed with standard or aftermarket shims.
 - g) Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may not be bead blasted.
 - h) Cylinder head and base gaskets may be replaced only with OEM stock parts. All other gaskets may be replaced with duplicate aftermarket parts.
 - i) Light cleaning of gasket surfaces with steel wool, Scotch-Brite, etc. is allowed.
 - j) Clutch plates and springs may be replaced with aftermarket parts.
 - k) Transmission gears may be shimmed only for the purpose of proper engagement. Standard or aftermarket shims may be utilized.
 - l) Shifter return or detent springs may be replaced with aftermarket springs.
 - m) Modifications to the stock starting and charging systems are not permitted. Starters and complete charging system must be in place, connected and functional before, during and after an event.
 - n) Engine case guards in the form of strengthened engine side covers may be installed. These covers must be constructed of the same basic material and be no lighter in weight than the stock covers.
 - o) 49-State model engine and ignition components may replace those same components on California-only motorcycles of the same manufacturer, year and model.
 - p) The complete ignition/engine control system must be original OEM parts for the model being used in competition. Modifications are not permitted except as follows:
 - I. Ignition timing may be altered by slotting ignition trigger mounting plate or replacing stock ignition rotor with an aftermarket rotor.
 - II. Spark plugs and plug wires may be replaced with aftermarket parts.
 - III. The original rev limiting system must be in proper working order.
 - IV. RACE reserves the right to provide a substitute ignition/engine control system to any competitor at random.
 - V. The RACE provided system will be exchanged for a competitors system and must be used at that event.
 - VI. RACE is not responsible for any failure of a provided ignition/engine control system.

SUZUKI S.V. 650 CUP RULES

Note: Effective for the RACE 2007 Season the S.V. 650 Cup will allow both Pro (none factory riders) and Novice / Amateur riders to compete.

Suzuki S.V.650 Cup motorcycles must meet the following requirements. The units must be Canadian spec SV650S Suzuki motorcycles. The modifications listed in this section are the only ones permitted. No other changes from show room stock will be allowed. Older models may be updated with Suzuki Genuine Parts found on a newer version of the same model.

The following rules have been adopted from the Canadian Superbike Series Rules for the National S.V. 650 Cup for 2005.

1. Suzuki S.V. 650 Cup motorcycles must meet the requirements of Lightweight Sportbike Equipment except as noted:
 - a) The exhaust system may be replaced with commercially available aftermarket exhaust systems meeting mandatory track noise limits.
 - b) The rear shock may be replaced with an aftermarket shock.
 - c) Front forks must remain stock. Internal springs, valving, and oil may be changed with any aftermarket components.
 - d) **For National Series Only** - all riders must race on the same brand of tires. For 2005 the spec tire will be **Pirelli**. The Pirelli SuperCorsa 120/70ZR17TL SC1 (SuperSoft) front and the Pirelli SuperCorsa 160/60ZR17TL SC2 (Soft) rear for dry weather. Dragon Rain 120/70R-17 SCR1 (SuperSoft) front, 160/55R-17 SCR1 (SuperSoft) rear for wet weather conditions.
 - e) Steel braided brake lines may be used to replace stock lines. Calipers and rotors must remain stock. Aftermarket brake pads are acceptable.
 - f) Horsepower limit: 75hp measured at the rear wheel. The sanctioning body will enforce if required.
 - g) **Suzuki** and series sponsor decals must be displayed on prominent parts of the motorcycle.
 - h) Genuine Suzuki SV650S or aftermarket replica bodywork can be used.
 - i) Starters, alternators, air boxes, carburetors and EFI must remain stock and functional; however carburetor jetting or EFI may be adjusted.

Note: Competitors who compete in the National Pro/Am S.V. 650 Cup races will need to make sure their bikes meet the additional requirements for that class which is primarily the need for a lower catch fairing or belly pan under the engine.

125 GRAND PRIX

The 125cc Grand Prix (G.P.) Amateur and Professional classes will be for:

- a) Up to 125cc 2-stroke water-cooled, any number of cylinders.
- b) Up to 175cc 2-stroke water-cooled, single cylinder.
- c) Up to 250cc 2-stroke air cooled, single cylinder.
- d) Up to 310cc 4-stroke, maximum 2 cylinders.

250 GRAND PRIX

The 250 Grand Prix Amateur and Professional classes will be for motorcycles:

- a) Up to 250cc, 2-stroke, water-cooled, racing engines, maximum of two (2) cylinders.
- b) Up to 350cc, air-cooled, racing engines, maximum of two (2) cylinders.
- c) Up to 430cc, 2-stroke, air cooled, and max of two (2) cylinders.

- d) Up to 500cc, 2-stroke single cylinder.
*Only G.P. bikes are allowed to compete in the 250 G.P. Classes

PRO SUPERBIKE

The Pro Superbike class will be for motorcycles:

- a) Over 240cc, 2-stroke:
- b) Over 490cc, 4-stroke:

Turbo-charging is permitted.

AMATEUR SUPERBIKE

Bikes competing in Amateur Superbike can fall in the G.P. Sportbike or Superbike categories, the only stipulation being that any bike eligible for Amateur Superbike must displace at least 240cc.

RACE THUNDER RACING SERIES

Eligible Models:

Motorcycles must be a sport type production model sold in Canada that was originally intended for street use. It must be air-cooled, 4-stroke, V-twin or horizontally opposed twin and be of model year 1994 or newer.

The following models are eligible:

BMW: R 1100S
Buell: X-1, XB9R/XB12R Firebolt, XB9S/XB12S Lightning, S1W, M2 Cyclone
Ducati: M600, M620, M750, M800, M900, M1000, 750SS, 800SS, 900SS, 1000SS
Moto Guzzi: V11 Sport

Note: Other models may be admitted to this class, subject to the approval of RACE

Motorcycle Appearance

1. The motorcycle's appearance must remain as close as possible to the original product.
2. The addition of fairings and full-fairing bikes are legal.
3. The professional and non-offensive application of decals and other sponsor representation is allowed.

Performance Modifications

1. Cubic capacity may be increased by OEM or aftermarket products.
2. Air box and/or air filter may be altered or removed. However, no 'ram air' type devices will be allowed, as a replacement of or in conjunction with the air box if such a system was not part of the motorcycles original design.
3. Exhaust system may be replaced with a racing type system.
4. Electric shifting aids or devices are not allowed.

Power and Weight Limits

1. Maximum power is not to exceed 95 bhp, as measured at rear wheel.
2. There is a minimum weight limit of 370 lbs.
3. RACE Officials may randomly select participating motorcycles immediately after a race to be tested for power / weight compliance.

Suspension Modifications

1. Forks can be altered internally by the addition of commercially available components such as valve kits, springs, etc. Fork preload adjusters may be added on models without such adjusters. Original forks that were the stock items for any given model year must be retained. Interchanging forks between models of different years is not allowed.
2. Rear shock absorber(s) may be modified or replaced with commercially available units.

Brake Modifications

1. Brake pads and rotors may be replaced with racing pads and rotors.
2. Replacement stainless steel or other high performance brake lines are also permitted; otherwise all other braking components must remain stock.

Chassis Modifications

1. Main frame must remain unaltered. Sub-frame may be removed or altered.
2. Stock wheels for the model year the motorcycle was produced must be retained. Interchanging wheels from different models and years is not allowed. The only exception to the rule is if such wheels are used for the installation of rain tires in which case they may only be used under wet conditions.
3. Handlebars and footrests may be relocated. Handlebars may be replaced with clip-ons.
4. Final drive type may be altered to benefit gearing changes, (i.e., belt drive to chain drive), but original wheels must be retained.
5. Stock swing arm must be retained, unaltered, unless the installation of a chain prevents its usage.
6. Aftermarket triple clamps are allowed.
7. Tires must be DOT approved, preferably in racing compounds. Rain tires are allowed.

Required Modifications

1. Safety wire must be applied to oil drain plugs, filler plugs, and front and rear axle nuts. External spin on oil filters must be attached with a hose clamp/safety wire combination. Any safety wiring or securing devices must comply with the rules as stipulated in **CHAPTER 5**.
2. If ballast weight is used to attain required minimum weight standards, it must be securely clamped to the frame of the motorcycle in a safe manner.
3. Lights, turn signals, mirrors and OEM stands must be removed.
4. Numbers can be displayed directly on body panels but must be on a white background. Non-faired motorcycles must have white number plates installed. Numbers must be at least 8" tall and plainly visible. Numbers may be black or red depending on rider status.
5. Motorcycles must comply with existing RACE safety regulations and are subject to safety inspections by RACE Technical Inspectors prior to each event.
6. All motorcycles must display series sponsor decals at each event in a pre-designated area. Each model will have a pre-determined location that must be reserved for the application of said decals, and may vary with the type of motorcycle. Racers that do not comply will not be awarded points for the event that the decal requirements were not matched. This does not take effect if application of the decals is not possible due to damage incurred to the motorcycle during an event.
7. Belly pan is mandatory. Full bodywork is allowable.

Rider Gear

1. Leather suits must be worn and be of single or zip-together two piece design. Leather boots must be worn and be shin high (steel toe capped boots are not allowed). Proper racing gloves must be worn.
2. Helmets must be full-faced design and meet or exceed SNELL 2000 standards.
3. All equipment must be of a quality and condition that will pass technical inspection.

Eligible Participants

1. Any motorcycle racer holding a racing license recognized by the RACE organization, Pro or Novice / Amateur can participate in the RACE Thunder Racing Series.

Protests

1. Protests that arise must be taken up with the assigned RACE Thunder Official.
2. A protest has to be provided in writing.
3. Protests that arise after a qualifier or final must be made no later than thirty (30) minutes after the race results have been posted. Results will be posted with an official time for reference.

Miscellaneous

1. Rivet type master links are recommended on drive chains.
2. A steering damper is recommended.
3. The appearance of a racing motorcycle is important and participants are urged to keep their machines clean and presentable at all times.
4. Common sense should be exercised when preparing a race bike.

SPORTSMAN CLASSES

The sportsman classes designed in 2003 for the 2004 season were developed to combine some of the RACE Classes that did not have very large entries. The process of streamlining several classes was designed to have larger grids on the track, have a more competitive field and to increase the entertainment value for the spectators. The Pro and Am Lightweight Superbike, Pro and Am Twins and Club Cup along with several of the Vintage Class bikes have been combined to create the Sportsman Classes listed below. Each Sportsman class will allow for slick tires to be used. The current list of eligible bikes and restrictions may be modified to accommodate other types, and/or makes and models. All decisions regarding these classes will be based upon the rules regarding competition and fair play.

Lightweight

- Up to 500cc 4-stroke twin cylinder, any year
- Up to 400cc 4-stroke multi cylinder, any year
- Up to 600cc 4- stroke air cooled, twin shock any year
- Unlimited 4-stroke single cylinder, any year
- Unlimited 2-stroke single/twin, ten (10) model years old or older (excluding GP bikes, these will compete in Middleweight)
- Some vintage bikes. (Ask RACE Official)

Example bikes competing:

Honda GT 650, Hawk, CB1

Kawasaki KZ / GPZ 550, EX 500

Suzuki GS 550, GS 500

Yamaha RD 350, RZ 350, RD 400, FZR 400

Middleweight

- Up to 650cc 4-stroke twin cylinder, any year
- Up to 600cc 4-stroke multi cylinder, ten (10) model years old or older
- Unlimited multi-cylinder, two stroke ten (10) model years or older
- 250 GP 1996 and prior
- 125 GP any year
- Bikes from the Lightweight class may bump up into Middleweight
- Some vintage bikes (Ask RACE Official)

Example bikes competing:

Ducati / Cagiva 650 Pantah, 750 SS, M750

Honda RS 125, CBX 550, CBR 600 up to (1995) NS 400, CB 900 F, CB 1100 F

GT 650 Hawk

Kawasaki KZ /GPZ 750, 1000, 1100, ZX 600 R (up to 1995)

Suzuki SV 650, GS 1000, 1100, GSXR 600 (up to 1995) GSX 600 Katana

Yamaha, TZ 125, FZR600, YZF 600 (up to 1995)

Heavyweight

- 651cc and over 4-stroke twin cylinder, any year
- 601cc and over 4-stroke multi cylinder, ten (10) model years old and older
- Bikes from Middleweight class may bump up into Heavyweight.

Example bikes competing:

Aprillia RSV Mille, Ducati M900, M1000, 900 / 1000 SS 748, 749, 916, 996, 998, 999

Honda RS 250, RS 500, CBR 900, (up to 1995), RC 51

Kawasaki ZX7R & RR (up to 1995), ZX9R (up to 1995)

Suzuki SV 1000, GSXR 750 /1100 (up to 1995) TL & TLR 1000

Yamaha TZ 250, FZ 750 YZF 750 / 1000 (up to 1995)

PRO SPORTBIKE RULES

Approved motorcycles for Pro Superbike and Pro 600 must be 4-stroke production street-legal machines, sold by the manufactures and their dealers for street use via normal commercial, retail channels in Canada.

1. The following items **MUST BE** removed:

- a. All lights turn signals, and their mounting brackets.
- b. Mirrors, horn, license plate frame & brackets.
- c. Side/centre stands (stand brackets may be removed from frame).

2. Wheels/Brakes

Original equipment brake systems and wheels must be used. Aftermarket brake pads and lines may be installed, and the front brake master cylinder may be substituted. Aftermarket front brake rotors may be used as long as the rotors are the same size as OEM equipment. Caliper mounts and hangers, front and rear, may not be modified or substituted.

3. Front Suspension

Original front forks must be retained. Inner and outer tubes, fork cap (intact and in working order) wing nut adjuster modifications are allowed, fork bottoms, inner cartridge and damping rods (damping rods and cartridge cannot be increased in diameter), caliper mounts, axles and spacers.

Modifications are limited to:

- a) Internal parts may be modified within the restrictions placed above, including substitution of springs, change of shims and/or spacers, and additional race tech kit/aftermarket type valving.
- b) External compression adjusters may be modified / changed.
- c) A steering damper may be installed.
- d) A fork brace may be installed.
- e) Aftermarket coatings may be applied.
- f) Triple clamps may be substituted.
- g) Steering head inserts to adjust rake may be used as long as no part of the frame is modified.

4. Rear Suspension

Original model, stock swing arm and rear shock linkage must be retained. The rear shock may be modified or replaced.

5. Frame

Original frame must be retained. Unnecessary brackets may be removed and strengthening gussets/braces may be added.

6. Bodywork/Appearance

- a) Aftermarket, OEM style bodywork and custom fairing mounts may be used.
- b) Oil retaining sealed lower fairing is mandatory.
- c) The stock gas tank must be used.
- d) A front fender must be mounted.
- e) The fairing must match the shape of the OEM machine in silhouette.
- f) Aftermarket foot pegs, clip-on bars, shift/brake mechanisms and fasteners may be used.
- g) Tail sections may be increased in size to allow for legal sized number plates. Numbers must be black on white background, minimum ten (10) inches high. The organizers retain the right to require number plates on machines with small or unusually sized or shaped tail sections.

7. Engine Modifications are unlimited, except for the following:

- a) Stock cases, barrels and heads must be used, but may be altered.
- b) Stock carb bodies or fuel injection systems must be used, but carb internals or injection management systems may be altered or replaced.
- c) Stock air box, stock-type (in appearance) air filter, stock scoops and ram air ducting, must remain, fully hooked up and in original condition.
- d) Aftermarket exhaust systems may be used, but must be baffled and meet noise restrictions as specified by host circuits.
- e) Electronic quick shifters are not allowed.
- f) Clutch actuation may be modified to a racing kit type.

8. Displacement

For the 600 class, maximum displacement is 620 cc's, regardless of bore and stroke.

9. Horsepower Limits

Immediately following each heat and/or race, the top finishers plus other motorcycles chosen at random will be tested on the Official Series Dynojet Dyno to verify power.

- a) For the 600cc class, each machine may develop no more than 110 hp at the conclusion of the event.
- b) For the Open class, each machine may develop no more than 150 hp at the conclusion of the event.
- c) Switches or any other device designed to affect the horsepower readings during dyno testing are strictly prohibited. Competitors who stop on course during or after an event (cool off lap) and attempt to alter, or alter, the performance of their machine will be disqualified.

10. Weight Limits

Machines must weigh no less than 360 pounds in the same condition in which they finish the race, including all fluids such as oil, water and fuel. Weights will be checked immediately following races, and no fluid may be added prior to the determination of weight.

11. Tires

Only treaded tires that meet DOT standards, are marked DOT and carry full DOT documentation may be used. Exceptions will be permitted in the case of rain - check with the RACE Official for details.

12. Penalties

a) Power:

Competitors who have machines that produce up to and including 2.99 horsepower more than the class standard/limit post qualifying or post race on the official series Dynojet Dyno will be penalized five (5) positions in the final race results. Competitors with machines measuring three (3) or more horsepower above the limit will be disqualified. These test numbers will be generated on the dyno using only numeric readings, with the "smoothing set of five", using a standard horsepower calculation.

b) Weight

Competitors who have machines that measure up to and including 4.99 pounds under the official series weight limit on the P.M.P. event scales when measured immediately post qualifying or post race will be penalized five (5) positions in the final results. Competitors with machines that weigh five (5) or more pounds below the limited will be disqualified.

CHAPTER 9 - PROTESTS

GENERAL

In all RACE events, all rules will be strictly enforced. If a bike is found to be illegal at Technical Inspection, the technical inspector/scrutinizer will decide what modifications must be made to allow that machine to compete. All machinery, however, is still vulnerable to post race inspections and protests from fellow competitors.

MANDATORY POST RACE INSPECTION

During a RACE weekend, any competitor may receive an unannounced post-race inspection and, if required, teardown. The rider will be responsible for performing any post-race disassembly ordered by the officials. Riders will also be responsible for any reassembly and the resulting expenses.

Immediately after finishing their victory or cool-off laps, certain competitors and their machines may be directed to a designated area as they exit the track into the pits. At the designated area, the bike(s) will be inspected for full rule compliance. If any of the riders in question do not present their bike immediately for post-race technical inspection, they will face immediate disqualification from that event, loss of points and prize monies from that event, and loss of points accumulated throughout the season in that class to date. Any bike having a speed related modification (an illegal change to the bike's specifications that would make it physically faster) will face immediate disqualification from that event, loss of points and prize monies from that event, and loss of points accumulated throughout the season in that class to date. Any bike with a strictly cosmetic rule infraction (changing the appearance, but not the speed or safety of the bike) will receive a \$50.00 fine.

PROTEST FILING PROCEDURE

If a competitor wishes to protest another racer in the same class that rider must have taken part in the race during which the alleged violation took place. Only riders may file a protest. The protest must be filed with a RACE Official within twenty (20) minutes of the posting of the official results for that race. To file a protest, cash/credit card or cheque must be used for the protest fee along with a brief written explanation of the details of the protest, signed and presented by the rider filing the protest. Standard protest forms are available from a RACE Official.

Once a protest has been submitted to the RACE Official, it may not be withdrawn. When a competitor has been informed that their machinery is under protest, they must present it to a RACE Official immediately or face disqualification. A RACE committee, headed by the Chief Official, will check all matters pertaining to protest and their decision will be final. Any competitors unwilling to allow their machine to be inspected will forfeit all points, awards, etc., due to them over the weekend in question. Further action may be taken against such a rider regarding their license status with RACE.

TYPE OF PROTEST

1. Minor Protest - \$75.00

A Minor Protest would apply either to a point of procedure (e.g. passing under a waved yellow, dangerous riding) concerning a rider's conduct, or a technical matter concerning the machine of a competitor that can be determined by visual inspection (e.g. illegal tires, repositioned mufflers, disconnected air box, non-stock brakes, non-stock carbs). The machine in question will be impounded until a proper decision can be reached concerning legality. If a Minor Protest is upheld, the competitor filing the protest will receive their \$75.00 protest fee back. If the protest is dismissed or disallowed for any reason the \$75.00 fee will be retained by RACE as a protest-processing fee. In any situation where more than one (1) protest is being filed concerning the same incident and/or situation, then each of the persons filing their respective protests must submit the applicable fee with that protest.

2. Major Protest - \$225.00

A Major Protest applies to a matter of technical legality that can only be determined by disassembly of the bike in question. Examples of areas of major protest: non-standard crank or camshaft, over-bored engine or carburetors, re-cut ports, non-original manufacturers' components.

A Major Protest must be submitted on the Official Form available from RACE Officials and be accompanied by the nonrefundable protest fee of \$225.00.

A Major Protest must specify the item(s) to be inspected, and must be submitted within twenty (20) minutes of the posting of the official results for the race in question. The Officials may impound the machine subject to a Major Protest for an extended time if legality cannot be ascertained with accuracy at the track.

If a protest is upheld, it is the responsibility of the protested rider to cover the costs of all inspection, disassembly and assembly. RACE will present a written report of all costs incurred, at which time the protested rider will be responsible to RACE for all such costs.

If a protest reveals that the machine in question is within the rules, the rider who made the protest will be responsible to cover the costs of all inspection, disassembly and reassembly. RACE will present a written report of all cost incurred, at which time the rider who made the protest will be responsible to RACE for all such costs.

NOTE: The cost for disassembly, reassembly and parts will be based on manufacturers suggested costs and/or Shop Book rate time.

NOTE: For the production class riders, the onus is on the competitors to have a full set of official factory specifications for their machine. This will help speed the determination of any protests. RACE will endeavor to keep on file and available, a complete set of specifications for all production racing machinery.

Protest Appeals

Protest Appeal Fee: \$75.00

Any rider unsatisfied with a protest judgment can file a request for an appeal hearing. Intent to file an appeal must be given, verbally, within one (1) hour of the decision concerning the original protest. A written version of the appeal must be received at the RACE Office, along with the appropriate fee, within one (1) week of the verbal intent notification. The RACE Protest Committee will then meet to review the case. The decision of this RACE Protest Committee will be final.

CHAPTER 10 - COMPETITOR AND CREW BEHAVIOR

As mentioned in Chapter 1, every rider is responsible for the behavior of his/her crew, family and pets. Any behavior problems caused by crew, family or pets at a RACE event could result in penalties being assessed to the responsible rider. RACE Officials will apply the following rules at all RACE events.

1. No pets allowed in hot pit lane. No loose pets allowed anywhere within the track property boundaries.
2. No children under fourteen (14) are allowed in the hot pit lane, unless they are a licensed racer.
3. All crew must wear suitable body and leg covering clothing while in the pits, (i.e. no bare backs or bare feet).
4. No crewmember, relative or friend may assist a rider outside of the pit area, regardless of the reason, without first receiving permission from a RACE Official. "Outside of the pit area" specifically means the area defined as the circuit or the "track" and its immediate surroundings. These areas, the track and its verge are usually fenced off from the pit area.
5. No competitor, crew or family member may consume alcohol or otherwise ingest any illegal substances while in the pit area.
6. Any person found consuming or under the influence of any element that could create an abnormal state of mind shall be removed from and refused re-admittance to all restricted areas, at the discretion of RACE Officials.
7. No competitor, crew or family member may verbally or physically abuse or threaten a RACE Official, RACE Staff member and/or any CRCA Member (Canadian Race Communications Association).
8. All competitors must fill in and sign all of the appropriate entry forms, as well as the track waiver, and fully pay all fees applicable before taking part in any testing session, practice or race.
9. No competitor, crew or family member may take part in any activity judged to be unsportsmanlike by RACE Officials.
10. At RACE events, Central Control, the Announcer's Booth and all Official Areas, including the Timing & Scoring facilities are off limits to all competitors, crew and family members. Only a RACE Official may give permission for a competitor, crew or family member to have access to the above mentioned areas.
11. No competitor, crew or family member may take part in any sort of altercation anywhere on the track property.
12. No competitor may take part in any event that they did not legally qualify for.

PENALTIES

Penalties are assessed by the RACE Official for any rule book infraction and are not subject to appeal. Penalties may range as follows:

1. Repositioning on the starting grid.
2. Repositioning in the finishing order.
3. Loss of event points and purses for one (1) event.
4. Loss of points and purses for the season up to the time of infraction.
5. Loss of RACE License for one (1) event.
6. Loss of RACE License for balance of season.
7. Loss of RACE License permanently.
8. Monetary fine of up to \$1,000.

SPECIAL AREAS

Jumped Starts: Any forward movement of a competitor's machinery prior to the green light or waved flag start can be considered a jumpstart. Emphasis will be placed upon those riders who gain an unfair advantage at the start of a race. Not all riders having forward movement prior to the start of the race will be penalized. In the case where a rider has moved forward then realized their error and stopped prior to the official start; then that rider may not be given a jumpstart (due to the fact that they are already at a disadvantage). In a situation where several riders have forward movement and or jumped the start: the starter cannot safely return to the red light, the Starter or Official may choose to declare a false start. In this situation the first lap of this race would now be considered another warm-up lap and the riders would receive a double waved yellow flag to indicate that the race will be restarted. All decisions regarding jumpstarts will be made in conjunction with the starter, the assistant or head Officials and timing & scoring staff. Riders who jump the start in the heat race will receive a five (5) position penalty at the conclusion of the race. Riders who jump the start in the final will receive a five (5) position penalty at the conclusion of the race. Riders who repeatedly jump the start of their races will be subject to further penalties. All decisions regarding jumpstarts cannot be protested.

Riders Meetings

RACE REGIONALS: 8:00 AM

NATIONALS: 8:00AM

The purpose of the Riders Meeting is to inform the riders of any necessary information regarding the RACE events (i.e. schedule, rules, safety, etc). Attendance is mandatory for all racers who will be expected to act accordingly and professionally at all times during the riders meeting.

Any riders who fail to show up for their roll call or who fail to answer during roll call will be penalized. Any riders who are found to have been absent from the riders meeting will face the following penalties:

- Absence from a Saturday Rider's Meeting:
 - losing three (3) positions in their heat race / timed qualifying results
 - \$200 fine payable prior to their participation in any track activities
 - The loss of three (3) points from each class the rider is participating in
- Absence from a Sunday Rider's Meeting:
 - losing three (3) positions in their final results
 - \$200 fine payable prior to their participation in any track activities
 - The loss of three (3) points from each class the rider is participating in

Race Starts

Riders must first line up in the appropriate position at the pre-grid area prior to being let out onto the track for their warm-up lap. Riders will be required to go to the results/grid board to check their position on the grid. It is now the riders' responsibility to go to his/her position at the pre-grid, and the grid proper, after the warm-up lap. Riders will have one minute to finish gridding after the last bike has entered the pit lane, at which time, once the racetrack is green/clear the next group begins their warm-up lap. The pit lane will then be closed when the first riders reach a designated point on the track. At the conclusion of the warm-up lap the riders will line up in the designated starting blocks at the start/finish line. Riders who are late for pre-grid or who line up in the wrong spot at the start/finish may not be allowed to start the race or will be given a penalty in their final results at the conclusion of the race. Riders may be allowed to start their race from pit lane under special circumstances, at the discretion of the Official. These decisions cannot be protested.

Red Flag Delays:

During any heat race or final where there is a red flag, that race will automatically be shortened upon the restart. The RACE Official reserves the right to call an end to the race no matter how many laps have been completed. In any situation where a race cannot be completed with the original number of laps allotted; then the RACE Official may conclude that the last completed lap may be given to the previous lap including any back markers, lapped riders or slower riders. In any situation where a rider has caused a red flag that rider may not be scored in any final results and/or may not be allowed to join in a restart of the race. As well a race may be concluded as long as the first 15 riders have crossed the finish line. These decisions cannot be protested.

Cherry Picker Rule

This term is applied to those Amateur riders who wish to remain at the Amateur level in order to create an unfair advantage for themselves in their RACE events. Any rider participating in a RACE event on a regular or occasional basis will not be allowed to remain at the Amateur level if their efforts/results have been influenced by their ability to "CHERRY PICK". Each case will be reviewed accordingly on an individual basis based upon that rider's situation. Any decision will be made according to RACE rules as outlined in **CHAPTER 1**. Riders who choose to dispute this decision may do so according to the procedures outlined in **CHAPTER 9** (riders may not use their perception of another rider's case as a defense from which to launch their own protest).

Antifreeze Rule:

At no time will riders be allowed to operate their machinery with anti-freeze in the cooling system. This will result in a minimum \$250.00 fine and possible disqualification from the weekend event and license suspension. Water wetter is allowed. Anyone caught with anti-freeze in his/her bike at any time will be subject to an automatic fine.

Crash Rule / Fluid Spill:

In any situation where a rider has had equipment malfunction he/she must signal and move to the side of the track off the racing line. In the case where machinery is leaking any fluids then that rider must ensure that they do not continue to circulate around the track. The rider must move off the racing line, signal, leave the racing surface and contact the nearest CRCA Marshal or RACE Official as soon as possible. In any case where the rider continues to circulate around the track and carelessly distributes fluid on the racing surface then that rider will be subject to penalties (min \$500.00 fine, disqualification from the weekend event and possible license suspension). As well, any rider who crashes and then attempts to rejoin the race must ensure that their machine is in proper mechanical condition in order to continue racing. It is the sole responsibility of the rider to perform a thorough inspection of their machine before re-entering the race. CRCA personnel are not permitted to give crash site technical inspections. However, they may refuse re-entry to the track based upon any potentially dangerous situation.

The purpose of this rule is: to encourage all riders to maintain as much control as possible of their machine and actions before, during and after the races; to make the riders accept responsibility for any and all situations they have caused; to act as a deterrent to riders who might take un-necessary risks and to encourage riders to place a high priority on the maintenance of their machine and equipment. Simultaneously any rider crashing during an event is automatically required to report for a mandatory medical inspection upon returning from trackside to the pit lane. (medical room and/or paramedic area). Due to the overwhelming riders' request, any rider will be held accountable for their actions under this situation, riders may not use the CRCA Volunteers as a basis for their dispute (riders may not claim "I didn't know" or "I wasn't aware" as a way of being exempt from this rule).

Pit Lane:

Only crewmembers and/or riders will be allowed along the pit wall if they have a proper pit signaling board for their rider. Only one (1) person per team with a pit board will be allowed in the pit lane. Hand signals or any other type of gesturing is not permitted along the pit wall. Any other crewmembers or racers must spectate from the grandstands. The above rules apply during any track session. As well no one will be allowed along the pit wall at the start of any race. Any violation of the above rules will result in severe penalties at the discretion of the RACE Officials.

Wheelies:

This rule allows for reasonable power wheelies exiting corners under normal racing situations. However, any prolonged or deliberate wheelie at anytime (within 200 ft of another rider) will result in penalties being assessed to that rider and/or team. Riders may be given a meatball flag (black with orange circle in the centre) as a warning that their riding is hazardous, erratic or dangerous. Repeated violation will result in a full black flag and disqualification from any on track session. The RACE Officials will reserve the right to further penalize the rider at their discretion. Any penalty or decision made against a rider under these situations cannot be protested under any circumstances.

Miscellaneous:

The main entrance to the track property and the access road to the Fabi Track may not be used at anytime for bike testing purposes.

The RACE Official Staff reserve the right to enforce any necessary rules that might not be covered in the rulebook, as well as, any rules developed during the race season.

CHAPTER 10 - FLAGS

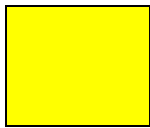
The following is a list of flags and signals that are commonly used at trackside during all RACE events. It is the responsibility of every rider to be aware of all flags and be prepared to act accordingly at any time.



Or

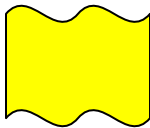


Starting lights or waved Canadian Flag
Start of Race



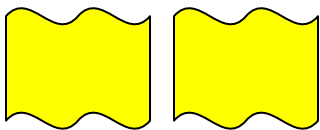
Stationary Yellow (CAUTION)

Used by the corner marshals and the starter to inform the riders of a potentially hazardous condition, between the flag station displaying the flag and the next flag station. A stationary yellow may be used to indicate a slow rider is ahead. The corner marshals will display a stationary yellow at the first lap of practice or the sighting lap of each race to identify the corner station. Passing is allowed.



Waved Yellow (DANGER)

Used by the corner marshals and the starter to inform the riders a hazardous condition is on/near the track or in the impact zone. No passing is allowed within a reasonable line of sight of the waving yellow until the rider sees a stationary yellow or no flags at the next station. If an official of the race observes a competitor passing on a waving yellow flag, penalties will be assessed. Also used at the last station as riders approach the start grid for a race.



Waved Double Yellow

Proceed slowly to start/finish for restart used; in instances of a jumped start.



Yellow/Red Vertical Stripes (DEBRIS)

Used by the corner marshals and the starter. Indicates great danger on the track ahead: debris, oil, gas, dirt, hay, motorcycles, downed riders or marshals are on the track or in the impact zone ahead. This condition may require riders to leave their lines to avoid the debris. **Extreme caution is to be exercised by all riders.** A pointing motion should accompany this flag from the corner worker directing competitors to the riders right or left. (Always direct the riders away from the debris if possible.) Passing is allowed. Continue flag display until the debris is cleared.

RAIN. The debris flag may be used to signal rain by pointing one arm straight up to the sky while displaying the flag in a stationary position.

SIDECAR. Debris flag pointed at the driver to indicate that they have lost their passenger.



White Flag

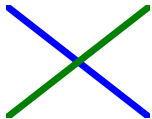
Held stationary: Ambulance or Rescue Vehicle somewhere on the track. Proceed with caution.

Waved: approaching the Ambulance or rescue Vehicle; no passing within reasonable line of site before and after waved flag, until the next CRCA flagging station.



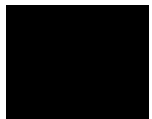
Black with Orange circle in the centre

Meatball flag: warning to rider that their riding has become (hazardous, erratic or dangerous). Also used for wheelie rule. Repeated offense will result in the Black Flag.



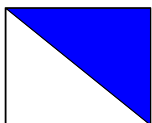
Blue & Green Flags crossed

Halfway distance.



Black Flag

There is something wrong with the rider or their machinery. Slow down with caution, do a visual check; and then proceed if safe to do so. Continue around the track and report to a RACE Official.



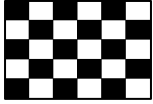
Blue & White Flag

Last lap; one lap to go to the finish.



Red Flag

Waved to gain competitors attention. Displayed immediately on instruction from RACE Control, by the starter and all corner marshals, to signal the riders to STOP RACING, the race has been suspended. Indicates great danger somewhere on the track and the race must be stopped. Riders are not to stop on the racing surface. **All riders are to slow down, cautiously, but proceed quickly to leave the track at the nearest exit.** Riders who have slowed and are on the back straight will leave the track via Fabi pit; all others will proceed to pit at corner 14 and proceed to hot pit lane and wait for further instruction from a RACE Official. Riders, unless instructed by a RACE Official, are not to leave the hot pit area. Entering the paddock at this time will result in penalties or disqualification.



Finish Flag / Checkered Flag

Completion of the race. There will be no passing during the cool down lap. Riders are to signal before exiting the track.

CHAPTER 12 - FLAG COMMUNICATION AND SAFETY MARSHALLING

1. The location of Marshal Stations and Flag Positions shall be approved by RACE.
2. A telephone or radio system shall be in place to provide communication between all Marshal Stations and Race Control.
3. Marshals shall hold a RACE Marshal License. CASC-OR, AMA and QRFA/ASRQ licenses are also approved.
4. Marshals shall be responsible for flagging, communications and for maintaining a safe course by:
 - a. Informing riders, through flags or other signals, of the condition of the course, the condition of their bikes or any other situation affecting the safe running of the event
 - b. Informing Race Control of the condition of the course, the bikes, and situations requiring decisions and/or actions by Race Control
 - c. Undertaking emergency action as required protecting the lives and property of riders in the event of an incident.
5. Marshals shall perform their duties in accordance with the responsibilities and procedures specified in the current issue of the RACE / CRCA Marshals Training Manual.
6. Marshal's Training Course and Licensing
 - a. Prospective marshals shall attend an approved training course.
 - b. Marshals completing the course shall receive a RACE / CRCA Marshals Basic/Provisional License, a QE Logbook and a RACE / CRCA Marshals Training Manual.
7. The Chief Course Marshal or designate shall sign logbooks on completion of each day marshaled.
8. Marshal Licenses
 - a. Provisional License - A provisional license is valid for supervised marshalling at race events in the function of flags, phones/radios and safety.
 - b. Basic License - A basic license is valid for CRCA contracted events and some out-of-region races with prior approval from CRCA.
 - c. Intermediate License - An intermediate license is valid for CRCA contracted races and all out-of-region races
 - d. Advanced License - An advanced license is valid for the events listed in the three (3) categories identified above
9. Marshal License Requirements and Progression

A Provisional License requires attendance at both classroom and trackside schools approved by RACE / CRCA Training shall include a basic fire training session. This grade of license requires supervision while performing the functions of flagging, phone/radio operation and safety. The marshalling education committee (CRCA) shall keep written reports and evaluations for each event.

A Basic License requires satisfactory completion of a minimum of ten (10) supervised events as a Provisional license holder. The education committee shall review the written reports and judge if the marshal is capable of working with less supervision. In addition, the marshal shall pass a written, open-book test based on the RACE / CRCA Marshals Training Manual.

An Intermediate License requires competent performance at the Basic License level, performing all marshalling functions utilized at Canadian events (flags, phones and safety) for:

- a. A minimum of forty (40) event days at the home track, or
- b. Twenty-four (24) event days at the home track and six (6) at another track.

An Advanced License requires marshalling for at least one (1) full year as an Intermediate License holder. In addition, the licensed candidate shall have demonstrated the level of competency required for high speed, high profile events and in all marshalling functions utilized at Canadian events (flags, phones and safety). Once an application for an advanced license has been accepted by the marshalling education committee (CRCA), the candidate shall be observed and assessed for a period of one (1) year and a minimum of ten (10) events.

Corner Senior should be considered a specialty and should not be tied to licensing advancement. Consideration should be given to training personnel who express interest in the training and who have proven that they are capable of accepting these responsibilities. The decision as to who will be trained in this specialty rests with the marshalling education committee (CRCA).

Requests for license upgrades shall be submitted in writing to the marshalling education committee (CRCA). The education committee shall review the qualifications of the applicant and determine if the candidate meets the prerequisites. The committee shall advise the applicant of their decision.

To maintain license grade a marshal is required to marshal at least six (6) RACE event days per calendar year. Failure to do so may result in a downgrade of one (1) level determined by the marshalling education committee (CRCA).

A marshal who is away from racing for one (1) year may be required to attend a marshal's school before a license is issued. An absence of two (2) or more years shall require attendance at a marshal's school.

10. Any of the following, in order, may veto a license change with reasons given in writing:
 - a. Marshalling Education Chair of CRCA
 - b. RACE
11. Any appeals shall be submitted to RACE.
12. Marshal's logbooks shall be issued only by CRCA.

CHAPTER 13 - ENDURANCE RACE RULES

The following rules will apply to any endurance race:

1. Teams must have a proper name, to be used in all results and releases. This name must be given during registration.
2. Each team must be made up of at least of two (2) riders and a maximum of four (4). A rider may compete on only one (1) team, unless special circumstances occur and permission is given by a RACE Official to make a team change. All riders must fill in and sign all official entry forms and waivers before they are allowed on the track.
3. No distinction will be made between Novice / Amateur and Professional riders. Riders of any category may compete on the same team.
4. Each team must supply at least one (1) scorer, who will report to the official timer at least thirty (30) minutes prior to the start of the race.
5. Each team must present a working charged fire extinguisher of at least 10 lbs. capacity at technical inspection.
6. One crewmember must have the team's fire extinguisher trained on the bike during all refueling stops - OR BE DISQUALIFIED.
7. Riders are not permitted to sit on the machine during refueling.
8. Engines must be turned off during refueling.
9. Only one (1) team member is allowed at the pit wall for signaling purposes, except during fuel stops.
10. All crewmembers must remain against pit wall until their machine enters the pit lane.
11. All refueling must be done on the portion of the pit lane furthest away from the track.
12. No passing is allowed anywhere in pit lane except for stopping bikes.
13. No motorcycle may travel in the opposite direction to that of the competition, either on the track or in the pit lane. If a racer overshoots their pit area, then they cannot turn around in the pit lane, but must continue around for another lap.
14. No substitution of machinery is allowed - each entry must finish the race with the same engine and frame that it started with.
15. Any motorcycle removed from the pit lane (i.e. to the paddock) will be officially retired.

CHAPTER 14 - RACE POINTS

Points will be awarded in all RACE Championships to race finishers in the following order: 15, 12, 10, 8, 6, 5, 4, 3, 2, and 1 for positions first through to tenth. Qualification heat winners will receive two (2) bonus points.

In the event of a race cancellation points for finals may be awarded based upon the results of heat races. In the case where heat races have not been able to run then the two (2) point bonus may be awarded to the winner of the final.

In case of a tie in overall point standings, the championship will be awarded to the rider with the most victories. If the championship is still undecided (i.e. the tied riders have the same number of wins in that class) then the championship will be awarded to the rider with the most second place finishes, or thirds, or lower that must be reviewed until the championship has been decided.

If this method fails to break the tie, the rider with the best result in the final championship status event of the year will be crowned the class champion. This system will be used to break ties in all RACE championships.

CHAPTER 15 - RACE PROCEDURES

The following is a list of basic guidelines for all RACE events:

1. RACE events will be held rain or shine. Races may be canceled or postponed due to serious weather conditions (i.e. excessive rain, lightening, unsafe track conditions).
2. A rider must complete at least seventy percent (70%) of the total distance of their race to be classified as an official finisher. A rider's machine must be moving at the finish line to be classified as a finisher, although the rider can push their bike over the finish line. A bike must cross the finish line within three (3) minutes of the winner to be classified (the finish line extends across into the pit lane).
3. If, at the discretion of the Official, it becomes necessary to stop an event, that event will be considered officially completed if seventy percent (70%) of the original specified distance has been run. The only person authorized to stop a RACE event is the Official or his appointed delegate. If the event has not gone to seventy percent (70%) of the scheduled distance, it may still be considered completed at the discretion of RACE Officials. If the event is re-started then the original scheduled distance will be shortened. The Official may choose to do a grid, single file start or a complete re-start. If the event has only run a few laps and there is no official lap chart from Timing & Scoring, the Official may decide to call for a new race. The original final event grid will be used to line up machines and all riders who qualified for the event may start. If the Official decides on a re-start, the Official Staff will base the re-start grid on the overall position recorded by the Timing & Scoring Staff at the start/finish line during the last lap completed at racing speed. If a competitor did not finish (registered by Timing & Scoring) the last complete lap, then they will not be eligible for the restart of the race. Any competitor restarting the event must do so on the same machine that they completed the first section of the event on. If that machine requires repairs, all work must be completed in plain view of the Official Staff. No extra time will be available for machine repairs between the end of the first portion of the event and the restart. Only work of a repair nature will be allowed, and a member of the RACE Staff must approve all work or that machine will not be eligible for the restart (no tune-ups, no tire changes, etc.).
4. When a red flag is displayed during an event and that race or heat is not restarted, final scoring will revert to the last completed lap. The last completed lap will be based upon seventy percent (70%) of the field having crossed the start/finish line. In any situation where there has been a red flag called and the current position of the riders is in question then the RACE Official may consider that lap complete if the top ten (10) riders have crossed the finish line.
5. A heat or final race event will be complete (finished) when the appropriate RACE Event Official or his appointed delegate has displayed the Checkered Flag at the start/finish line.
6. A rider entering or leaving the pits must ride in the designated entrance and exit lanes or face a possible disqualification penalty. Any rider entering the pits must signal with their hand and when leaving the pits competitors must wait for the appropriate official to wave them out.
7. Competitors must proceed in the direction of the course only. Any competitor found proceeding against the direction of racing either on the track proper or surrounding area will be disqualified.
8. There will be no practice allowed prior to sign in (filling in an official entry form) and without permission of the Official.
9. If a machine breaks down on the course, only the rider can repair it. The rider can have assistance pushing and/or starting the machine, but their crewmembers may not go trackside during an event to do so.

10. Any competitor who intends to pull off the course must signal their intentions and must never cut across the track in front of other competitors.
11. Any rider leaving the track during a race will re-enter the track as close to where they left as possible. Any rider gaining an unfair advantage by short cutting may be penalized at the discretion of the RACE Official.
12. Riders may be permitted to start the race from pit lane, at the discretion of RACE Officials.
13. Any motorcycle entering the paddock during a race will be disqualified.
14. Any rider proceeding in an unusual erratic or dangerous manner will be immediately black-flagged. No weaving is allowed.
15. Any competitor who appears to be deliberately blocking another racer attempting to pass will be penalized. Riders who engage in any form of NASCAR style of riding (deliberate bumping, rubbing, revengeful and aggressive riding) will result in either or both riders being penalized at the discretion of RACE Officials.
16. A rider who fails to qualify at a time within 115% of the fastest competitor in their class will not be allowed to compete in their class final, except at the discretion of the RACE Official Staff.
17. Under certain circumstances, such as rain or start line accidents, time may be given to selected riders to get their machines to the grid. However, when the field has completed the warm-up lap and commenced the proper grid line-up procedure, then the race comes under the starters' orders and no further notice or special consideration will be given.
18. It is the responsibility of each competitor to be aware of all information covered by the Rulebook and Pre-Race Updates (Programs and Hand outs) as well as all items covered at any Riders Meeting.
19. It is the competitors' responsibility to inspect all posted grid sheets, heat and final results while at the circuit to be aware of all penalties and changes concerning their event. Grid positions are official and unchangeable when heat or final events have commenced. Final results become official twenty minutes after the time of posting. Competitors or crewmembers that remove any posted sheet will be immediately disqualified from all events during that weekend.
20. RACE Right of Refusal - RACE, the organization, reserves the right to refuse participation in an event or the issuing of a license to any person for whatever reasons it deems appropriate. Such a decision is not subject to appeal.
21. Promoter's Option - Under certain circumstances, the RACE Promoters Option rule will allow riders who have not qualified for their event to start from the back of the grid. In the instance of the Promoters Option clause being exercised, no rider who has qualified for a final by normal means (heat races and consolation races) would be bumped from the final grid.
22. RACE and its Officials and Staff reserve the right to make changes to the rules at any time and may enforce any necessary rules that may not be covered in the Rule Book.

RACE CANCELLATION POLICY

The RACE Events Inc. cancellation policy will apply as follows:

1. **Test Day / Friday Practice**
Once a competitor has completed one test / practice session there will be no refund or credit for that day's fee.
2. **Saturday or Sunday Race Day**
Once a competitor has completed their practice / warm-up session there will be no refund or credit for that class entry fee.
3. **Any credits must be approved by both the Chief Official and the RACE Registration Staff.**