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RULES AND REGULATIONS

2024



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PART A INTRODUCTION

Rulebook Disclaimer

These Rules and Regulations are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF, OR COMPLIANCE WITH THESE RULES AND REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The Race Director shall be empowered to permit deviations from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements.

The purpose of these rules is to run an orderly, competitive, and fair race, emphasizing safety and fun for all involved. The rules are not intended to allow a racer to defeat another with the rulebook, rather than on the track. The rules are not intended to allow one racer to harass another. All protests must be made in writing and the person filing the protest must be prepared to identify themselves to the rider protested. Protests deemed capricious may be denied.

In the event this rule, which states the overall purpose and principles of the Rulebook, somehow is interpreted to conflict with another rule or statement, this rule shall prevail in its literal sense.

By registering an entry, every Competitor (including the Competitor, Family member, Crew member, Sponsor and/or Team owner) agrees to be subject to the rules of this book and any supplements/appendices. Since it is impossible to anticipate every circumstance, the Race Director will rule on any area of dispute that is not clearly covered by these rules. These will be called "Grey Areas". Decisions regarding Grey Areas will be rendered by focusing on the following: common sense, fair play, safety, and good sportsmanship. In the case of any Youth classes, learning and development will also be considered. The word of the Race Director on Grey Areas will be considered final.

Mission Statement

Our mission at the Canadian Mini Superbike National Series (MiniSBK) is to provide a fun and safe platform, open to all ages and experience levels, to learn and enjoy the sport of road racing motorcycles. Our clear aim is to give rise to future Canadian Champions competing internationally at the highest level.

Mantra

When you enter the Super Sonic Road Race School (SSRRS) and Canadian Mini Superbike National Series (MiniSBK) and any Manufactures Specified series operated by MiniSBK, you are entering a climate of respect. Everyone involved from Student to Competitor, Volunteers to Staff, Crew Members, Family and Fans alike are expected, at all times, to conduct themselves in a respectful, safe manner towards each other, the motorcycles and equipment, while on and off the racetrack.

Rule Amendment

Requests for rule amendments must be received in writing, forwarded to info@minisbk.ca

Approved rule changes will be affective at the first race following approval and will be stated in the supplemental rules. Year-end rule changes are due 30 days after the last race of the season to be considered for the following season.

General Description

Competitors and Series Officials will work together to provide the highest standard of competition within the following priorities: safety, sportsmanship, and fair play in the guidelines of learning and development.

Rules to protect and guide our Youth Competitors can be found in Appendix 1 – Special Requirements for Youth Competitors. All competitors should familiarize themselves with the MiniSBK Regulations as well as the Supplemental Regulations.

Supplemental insurance is recommended. While circuits and sanctioning bodies provide liability insurance applying to MiniSBK events, each competitor should review their personal insurance coverage to ensure that they are fully protected.

MOTORCYCLE RACING IS DANGEROUS, EVERY COMPETITOR, CREW MEMBER, FAMILY MEMBER AND TEAM OWNER ASSUMES BY THEIR PARTICIPATION, RESPONSIBILITY FOR ALL RISKS OF COMPETITION INCLUDING INJURY OR DEATH. EVERY COMPETITOR ASSUMES BY THEIR PARTICIPATION, THE RESPONSIBILITY AND OBLIGATION TO ASSESS THE SAFETY ASPECTS OF THE FACILITIES AND INDIVIDUAL CONDITIONS AND MUST ASSUME ALL RISKS OF COMPETITION, INCLUDING INJURY OR DEATH.

The Rules and Regulations are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The Race Director shall be empowered to permit deviations from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements.

Event Officials have complete control of all areas covered in these Rules and Regulations.

PART B SPORTING REGULATIONS

SECTION 1 - COMPETITOR MEMEBERSHIP REQUIREMENTS

- 1.1 BY ENTERING ANY EVENT, IT SHALL BE DEEMED THAT THE ENTRANT HAS READ THESE RULES AND AGREES TO BE BOUND THEREBY.
- 1.2 Teams, Competitors and Crew members are responsible for compliance and knowledge of the Rules and Regulations.
- 1.3 Race Membership can be obtained by registering on-line and will be valid until December 31st of each calendar year.
- 1.4 No reimbursements will be made for memberships for any reason at any time during the calendar year.
- 1.5 Competitors must meet all the following requirements within their experience/age category:
- NEW COMPETITORS (all ages) are required to have:
- Successfully completed a recognized road race school i.e. Super Sonic Road Race School (SSRRS) ON, Pro6 TRAC ON, SOAR ON, ASM PQ, EMRA AB, FAST ON, Racer5 ON, MotoNation PQ, SofARL NS, Atlantic Mini NS, RACE ON and provide proof of completion, and
 - Successfully complete one Track Day and Orientation Event with MiniSBK.
- EXPERIENCED COMPETITORS are required to have:
- Completed a full year of road racing competition within the last five years, OR
 - Successfully completed one Track Day and Orientation Event with MiniSBK.
- YOUTH COMPETITORS (ages 5 – 15 years old) with road racing experience are required to have the following:
- A written “Endorsement” or race licence from one of the following authorized mini road racing organizations: Authorized organizations are SSRRS ON, Atlantic Mini NS, AMRA AB, PCMRC BC, PSRA SK, MBGP MB, NJMiniGP-NJ, SFMiniGP-FL.
- 1.6 Age Eligibility: Participation begins at five (5) years old when the participant turns five (5) years old.
- 1.7 Any Competitor under the legal age of 18 years old must provide a consent document, signed by both the competitor and their parent(s) or legal guardian, before they will be allowed to compete, practice, or participate in the MiniSBK Series.
- 1.8 Adult Membership: MiniSBK “Adult” membership is issued to Competitors 16 years of age and older.
- 1.9 Concussion Code of Conduct and Guidelines for athletes, parents/guardians, coaches, and trainers will be followed at all MiniSBK events. Further information available at www.supersonicschool.com
- 1.10 It is the responsibility of every competitor to inform the MiniSBK Staff 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 MiniSBK event.
- 1.11 A portion of each race license will be allocated to the Motorcycle Confederation of Canada (MCC) to be reinvested back into the sport of Mini Road Racing. MCC is a regulatory non-profit organization for Regional, Provincial and National Motorcycle interests in Canada.

Refund Policy

- 1.12 Entry Fees are non-refundable: Should a Competitor have an unforeseen Circumstance, which causes their inability to attend a pre-entered event, their fees may be forwarded as a credit for the next event. MiniSBK registration must be notified in writing more than 48 hours prior to the Event.
- 1.13 Should a Competitor suffer an injury or mechanical failure preventing them from having the ability to compete, and the injury/failure occurs in the First Practice session, Competitor may receive a CREDIT toward the next round at the discretion of the Race Director and MiniSBK Management.
- 1.14 Failure/injury occurring any time after the First Practice session will not be applicable for any credit.
- 1.15 In the event of certain weather or track conditions or medical delays that do not allow the continuation of activities the Series Officials reserve the right to post pone the scheduled event(s). Riders are not entitled to a refund under any of these circumstances.

SECTION 2 - RACE OFFICIALS

2.1 All race officials are appointed by the MiniSBK Management (Series Director).

2.2 Race Director (Reports to the Series Director):

May be referred to as the Referee or the Director of Competition. Duties include all aspects of the coordination of MiniSBK race-day racing activities, including, but not limited to ensuring the race events stay on schedule and the track is in safe operating condition. The Race Director has final authority on all race-related matters, including, but not limited to, protests, appeals, penalty judgments, disqualification, and race-class change status.

2.3 Start Marshall (Reports to the Race Director):

The Starter is to open and close the track each morning and evening, as appropriate, and is responsible for starting and finishing races and for displaying appropriate flags throughout the Track-Sessions.

2.4 Chief Technical Inspector (Reports to the Race Director):

Duties include operating a technical inspection process to review the machines and rider protective equipment to be in compliance with the Regulations. Maintenance of the technical inspection criterion throughout the race-day is the responsibility of the Competitor and their Crew.

2.5 Competitors' Representatives (Reports to the Competitors):

Duties include to liaise with race officials and other Competitors and is to represent Competitors and Crew and act on their behalf in situations concerning track safety, rules interpretation and protests. They are also to assist Competitors who are new to racing or the track, as required.

The Competitor representative(s) will be elected each race day by fellow Competitors and will be introduced at each Competitors meeting. In the event a Competitor Representative is directly involved in any dispute, an alternate will be assigned by the Race Director.

2.6 Race Registrar (Reports to the Race Director):

Duties include registration of Competitors on each practice/race day.

2.7 Race Control Marshall (Reports to the Race Director):

Responsible for starting and stopping races in the timing system, posting result sheets, and notifying the Race Director of potential illegal bikes gridding up for a race.

2.8 Grid Marshall (Reports to the Race Director):

Duties include pre-gridding, gridding on the track, reporting jump starts.

2.9 Pit Lane Marshall: Pit-Out (Reports to the Race Director):

Duties include controlling Competitors entering the track for any given session.

2.10 Pit Lane Marshall: Pit-In (Reports to the Race Director):

Duties include controlling Competitors exiting the track for any given session as well as directing Competitors to Sound Control and the Podium.

2.11 Sound Control (Reports to the Chief Technical Inspector):

Duties include operating sound tests on all machines.

2.12 Corner Marshall (Reports to the Race Director):

Duties include flagging at designated Marshall Stations around the course to signal competitors of an incident, debris, slippery surface, or race interruption.

2.13 Recovery Marshall (Reports to the Race Director):

Works in tandem with the Corner Marshall aiding Competitors who need assistance in the case of an incident by way of a quick first assessment of rider and machine. They may call for medical assistance if needed, remove the bike from the racetrack (parking it in a safe location) or help the competitor get on their way back on course.

2.13 Race Direction (Appeals Process)

A three-person panel made up from the following people:

- 1 FIM Official,
- 1 MiniSBK Official,
- 1 Race Director.

SECTION 3 - FLAGS

3.1 All Competitors are responsible to be aware of and to act accordingly whenever any of the following MiniSBK flags are displayed.

Operational Flags

3.2 Green Flag: indicates start of race or clear track conditions.

3.3 Checkered Flag: indicates end of race or practice session - proceed around the course to the designated track exit. Should the checkered flag be displayed prior to the published or announced race distance or time, the race will be considered complete. i.e. should the checkered flag be displayed to the leader on lap four of a five-lap race, the race would be considered complete. Should the checkered flag be displayed beyond the published race distance, results will be determined from the positions at the completion of the laps when the checkered flag was displayed to the leader, regardless of the total laps. Once the checkered flag is displayed to the leader the race is now complete.

3.4 Red Flag: indicates race has been stopped. All Competitors are to significantly reduce speed, indicating with an arm up (preferred) or leg out, and proceed safely to the next Marshal's station - then obey Marshal's instructions. Specific instructions for Red Flag procedures may be issued at each Riders' Meeting.

Warning Flags

3.5 Yellow with Red Stripes: Change of Adhesion – possible debris or fluid on track surface - exercise caution.

3.6 Stationary Yellow Flag: indicates a potentially hazardous situation on or near the track - passing is allowed - exercise caution.

3.7 Waving Yellow Flag: indicates hazards on or near the track of a serious nature. Passing is not allowed from line of sight with the flag station(s) displaying the Waving Yellow Flag until the competitor is safely clear of the incident and any safety equipment or workers. Competitors who violate this rule will be assessed a penalty, at the discretion of the Race Director.

3.8 White Flag: indicates that a safety or emergency vehicle is on the course - exercise caution.

3.9 Black Flag: indicates instructions to one Competitor only. The Competitor must safely pull into the pits at the end of the current lap. The Competitor's team will be notified as to the reason why the Competitor was removed from the track.

3.10 Meatball flag: (Black with orange circle) – indicates instructions to one Competitor only. This flag informs the Competitor that his motorcycle has mechanical problems likely to endanger himself or others, and that he must IMMEDIATELY and SAFELY get off the racing line, pull into the pits and report to the Pit Marshall.

Courtesy Flags

Courtesy Flags may or may not be displayed at the discretion of the Race Director.

3.11 White & Blue Flag at Starter Position: indicates final lap. In the alternative, a sign displaying "Last Lap" or "LL" may be used.

3.12 Two Furred Flags Crossed at Starter Position: indicates the half-way point of the announced race distance. i.e. Green and White flags.

SECTION 4 - RACE EVENT PROCEDURES

4.1 Registration:

- 4.1.1 On-line pre-registration is mandatory for all Team Owners and Crew members. This Pre-registration step must be accomplished before proceeding to Registration to obtain a Race Band. A Race Band will be mandatory for access to Pit Lane or Racetrack areas.
- 4.1.2 All competitors must completely fill in and sign all appropriate on-line entry forms as well as the track waiver and fully pay all fees applicable before taking part in any testing session, practice, qualifier, heat, semi, or final race.
- 4.1.3 No competitor may take part in any practice or event that they did not legally qualify or register for unless authorized by the Race Director.

See Section 1.12 – 1.15 Refund Policy.

- 4.1.4 MiniSBK reserves the right to refuse participation in an event or the issuing of a membership to any person for these reasons:
- Unsportsmanlike conduct
 - Intent to cause harm to another rider or their team member or a spectator or a race official or volunteer.
 - Disregard for any safety regulations or procedures
 - Obscene or obnoxious behavior
 - Or any other relevant reason it deems appropriate. Such a decision is not subject to an appeal.

4.2 Technical Inspection:

- 4.2.1 All Competitors machines must pass a Sound Test before proceeding to Technical Inspection (Tech Inspection).
- 4.2.2 After Registration and Sound Check, Competitors must present their machines, required safety gear and their Tech Inspection Checklist to the Chief Technical Inspection.
- 4.2.3 Tech Inspection times will be posted in the Supplemental Regulations for each race. Competitors who fail to attend Tech. Inspection before it closes are required to wait until re-opening at lunch break.
- 4.2.4 During the Tech. Inspection, Competitors will be issued “official” series decals. Competitors must display these decals in the required quantities and locations as specified by MiniSBK. Failure to do so will result in loss of all points and purses for the event or race in question.
- 4.2.5 Technical Inspection Stickers will be issued for a passed machine. Failure to display a Tech Sticker will result on the Competitor not being able to enter the track and or loss of points.
- 4.2.6 Competitors who have more than one machine must present all of them to Tech. Inspection and obtain a Tech. Sticker for each one.
- 4.2.7 Competitors sharing a machine must bring all number plates to Tech. Inspection and demonstrate the number plate change-out procedure to obtain a Tech. Sticker for each front number plate.
- 4.2.8 Camera mounts must be safely and securely mounted to the bike to obtain a Camera Sticker / Tag.
- 4.2.9 If at any time during the event a Competitor’s machine is involved in an incident, the Marshalls may remove the Tech Sticker. The machine will then need to be presented to Tech. Inspection for re-inspection.

4.3 Competitors Briefing / Riders Meeting:

- 4.3.1 It is mandatory that ALL Competitors attend the Riders Meeting, usually held in the Pitlane each morning on each practice day and race day before any on-track sessions begin. It is at this meeting that additional information like changes to the schedule or safety advisements will be communicated.
- 4.3.2 All Competitors holding Youth License or are under the age of 15 years old must be accompanied by a parent or legal guardian at the Riders Meeting.

4.4 Pit Lane / Hot-Pit Procedures:

- 4.4.1 Pit Lane is a designated area between on-off track access where Competitors can come in from a Hot Session to make adjustments. When on-track activity begins this area is now “live” and will be referred to as a Hot-Pit.
- 4.4.2 Crew and/or Competitors are not permitted to bring their machines early to a Hot-Pit while there is an on-track-session in progress, unless so approved or instructed by an Event Official.
- 4.4.3 There will be two (2) calls to the track for the next session. When the last-call is announced, Competitors for the next on-track-session will have 1 minute to report to pre-grid before the track closes. Anyone not on the track by closure time will not get a warm-up lap and will start the race from the Pit-Out lane after the entire grid has passed at the direction of the on-track Pit Lane Marshall.
- 4.4.4 Once a machine enters the Hot-Pit during any on-track session, no paddock access is permitted.
- 4.4.5 Refueling is allowed in the designated area assigned by the Race Director.
- Rider must be off the bike during refueling.
 - Ignition must be off and motorcycle on the rear stand before refueling commences.
 - A crew member must be standing by with a fire extinguisher, pin pulled and ready to use.
 - No electrical devices including tire warmers may be plugged in during refueling.

4.5 Practice Sessions:

- 4.5.1 A Practice Session is an open track-session delineated by Run Groups that may or may not have multiple Race-Classes in a single session.
- 4.5.2 All laps for all sessions will be timed. A new lap record can only be recorded during an official race.
- 4.5.3 Riders will commence practice ONLY under the instructions of the Start Marshall.
- 4.5.4 To participate in a Practice Session ALL Competitors must complete the Registration, Technical Inspection, and Riders Meeting process and follow the instructions of the Race Director.
- 4.5.5 The duration of each Practice Session will commence from the time Pit-Out Lane opens and will finish with a displayed checkered flag not less than 5 minutes later.
- 4.5.6 If the Practice Session is interrupted due to an incident or any other reason, a red flag will be displayed at the Start Line and Marshal Stations. All riders must return to Pit-In Lane at a steady pace or as otherwise instructed by the Marshals under the direction of the Race Director.
- 4.5.7 On a resumed Practice Session after an interruption, the remaining time will be decided by the Race Director.

4.6 Qualifying Procedures:

- 4.6.1 Qualifying is a timed session to post a single fast lap to be used for race-grid positioning.
- 4.6.2 In the case of identical times posted by more than one rider in the official Qualifying Session, the 2nd fastest lap will be taken from each rider as a tie break and so on until there is a tie break.
- 4.6.3 If for any reason a timed lap cannot be set during Qualifying due to timing equipment failure of 3 or more riders, the class session will be re-run in full after the other classes have qualified at the Race Directors discretion.
- 4.6.4 In the event of a total malfunction in the timing system before the beginning of a Qualifying Session grid positions of the races will be determined by the following (in order):
- previous practice times set over the course of the current event, OR
 - current Championship points, OR
 - Registration order.
- 4.6.5 Qualification for the Race: To qualify for a race a rider must achieve a time of at least equal to 120% of the time recorded by the fastest rider of any practice or qualifying session. Provisional starts are up to the Race Director.

4.7 Gridding Procedures:

- 4.7.1 Grid Positions will be determined by Qualifying Sessions. All riders must make themselves aware of their qualifying position and their place on the Race-Grid.
- 4.7.2 Grid Positions will be posted on the Race App and/ or Notice Board.
- 4.7.3 A Pre-Grid will assemble prior to each race located near the Pit Out area of Pit Lane.
- 4.7.4 A horn will sound for Pre-Grid prior to each race five minutes before the anticipated start of the warm-up lap. It is the responsibility of the Competitor to be on time by following the Race Schedule.
- 4.7.5 After a warm-up lap Race-Grids will be assembled on the racetrack at the start line at the direction of the Grid Marshall.

4.8 Starting Procedures:

- 4.8.1 Note that due to specific circuit or climatic conditions, the Race Director in consultation with the MiniSBK organization, may alter any start schedules as necessary.
- 4.8.2 Twenty minutes prior to the start of the event, the Race may be declared as an “Dry Tire” or “Open Tire” by the Race Director. If no declaration is made the event is automatically declared a “Dry Tire” event.
- 4.8.3 There will be two (2) calls to the track for the next session. When the last-call is announced, Competitors for the next on-track-session will have 1 minute to report to pre-grid before the track closes.
- 4.8.4 Once the first Competitor takes their position on the Grid the Pit Out lane will be effectively closed. Riders who fail to take to the circuit before Pit Out lane closes but are ready before the start of the race may be allowed to start from the Pit-Out lane at the direction of the Pit Lane Marshall after ALL riders on the grid have passed Pit-Out lane.

- 4.8.5 At a time designated by the Race Director the grid will be closed. There is no financial relief or official penalty for failure to make the race.
- 4.8.6 All riders must make themselves aware of their qualifying position and their place on the grid. Where the circuit does not have a numbered grid, numbered markers where possible will be to the side of the grid position to enable Competitors to identify their grid spot.
- 4.8.7 If a rider finds another rider in their grid position at the Start Line, they should hold their hand high in the air. The Grid Marshall will come and sort them into the correct position before giving the all-clear to the Start Marshall.
- 4.8.8 It is the responsibility of the Competitor to report to the correct grid position in a timely manner. Competitors starting from an incorrect grid position will be assessed a minimum penalty of four positions in the final results.
- 4.8.9 A Competitor arriving late to the Race-Grid from the warm-up lap will forfeit their grid position at the direction of the Grid Marshall and will be forced to take a position at the rear of the grid.
- 4.8.10 When the field is lined up properly following the warm-up lap or laps, a signal will indicate that the Race Start is approaching, procedures will follow those outlined at the Riders Meeting.
- 4.8.11 No crew member is permitted over the pit wall once the warm-up lap is started. Any competitor who experiences a problem on the warm-up lap and misses the Race Start must proceed to Pit-In or at the minimum, a secure, off-track location.
- 4.8.12 Any rider experiencing problems on the warmup lap may return to the pitlane and make repairs or push the bike to a secure area with the Corner Official's direction.
- 4.8.13 Any competitor who encounters a problem while the grid is under "Starter's Orders" must immediately and vigorously signal to officials with a hand held HIGH. If bike will not start after 3 attempts, this competitor will be removed from the grid to the infield or pit lane. This competitor MAY NOT RE-START until the other Competitors have left the grid area.
- 4.8.14 Once the riders have left the grid pitlane is closed, and the race has started. Under no circumstances can a rider join the race who did not make the official start.
- 4.8.15 Starting Procedure WITH Starting Lights:
- Red flag will be held to signify the end of the warm-up/sighting lap(s) and allow racers to enter their grid positions.
 - Once all racers are gridded, the starter will bring the red flag in and move to the Starter area.
 - The race is now under 'Starters Orders'.
 - The Race Director will light up the lights.
 - When the Red lights are fully lit, the race start procedure is imminent (approximately 2-3 seconds).
 - When the lights go out, the race has officially started.
 - If there is a problem on the grid after the lights are on, the starter will bring the red flag back out, and once they are satisfied that all Competitors see the red flag, the starter will turn off the lights with the red flag still out, allowing for problems on the grid to be rectified.
 - If for some reason the officials need to interrupt the start of the race, all red lights will stay on indefinitely and red flags will be waved at the head of the field. That is your signal to stand down – the initial start has been aborted.
 - Once problems are rectified, the starting procedure will start again. In the alternative, the Starter

may signal the field to commence an additional warmup lap. Competitors will roll away from the grid and commence an additional warmup being prepared to re-grid.

4.8.16 Starting Procedure WITHOUT Starting Lights:

- The Start Marshall will stand on track displaying the Red flag to signify the end of the warm-up/sighting lap(s) and allow racers to enter their grid positions.
- Once all racers are gridded, the Starter will bring the red flag in and bring out the green flag, holding it low between both hands.
- The Starter will slowly raise the green flag to an overhead position extending both arms, the race grid is now under “Starters Orders”.
- When the green flag is released from the Starter’s hand, (at their time of choosing) the race has officially started.
- If there is a problem on the grid after the green flag goes up, the starter will slowly bring the green flag back down, with both hands, allowing for problems on the grid to be rectified.
- Once problems are rectified, the starting procedure will start again.

4.9 Jump Starts:

4.9.1 A jump start is defined as any forward movement during “Starter’s Orders”. No “roll up,” creep, or clutch drag allowances will apply. This penalty cannot be protested.

4.9.2 Any jump starts by a competitor once the field is under “Starter’s Orders” will result in a jump start penalty of five seconds in the competitor’s overall race time and will apply regardless of any race stoppages unless the stoppage results in a “New Race”. Refer to Section 4.10 Race Interruption.

4.9.3 Normal staging movement may occur up to the commencement of “Starter’s Orders”, however competitors must keep in grid position.

4.9.4 The Competitor and teams will be notified by sign board at the start/finish flagging station indicating the Competitor number and “JUMP” on the first and second lap depending on the number of jump starts.

4.9.5 An event will not be considered complete or “official”, regardless of lap count, until the race leader has been shown the checkered flag at the start/finish line, unless an event is interrupted and not restarted.

4.10 Race Interruption:

4.10.1 In the case of the Race Director decides to Interrupt a race at any point from the Start of the warm-up lap onwards, then a red flag will be displayed at the Start Line and all Marshal Stations.

4.10.2 In the event of a Race Interruption competitors must slow down and return to Pit Lane to wait for further instructions from the Marshalls.

4.10.3 If less than 3 laps have been completed there will be a “Re-Start” using original qualifying positions and will run the race distance less 3 laps.

4.10.4 If more than 3 laps, but less than 50% of the Race distance has been completed there will be a Re-Start using the race positions (not running order) from the full completed lap before the red flag was issued and will run race distance less 3 laps.

4.10.5 If more than 50% of the Race distance has been completed the race will be deemed finished and classification will be awarded by the Competitors’ crossing of the finish line from the full completed lap before the red flag was issued.

- 4.10.6 If after a red flag incident, the competitor causing the red flag to be issued cannot immediately be determined, Competitors will be allowed to take their place on the re-start and complete the race. After further investigation using the track side cameras and/or referring to officials, the competitor causing the red flag incident will be excluded and their points removed for that race.
- 4.10.7 Any competitor who falls during an event and wishes to continue from a restart must obtain approval from the Race Director and Medical before allowing a competitor to continue. Teams must inform event staff of injuries that affect their Competitor, and it is the responsibility of the Race Director to inform teams of any injury information or diagnosis that affect a Competitor.
- 4.10.8 Repairs or other service performed on Pit Lane or grid to entered motorcycles during any red flag delay may only take place with the express permission of the Race Director, as outlined by the Race Director or any supplemental regulations for a particular event. Tires can only be changed if teams can prove those tires are damaged, not merely worn.
- 4.10.9 Machines taken away from the main grid/pit lane area will be considered as DNF's and will not be allowed to restart.
- 4.10.10 Machines may not be replaced during a red flag delay. Once a race is partially complete, substitution of machines will not be permitted.
- 4.10.11 When calculating the remaining laps to be run, any additional subtraction of remaining laps to reflect fuel load and warm-up laps will be announced by the Race Director prior to the warm-up lap(s) for the Restart.
- 4.10.12 If Timing and Scoring cannot produce an accurate field run down, a complete Restart will be performed, using original grid positions. This will create a "New Race", and events pertaining to the first start will not be reflected in the "New Race", unless deemed safety related by the Race Director.
- 4.10.13 In the case of a "New Race" declared, Competitors who are entered and qualified but who failed to take part in the first start will be allowed to participate in the "New Race."
- 4.10.14 In the case of No Restart, any Competitor(s) deemed to be the cause of the race interruption incident (competitors who fell) will be classified, but at the back of the finish order.
- 4.10.15 In the case of rain accompanied by lightening (within 5 km) all racing will be suspended for 30min, then reassessed.
- 4.10.16 In the case of heavy rain as determined by the race director, all racing will be suspended for 20 min, then reassessed.

4.11 Finish of a Race:

- 4.11.1 An event will not be considered complete or "official", regardless of lap count, until the race leader has been shown the checkered flag at the start/finish line, unless an event is interrupted and not restarted.
- 4.11.2 To be counted as a finisher, the rider and their machine must cross the finish line within 5 minutes of the race winner.
- 4.11.3 To be counted as a finisher, the rider must complete 75% of the Race.
- 4.11.4 In the case of a rider not connected to their machine across the finish line, the finish time is determined by the first part of the rider or machine to cross the line, whichever arrives last.

- 4.11.5 In the case of a tie in a photo finish when no clear winner is determined, the tie will be broken by the fastest lap time during the race.
- 4.11.6 Once the Competitors have crossed the finish line in their final race after the checker flag and the cool down lap, the marshals may separate out the top three Competitors and direct them to the Podium Parc Ferme. The remaining Competitors will be directed to the Technical Park Ferme or back to their pit in the paddock.

SECTION 5 - GENERAL PROCEDURES & CONDUCT RULES

- 5.1 All Competitors, Team Owners and Crew Members are expected to follow and adhere to all General Conduct Rules
- 5.2 Competitors must follow the flag signals, light signals and boards that convey instructions – ANY infringement to this rule will be penalized accordingly.
- 5.3 Alcohol and controlled substances are strictly prohibited in the pits and paddock during the Race Schedule.
- 5.4 No competitor shall at any time ride in such a manner as to endanger life or limb of other Competitors, the officials, or the public and, in violation of this rule, shall be subject to immediate disqualification and suspension by the Race Director.
- 5.5 Attendance by Competitors at the Riders Meeting is mandatory. Penalties will be assessed for no-shows. At the discretion of Race Officials, Competitors who fail to attend the Rider’s Meeting for any reason may not be permitted to race on that day.
- 5.6 When leaving the pits, Competitors must wait for the Pit Lane Marshall to wave them out.
- 5.7 It is expressly prohibited to ride or push a motorcycle counter-race direction either on the track, track verge or pit road, unless directed to do so by an Official or Corner Marshal.
- 5.8 All Competitors must always wear all their protective equipment while on a motorcycle on the racetrack.
- 5.9 A Competitor entering or leaving the pits must always proceed to the designated entrance and exit lanes.
- 5.10 Any competitor who either intends to pull off the course or is forced to slow down significantly (and stop racing), must signal their intention with either an arm held high (preferable) or an outstretched leg.
- 5.11 Should a Competitor leave the course during a track session; they must re-enter at the next safe location with no attempt to shorten the course. Competitors who are deemed to have benefited from leaving the course without relinquishing the gain will be penalized.
- 5.12 Competitors who re-enter the circuit without checking to see if their return is safe, or who cut-off or obstruct a Competitor on course, will be disqualified.
- 5.13 Competitors will re-enter the course under direction of the Corner Marshal if they are present in the area where the run-off occurred.
- 5.14 During the schedule anyone who is not a participating Competitor must stay off the track at all times. This includes parents and guardians of youth riders. The following are the only exceptions:
 - MiniSBK officials
 - Approved Media
 - Volunteers with credentials.
 - Individuals with a Pre-Approved arrangement (ie. Parent or Guardian) helping a Youth Competitor with a Race Start.
- 5.15 Competitors are permitted to continue after crashing during races, but only after said Competitor has thoroughly checked their machine to ensure it is still safe to compete.

- 5.16 Competitors who are found to have continued on an unsafe/leaking motorcycle or with muddy tires creating an unsafe condition for other Competitors will be disqualified and penalized. Competitors are still subject to black flag procedures even if they believe their machine is safe to continue.
- 5.17 Any Competitor who is treated by Medical Staff must get clearance by the same before they are permitted to continue racing.
- 5.18 If a machine breaks down on the course, only the Competitor can repair it, without outside assistance. The Competitor can receive assistance pushing and / or starting the machine, but their crew may not go trackside during an event to do so.
- 5.19 Any repairs or adjustments made while on the racetrack must be made by the Competitor working alone with absolutely no outside assistance other than in the case of a Youth Competitor who may receive help from a Recovery Marshal.
- 5.20 Crew members are not permitted to go track side during an event and must remain on pit lane. Refer to Appendix 1 - Special Requirements for Youth Competitors.
- 5.21 Competitors are not permitted to return slowly (coast) to the pits for any reason during practice, qualifying or a race creating a speed disparity. A near race pace should be maintained. If possible, they may ride the machine back to the pits on the cool-down lap after the last rider has taken the checkered flag.
- 5.22 In the case of a competitor encountering a problem with their machine or themselves and are unable to maintain race speed during an on-track session must signal and pull off the course and remain in a safe location as directed by the Corner Marshals.
- 5.23 Any Competitor, who appears to be deliberately blocking another motorcycle attempting to pass, including weaving, will be penalized, and/or disqualified. This is a judgment call by the Race Director and is not eligible to protest.
- 5.24 Weaving is defined as anything more than: A pull out/pass/pull back-in or ONE change of line on a straightaway.
- 5.25 In passing situations, the first or leading Competitor has choice, and a following Competitor wishing to pass must do so without contact. A following Competitor may not pass in such a manner as to leave his opponent without sufficient track space to safely complete the section of the track where the pass took place.
- 5.26 Competitors intending to enter the pit lane must signal well in advance with an arm (usually the left one) held HIGH or leg straight out so that both the pit lane officials and following Competitors are made aware of the intention to exit.
- 5.27 Riders may enter the pits during a race but will be deemed as retired receiving a 'did not finish' (DNF). Taking the machine out of the pit lane into the paddock is not permitted and will be penalized with a disqualification.
- 5.28 Riders who stop their engines on the pit lane may be assisted to re-start their motorcycle by the mechanics of any crew.
- 5.29 Distractions by use of digital music or electronic communication with a competitor on course is prohibited.
- 5.30 There will be no unauthorized use of the course before or after an event.

SECTION 6 - POINTS AND SCORING

6.1 MiniSBK points are awarded during final race events only. The point structure is as follows:

| | | |
|---------------------------|---------------------------|---------------------------|
| 1 st 25 points | 6 th 10 points | 11 th 5 points |
| 2 nd 20 points | 7 th 9 points | 12 th 4 points |
| 3 rd 16 points | 8 th 8 points | 13 th 3 points |
| 4 th 13 points | 9 th 7 points | 14 th 2 points |
| 5 th 11 points | 10 th 6 points | 15 th 1 point |

6.2 The winner of the race is the Competitor who takes the checkered flag ahead of the others.

6.3 To be classified as a finisher (qualify for points) a competitor must take the start (from either their grid position or the pit lane entrance) and must take the checkered flag. For Manufacturers, only the highest placed motorcycle of a manufacturer will gain points according to the position of the race.

6.4 In the case of a Race Interruption with no Re-Start, points will be awarded by race position on the last completed lap before the red flag.

6.5 The lap scoring will stop 2 minutes after the designated number of laps or time has elapsed.

6.6 Classification will be based on order and number of completed laps recorded.

6.7 A Competitor must complete one full circuit of the track to be credited with a lap.

6.8 Competitors will be scored as DNF if they did not take the checkered or was on the last completed lap before a race interruption with no re-start.

6.9 A Competitor must use the same machine they qualified on in the heat, semi, last chance qualifier and final. Permission maybe granted if the replacement bike is smaller in displacement and eligible for the class.

6.10 Championship events must have at least four (4) racers starting that event for that event's points to count toward the Overall Championship points total. There will be a grace period of 2 years for building a class.

6.11 Classes with less than four (4) starters may be combined with another class.

6.12 Classes may be combined to allow for more track time. For any races with combined machine classes, the Results and Points will be awarded separately.

6.13 Where 2 or more classes are combined in one race, the Points will be scored on the position achieved in the class the rider is entered.

6.14 In the case of a tie in Qualifying producing the same lap time result, the next fastest lap time of each competitor will be used to determine their grid position.

6.15 In case of a tie in points to determine a Class Champion the Competitor with the most wins per race final during the series will be ranked ahead. If still a tie, the Competitor with most 2nd place finishes per final will be ranked ahead. If this method does not break the tie, then the Competitor with the best result in the final race of the series will be awarded the 1st place Class Champion win.

Refer to Section 17 for information on Trophies.

SECTION 7 – PROTESTS AND APPEALS

7.1 Protests

7.1.1 A protest is an action taken by any legal entity or any individual, rider, team, manufacturer, official etc. against another legal entity or any individual, rider, team, manufacturer, official etc. There are two types of protests: Technical and Administrative. Technical protests relate to the legality of motorcycles and components used in competition. All other protests including Sporting Regulations will be defined as Administrative.

7.2 Right of protest

7.2.1 A protest may be lodged against:

- an entry of a Rider, or Team.
- an alleged non-compliance of a machine with the regulations,
- a classification established at the end of a practice or a race.
- any alleged error, irregularity or breach of the regulations occurring during an event.
- a presumed wrongdoing behavior of a competitor, not seen or not sanctioned by the MiniSBK Officials, having occurred during an event.

7.2.2 No Protest may be lodged against an immediate decision made by any judges of fact in the exercise of their duties, including but not limited to:

- a change of position.
- a ride through.
- a time penalty given instead of any penalty not subject to protest.
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc
- a grid penalty for the race of the event.
- a cancellation of the lap time concerned for a rider exceeding the track limits during practices.
- a disqualification from the practice sessions or the race following a positive result to the breath alcohol test carried out at the event.
- a fine for speeding in the pit lane, pit lane exit violation, or a practice start violation.
- a suspension from one or more official practice sessions (or part thereof) of the event.
- a suspension, penalty or expulsion for behavior that is generally viewed as offensive, abusive, belligerent, disrespectful, or inappropriate.

7.2.3 Any protest that is posted online without the knowledge and consent of the Race Director will not be reviewed.

7.2.4 No protest may be lodged against a decision of whether a rider is actively competing in the case of an interrupted race.

7.2.5 No protest may be lodged against a decision of the Race Director or MiniSBK Official or any other judge of fact based on a jump start, a track limit violation, or a photo finish.

7.2.6 When no protest may be lodged, the decision of the Race Director is final.

7.3 Procedure and time limit for protests:

7.3.1 All protests must be submitted and signed only by the person directly concerned. In the case of a minor both rider and parent must sign and submit together.

7.3.2 Each Protest must refer to a single subject only and the intention to protest must be notified to Race Director within 30 minutes of the publication of results* in the case of Administration protests, and before the checkered flag of the session in the case of Technical Regulation protests. The protest must then be confirmed in writing or withdrawn within 1 hour at the latest after the publication of the results. Protests

must be handed to a responsible official (FIM Clerk of the Course, Race Director, or MiniSBK Official) together with the security deposit of \$400 CAD or equivalent.

7.3.3 A Protest against the eligibility of a rider, team, or a motorcycle to enter a class or event must be made before the start of the official practice. A protest against a machine on technical control compliance grounds (eg. weight, noise, materials, etc.) may be made after the start of official practice and must be informed to the Race Director or a responsible official (FIM Steward or MiniSBK Official) before the checkered flag of the practice session or race concerned.

7.3.4 In the case of a double header or triple header, more than one (1) race that takes place on the same day, the intention to protest other riders for technical reasons must be submitted within fifteen (15) minutes following the end of race one (R1).

7.3.5 Once a Protest intent has been filed a protest must then be filed in writing or withdrawn within one (1) hour at the latest after the publication of the results. *Publication of results includes the official notice/timekeeping board (digital or otherwise) together with time of publication, or the digital distribution of results by the Organizer.*

7.3.6 The earliest communication/publication among those will be the base to determine the protest time deadline.

7.4 Each protest must specify:

- the machine and Competitor protested by name, race number and description, as well as list the same information of the Competitor filing the protest.
- a description of the infractions and clarity of the issue.
- the relevant regulations or infringed provisions, must include references to the section and page number of the MiniSBK Rules and Regulations.
- the concerns of the protesting party,
- against whom the protest is filed (when relevant).

7.4.1 Each protest must refer to a single subject only.

7.4.2 Any Protests deemed capricious at the Race Directors discretion may be denied, without appeal.

7.5 Summary of Time limits for the lodging of a Protest:

- Administrative Protests (including Sporting Regulations) - within thirty (30) minutes of the publication of the results.
- Technical Regulation Protests - before the checkered flag of the session (practice, qualifying, or race)
- Double Header or Triple Header, Technical Regulation Protest - within fifteen (15) minutes following the end of race one (R1).
- Eligibility of a Rider, team, or a motorcycle to enter a class or event – *before* the start of the official practice.

7.5.1 Protests will not be considered outside of the above time limits. Protests submitted outside of these time limits will be inadmissible.

7.5.2 Once a Protest intent has been filed a protest must then be filed in writing or withdrawn within one (1) hour at the latest after the publication of the results. *Publication of results includes the official notice/timekeeping board (digital or otherwise) together with time of publication, or the digital distribution of results by the Organizer.*

7.5.3 The earliest communication/publication among those will be the base to determine the protest time deadline.

7.6 Security Deposit for Protests

7.6.1 Protests must be handed to a responsible official (assigned FIM Clerk of the Course, Race Director, FIM Steward or MiniSBK Official) together with the security deposit of \$500 CAD or Equivalent.

7.6.2 This security deposit may only be returned if the protest is upheld.

7.6.3 In the case of protests referring to the alleged non-compliance of machines with the regulations and requiring the dismantling and re-assembly of clearly defined parts of a machine, an additional deposit of \$200 CAD or equivalent must be paid. This additional deposit must be paid by the protester within one hour upon notification of the Officials and before the dismantling has started.

7.7 Protest hearings and decisions

- a. Hearings should be held immediately after a protest if practical. If not practical, the parties involved should be notified and a time established to conduct the necessary hearings. Hearings should be arranged during the same day and in exceptional cases up to but no later than 14 days after the protest. All hearings must be conducted with the Race Director and a minimum of one (1) responsible MiniSBK official to seek conference. The Race Director will make the final decision.
- b. If the investigation is delayed for circumstances beyond the control of Race director (ie parts or fuel sent out for testing etc) then the party must be notified in writing the nature of the delay and be kept updated every 7 days.
- c. Protest decisions should be issued immediately after the protest hearings if practical. If not practical, decisions should be issued no later than the end of the same day and in exceptional cases up 14 days after the protest. Protest decisions must be issued in writing no later than 14 days after the protest unless otherwise agreed by Race Director and the party affected by the protest.
- d. The protest must be judged according to the provisions of the Regulations.

7.7.1 After an immediate hearing, where the complainant and defendant both have an equal opportunity to state their facts with one rebuttal each, the MiniSBK Race Director must make a decision on any protest presented. The protest must be judged according to the provisions of the Regulations.

7.7.2 Decisions of the Race Director made during track activities (practice and races) may be communicated on monitors. Such communications on public screens are considered valid notification.

7.8 Effect of the decision upon a protest

7.8.1 The decision of the Race Director of determination of penalty is immediate.

7.9 Appeals of Race Director's Protest Decision

7.9.1 An appeal is an action taken by any legal entity or any individual, rider, team, manufacturer, official etc. affected by a penalty or decision issued by the MiniSBK disciplinary authorities (whether arising from a protest or otherwise).

7.10 Right of appeal

7.10.1 Right of appeal to the Race Direction against a decision of the MiniSBK Race Director. The decision of the Race Direction is final.

7.10.2 Anyone who is not satisfied with the results of their protest on the day of the event can have the protest reviewed through an appeal process within the allowable time, after the publication of the official results. Publication of results includes the official notice/timekeeping board (digital or otherwise) together with time of publication, or the digital distribution of results by the Organizer.

7.10.3 The time limit for lodging a statement of appeal against a decision of the MiniSBK Race Director is 30 Minutes from receiving the written notice of the protest decision of the MiniSBK Race Director.

7.11 To the Race Direction against a decision of the MiniSBK Race Director or Officials

7.11.1 The Race Direction will convene to review the facts of the protest and appeal of the case at hand.

7.11.2 The rules concerning appeals against MiniSBK disciplinary decisions are:

- No appeal may be lodged against a decision made by any judges of fact in the exercise of their duties, entailing or not:
- a change of position.
- a time penalty given instead of any penalty not subject to protest.
- a disqualification from the practice sessions or races by means of a black flag or black flag with orange disc
- a grid penalty for the race of the event.
- a cancellation of the lap time concerned for a rider exceeding the track limits during practices.
- a disqualification from the practice sessions or the race following a positive result to the breath alcohol test carried out at the event.
- a fine for speeding in the pit lane, pit lane exit violation or a practice start violation.
- a suspension from one or more official practice sessions (or part thereof) of the event.
- a suspension, penalty or expulsion for behavior that is generally viewed as offensive, abusive, belligerent, disrespectful, or inappropriate.

7.11.3 Any protest or that is posted online without the knowledge and consent of the Race Director cannot be lodged for appeal.

7.11.4 No appeal may be lodged against a decision of whether a rider is actively competing in the case of an interrupted race.

7.11.5 No appeal may be lodged against a decision of the Race Director or MiniSBK Official or any other judge of fact based on a jump start, a track limit violation, or a photo finish.

7.11.6 When no appeal may be lodged, the decision of the Race Director is final.

7.12 Right of appeal to the MCC Competition Tribunal against a decision of the Race Direction.

7.12.1 No appeal may be lodged if the Race Direction confirm the previous decision of the MiniSBK Race Director. In this case, the decision of the Race Direction is final.

7.12.2 All MiniSBK Rules and Regulations may be appealed in accordance with the procedure stated herein except for those rules that the regulations specify may not be appealed.

7.12.3 The participants recognize the need for officials to make decisions that require judgment and the exercise of discretion, often instantaneously, with events as they are occurring. The exercise of judgment by the officials during an event with respect to any penalty or lack of penalty shall only be appealable in accordance with the MiniSBK regulations.

7.12.4 By submitting an application to participate in a MiniSBK sanctioned event, and in consideration of receiving the numerous benefits available, each participant agrees that the final and binding decisions of the officials are non-litigable and shall not be appealable to any court or other tribunal other than the Race Direction and MCC Competition Tribunal.

7.12.5 The participants to any protest or appeal further agree that the protest and appeal procedures provided for in the MiniSBK Rules and Regulations and Appendixes including the FIM MiniGP Canada series are the exclusive remedy for the resolution of any disputes and renounce the right to, and shall not pursue, recourse

to any arbitrator, court or other tribunal not provided for in the MiniSBK Rules and Regulations. No court action of any kind may be taken by any participant.

7.12.6 By reason of participation in an event, each participant waives any rights such participant may otherwise have to be a party to or take any action in court seeking legal or equitable relief against any decision, lack of decision or action of any kind by the officials or anyone acting on their behalf or the appeal panel. Each participant acknowledges that participation in an event by other participants is, in part, on reliance on this waiver. If a participant initiates or participates in litigation in violation of this rule, all participant privileges may thereupon be suspended and subject to disciplinary action deemed warranted by the MiniSBK.

7.13 Time limits for the lodging of an appeal (short written notice)

7.13.1 The time limit for lodging a statement of appeal is:

- against a decision of the Race Director - 30 minutes
- against a decision of a MiniSBK Official – 1 hour
- against a decision of the Race Direction - 1 hour
- statement of appeal before the MCC Competition Tribunal - 5 days

7.13.2 The time limits shall be taken from the date and time of receipt of the decision by the appellant.

7.14 Lodging of an Appeal

7.14.1 To be admissible, the statement of appeal must be submitted in writing including all the facts to the protest case. A brief of appeal stating the facts including references to the MiniSBK Rules and Regulations with the section and page number(s) identified. It is the appellant's responsibility to assure receipt of the appeal within the time limits. If sending electronically, it is recommended that the email addressee be notified in person as well.

7.14.2 The correct security deposit for appeal must be paid to the MiniSBK Official (appeal before the Race Director) or paid to the MiniSBK Administration (Organizer), as the case may be.

7.14.3 If the appeal was not lodged and/or the security deposit for appeal not paid within the deadline specified, the appeal will be declared inadmissible without hearing.

7.14.4 No appeal may be lodged if the Race Direction confirm the previous decision of the MiniSBK Race Director. In this case, the decision of the Race Direction is final.

7.15 Right to Appeal to the MCC Competition Tribunal

7.15.1 The decisions of the Race Direction shall be final unless one of the parties involved in the case can bring to light new documents or proof which could not have been taken into consideration at the time of the original hearing and which might have a bearing on the verdict. In such cases, the Race Direction itself shall decide whether a new hearing is necessary. If so, it shall forward all the documents to a minimum of three (3) persons on the MCC Competition Tribunal with a new view, pursuing the matter further and making a final decision.

7.16 Right of appeal to the MCC Competition Tribunal against a decision of the Race Direction

7.16.1 In this case the decision of the MCC Competition Tribunal is final.

7.17 Security deposit for appeals

7.17.1 The amount of the security deposit for appeals to the MCC Competition Tribunal is \$200 CAD or equivalent.

7.17.2 This security deposit may only be returned if the appeal is upheld.

7.18 Security deposit payable upon an adjournment

7.18.1 If an adjournment to call further witnesses is ordered upon the request of one of the parties involved, this party must provide an additional financial guarantee of \$300 CAD or equivalent within a time limit to be fixed by the disciplinary body. The hearing will not be continued until this guarantee has been paid. In case of no provision of the guarantee within the time limit, the disciplinary body will make a determination on the appeal based on the evidence of the original witness.

7.19 Time limits to be observed for appeal hearings

7.19.1 The Race Direction must be convened to examine an appeal the same day the brief of appeal is received.

7.19.2 The MiniSBK Race Director and Race Direction must in all cases pronounce a decision.

7.20 Effect of an appeal

7.20.1 On request of the appellant, the MiniSBK Race Director may decide a stay of the provisional execution adjudicated by the Race Direction by injunction or in its decision.

7.20.2 On request of the appellant, the Race Direction may decide a stay of the provisional execution adjudicated by the MiniSBK Race Director by injunction or in its decision.

7.21 Appeal Hearings and Decision

7.21.1 Hearings should be held immediately after a statement of appeal is submitted if practical. If not practical, the parties involved should be notified and a time established to conduct the necessary hearings. Appeal hearings should be arranged during the same day and a decision made. All hearings must be conducted with a minimum of two (2) members of Race Direction.

7.21.2 Appeal decisions should be issued immediately after the appeal hearings if practical. If not practical, decisions should be issued no later than 24 hours after the time of the decision. Appeal decisions must be issued in writing and delivered to the parties involved. A decision may be postponed to the following day if agreed by Race Direction and the party affected by the protest.

7.21.3 All decisions of the MCC Competition Tribunal are final

SECTION 8 - PENALTIES

8.1 Penalties are assessed by the Race Director for any Rulebook or procedural infractions including but not limited to: Behavior of the Competitor, Team Owner or Crew, racetrack infractions, paddock infractions, alcohol, or other substances etc.

Penalties may range as follows (in no order):

- warnings
- fines
- change of position
- time penalties
- grid penalty
- disqualification
- withdrawal of Championship points
- suspension
- exclusion

Definition and Application of Penalties

8.2 Warnings: can be made privately or publicly and can be made without a hearing.

8.3 Fines: cash penalty of \$250.00 and 100% of the offending Competitor's potential purse for the event in which the infraction occurred. Any points earned during the event in which the infraction occurred will be withheld until all fines are paid.

8.4 Change of position: The Race Director will decide the number of positions the Competitor will be dropped back in the results.

8.5 Time penalties: the imposition of time, up to 2 minutes, affecting the Competitor's final result.

8.6 Grid penalty: the imposition of a drop of any number of grid positions or the imposition of starting the race from the pit lane exit at the Competitor's next race or next event. A grid positions penalty may be imposed without a prior hearing being necessary.

8.7 Disqualification: entails automatically and independently of any other penalty and revokes the results obtained in a qualifier, heat, last chance qualifier, semi and/or final race. An immediate disqualification from any on track session may also be pronounced by means of a black flag or a black flag with orange disc.

8.8 Withdrawal of Championship points: the loss of points from the Championship races already run.

8.9 Suspension: entails the loss of rights to participate in any MiniSBK activity for a specified period of time.

8.10 Exclusion: the final and complete loss of all rights of participation in any MiniSBK activity.

8.11 Offenders may have several penalties pronounced against them according to the circumstances.

SECTION 9 - COMPETITOR AND CREW BEHAVIOR

- 9.1 All Competitors and their Crew Members, Parents, Team Owners, Family Members and Friends are responsible for compliance and knowledge of all the MiniSBK Rules and Regulations.
- 9.2 All riders and team members are to conduct themselves at all times in an appropriate, morally correct manner and a manner to advance the positive goodwill and image of Canada Cup, MiniSBK, SSRRS their partnerships and affiliates. This rule will apply to parent / child relationships.
- 9.3 Our community includes Competitors and Spectators of all ages. While racing can be an emotional sport for both Competitors and Spectators, behavior that is generally viewed as offensive, abusive, belligerent, racist, discriminatory, disrespectful, or inappropriate will not be tolerated. Such behavior may warrant a warning, followed by penalties and other disciplinary action, including but not limited to suspension and expulsion from the event and/or race organization.
- 9.4 The championship and all its participants will operate and conduct themselves in a climate of respect and inclusiveness.
- 9.5 Every parent is strongly recommended to take the course "Ultimate Sports Parent" at www.PeakSports.com
- 9.6 Every coach is encouraged to take the coaching course at www.PeakSports.com
- 9.7 Every Competitor is responsible for the behavior of their crew, family, and friends (Team Members). Any behavior problems caused by a team member at a MiniSBK event will result in a warning and/or penalty levied against the Competitor.
- 9.8 No Competitor or their team member may engage in verbally or physically threatening a MiniSBK race official, staff member, volunteer, spectator, fan, any member within their own team or fellow Competitor.
- 9.9 No Competitor or their team member may take part in any activity judged to be "unsportsmanlike" by the MiniSBK Race Director.
- 9.10 No Competitor or team member may be under the influence of alcohol, marijuana or drugs or consume alcohol or otherwise ingest any illegal substances during the schedule of any MiniSBK event. Said person shall be removed from and refused re-admittance to the track property.
- 9.11 Alcohol or controlled substances are strictly prohibited in the pits and paddock during the Race Schedule.
- 9.12 Vehicle parking in the paddock is strictly controlled.
- 9.13 All Team vehicles including Competitor RV's will not be allowed to enter the paddock area before or after the official move-in time published in the Supplemental Regulations for each Race Event.
- 9.14 All riders must have a fully functional, charged and ready, fire extinguisher of minimum capacity of 5lbs, readily available in their pit at all times.
- 9.15 Overnight camping is permitted at some racetrack facilities, refer to the Supplemental Regulations for each event. There may or may not be a fee associated.
- 9.16 Vehicles travelling in the paddock area are restricted to a fast-walking pace. This speed limit applies to all wheeled vehicles, including but not limited to cars, race machines, pit bikes, motorized scooters, and bicycles. Stunting (wheelies, stoppies, powerslides, etc.) is prohibited.

- 9.17 At all MiniSBK events, all official areas, including the tower, the announcer's booth, starter's box, and the timing and scoring facilities are off limits to all riders and their team members.
- 9.18 Race machines are to be operated only on the racetrack during the race schedule.
- 9.19 Animals must be always on-leash, and not pose a menace to others. Animals may be restricted entry into some venues, as per track owners. Refer to the Supplemental Regulation for each event.
- 9.20 It is not permitted to hang banners from any track structure. Banners, signs, posters, and display material may only be displayed within the confines of the Competitors' own pit parking in the paddock area fixed to only items the Competitor personally owns.
- 9.21 Competitors are responsible for the cleanliness of their pit paddock area. Garbage is to be placed in provided garbage bins. If the bins are full or absent, take all your garbage home with you.
- 9.22 After the race event, every team must leave their pit area (and/or camping area) in the same condition as it was when you first arrived.
- 9.23 Any Team or person connected to a team who damages the pit/paddock/track area including the surface or any structures or buildings will be held accountable and liable for repairs. The Competitor of the offending Team may also be penalized.
- 9.24 Competitors, Crew and Team Owners agree that no commercial activities may be carried out in the Paddock area without a permit issued by MiniSBK Series Director.
- 9.25 All crew members must wear suitable body, leg, and foot covering / clothing while in Pit-Lane. This includes long pants and closed-toe shoes.
- 9.26 There is no smoking/vaping/e-cigarettes within 20 feet of the edge of the Racecourse and Pit lane.
- 9.27 Competitors and Crew must follow the instructions of the Marshals and Race Officials.
- 9.28 A positive and cooperative attitude toward the media (either photography or videography) is required by all Competitors and their teams.

SECTION 10 - COMPETITORS RIDING GEAR

10.1 All competitors must present their riding gear and submit a completed Tech Sheet to Tech Inspection prior to competition in a MiniSBK event. Once your gear and completed Tech Sheet have been presented to the Tech Inspector, you will receive a Tech Sticker for your helmet. No rider will be permitted on track without a helmet Tech Sticker.

Motorcycle Racing Suit

10.2 Textile, leather, or combination of both is acceptable. Gear should be either a one-piece suit or a two-piece suit with a zip closure zipping the jacket to the pants (360 degrees or beaver tail attaching at the rear of the jacket) and be of a reputable motorcycle industry brand.

10.3 Gear must have armor in the shoulders, elbows and knees and be equipped with knee sliders. A full-length CE approved back protector must be worn. In case of a minor, a chest protector must also be worn. Refer to section 10.15 Back Protectors and 10.16 Chest Protectors.

10.4 No skin should be visible on the Competitor's body when that Competitor has their equipment on and is in racing position, except at the Competitor's neck.

10.5 All Competitor's equipment must be worn and done up whenever they are on track including practice, warm-up laps and cool-down laps and victory laps.

10.6 There will not be any loose part of the Competitor's clothing or equipment that may flap at racing speeds, or a black flag will ensue.

10.7 It is the Competitors responsibility to use the proper safety gear and to keep their equipment in good condition. If any piece of safety equipment or machinery shows excessive damage, MiniSBK reserves the right refuse the use of such safety gear or machinery.

Helmets

10.8 All competitors in any MiniSBK event must wear a full-face helmet with visor (shield). All helmets must be as new, and in good condition, bearing one or more of the following:

- (European Standard) ECE 22.05; ECE22.06
- (Great Britain Standard) BS 6658-85 Type A
- (Japan) JIS T 8133: 2015
- (North American Standard) Snell M2015 / M2020
- (Department of Transport) DOT FMVSS 218
- There is a two-year grace period on replacing expired helmets.

10.9 All proper original documentation must be in place. Helmets are subject to inspection at any time without notice; Competitors using damaged or other than approved helmets will be penalized and not permitted to use the helmet.

10.10 Helmet must be no older than 5 years from date of manufacture.

10.11 "Tear Offs" are not allowed.

10.12 Open faced, modular, or full faced flip up, style helmets are not permitted. Dirt Bike style helmets are only permitted when combined with goggles fitted with polycarbonate lenses.

Boots

10.13 Footwear must be no less than 20 cm (approx. 8 inches) in height for adults, and 10cm (approx. 4 inches) minimum in height for youth and must be made of leather or leather/plastic combination or similar approved material.

Gloves

10.14 Gloves must be worn covering the full hand and wrist made leather or combinations of nylon and leather only if leather protects the fingers and palms.

Back Protectors

10.15 A "CE Approved" Back protector must be worn under riding gear unless the gear is equipped with a full-sized built-in back protector extending down to the tail bone. A CE approved Motorcyclists Inflatable Protection unit (air bag systems) may also be used.

Chest Protector

10.16 It is recommended that all competitors wear a chest protector however it is mandatory for all minors (ages 5 - 17) must wear a chest protector. In all cases the chest protector must be CE approved, one piece and manufactured by a reputable motorcycle brand. The size will give appropriate protection to the body chest area.

Neck Brace

10.17 Neck braces (road race style) or neck rolls are not mandatory but are recommended. Neck braces should be manufactured by a reputable motorcycle brand and fitted properly meaning not limiting head movement while in the racing position.

PART C TECHNICAL REGULATIONS

SECTION 11 - MOTORCYCLE SAFETY REQUIREMENTS

11.1 All competitors must present their motorcycle, their motorcycle riding gear, and their completed Tech Sheet to Technical Inspection (Tech. Inspection) prior to participating in any MiniSBK event. Competitors need to do this once/day/event for each bike they are racing. The exception is when the bike has been involved in a crash or the Competitor was black flagged, the motorcycle and riding gear will then have to be re-teched. Once you have presented your race bike and completed Tech Sheet to the Tech Inspector, you will receive a Tech Sticker for your bike and helmet. No machine will be permitted on track without a Tech Sticker.

11.2 The Chief Technical Inspectors primary duty is to inspect each competition motorcycle ensuring it complies with the Tech Sheet and MiniSBK Rules and Regulations. Officials can offer advice and help but it is the Competitor or Competitor's teams' responsibility to make sure their equipment works properly and meets all technical requirements.

The following items are safety related and pertain to all bikes in all classes:

11.3 Kill Switch

All bikes must be fitted with a WORKING Kill switch to the LH Side Handlebar (except the Ohvale GPO class which must be on the RH Side as stated in the Ohvale European regulations).

11.4 Overflow / Breather Pipes

All overflow and breather pipes must end in a suitable plastic or metal container and able to hold 6oz. This overflow container must be securely attached to the frame of the bike mounted below the level of the carburetor.

11.5 Exhaust

All Machines must have adequately packed and baffled exhausts and comply with the noise regulation set at each venue (available prior to each event in the Supplemental Regulations). DB Killers may be required at certain venues so best to have one on hand.

11.6 Sump Plugs

All motorcycles must be fitted with a drilled and safety wired oil drain plug that must be lock wired in place.

11.7 Oil Filler Caps

All Competitor motorcycles must be fitted with a drilled oil filler cap that must be lock wired in place.

11.8 Hand Guards

Wrap around Hand Guards may be used. The Guard should be fully wrapped in Nylon so that no metal section of the Guard can come into contact with the tarmac in the event of a crash. To comply you may also have to fit a nylon bar end to the handlebar.

11.9 Nylon Bar Ends

All motorcycle handlebar ends must be fitted with nylon ends.

11.10 Peg Sliders

All Competitor dirt bike framed bikes must be fitted with nylon foot peg sliders to prevent metal contact with the track surface in the event of a crash.

11.11 Nylon Peg Ends

All Mini GP Style bikes must be fitted with Nylon Foot Peg ends with NO metal bolt or edge able to contact the track surface in the event of a crash.

11.12 Front Brake Lever Guards

All motorcycles must be fitted with a front brake lever guard.

11.13 Instruments

Any and all glass must be taped over to avoid debris on the racetrack.

11.14 Center Stands

Center stands and side stand removal will be mandated if deemed to interfere with ground clearance when cornering.

11.15 Turn Signals

Removal of all turn signals and reflectors is mandatory to avoid debris on racetrack.

11.16 Tires

All tires fitted on the motorcycle must be in good condition and air pressure checked and set appropriately.

11.17 Radiators

Any radiator must be flushed and filled with water only.

11.18 Nuts, Bolts and Fasteners

All nuts, bolts, fasteners on the motorcycle must be securely tightened.

11.19 Throttle

Throttle tube must move freely and snap back to closed position without assistance.

11.20 Transponder

Must have a working transponder.

SECTION 12 - SOUND CONTROL

12.1 MiniSBK will be enforcing a strict noise limit to all machines. All machines must pass a Sound Control test before arriving at Tech Inspection. Refer to Appendix 4 - Sound Control for testing procedures additional Information.

12.2 Noise control will be regulated using the National American Standard SAEJ1287 test procedure.

12.3 The Race Director will disqualify any machine which exceeds the maximum permitted sound level or which in their opinion is deemed to be excessively noisy.

12.4 A machine that does not comply with the noise limits may be presented several times at Sound Check but must meet the required level before it will be allowed on the circuit.

12.5 Drive-By Noise Test

All motorcycles will be periodically checked using a drive-by test at approx. 8m from the edge of the circuit. Anyone above the permissible limit will be re-tested and will not be allowed back on the circuit until they have passed a static test.

12.6 Post Race Sound Check

Noise Control will randomly re-test machines post-race. At this final test, there will be a 3 dB/A post-race tolerance.

SECTION 13 - NUMBER PLATE REQUIREMENTS

- 13.1 Every machine participating in a MiniSBK event (test, practice, or race) must carry front number plate identification.
- 13.2 The front number plate must carry the Competitor's designated and registered MiniSBK competition number.
- 13.3 Numbers ranging from 1-10 are reserved.
- 13.4 Race numbers will be available on a first come, first served basis beginning on the membership renewal date January 1 of each year. Priority will be given to racers who owned a MiniSBK race license in the prior year. MiniSBK will hold the previous season's competition numbers until the 30th day of April.
- 13.5 Competitors will retain their number from race season to race season providing their race license remains current, renewed by the deadline, and maintained in good standing without infractions.
- 13.6 In the case of sharing motorcycles, the change-out system of the front number plate must be approved by the Chief Technical Inspector and each front number plate must carry a Tech Sticker.
- 13.7 Number plates must be securely and safely fastened to the machine in a manner approved by the Chief Technical Inspector. Each machine must have the front number plate and numbers attached in a "ready to race" fashion when presented to Technical Inspection.
- 13.8 Numbers to be at least 10.5cm (4 inches) high for the front plate.
- 13.9 Number plates to have smooth edges or corners.
- 13.10 Numbers should be painted on or be of the adhesive variety, legible, solid block style and easy to read.
- 13.11 Numbers are to be of a solid colour. Neon colours are not permitted.
- 13.12 On all machines applicable, the front number plate should cover the headlight shell.
- 13.13 The front number plate on all machinery should not be angled more than 30 degrees from vertical.
- 13.14 MiniSBK race license holders may not, for any reason, ride a machine on the street when it is equipped with racing number plates and / or competition numbers.
- 13.15 In the event of sharing a bike that is not pre-registered to a Competitor, the Race Director and Race Registrar must be informed by the Competitor Representative a minimum of five (5) minutes before the Competitor enters the track. The Race Registrar must be informed in writing of the Competitor's original race number and the new race number they will be racing under. This is an exceptional case only, permissible in the event of a bike's mechanical failure or crash damage, and not permitted on a regular basis.

SECTION 14 - TRANSPONDERS

14.1 Transponder usage will be mandatory eased with the following regulations:

- Transponder brand MYLAPS X2 System will be used at MiniSBK races.
- Transponders must be mounted securely on the front forks of the motorcycle in a safe location.
- If a Competitor does not have a functioning transponder on their bike, the Competitor will be disqualified from that race.
- If a bike has two transponders on it while racing, the Competitor will be disqualified from that race.
- There will be no points awarded in the case of a disqualification.

14.2 MiniSBK may or may not have transponders to rent, it is the Competitor's responsibility to arrange for their own transponder.

14.3 In the case of 50% of the fielded competitors have no means of a functioning transponder, MiniSBK will score manually.

SECTION 15 - ON-BOARD CAMERAS

15.1 ALL on board cameras must be fixed securely to the bike and approved by Technical Inspection. Cameras may not be worn on the body or helmet.

15.2 Please make sure both the camera mount and camera are fixed in place before you take your bike to Technical Inspection to receive a Camera Sticker / Tag.

SECTION 16 - RACE-CLASS STRUCTURE / RUN GROUPS

| Table 16.1: Race Class Structure Summary | | | |
|---|---------------------------------------|---|--|
| | Regulation Spec Classes | | |
| Bracket Racing Classes (Laptime Based Classes) | Moto-Chassis Based Classes | Road Racing GP Chassis Based Classes | Manufacturer Spec Classes |
| Moto-1 Moto-2 Moto-3 Moto-4 | Sport-1 Sport-2 Sport-3 | GP-1 GP-2 GP-3 | FIM Mini GP Canada Supplemental Regulations Spec Tire: Pirelli Spec Oil: Motul Spec Bike Model: Ohvale GP-O 160 |

Note: A minimum of 4 Competitors to confirm a MiniSBK class (exceptions may be made to build a new class). MiniSBK reserves the right to cancel a class for any reason and may combine classes at its discretion to save time in the schedule.

1.16.2 RUN GROUPS
RED Run Group:

- Competitors who have a high level of motorcycle racing experience.
- Could be currently or at one time, ranked as Pro or Expert status within their Regional Series.
- Competitors classified in the RED Run group are subject to a fall back “Bump Down” at any time during the racing season.

YELLOW Run Group:

- Competitors who have developed competent skill in all aspects of motorcycle racing.
- Could be currently or at one time, ranked as Amateur status within their Regional Series.
- Competitors classified in the YELLOW Run Group are subject to advancement “Bump Up” at any time during the racing season.

GREEN Run Group:

- Competitors with little or no track experience; in the learning stages. Competitors that are new and do not have a ranking will be classified in the GREEN Run Group.
- Competitors classified in the GREEN Run Group are subject to advancement “Bump Up” at any time during the racing season.

Refer to Section 16.14 for Bump-Up and Section 16.15 for Bump-Down rules.

16.3 MOTO-1 Class:
Run Group: RED

- General Description of the Class: Bracket racing timed class for very experienced Competitors.
- Transponders are mandatory.
- Competitor Eligibility: MiniSBK Membership holder 12 years old and older.
- Machine Eligibility: Any machine already qualified for either a Sport Class, GP Class, or MiniGP Class that also meets the following:
 - Maximum Engine Displacement: 200cc
 - Tire Specification: Must be DOT approved, slicks or rain slicks.
 - Tire Warmers: Tire warmers are NOT permitted.
 - Fuel Type: Fuel must be commercially available pump gas.
- Bike exceptions: YCF190 stock, KX112 stock, KX100 stock, CRF150 bored to 188cc.

- Awards: Moto-1 is a National Class. Class Champion will be determined by the most points at the end of the series and will receive the 1st place Class Champion award.
- Class Champion is also eligible for the overall # 1 plate and the MiniSBK Championship Cup.

16.4 MOTO-2 Class:

Run Group: YELLOW

- General Description of the Class: Bracket racing timed class for Competitors who have developed competent skill in all aspects of riding a motorcycle and little race experience or developing skill and one year of race experience.
- Transponders are required.
- Competitor Eligibility: MiniSBK Race Membership holder aged 7 years old and older. The Bump-Up Speed Rule can be activated for Competitors under 7 years old with endorsements from two (2) SSRRS coaches and the Race Director.
- Machine Eligibility: Any machine already qualified for either a Sport Class, GP Class, or FIM Mini GP Canada Class that also meets the following:
 - Tire Specification: Must be DOT approved, slicks or rain slicks.
 - Tire Warmers: Tire warmers are NOT permitted.
 - Fuel Type: Fuel must be commercially available pump gas.
- Awards: Moto-2 is a National points awarded class. Class Champion will be determined by the most points at the end of the National series and will receive the 1st place Class Champion award.
- Competitors are eligible for the Super Sonic Cup and riders under 7 years old who have been “bumped up” from Moto-3 are still eligible for the MiniSBK Youth Cup (age 5-11).

16.5 MOTO-3 Class:

Run Group: GREEN

- General Description of the Class: Bracket racing timed class for beginner level riders with little or no track experience.
- Transponders are not required.
- Competitor Eligibility: MiniSBK Race Membership holder 12 years old and older.
- Machine Eligibility: Any machine already qualified for either a Sport Class, GP Class, or FIM Mini GP Canada Class that also meets the following:
 - Tire Specification: Must be DOT approved, slicks or rain slicks.
 - Tire Warmers: Tire warmers are NOT permitted.
 - Fuel Type: Fuel must be commercially available pump gas.
- Awards: MOTO-3 is a point awarded class. Class Champion will be determined by the most points at the end of the National series and will receive the 1st place Class Champion award.
- Class Champion is also eligible for the MiniSBK Youth Cup (age 5-11).
- Competitors under 12 YO who have been “bumped up” from MOTO-4 are still eligible for the MiniSBK Youth Cup (age 5-11).

16.6 MOTO-4 Class:

Run Group: GREEN

- General Description of the Class: This is an age restricted class targeted to graduates of SSRRS, with beginner level skill and little or no previous race experience on small stock OEM machines.
- Transponders are not permitted.
- Competitor Eligibility: MiniSBK Race Youth membership holder between the ages of 5 -11 YO. Must be a graduate of SSRRS Level .02 or equivalent.
- Machine Eligibility: 50cc maximum, 10” rims, motorcycles are to be in stock OEM form with no modifications except for wheel rims and spokes and complies with the following:

- Tire Specification: DOT approved tires
- Tire Warmers: Tire warmers are NOT permitted.
- Fuel Type: Fuel must be commercially available pump gas.
- Awards: MOTO-4 is a points awarded class. Class Champion will be determined by the most points at the end of the National series and receive the 1st place Class Champion award.
- Class Champion is also eligible for the MiniSBK Youth Cup (age 5-11).

16.7 SPORT-1 Class:

Run Group: RED

- General Description of the Class: OE Specified class for Moto-chassis style motorcycles and high level skilled and experienced Competitors.
- Transponders are mandatory.
- Competitor Eligibility: MiniSBK Race Membership holder 12 years old and older. The Bump-Up Speed Rule can be activated for Competitors under 12 years old to join this class with two (2) SSRRS Coach endorsements and the approval of the Race Director.
- Machine Eligibility: Any machine that meets the following:
 - Machine type: Up to 85-2LC, 150-4LC and E-Bikes - modifications permitted to the original engine.
 - Some Bike examples: CRF150R, YZ85, KX85, KX112, KLX140, YCF150SM, RM85 and, KTM SX-E5
 - Bike exceptions: MXS 125 Grom, Z-PRO 125 and Razkull 125 are permitted to the original Engine.
 - Engine Modifications: displacements must not exceed 85cc for 2-stroke liquid cooled and 150cc for 4-stroke.
 - Chassis type: Off-Road Moto-Chassis Only - No GP style
 - Chassis modification: Re-enforcements may be added. Frame structure must remain in OE spec condition.
 - Handlebars: Aftermarket bars may be used but must retain stock mounting points and the grips must be above the level of the upper triple tree.
 - Wheel sizes: Restricted to sizes 16 inch or less. Rims and spokes can be changed out, MUST retain the stock OE hubs and brakes.
 - Tire Specification: Must be DOT approved, slicks or rain slicks.
 - Tire Warmers: Tire warmers are NOT permitted.
 - Fuel Type: Fuel must be commercially available pump gas.
- Awards: Sport-1 is a National Class. Class Champion will be determined by the most points earned by the end of the National series and will receive the 1st Class Champion award.
- Class Champion is also eligible for the overall number 1 plate and the MiniSBK Championship Cup.

16.8 SPORT-2 Class:

Run Group: YELLOW

- General Description of the Class: OE Specified class for Moto-chassis style motorcycles for Competitors who have developed competent skill in all aspects of riding a motorcycle and little race experience or developing skill and one year of road race experience.
- Transponders are mandatory.
- Competitor Eligibility: MiniSBK Race Membership holder 7 years old and older. The Bump-Up Speed Rule can be activated for Competitors under 7 years old to join this class with two (2) SSRRS Coach endorsements and the approval of the Race Director.
- Machine Eligibility: Any machine that meets the following:
 - Sport-2 is a Spec Class; all stock motorcycle components must be in place and unmodified unless specified:
 - Modifications: ****Note: if it is not listed, it is not allowed.**
 - Engine Type: Up to 125-4AC, mods allowed, must maintain 125cc displacement or less, 4 Strokes and

E-Bikes Only.

- Chassis Type: Off-Road Moto-Chassis Only - No GP style
- Bike examples: CRF88, TTR125L, CRF125F, KLX125, YCF125SM, DRZ125L, TTR125(SW), CRF125(SW), SSR125 and, KTM SX-E5
- Bike exceptions: MXS 125 Grom, Honda Monkey, Kawasaki Z-PRO 125 and Razkull 125 are permitted.
- Wheel sizes: are restricted to sizes 16 inch or less. Rims and spokes can be changed out, MUST retain the stock OE hubs and brakes. Exception for TTR125L may use stock front wheel and hub assembly (17”).
- Carburetor: modifications are restricted to changes of the needle jet, pilot jet and main jet only.
- Gearing: Only external changes to gearing allowed.
- Handlebars: Aftermarket bars may be used but must retain stock mounting points and the grips must be above the level of the upper triple tree.
- Suspension: modifications not permitted other than the installation of spacers / tubing, springs, and fork oil to stiffen the suspension. All stock factory adjustments may be utilized.
- Tire Specification: DOT approved, slicks or rain slicks.
- Tire Warmers: Tire warmers are NOT permitted.
- Fuel Type: Fuel must be commercially available pump gas.
- Awards: Sport-2 is a National class. Class Champion will be determined by the most points earned by the end of the National series and will receive the 1st place Class Champion award.
- Competitors are eligible for the Super Sonic Cup.
- Competitors under 7 years old who have been “bumped up” from Sport-3 are still eligible for the Championship Youth Cup (age 5-11).

16.9 SPORT-3 Class:

Run Group: GREEN

- General Description of the Class: OE Specified class for Moto-chassis style motorcycles. Sport-3 is an age restricted class targeted to beginners with little or no previous race experience on small stock OEM machines.
- Transponders are not required.
- Competitor Eligibility: MiniSBK Race Youth Membership holder between the ages of 5 -15 YO. Must be a graduate of SSRRS Level .02 or equivalent.
- Machine Eligibility: Any machine that meets the following:
 - Engine types: 110-4AC and E-bikes.
 - Bike examples: TTR110E, KLX110R(auto), TTR90, DRZ110, XR80 and KTM SX-E 5.
 - Bike model exceptions: small wheel versions of TTR125 (SW), and CRF125 (SW) are permitted.
 - Chassis: Off-Road Moto-Chassis style motorcycle.
 - Wheel sizes: are restricted to sizes 14-inch rim diameter or less. Wheel rims and spokes may be changed out, MUST retain the stock OE hubs and brakes.
 - Carburetor: modifications are restricted to changes of the needle jet, pilot jet and main jet only.
 - Gearing: Only external changes to gearing allowed.
 - Aftermarket handlebars may be used but must retain stock mounting points and the grips must be above the level of the upper triple tree.
 - Suspension: modifications not permitted other than the installation of spacers / tubing, springs and fork oil to stiffen the suspension. All stock factory adjustments may be utilized.
 - Tire Specification: DOT approved tires or rain slicks.
 - Tire Warmers: Tire warmers are NOT permitted.
 - Fuel Type: Fuel must be commercially available pump gas.
- Awards: SPORT-3 is a point awarded class. Class Champion will be determined by the most points at the end of the National series and receive the 1st place Class Champion award.
- Competitors aged 5-11 years old are eligible for the MiniSBK Youth Cup.

16.10 GP-1 Class:

Run Group: RED

- General Description of the Class: GP-chassis style motorcycles with little or no restrictions on modifications, for very experienced Competitors.
- Transponders are mandatory.
- Competitor Eligibility: MiniSBK Race Membership holder 12 years old and older. The Bump-Up Speed Rule can be activated for Competitors under 12 years old to join this class with two (2) SSRRS Coach endorsements and the approval of the Race Director.
- Machine Eligibility: Any machine that meets the following:
 - Machine Type: up to 65-2LC, 80-2AC, 125-4LC, 200-4AC, and E-Bikes – modifications permitted.
 - Some bike examples: NSF100, YSR80, KAYO MR125, BUCCI BR125, 150, 190, Ohvale GP-O 110, 160, 190
 - Engine Modifications: displacements must not exceed 65cc for 2-stroke liquid cooled, 80cc for 2-stroke air-cooled, 125cc for 4-stroke liquid cooled and 200cc for 4-stroke air-cooled.
 - Chassis: Motorcycles must be of perimeter GP-style frame.
 - Chassis modification: Re-enforcements may be added. Frame structure must remain in OE spec condition.
 - Wheel Size: 10 to 16 inches are permitted.
 - Body: Aftermarket bodywork may be used but must serve in the same capacity as stock (must use stock mounting points). The stock gas tank must be retained.
 - Tire Specification: DOT approved, slicks or rain slicks.
 - Tire Warmers: Tire warmers are NOT permitted.
 - Fuel Type: Fuel must be commercially available pump gas.
- Awards: GP-1 is a National Class. Class Champion will be determined by the most points earned by the end of the National series and will receive the 1st place Class Champion award.
- Class Champion of GP-1 is also eligible for the overall number 1 plate and the MiniSBK Championship Cup.

16.11 GP-2 Class:

Run Group: YELLOW

- General Description of the Class: GP style motorcycles with no restrictions on modifications for Competitors who have developed competent skill in all aspects of riding a motorcycle and little race experience or developing skill and one year of road race experience.
- Transponders are mandatory.
- Competitor Eligibility: MiniSBK Race Membership holder 12 years old and older. The Bump-Up Speed Rule can be activated for Competitors under 12 years old to join this class with two (2) SSRRS Coach endorsements and the approval of the Race Director.
- Machine Eligibility: Any machine that meets the following:
 - Machine Type: up to 65-2LC, 80-2AC, 125-4LC, 200-4AC, and E-Bikes.
 - Some bike examples: NSF100, YSR80, CBR125, KAYO MR125, BUCCI BR125, Metrakit 50, 70, and Ohvale GP-O 110, 160
 - Chassis: Motorcycles must be of perimeter style frame.
 - Wheel sizes: 10 to 16 inches are permitted.
 - Body: Aftermarket bodywork may be used but must serve in the same capacity as stock (must use stock mounting points). The stock gas tank must be retained. Upgraded fasteners for safety wiring purposes may be used.
 - Tire Specification: DOT approved, slicks or rain slicks.
 - Tire Warmers: Tire warmers are NOT permitted.
 - Fuel Type: Fuel must be commercially available pump gas.
- Awards: GP-2 is a National class awarding points. Class Champion will be determined by the most points earned at the end of the National series and will receive the 1st place Class Champion award.

- Competitors are also eligible for the Super Sonic Cup award.
- Competitors under 12 years old who have been “bumped up” from GP-3 are still eligible for the Championship Youth Cup.

16.12 GP-3 Class

Run Group: GREEN

- General Description of the Class: GP-3 is an age restricted class targeted to beginners with little or no previous race experience on small GP-style motorcycles.
- Transponders are mandatory.
- Competitor Eligibility: MiniSBK Race Youth Membership holder between the ages of 5 -15 years old. Must be a graduate of SSRRS Level .02 or equivalent.
- Machine Eligibility: The motorcycles are to be in stock OEM form with no modifications except for wheel rims and spokes and complies with the following:
 - Modifications: ****Note: if it is not listed, it is not allowed.**
 - Machines Type: up to 65-2LC, 80-2AC, 100-4LC, 125-4AC, pocket bikes, and E-Bikes.
 - Some bike examples: Yamaha YSR50, YSR80, Honda NSF100, KAYO MR125, Ohvale GP-O 110 (both manual and auto) BUCCI BR10GP, and Metrakit GP50. GP70.
 - Chassis Type: Motorcycles must be of perimeter GP-style frame only.
 - Wheel size: 6.5 to 12 inches are permitted.
 - Tire Specification: DOT approved slicks or rain slicks
 - Tire Warmers: Tire warmers are NOT permitted.
 - Fuel Type: Fuel must be commercially available pump gas.
 - Cylinder: Only OEM oversized piston sizes or equivalent permitted.
 - Carburetor: Modifications are limited to changes in needle jet, pilot jet and main jet only. Main jetting is not to exceed 25 per cent of stock jetting.
 - Gearing: Only external changes to gearing are allowed.
 - Bodywork: Aftermarket bodywork may be used but must serve in the same capacity as stock (must use stock mounting points). The stock gas tank must be retained. Upgraded fasteners for safety wiring purposes may be used.
 - Brakes: Aftermarket brake pad and shoes are permitted.
 - Footrests: Aftermarket rear sets or relocation of factory rear sets are permitted.
 - Electrical: Battery, wiring harness, lighting coil and ignition switch may be modified or removed. Kill switch must be in working order.
 - Clutch: Aftermarket clutch springs and plates are allowed.
 - Intake: Aftermarket reeds are allowed (reed cage must remain stock and unmodified).
 - Removal items: Speedometer and cable may be removed. Kick starter and / or shaft and gear may be removed. The starter motor may be removed - an effective oil seal must be in place.
 - Throttle: Self-returning throttles must be used. Quick Turn throttle permitted.
 - Handlebars: Aftermarket handlebars and clip-ons may be used but must mount in stock position.
 - Controls: Aftermarket brake and clutch levers (must retain stock master cylinder). Steel-braided brake lines are permitted.
 - Airbox: Modifications to stock air box is allowed.
 - Suspension: No modifications permitted other than the installation of spacers / tubing springs and fork oil to stiffen the suspension. Factory spec OEM rear shock must be used. All stock factory adjustments may be utilized.
- Awards: GP-3 is a point awarded class. Class Champion will be determined by the most points earned at the end of the National Series and will receive the 1st place Class Champion Award. Competitors from age 5 -11 years old are eligible for the Championship Youth Cup.

16.13 FIM Modelled Ohvale Spec Classes (ages 10 – 14):

See Appendix 2 for FIM Mini GP Canada, Technical Regulations Supplement 2023

16.14 Speed Rule: Bump-Up

Competitor may be bumped up to a faster class if:

- During qualifying or racing posted lap times, two or more, the Competitor is within 7% of the podium finishers posted times of the next fastest class, or
- at any point during qualifying or racing posted lap times, two or more, exceed the break-out lap-times posted for that class at that venue.
- Competitors aged under 12 years old will require endorsements from two (2) SSRRS coaches and the Race Director.

16.15 Speed Rule: Bump-Down

Competitor may be bumped down to a slower class if:

- the Competitor is unable to maintain lap-times within 15% of the class podium finishers' average fastest lap-times, or
- at the discretion of the Race Director.

16.16 The Bracket Racing Speed Rule may be applied to classes other than Bracket Race-Classes at the discretion of the Race Director.

16.17 UPDATES for All Classes:

16.18 Chassis Modification: Re-enforcements may be added. Frame structure must remain in OE spec condition. Lowering modifications are permitted using stock OE components. A submission may be made to request use of homemade or aftermarket lowering components. Requests are to be submitted to info@minisbk.ca

SECTION 17 – TROPHIES

- 17.1 National Class Champion Award: “#1 Award” Class Champion will be determined by the most combined points at the end of the National series and will receive the 1st place Class Champion award.
- 17.2 **MiniSBK Championship Cup:** “Champ Cup” Perennial trophy awarded to a Class Champion with the most combined pole positions within their class from all the events in the MiniSBK National Series. This person will be declared as the overall winner and receive the MiniSBK Number 1 Plate to carry for the following year.
- 17.3 Classes to be considered for the MiniSBK Championship Cup: Moto-1, Sport-1 and GP-1. There is no age limit or minimum to win the Championship Cup / Number 1 Plate Award.
- 17.4 **Canada Cup:** “Canada Cup” Perennial trophy awarded to the Class Champion of the Manufacturer’s Specified Class, FIM Mini GP Canada series.
- 17.5 **MiniSBK Championship Youth Cup:** “Youth Cup” Perpetual trophy awarded to age 5-11 years old with the most combined points in a single class at the end of the MiniSBK National series.
- 17.6 Supplement: Competitors aged 5-11 years old that were “Bumped-Up” during the season will retain any earned points in the lower class for the purpose of calculating the Youth Cup only.
- 17.7 Competitors turning 12 during the race season will, on their birthday, stop collecting points towards the Championship Youth Cup.
- 17.8 **MiniSBK Super Sonic Cup:** “Super Sonic Cup” perennial trophy awarded to a competitor in any classification showing most promise or most improved skills in the current race season decided by a panel of 3 Super Sonic Road Race School Instructors.
- 17.9 Awards or prizes at each event will be awarded to each class at the discretion of the Series Organizer.
- 17.10 **Don Bush Rider’s Cup:** “Sports Person of the Year” Award – as voted by their peers.

SECTION 18 - SUPPLEMENTAL REGULATIONS

18.1 Supplemental Regulations may be created under the provisions of these General Regulations.

18.2 Supplemental Regulations will be provided prior to each Event and may include the following:

- Rule Amendments
- Paddock / parking information
- Move in dates / times
- Track Specific Noise requirements
- Sound Test, Tech. Inspection, registration open / close times

SECTION 19 – RELEASE

19.1 In consideration of being allowed to enter and by being issued credentials to a MiniSBK event(s), the team owner, the rider, crew members and other holders of event credentials (the “participant”) agrees as follows:

19.2 MiniSBK, the race promoter or any series related staff shall not be held responsible for any damage incurred to a motorcycle that is being picked up, removed, or transported for reason of crash return, Did Not Finish (DNF) or mechanical failure. It is strongly recommended that a racer or representative of the team involved assist with removal of the machine, after receiving approval from a Race Official to enter the track.

19.3 All rights to advertising, promotion, filming, recording, merchandising, exhibition and other exploitations of the event, the participants and machines entered in the event, and their activities at the site of the event before, during and after the event and reasonably related to the event are reserved to MiniSBK and its assigns.

19.4 Participants hereby grant MiniSBK and its assigns:

- full and unconditional permission to make still or motion pictures and any other type(s) of audio or visual recordings of their machine’s participation in the event and their activities at the site of the event, before, during and after the event and reasonably related to the event; and
- the exclusive, worldwide, and perpetual rights to use the same together with their names, likeness, and date of, or relating to, their entered machine(s) for publicity, advertising, exhibition, or exploitation, whether or not for profit, in print, audio, video or other distribution by any and all means now known or hereafter developed.

19.5 Participants agree:

- that, without the prior written consent of MiniSBK they shall not take any still or motion pictures or make any audio or visual recording of the event, other than for the personal, in-home use of the participant or cause or permit others to do so or to use the same.
- that MiniSBK shall have exclusive, worldwide perpetual, and universal use of pictures or recordings made or used in violation of this paragraph; and
- that MiniSBK shall be irreparably harmed by the making or use of such pictures or recordings in such fashion without permission.

19.6 Any type of picture taking device may not be mounted to a riders’ helmet at any time. Any camera and/or video equipment must get approval from the Series Director and/or Race Director before being allowed on any race bike.

19.7 All rules and regulations pertaining to the series guidelines and procedures regarding concussion protocols are mandatory and must always be adhered to. As well any guidelines and procedures/laws as outlined by any health organizations will be strictly enforced. Participants/crew/family members/staff/volunteers will be required to acknowledge their acceptance of these rules.

Tech Sheet Example



Tech Sheet

Rider's Name _____ Phone # _____ Transponder # _____
Please print clearly

Parent or Legal Guardians Name (if applicable) _____
Please print clearly

Make _____ Model _____ Year _____ Plate Number _____

I certify that my motorcycle and riding gear is safe for the track and the following items have been completed on my motorcycle and I have all my riding gear in good condition (*use the check list below to complete*):

Machine Check List – *Is your motorcycle in good working order (check all that apply)*

- No Fluid Leaks
- Safe Ground Clearance
- Taped Glass
- Oil Plug, Oil Filter and Fluid Drain Plugs Secured
- Fluid Caps Secured
- Tires in Good Condition and Pressure Checked
- Brakes in Good Condition
- All Nuts, Bolts and Fasteners Secure
- Engine Kill Switch Operative
- Water in Radiator
- Proper Operating Throttle
- Proper Operating Steering

Riding Gear Check List – *Is your equipment in good working order (check all that apply)*

- Helmet
- Back Protector
- Leathers
- Gloves
- Boots
- Chest Protector

Release: By my signature, at the bottom of this form, I release 2119285 Ontario Ltd. operating as *MiniSBK, Newmarket*, it's officers, volunteer, members, promoters, officials, competitors, associates, affiliates, safety personnel, instructors, coaches and visitors from any and all liability of any damages to include but not limited to; my equipment, my person, my crew and further agree not to sue anyone for any loss or injury and realize and accept the risks involved in motor sports which may include but not limited to personal injury or death. By my signature, at the bottom of this form, I realize that motorsports and motorsports facilities are dangerous and willfully enter knowing this.

Rider Signature _____ Date: _____

Signature of Parent or Legal Guardian _____ Date: _____



PART D APPENDICES

**Appendix 1 – Special Requirements for Youth Competitors
(ages 5-15 years old)**

Appendix 2 – FIM MiniGP Canada Series, Technical Regulations

Supplement Appendix 3 – Safety Wiring Requirements

Appendix 4 – Sound Control

Appendix 5 – Definitions

Appendix 6 – Race Class Structure and Trophy Eligibility Tables

Appendix 7 – Concussion Guides for Athletes, Coaches and Trainers

Appendix 8 – Social Media Code of Conduct

Appendix 9 – Endurance Race Supplemental Rules and Race Form

APPENDIX 1 – SPECIAL REQUIREMENTS FOR YOUTH COMPETITORS (AGES 5-15 YEARS OLD)

BY ENTERING ANY EVENT, IT SHALL BE DEEMED THAT THE ENTRANT (AND/OR THEIR PARENT (S)/ LEGAL GUARDIAN) HAS READ THE CANADIAN MINI SUPERBIKE SERIES “MiniSBK” SPORTING AND TECHNICAL RULES AND AGREES TO BE BOUND BY THEM.

MOTORCYCLE RACING IS DANGEROUS, EVERY COMPETITOR (AND/OR THEIR PARENT (S)/ LEGAL GUARDIAN) ASSUMES BY HIS/HER PARTICIPATION, RESPONSIBILITY FOR ALL RISKS OF COMPETITION INCLUDING INJURY OR DEATH. EVERY COMPETITOR (AND/OR THEIR PARENT (S)/ LEGAL GUARDIAN) ASSUMES BY HIS/HER PARTICIPATION THE RESPONSIBILITY AND OBLIGATION TO ASSESS THE SAFETY ASPECTS OF FACILITIES AND INDIVIDUAL CONDITIONS AND MUST ASSUME ALL RISKS OF COMPETITION, INCLUDING INJURY OR DEATH.

Teams, Competitors and Crew members are responsible for compliance and knowledge of all the rules and regulations.

- Our community includes Competitors and Spectators of all ages. While racing can be an emotional sport for both Competitors and Spectators, behavior that is generally viewed as offensive, abusive, belligerent, racist, discriminatory, disrespectful, or inappropriate will not be tolerated. Such behavior may warrant a warning, followed by penalties and other disciplinary action, including but not limited to suspension and expulsion from the event and/or race organization.
- The championship and all its participants will operate and conduct themselves in a climate of respect and inclusiveness.
- Every parent is strongly recommended to take the course “Ultimate Sports Parent” at www.PeakSports.com
- Every coach is encouraged to take the coaching course at www.PeakSports.com

Age Eligibility

A1-1.1 Age Eligibility is determined by when the Rider turns five (5) years old on their birthday. All participants 5-15 years old are considered Youth Competitors.

A1-1.2 A rider cannot participate until he/she has turned 5 years old.

Refer to Section 10 for Competitors Riding Gear

Registration and Licensing Procedures

A1-2.1 Parent (s) or the Legal Guardian must be present with their Youth Competitor at Registration, signing all necessary documents to register them for racing in the MiniSBK Series.

A1-2.2 Any Competitor under the legal age of 18 Years old must provide a consent form, signed by both the Competitor and their Parent (s) or Legal Guardian before they are allowed to compete, practice, or participate in any activities of the MiniSBK Series.

A1-2.3 All Youth Competitors are required to have completed a school and provide a written “Endorsement” from one of the following authorized mini road racing organizations: SSRRS ON, AMRA AB, PCMRC BC, PSRA SK, MTBGP MB, Atlantic Mini NS or PRO6 Trac School ON.

A1-2.4 Concussion Code of Conduct and Guidelines for athletes, parents/guardians and coaches and team trainers will be followed at all MiniSBK events. Refer to Appendix 7 – Concussion Guide for Athletes, Coaches and Trainers.

Refer to Section 1.16.6 for Run Group Definitions

Green Run Group Participants

A1-3.1 All Competitors in a Green Run Group are to wear HI VIZ vests (available at Registration) at all times during any on-track sessions.

A1-3.2 Green Run Group classes; MOTO-3, MOTO-4, GP-3 or SPORT-3

A1-3.3 A Competitor, after logging five (5) race day events and they remain in the same class, are no longer required to wear the HI VIZ vest.

New Participants

A1-4.1 A New Participant to a class in any run group will be identified by wearing a HI VIZ vest (available at Registration). They must wear a HI VIZ vest during any on-track session for five (5) race day events.

A1-4.2 If after a Competitor completes 5 full race day events and no incident involving them has been reported to the Race Director or Race Control and after assessment, they feel they are safe to ride, they will be granted permission to join the class permanently.

Parent in Marshall Position

A1-5.1 MiniSBK will nominate up to 3 Parents or Team members from the Youth Competitor Classes to act as Recovery Marshals. They will be preselected before each round in rotation. Recovery Marshals may or may not be paired with a Corner Marshal and will be briefed before entering the racetrack.

A1-5.2 All Recovery Marshals must wear a Hi-Viz vest and gloves and should refrain from contact with the competitors unless necessary.

A1-5.3 Recovery Marshals are to help ALL Youth Competitors not just their own rider.

A1-5.4 Recovery Marshals are expected to concentrate on what is happening around them and not on other parts of the track. Except when recovering or aiding riders, they should maintain a distance of no less than two (2) meters from the edge of the track.

A1-5.5 Recovery Marshals are not there to “cheer on” their rider or cause a distraction for other Competitors. They must remain aware of what is going on around them ready to recover a Competitor. Any Recovery Marshals found to be a distraction to Competitors will be replaced and points will not be allocated to their Competitor. Distractions are defined as giving signals or coaching by any means or ‘cheering on’ any rider.

A1-5.6 Unnecessary crossing of the racetrack will be deemed a distraction to the Competitors.

A1-5.7 Marshals are to concentrate on their designated area and the task at hand.

A1-5.8 Penalties for repeated distractions can and will be imposed on the Competitor at the discretion of the Race Director.

Green Run Group: Starting Procedure

A1-6.1 Hi-Viz vests will be given out to one Crew member of each Team supporting a Green Group Competitor. As the Competitors leave for their warm-up lap, the Crew Member is to make their way to the grid to stand on the Competitor's starting grid position as assigned by the Grid Marshall. Once the Competitor is in place and the whistle blows, all Crew members must leave the grid immediately to Pit Lane behind the circuit barriers before the race can be started. Any delays caused by Crews clearing the grid will shorten the race length to stay on the race schedule.

A1-6.2 If a Competitor finds another rider in their grid position, they should hold their hand HIGH in the air. The Grid Marshall will come and sort everyone into their correct position.

A1-6.3 Once the Crew Members have cleared the grid, the Grid Marshall, standing at the rear of the grid, will signal the "all-clear to proceed" to the Start Marshall.

A1-6.4 The Start Marshall will be positioned in the center of the track in front of the grid. At the all-clear signal from the Grid Marshall, Competitors are now under "Starters Orders". The Start Marshall will engage the starting procedure using either lights or flags reviewed at Riders Meeting.

Stalling on the Grid**A1-6.5 STALLING ON THE GRID – BEFORE:**

- In the event, a Competitor stalls their machine before the start-lights go out (or flag has dropped) the rider must stay on their bike and **hold their hand HIGH in the air to signal the Marshals.**
- The Grid Marshall will raise the red flag at the rear of the grid to signal the Start Marshall that the race should not be started.
- After the Start Marshall has raised a Red Flag at the front of the grid and the Competitors have stood down, the nearest Nominated Recovery Marshall or appointed Crew member may restart the bike if possible.
- Once clear, the start process will commence again.
- In the case that after three attempts to restart the bike fails, the bike and Competitor must be cleared off the racetrack to the infield so the grid can resume the start of their race.
- This competitor may not rejoin the race until the other Competitors have left the grid area and under the Start Marshall's direction.

A1-6.6 STALLING ON THE GRID – AFTER:

- In the event, a Competitor stalls their bike after the start-lights go out (or flag has dropped) they must remain on their bike and **hold their hand HIGH in the air to signal the other riders. Competitor is not to attempt starting their bike, keeping their hand held HIGH in the air.**
- After the field of Competitors have left the grid the appointed Crew Member, a Recovery Marshall and or Grid Marshall may assist the stricken rider. No one is to assist the Competitor until the field has left the grid.
- The priority is to clear the racetrack by pushing the bike off the track to the infield or to pit lane before attempting to restart the bike.
- At no time are Parents/Team members other than the Appointed Crew Member to enter the grid.

A1-6.7 In the case of the bike starting before the field has completed one race lap, this Competitor can rejoin the race at the direction of the Start Marshal. If the bike does not run the Competitor will be classified as Did Not Start (DNS).

A1-6.8 In the case of a restart of the race, the competitor with DNS classification can rejoin their race on the restart only if they had remained race-ready waiting in pit-out.

A1-6.9 It will be permitted for this competitor to restart on another bike if it meets all the requirements of the class.

Progression of Youth Riders

A1-7.1 When a Competitor is moved up, if all the above conditions are met, the rider will be allowed to join the grid but will be wearing a Hi VIZ Bib for five (5) race day events.

A1-7.2 If you wish to move your child up to the next class, please email the organizers at info@minisbk.com. We will review each request and respond with the qualifications necessary.

Refer to Section 16.14 for Bump-Up and Section 16.15 for Bump-Down Speed Rules

Additional Information

A1-8.1 Although we are keen to help develop young riders, we must always consider the following:

- The upcoming rider's safety and ability to compete;
- The safety of the existing riders in the class.

A1-8.2 If you have any questions or concerns about any aspect of the MiniSBK Sporting/Technical Regulations, Special Requirements for Youth, or the FIM Mini GP Canada Supplement, contact MiniSBK at info@miniSBK.ca

APPENDIX 2 – FIM MINI GP CANADA, TECHNICAL REGULATIONS SUPPLEMENT

A2-1.0 INTRODUCTION

The FIM MiniGP Canada Championship (FMGPC) is a manufacturer-specified championship limited to:

- **Ohvale GP-0 160 4 Speed (ages 10-14) using Pirelli Tires and Motul Oil. Participants for the championship are eligible when they turn 10 years old up to and including the year, they turn 14 years old.**

Motorcycles participating in the FMGPC National must comply with the provisions of this regulation.

If the Technical Director requests parts for compliance or dispute, the manufacturer (Ohvale importer) is required to deliver to FMGPC the part(s) and / or documentation relating to approved motorcycles.

Motorcycles in this championship may only use parts or kits specified and/or provided by the Ohvale manufacturer. Except as explicitly authorized by this regulation all the components of the motorcycle must be kept original, therefore as originally produced by the manufacturer. If not specified, the front, side and rear views of the motorcycles will conform to the appearance of the model as originally produced by the manufacturer.

EVERYTHING THAT IS NOT AUTHORIZED AND PRESCRIBED IN THIS RULEBOOK IS STRICTLY FORBIDDEN. If a change to a part or system is not specifically allowed in any of the following articles, then it is forbidden.

A2-1.1 GENERAL

The weight of the motorcycle in running order shall not be less than values shown below:

- | | |
|------------------------|---------|
| ○ GP-0 160 4 Speed | 65 Kg |
| ○ GP-0 160 EVO 4 Speed | 67.5 Kg |

A2-1.1a Sealing and Engine Data

- Only factory sealed engines certified by Ohvale may be used in the FMGPC Championship among all classes.
- During the whole season engines may be sealed or torn down at the direction of the technical staff at any time and checked for compliance.
- A factory sealed engine is defined as an engine purchased, brand new, from Ohvale or an official Ohvale dealer.
- Competitors are permitted to have a **maximum (3) engines/seals per season**. If a competitor uses any engine beyond that allotment, then that competitor will have to start from the back of the grid for that event.
- Serial numbers on the seals will be recorded by technical staff. Sealed engines may be torn down for inspection when they are removed from service or after a race event. If inconsistencies are found that competitor will have their results voided retroactively to the first event that engine was put into service.
- Any change in engine during the race weekend should be reported immediately to an official so the engine seal may be properly recorded. Failure to do so could result in disqualification.

A2-1.1b Engine Compliance and Protests

- All competitors are subject to random teardowns to check for engine compliance even if engine has been sealed. Failure to comply with will result in disqualification for that event.
- If a competitor wishes to protest another competitor's engine, they must pay a **\$500 fee**. If the engine is found to be legal, that competitor forfeits the **\$500 fee**. If the engine is found to be illegal, the offending competitor must pay back the **\$500 fee** and they will be disqualified from that event. All other protests and appeals will be conducted per Section 7 – Protests and Appeals
- Engine tags will be tracked from the start of the season, at every round, for every competitor. If, during a random teardown, any violations are discovered, it will result in the cancellation of any results from events in which that engine was used.
- An Engine is considered used at the moment the motorcycle with that engine crosses the transponder signal reception point on track.

A2-1.2 CHASSIS

A2-1.2a Frame

- The frame must be the originally fitted part with no modification allowed. Painting of the frame is free, but its polishing is prohibited.

A2-1.2b Seat Post Frame

- The seat post frame must be the originally fitted part with no modification allowed. The painting of the seat post frame is free, but its polishing is prohibited.

A2-1.2c Front Fairing Frame

- The front fairing frame must be the originally fitted part with no modification allowed.

A2-1.2d Swingarm

- Except as authorized in the following articles, the swing-arm and swing-arm pivot must be the originally fitted part with no modification allowed.
- Original chain tensioner registers may be replaced with the racing ones produced by the manufacturer for the model of motorcycle in use.
- All motorcycle must be equipped with a solid protective chain guard (shark fin) fixed to the swing-arm produced by the manufacturer of motorcycle.

A2-1.2e Steering Plates

- The upper and lower fork clamps must be the originally fitted part with no modification allowed, including the steering lock stops device.
- It is allowed to fix a protector on the upper fork bridge, for the sole purpose of protecting the upper front forks. The design is free, but the final decision of the safety came from the FIM Technical Director / Chief Technical Steward.

A2-1.2f Handlebars and Controls

- Except as authorized in the following articles, the handlebars, the handlebar clamps, the manual controls (throttle control, brake and clutch levers and electric controls), and the handlebar terminal must be produced by the manufacturer for the model of the motorcycle in use.
- Handlebars and manual controls (clutch and brake levers) must stay original. It is allowed to replace the original clutch lever with the optional part produced by the manufacturer for the model of motorcycle in use. They can be repositioned, but including any accessories attached to it. It is forbidden to enter the track without ball end inserts in the handlebar ends.
- It is forbidden to repair the handlebars by welding.
- The control levers on the handlebars (brake and clutch) must always have rounded edges and must have a ball-form ending.
- In any position of the steering and the front suspension, the control levers on the handlebars must not touch any component of the motorcycle.
- Throttle controls must be self-closing when not held by hand.
- A brake lever guard is required.

A2-1.2g Footrest and Controls

- Except as authorized in the following articles, the footrests, and foot control must be the originally fitted part with no modifications allowed.
- Footrests and foot controls can be repositioned only using the setting originally provided by the manufacturer.
- Gear shift pedal and his leverage can be replaced to use one of "overtuned" type (GP Shift).
- For OHVALE GP-2 190 DAYTONA it is allowed to replace the original gear shift rod with the optional part to be used with the quick shift system produced by the manufacturer for the model of motorcycle in use.
- The rear brake lever peg may also be positioned on the first lowering slot in the front part of the lever.
- It is forbidden to repair the footrests by welding.
- It is forbidden to enter the track with footrests having the plastic material plugs in poor condition or without a mounted end plug.

A2-1.2h Start lever

- Must be the originally fitted part with no modifications allowed.
- GP-0 160 4Speed the starting lever of the original engine must remain mounted and running and be equipped with a

system that prevents accidental opening (example: elastic).

A2-1.3 FRONT SUSPENSION

- Except as authorized in the following articles, the fork must be the originally fitted part with no modification allowed.
- It is permissible to replace the original fork with the "+5" fork originally assembled on motorcycles produced from 2019.
- Position of the fork sleeve respect to the steering plates is free.
- The fork spring preload system and / or the cartridges that are included in the specific kit provided by the manufacturer for the motorcycle model in use may be used.
- The settings of the hydraulic adjusters, the spring coefficient (k), the preload of the main springs and the amount and type of oil are free.
- Position of the hydraulic registers preload of the main springs are free.
- Front suspension cartridges/internals may only be replaced with kits specified by the manufacturer.
- The manufacturer specified cartridges are as follows:
Homologated front suspension cartridges (GP-0 160)
 - Andreani Cartridge 105/OV1E
 - K-Tech cartridges 20IDS

A2-1.4 STEERING DAMPER

- Steering Damper (For 2024 only the Steering damper provided by the official supplier will be allowed)
- Steering damper may be added or replaced with an aftermarket damper.
- In no case may the steering damper act as a steering lock limiting device

A2-1.5 REAR SUSPENSION

- Except as authorized in the following articles, the rear suspension must be the originally fitted part with no modification allowed.
- Links and mounting points of the rear suspension to the chassis and swing arm, must be the originally fitted part with no modification allowed.
- The length of the shock absorber, the position of the hydraulic registers, the elastic coefficient (K) and the preload of the main spring of the shock absorber are free.
- The manufacturer specified cartridges are as follows:
Homologated suspension cartridges (GP-0 160 only)
 - Ohlins S36PRIC1
 - K-Tech Razor-R

A2-1.6 BRAKE SYSTEM

A2-1.6a Brake Disks

- The brake discs must be the originally fitted part with no modification allowed.
- Only the OHVALE 160 models are allowed to replace the original disc using the 190mm floating disc kit produced by the manufacturer for the model of motorcycle in use.

A2-1.6b Brake Calipers

- Except as authorized in the following article, the front and rear brake calipers must be the originally fitted part with no modification allowed.
- Brake caliper bolts must be safety wired or have a secondary retention method. The use of clips is permitted.
- Front and rear brake pads may be changed.

A2-1.6c Master Cylinders

- The front and rear brake master cylinders must be the originally fitted part with no modification allowed.
- Installation of a protection of the master cylinder positioned on the handlebar is authorized to prevent oil leaks in a crash.

A2-1.7 WHEELS

- For the 160 classes wheel rims and their spindles must be the originally fitted part. The dimensions of the wheel rims should be as indicated below:
 - Front Wheel 2.50" x 10"
 - Rear Wheel 3.00" x 10"

A2-1.8 TIRES

- The only tires admitted to the FIM MiniGP Canada Championship are those supplied by the official tire supplier to the series and in the models indicated here below:
- OHVALE GP-0 160 4-Speed
 - Front tire: Pirelli Slick Diablo NHSTL SC1 DSBK 100/80 x 10
 - Rear tire: Pirelli Slick Diablo NHSTL SC1 DSBK 120/80 x 10
- If the qualifying practices or the race are declared "wet" it is allowed the use of rain tires in the measures indicated below:
- OHVALE GP-0 160 4-Speed
 - Front tire: Pirelli Rain Diablo NHSTL SCR1 DB Rain 100/90 x 10
 - Rear tire: Pirelli Rain Diablo NHSTL SCR1 DB Rain 120/80 x 10
- It is specified that when mounting the tire on the wheel rim it is mandatory to respect the direction of travel indicated by the manufacturer.
- Only tires supplied at the track by the official tire service are permitted. No external tires even if they comply with the above are allowed without the permission of the official tire supplier / service.
- The use of tire warmers is allowed on the starting grid.
- Two sets of tires (Two front tires and two rear tires) for events with a maximum of 2 races. Contingent tires are recognized and counted by affixing a punching during tech inspection. Forbidden to exchange a punched tire between riders. Tires already mounted on rims should be brought to tech inspection to be punched.
- Rain tires will be excluded from the tire count and availability will be determined by the offered tire supplier to the series.

A2-1.9 FUEL TANK AND FUEL SYSTEM

A2-1.9a Fuel System General

- Except as authorized in the following articles, the fuel system must be kept original.
- The only fuel allowed is commercially available pump gas.

A2-1.9b Fuel Tank

- Tank and tank cap must be the originally fitted part with no modification allowed.
- Fuel tank must be filled with spongy fire-retardant material (such as "Explosafe").
- Fuel tank can have heat reflective material attached to its surface.

Fuel Line

- The fuel circuit, understood as the set of ducts and devices between the tank and the carburetor, is free.
- Replacement of the fuel cock is not permitted.
- The addition of fuel filters is not permitted.
- Only the kit quick connectors for fuel pipes, sold and homologated by the Manufacturer, is allowed.

A2-1.10 INTAKE SYSTEM

- Except as authorized in the following articles, the intake system must be kept original.
- Carburetor (2024 GP-0 160 4Speed DELL'ORTO PHBH 28 BD will be compulsory)
- It is mandatory the use of the carburetors indicated in the following points:
- Category GP-0 160 4 Speed
 - KF PZ 27
 - KEIHIN PE 28
 - Dell'Orto PHBL 28 BD
- Main and pilot jets are free.

- Air Filter (For 2024 GP-0 intake duct will be compulsory)
- The air filter is mandatory and must be the originally fitted part with no modification allowed.
- For OHVALE GP-0 160 4Speed it is recommended to replace the intake duct of GP-0 motorcycle models manufactured from Model Year 2016 onwards (GP-160 model) with the one originally mounted on motorcycles

manufactured from My2022 onwards (GP-0 160 EVO model). (2024 GP-0 intake duct will be compulsory)

A2-1.11 ENGINE

A2-1.11a Engine General

- Except as expressly permitted in the following articles, the engine must remain completely original.
- The only engines allowed are those indicated in the points to follow:
 - Category GP-0 160 4 Speed ZONGSHEN W155
- Bore and Stroke must remain original.
- Is mandatory to use the right-side engine lateral cover included in the kit included in the specific kit for the model of motorcycle in use supplied by the manufacturer.
- It is mandatory to run the engine exhaust lines into a recovery tank with a minimum capacity of 250cc.
- For Sealing Quotas see section A2-1.1a

A2-1.11b Cylinder Head

- The cylinder head must be the originally fitted part with no modification allowed.
- No resurfacing of the head allowed only light cleaning permitted and squish valve must comply with >0.60mm
- Spark plug is free. None of the parts of the spark plug, beside electrodes, can protrude out the interior of the combustion chamber.

A2-1.11c Camshaft and Valves

- Camshaft must be the originally fitted part with no modification allowed.
- Timing driven sprocket must be the originally fitted part with no modification allowed.
- Chain timing and the timing chain tensioner must be the originally fitted part with no modification allowed.
- Valves, valve seals valve guide and oil seals must be original. Only normal maintenance provided by the service manual is allowed.

A2-1.11d Piston

- The piston be the originally fitted part with no modification allowed.
- Any modification to ring set, pins and their holders is prohibited.

A2-1.11e Connecting Rod

- Any modification to the rod, including lightening and polishing, is prohibited.

A2-1.11f Crank Shaft

- The crankshaft must be the originally fitted part with no modification allowed.

A2-1.11g Crank Case

- The engine crankcase must be the originally fitted part with no modification allowed.
- It is allowed to make holes on the flywheel cover to help the cooling of the internal parts, according to what has been reported in the homologation documents.
- It is forbidden to repair engine covers by applying any material.

A2-1.12 TRANSMISSION

A2.112a Primary transmission

- The primary transmission be the originally fitted part with no modification allowed.

A2-1.12b Clutch

- The clutch must be the originally fitted part with no modifications allowed.

A2-1.12c Gearbox

- The gearbox must be the originally fitted part with no modification allowed.
- Final transmission
- Final transmission (pinion, crown, and chain) may be modified or replaced.
- Original chain pitch must be maintained.

A2-1.13 OIL COOLING AND LUBRICATION SYSTEM

- The oil cooler must be the originally fitted part with no modification allowed.
- The oil circuit must be the originally fitted part with no modification allowed.

- The engine breather must be routed into an overflow tank with a minimum volume of 250cc.
- The oil inlet and discharge plugs, the delivery and return pipes to the oil cooler and the oil filter cover screws must be perfectly sealed and secured with a binding wire to prevent accidental opening.

A2-1.14 ELECTRICAL SYSTEM

A2-1.14a Wiring and electrical controls

- The main wiring harness must be the originally fitted part with no modification allowed.
- The electric controls on the handlebar can be repositioned but must be the originally fitted part with no modification allowed.
- It is mandatory to keep the ignition kill switch mounted on the right side of the handlebar.

A2-1.14b Engine ignition, generator, alternator, and starter

- Except as authorized in the following articles, the engine ignition, generator, alternator, and starter must be the originally fitted parts with no modification allowed.
- At any time of the event, the Chief Technical Steward has the right to request the replacement of any components of the engine ignition and control system mounted on the motorcycle. The refusal to proceed with the replacement is equated with a technical irregularity.

A2-1.14c Engine Control Sensors

- The use of electronic shift assistance systems (quick shifter) is prohibited.

A2-1.14d Additional Equipment

- Except for what is authorized in the following articles, any electrical or electronic components (sensor, control unit, display) that are additional or not originally mounted on the motorcycle, are forbidden.
- Use of electronic equipment with IR (infrared) technology, GPS or radio timing detection is allowed.
- It is allowed to mount one or more systems (dashboards, displays, etc.) to display the parameters indicated in the points below:
 - RPM
 - Oil temperature
 - Lap time
 - Engine hours
 - Shift Light
 - Gear Position
- Integrated dashboards with electronic tracing function, geolocation, and data acquisition, is allowed. The data acquisition must be just limited to the channels listed below:
 - RPM
 - Oil temperature
 - Lap Time
 - Engine Hours
 - Position and speed (GPS signal)
- All motorcycles must have a rear safety light installed. The team must ensure that the light is switched on whenever Race Direction declares wet race or practice.
- The presence of cables or electronic components or of not clear origin are not allowed and is considered as a technical irregularity. The Chief Technical Director has the final decision.

A2-1.15 FAIRINGS

A2-1.15a Fairings General

- Except as authorized in the following articles, the fairing must be kept original.
- Color and graphics are free.
- Championship series logos and sponsorship decals to be placed as per the Canadian Participants guide.
- The use of carbon fiber components is not permitted.
- All logos and designs on competitors' motorcycles are subject to final approval by FMGPC officials.

- Except as authorized in the following articles, the fairing, the saddle, the front and rear mudguard and all the superstructures that make up the motorcycle body, must be the originally fitted part with no modifications allowed.
- Only on the motorcycles of the categories GP-0 160 4Speed and GP-0 190 Daytona it is permissible to modify the fairing as indicated in the following points:
 - Replace the original front fairing and or fairing with those originally fitted on motorcycles produced from 2019.
 - Fit the aerodynamic "wings" including the specific kits for the model of motorcycle in use.
 - The windshield must remain original. Only the lower half of the windshield can be tinted and not transparent to accommodate the table and the front race number.
 - The size and shape of the cooling holes of the oil cooler are free. It is recommended to mount protective grilles or wire mesh to protect the oil cooler.
 - The original fairing brackets can be replaced with quick-release attachments.
 - The lower fairing must have a perfect seal to contain lubricant leaks in the event of engine failure.
 - The lower fairing must incorporate a hole of 14 mm in the bottom of the front lower area. This hole must remain closed in dry conditions and must be opened only in wet race conditions, as declared by the Race Director.

A2-1.15b Mudguards

- It is permissible to replace the original fender with the original one fitted on motorcycles produced from 2019.
- The distance between the front mudguard and the tire may be increased.
- The rear mudguard must be kept original.

A2-1.15c Seat

- Saddle seat foam can be changed.

A2-1.16 NUMBER PLATE AND RACE NUMBERS

- The colors of the race numbers are as follows:

| <u>CATEGORY</u> | <u>BACKGROUND</u> | <u>NUMBER</u> |
|---------------------------|-------------------|---------------|
| Category GP-0 160 4 Speed | YELLOW | BLACK |

- Numbers made from material such as duct tape are prohibited.
- Front and side race numbers must have a minimum height of **5 inches**.
- Background must extend a minimum of 1" beyond numbers.

A2-1.17 EXHAUST SYSTEMS

- The exhaust system, in all categories must be the originally fitted part with no modifications allowed.
- The maximum permissible sound level is 97 dB / A at a speed of 5500 rpm. All exhaust systems to be fitted with the manufacturer's supplied DB killer.

A2-1.18 SCREW/BOLTS AND FIXING ELEMENTS

- Bolts and fairing fixing elements are free but must have the same size as the originals and with a strength class equal to or greater than the original. Fairings fixing elements may be replaced by fast fixing ones.
- The use of titanium or aluminum bolts and titanium or carbon fiber and / or Kevlar fasteners, if not originally on the motorcycle or part of the specific kit for the model of motorcycle in use is prohibited.
- The original engine bolts can be replaced with another one of equal size and with a strength class equal to or greater than the original.
- Where required it is permissible to drill holes for the passage of the binding threads, but any modification tending to a lightening is prohibited.
- Resetting the threads with the use of helicoil is permitted.

APPENDIX 3 - SAFETY WIRING REQUIREMENTS

Safety Wire – The following must be drilled and fitted with safety wire:

- Sump Plugs – All motorcycles must be fitted with a drilled and safety wired oil drain plug that must be lock wired in place.
- Oil Filler Caps – All Competitor motorcycles must be fitted with a drilled oil filler cap that must be lock wired in place.
- Fluid Carrying Lines - all other fluid carrying bolts and fittings will have “tamper proof indicator paste” applied.
- Caliper Bolts - all caliper bolts on the disc brake systems must be drilled and fitted with safety wire or “tamper proof indicator paste” applied.
- Radiator Cap - cap should be drilled and wired along with all the fluid carrying lines complete.
- R Clips may be used in lieu of cotter pins for securing the rear/front axle nut.
- Axle Pinch Bolts - to be fitted with safety wire or “tamper proof indicator paste”.
- Muffler Bracket Bolts - all muffler bracket mounting bolts fitted with safety wire or “tamper proof indicator paste”
- Exhaust Baffle - to be secured and fitted with safety wire or “tamper proof indicator paste”
- Oil and Fuel Fittings- oil lines and fuel fittings and clamps to be fitted with safety wire or “tamper proof indicator paste”.

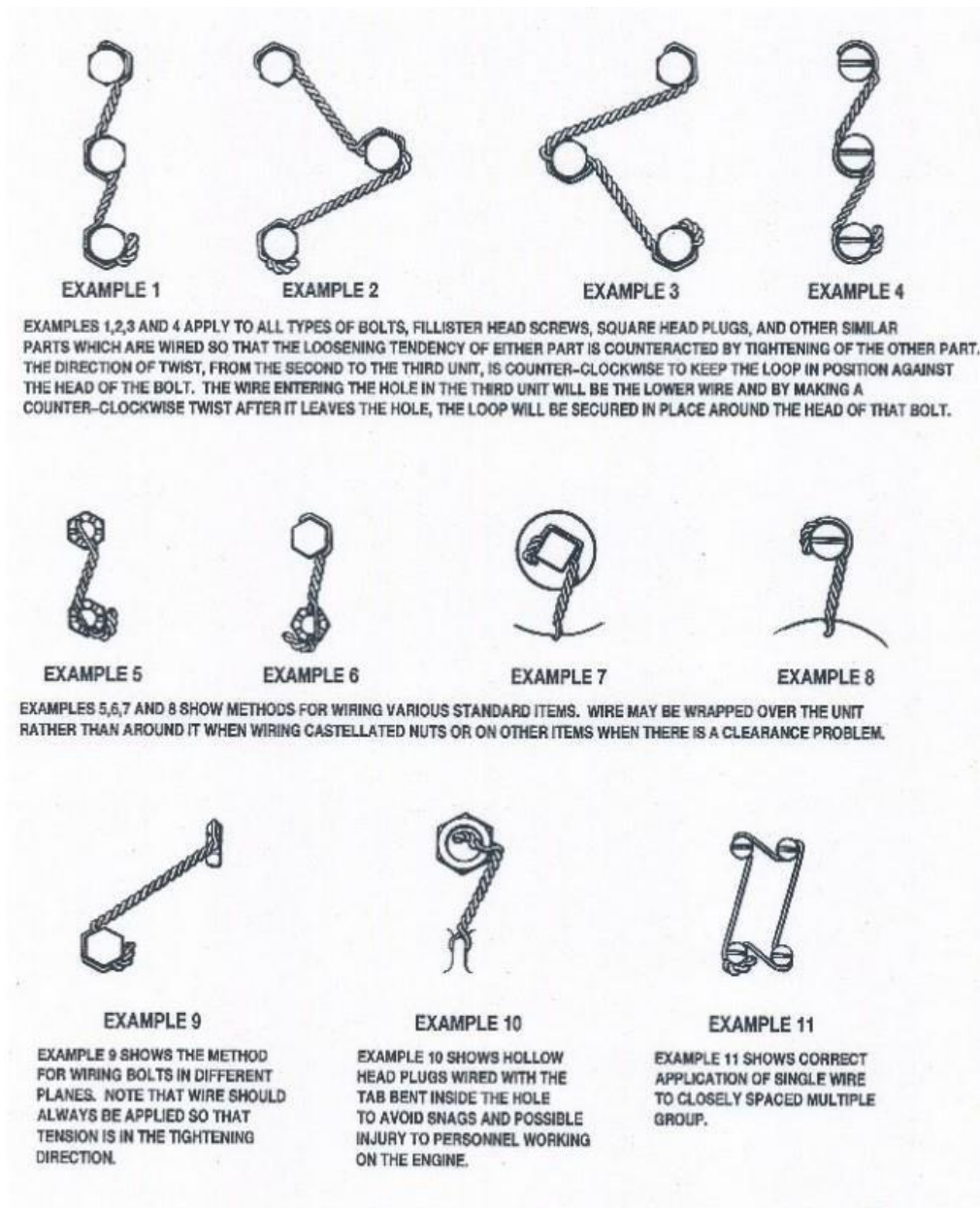
A3.2 The maximum span of lock wire between two tension points shall be 15.24 cm (6 inches)

A3.3 Lock wire shall not be installed in such a manner as to cause the wire to be subjected to chafing, fatigue through vibration, or additional tension other than the tension imposed on the wire to prevent loosening.

A3.4 Abrasions caused by the wire twisting pliers on install is acceptable but nicks, kinks and other damage to the wire is not.

A3.5 Before installing safety wire the parts must be properly torqued to OEM specs as per the motorcycles shop manual. Bolts and nuts should not be under-torqued or over-torqued to obtain proper alignment. Completed safety wiring should not interfere with the operation of any parts on the motorcycle.

A3.6 Examples of acceptable types of safety wiring for right-hand thread bolts:



A3-7 Safety Wire Instructions - How to Safety Wire Your Bike:

You will need the following:

- a pair of safety wire pliers
 - safety wire (Wire diameter .032, .025 or .020 inches)
 - a minimum of 6 drill bits for metal - size 1/16
 - work bench vise (with plastic or aluminum jaw inserts)
 - power drill or drill press
 - patience
-
- a) Remove all the items from your bike that need to be drilled.
 - b) Choke the drill bit up as far as possible in the drill for rigidity.
 - c) Go slow and steady, speeding up slightly when the drill bit is about to break through to avoid snagging.
 - d) Install all the units back on the bike.
 - e) Use the factory OEM torque specs to tighten.
 - f) Cut a length of wire double the length of the distance you need plus a bit extra for a finish pig tail.
 - g) Make a wiring plan using the diagrams shown as reference (righty tighty / lefty loosey).
 - h) Thread the wire into the hole, clamp on the safety wire pliers estimating the next point you will need to thread the wire.
 - i) Twist the wire using the spiral action of the pliers, keeping tension, then release, thread the next point and repeat twist.
 - j) Cut the excess then using the pliers curl the pigtail to eliminate a sharp end. Finish by using the nose of the pliers to push the curled pigtail tucking it down into desired spot.
 - k) ALWAYS, hold onto the remnant wire you are cutting off and dispose of it. Good practice in the shop, and absolutely necessary at the track. If left lying around, these discarded wires end up in our race tires!

APPENDIX 4 – SOUND CONTROL

SAE J1287 - Measurement of Exhaust Sound Levels of Stationary Motorcycles

Measurement of Exhaust Sound Levels of Stationary Motorcycles

Foreword—This Reaffirmed Document has been changed only to comply with the new SAE Technical Standards Board Format. The Definitions Section has changed to Section 3. All other section numbers have been changed accordingly.

1. **Scope**—This SAE Standard establishes the test procedure, environment, and instrumentation for determining the sound levels of motorcycles under stationary conditions. This test will measure primarily exhaust noise and does not represent the optimum procedure for evaluating total vehicle noise. For this purpose, SAE J331 or SAE J47 is recommended.

2. References

2.1 **Applicable Publications**—The following publications form a part of this specification to the extent specified herein. Unless otherwise indicated, the latest issue of SAE publications shall apply.

2.1.1 SAE PUBLICATIONS—Available from SAE, 400 Commonwealth Drive, Warrendale, PA 15096-0001.

SAE J47—Maximum Sound Level Potential for Motorcycles
SAE J184—Qualifying a Sound Data Acquisition System
SAE J213—Definitions—Motorcycles
SAE J331—Sound Levels for Motorcycles
SAE J1349—Engine Power Test Code—Spark Ignition and Diesel
SAE TSB 002 JUN86—Preparation of SAE Technical Reports

2.1.2 ANSI PUBLICATION—Available from ANSI, 11 West 42nd Street, New York, NY 10036-8002.

ANSI S1.4-1983—Specification for Sound Level Meters

3. Definitions

3.1 **Field Calibration**—Calibration of the sound level meter using an external sound level calibrator, an internal calibration means, or any other method which will ensure the accuracy of sound level meter readings.

3.2 **Longitudinal Plane Of Symmetry**—As defined in SAE J213.

3.3 **Rated Engine Speed**—The engine speed in revolutions per minute at which the engine delivers its maximum Net Brake Power as defined in SAE J1349, as determined by the manufacturer.

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4. Instrumentation—The following instrumentation shall be used:

- 4.1 A sound level meter meeting the Type 1, Type S1A, Type 2, or Type S2A requirements of ANSI S1.4-1983.
 - 4.1.1 As an alternative to making direct measurements using a sound level meter, a microphone or sound level meter may be used with a magnetic tape recorder and/or a graphic level recorder or other indicating instrument, provided the system meets the requirements of SAE J184.
- 4.2 A sound level calibrator with an accuracy of ± 0.5 dB (see 7.9).
- 4.3 A windscreen which does not affect microphone response more than ± 1 dB for frequencies of 63 to 4000 Hz and ± 1.5 dB for frequencies of 4000 to 10 000 Hz.
- 4.4 An engine speed tachometer or other means of determining engine speed, with a steady-state accuracy of $\pm 3\%$ at the test speed.
- 4.5 An anemometer with steady-state accuracy of $\pm 10\%$ at 9 m/s (20 mph).

5. Test Site

- 5.1 The test site shall be a flat, open surface free of large sound-reflecting surfaces (other than the ground) such as parked vehicles, signboards, buildings, or hillsides located within 5 m (16 ft) of the motorcycle being tested and the location of the microphone.
- 5.2 The surface of the ground within the area described in 5.1 shall be paving or hard-packed earth, level within an average slope of 40 mm/m (0.5 in/ft), and shall be free of loose or powdered snow, plowed soil, grass of a height greater than 150 mm (6 in), trees, or other extraneous material.

6. Procedure

- 6.1 A rider shall sit astride the motorcycle in normal riding position with both feet on the ground. If this is not possible because of the seat height of the motorcycle, and for three-wheeled motorcycles, the rider shall sit in the normal riding position with one or both feet on the footrests. If necessary, an assistant may hold the motorcycle by the forks, front wheel, or handlebars so that it is stationary with its longitudinal plane of symmetry vertical. In the alternative, the rider may use a box, rock, or other object to rest his feet upon to steady the motorcycle, as long as the motorcycle longitudinal plane of symmetry is vertical and stationary.

The rider shall run the engine with the gearbox in neutral at a speed equal to one-half of the rated engine speed.

- 6.1.1 If no neutral is provided, the motorcycle shall be operated either with the rear wheel(s) at least 50 mm (2 in) clear of the ground or with the drive chain or belt removed, or with the clutch, if the motorcycle is so equipped, disengaged.
- 6.2 The engine of the motorcycle under test shall be at normal operating temperature during the test.

7. Measurements

- 7.1 The sound level meter shall be set for the A-weighting network and should be set for slow dynamic response. (See Appendix A, Section A.5.)
- 7.2 Tests shall be made on each side of the motorcycle having an exhaust outlet.

- 7.3 The microphone shall be located behind, $0.5 \text{ m} \pm 0.01 \text{ m}$ ($20 \text{ in} \pm 1/2 \text{ in}$) from, and within 0.01 m ($1/2 \text{ in}$) of the same height as the exhaust outlet and at a $45 \text{ degrees} \pm 10 \text{ degrees}$ angle to the normal line of travel of the motorcycle. If there is more than one exhaust outlet per side, the microphone shall be located with reference to the rearmost outlet.

The longitudinal axis of the microphone shall be in a plane parallel to the ground plane. The axis of the microphone shall be oriented as specified for free field response by the manufacturer (see Figure 1).

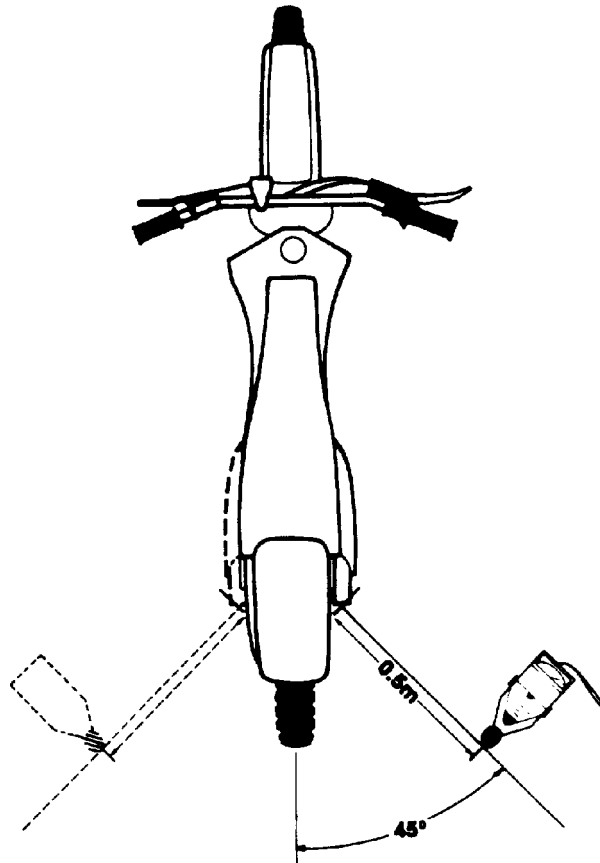


FIGURE 1—SOUND LEVEL AND MICROPHONE LOCATION AND ORIENTATION

- 7.4 No wire or other rigid means of distance measurement shall be attached to the sound measuring system.
- 7.5 The sound level recorded shall be that measured during steady-state operation at the engine speed ($\pm 200 \text{ rpm}$) determined in Section 6 measured on the loudest side of the motorcycle (if outlet located on both sides — see 7.2). The test speed in rpm shall also be recorded.
- 7.6 The ambient sound level (including wind effects) at the test site due to sources other than the motorcycle being measured shall be at least 10 dB lower than the sound level produced by the motorcycle under test.
- 7.7 Wind speed at the test site during the test shall be less than 9 m/s (20 mph).

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7.8 While making sound level measurements, not more than one person other than the rider, the measurer, and the assistant (if necessary) (see 6.1) shall be within 3 m (10 ft) of the motorcycle under test or the microphone, and that person shall be directly behind the measurer on a line through the microphone and the measurer.

7.9 Calibration of the sound level meter using the sound level calibrator (see 4.2) shall be made immediately before the first test of each test day and should be made at the end of each test day. Field calibration should be made at intervals of no more than 1 h.

8. *General Comments*

8.1 It is essential that persons conducting the test be knowledgeable of the test procedure and use of the instrumentation.

8.2 Proper use of all test instruments is essential to obtain valid measurements. Operating manuals or other literature furnished by the instrument manufacturer should be referred to, for both recommended operation of the instrument and precautions to be observed.

8.3 *Specific Items for Consideration*

8.3.1 The type of microphone, its directional response characteristics, and its orientation relative to the source of sound.

8.3.2 The effects of ambient weather conditions on the performance of all instruments (that is, temperature, humidity, and barometric pressure).

8.3.3 Proper acoustical calibration procedure to include the influence of extension cables, etc.

8.4 Although either Type 1 or Type 2 sound level meters may be used with this procedure, it is suggested that a Type 1 instrument be considered as it generally has lesser overall tolerance which can result in more accurate measurements.

8.5 The use of the word "shall" in the procedure is to be understood as obligatory. The use of the word "should" is to be understood as advisory. The use of the word "may" is to be understood as permissive.

PREPARED BY THE SAE MOTORCYCLE COMMITTEE

APPENDIX A

This procedure can be adapted to a variety of uses, which may include exhaust system certification, enforcement of in-use motorcycle standards, and use by motorcycle competition bodies to ensure some silencing of race vehicles. As provided in TSB 002, this Appendix adds supplementary engineering reference data and educational material and is not an integral part of the basic technical report. Accordingly, a description of the variations used shall be reported along with test results obtained using the variations provided in this Appendix. Such results shall not be reported as having been obtained according to the standard conditions of this document. Some of these uses may require less precision than is called for in the procedure. Accordingly, the following changes may be made for convenience with the realization that accuracy may suffer.

A.1 Enforcement Testing—When used for enforcement, this procedure is intended to be a pass-fail test. A ± 1.5 dB variation due to changes in test conditions, motorcycles, and instruments can occur. Test to test variations within this limit shall be considered acceptable. If limits are to be set according to this procedure, these variations should be considered when limits are chosen.

In enforcement situations, it is often easier to use one-half of the redline speed (redline speed is the lowest numerical engine speed included in the red zone on the motorcycle tachometer) rather than the test speed specified in 6.1. One-half of redline speed is a higher test speed than one-half of rated rpm; thus, the measured sound level will be higher, and a 3 dB tolerance must be added to the applicable sound level limit.

While site tolerances may be relaxed somewhat without serious degradation of precision in the method, site parameters, as described in Section 5, should be as closely adhered to as possible. It is unlikely that useful results will be obtained if, for instance, any other motorcycle or other vehicle or person is within 6 ft of the test motorcycle, or if the motorcycle is tested while it is loaded in a pickup truck or on a trailer.

A.2 Instrumentation—Type 1 instrumentation, which generally can provide the most accurate measurements, should be used when the need for accuracy is great, such as certification of exhaust systems, or enforcement action which may result in some form of penalty.

Type 2 instrumentation could be appropriate for some enforcement work, such as a preliminary screening test, or for general data gathering. On the other hand, instrumentation which is less precise than Type 1 or Type 2 may be appropriate in cases such as at a racetrack or motorcycle park, when the primary interest is securing some noise reduction from the motorcycles operated within, and not measuring for the purpose of meeting specific maximum noise limits. Selection of equipment should reflect the need for accuracy (particularly considering any consequences) balanced against cost. Caution should be exercised, however, when selecting equipment which does not conform with ANSI standards. Experience with consumer electronic types of sound level meters indicates most such meters do not possess operating characteristics of sufficient accuracy or consistency to yield meaningful results. Meters which meet obsolete ANSI S1.4 Type 3 specifications, however, are sufficiently accurate for less demanding applications such as racetrack enforcement.

A.3 Procedure—When making comparison measurements where a single variable is to be evaluated, such as comparing the sound level of two different exhaust systems on the same vehicle, selection of the correct engine speed according to 6.1 is not critical as long as the same engine speed is used for each test.

A.4 Racing Motorcycles—This procedure may be used for sound testing of racing motorcycles. An appropriate test speed for both four-stroke and two-stroke high-performance competition motorcycles for which the rated engine speed is not known is determined from Equation A1:

$$\text{Test Speed} = \frac{306\,000}{\text{stroke in millimeters}} \quad \text{or} \quad \left(\frac{12\,000}{\text{stroke in inches}} \right) \quad (\text{Eq. A1})$$

A.5 Dynamic Response—Use of slow dynamic response is specified, but fast dynamic response may be used. Because of the essentially constant nature of the sound level, either mode is acceptable; the meter is easier to read when slow response is used.

A.6 Wind Speed—If it is not possible to delay testing until the specified wind conditions prevail, testing can be performed in higher winds. In this case, the motorcycle should be positioned so that the prevailing wind direction is parallel to the normal direction of travel of the motorcycle.

A.7 Alternate Engine Speed—If the rated engine speed for a particular motorcycle is unknown, then the test speed shall be calculated from either Equations A2 or A3:

$$\text{For four-stroke engines} = \frac{250\,000}{\text{stroke in millimeters}} \text{ or } \left(\frac{9800}{\text{stroke in inches}} \right) \quad (\text{Eq. A2})$$

$$\text{For two-stroke engines:} \quad \frac{200\,000}{\text{stroke in millimeters}} \text{ or } \left(\frac{7900}{\text{stroke in inches}} \right) \quad (\text{Eq. A3})$$

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Rationale—This Reaffirmed Document has been changed only to comply with the new SAE Technical Standards Board Format. Definitions have changed to Section 3. All other section numbers have been changed.

Relationship of SAE Standard to ISO Standard—Not applicable.

Application—This SAE Standard establishes the test procedure, environment, and instrumentation for determining the sound levels of motorcycles under stationary conditions. This test will measure primarily exhaust noise and does not represent the optimum procedure for evaluating total vehicle noise. For this purpose, SAE J331 or SAE J47 is recommended.

Reference Section

SAE J47—Maximum Sound Level Potential for Motorcycles

SAE J184—Qualifying a Sound Data Acquisition System

SAE J213—Definitions—Motorcycles

SAE J331—Sound Levels for Motorcycles

SAE J1349—Engine Power Test Code—Spark Ignition and Diesel

SAE TSB 002 JUN86—Preparation of SAE Technical Reports

ANSI S1.4-1983—Specification for Sound Level Meters

Developed by the SAE Motorcycle Committee

APPENDIX 5 - DEFINITIONS

| <u>TERM</u> | <u>DEFINITION / USE / EXPLANATION</u> |
|----------------|--|
| Adult | A person age 16 years old or older |
| AM | Amateur |
| Bracket Racing | A race class defined by the skill and lap times of a competitor not the size or speed of their machine |
| Break-out Time | The minimum lap time a competitor can post before being bumped up to the next faster class |
| Bump up | Moving a competitor from one class to the next class higher |
| Bump down | Moving a competitor from one class to the next class below |
| Circuit | An enclosed sports track |
| Competitor | A participant at an event who has entered the race as a rider |
| Consent | Permission by a parent or guardian given in writing allowing a minor to participate as a competitor |
| Crew | Part of a Competitors team consisting of one or more people that help the Competitor personally or their machine |
| Dial-In | The lap times set in qualifying to determine the class minimum and maximum lap times for a particular class. |
| DOT | Department of Transport (USA standard) |
| Entrant | The participant who has entered to race the bike |
| Event | Organized race running one or more days, usually including a practice day and race day |
| Expert | A competitor who has a high level of skill and experience |
| Guardian | A person who looks after and is legally responsible for a minor |
| Hot Pit | Pit Lane during an on-track session |
| AM | Yellow Group - A competitor who has developed competent skill in all aspects of racing |
| MCC | Motorcycle Confederation of Canada – a motorcycle regulatory body |
| Media | All forms of communication used to publicize the Race events, Competitors and Teams |
| MiniSBK | Acronym for Canadian Mini Superbike Championship Series |
| Minor | Anyone below the legal age of 18 years old |
| Novice | Beginner with little or no racing experience |
| OEM | Original Manufacture Equipment – (stock) as it came from the manufacture when brand new |

| | |
|--|--|
| OE Spec | Original Equipment Specified – the parts your motorcycle came with from the manufacture when brand new and must be used by all competitors in a class, classes or series |
| Official | Refer to Sporting Regulations Section 3 |
| On-track-session | Refers to Practice, or Qualifying, or Last Chance Qualifier, or Heat Race, or Final Race - bikes are live on the track |
| Paddock | An enclosure designated for competitor parking, an area for preparing their machine for the race |
| Parent | The mother or father of a minor |
| Pit Lane | The road adjacent to the track from where riders enter and exit the track |
| Participant | A competitor, or their Crew Member, family, and friends |
| Practice | A session on the track for competitors, timing equipment is checked but not scored |
| Provisional | Added regulations and/or Rules and /or information only existing for the present, possibly to be changed later. |
| Qualifying | A track session where the competitors try to post their fastest lap time to be used by the organizer to sort grid positions and class borders |
| Pro | Red Group Competitor |
| Run Groups | A grouping of competitors that have similar skill, experience |
| Race | Wheel to wheel competition on the racetrack course |
| Race Kit | Receipt from the organizer confirming entry, Supplemental Rules/Information for a specific event. |
| Race Series | A series of races (3 or more) within a one-year race season using overall points score to determine a Champion |
| Release | A document that is a legal instrument that acks to terminate any legal liability between a releasee and releasor, signed by the releasor. |
| Regulation | The law governing all participants at an Event, made and maintained by MiniSBK |
| Rule | Guidelines or instructions to be followed correctly, made and maintained by MiniSBK |
| Run Group | When riders of similar lap times and/or skill level are grouped together to run on the racetrack at the same time together |
| Spec | Specified, equipment that must be used by all the competitors in a specific class, classes or series |
| SSRRS | Super Sonic Road Race School |
| Stock | (OEM) as it came from the manufacture |
| Speed Rule | Criteria to be used in delineating classes. See Section 16.14 and 16.15 in the Technical Regulations. |
| Spirit / Intent of the Regulations & Regulations | The aim of the Rules & Regulations is to have fun and safe competition. This is the spirit and intent of the Rules & Regulations |

| | |
|--------------------------|---|
| Sponsor | A person or company who provides product and or money to a race team or race organizer |
| Supplemental Regulations | Additional info, regulations and/or amendments to the official Rules & Regulations distributed to the competitors prior to an event |
| Team | Competitor and their Crew, and Team owner |
| Team Owner | Generally, the person on the team who owns the motorcycle or organizes the team, or put the team together |
| Timed Session | An on-track session when lap times are recorded by the organizer |
| Track | A closed course race surface |
| Trackside | Defined as the area surrounding the outside of the racecourse |
| Transponder | A device that receives a radio signal and transmits a different signal used in lap timing and scoring |
| Waiver | A document recording the waiving of rights or claim |
| Warm-up | A short practice session |

APPENDIX 6 – RACE CLASS STRUCTURE AND TROPHY ELIGIBILITY TABLES

Race Class Structure Chart:

| CLASS | MOTO-1 | MOTO-2 | MOTO-3 | MOTO-4 | SPORT-1 | SPORT-2 | SPORT-3 | GP-1 | GP-2 | GP-3 | FIM MiniGP |
|---------------------|---------|---------|---------|---------|---|-----------------|---|--------------------------------------|--------------------------------------|--|---------------|
| RUN GROUP | RED | YELLOW | GREEN | GREEN | RED | YELLOW | GREEN | RED | YELLOW | GREEN | YELLOW or RED |
| AGE | 12+ YO | 12+ YO | 12+ YO | 5-11YO | 12+ YO | 7+ YO | 5-15 YO | 12+ YO | 12+ YO | 5-15 YO | 10-14YO |
| CHASSIS | ALL | ALL | ALL | ALL | MOTO | MOTO | MOTO | GP | GP | GP | GP-O |
| ENGINE up to max cc | 200cc | | | 50cc | 112-2LC/150-4LC/E-BIKE, (Grom,Z-Pro, Razkull 125) | 125-4AC 4S ONLY | 110-4AC/125S W-4AC/CRF88/SW -small wheel auto | 65-2LC/80-2AC/125-4LC/200-4AC/E-BIKE | 65-2LC/80-2AC/125-4LC/200-4AC/E-BIKE | 65-2LC/80-2AC/125-4LC/125-4AC/E-BIKE/POC KET BIKE WITH FAIRING | 160cc only |
| WHEEL SIZE | 16" max | 16" max | 16" max | 10" max | 16" max | 16" max* | 14" max | 10" – 16" | 10" – 16" | 6.5" – 12" | 10" |
| SLICKS/ RAINS | yes | yes | yes | no | yes | yes | yes | yes | yes | yes | yes |

1. The following may run together - GP-1 and Sport-1, GP-2 and Sport-2, GP-3 and Sport-3

2. See Rule book - Technical Section - for more details on each class

3. *Exception for Yamaha TTR125L stock 17" front wheel only

Trophy Eligibility:

| CLASS | MOTO-1 | MOTO-2 | MOTO-3 | MOTO-4 | SPORT-1 | SPORT-2 | SPORT-3 | GP-1 | GP-2 | GP-3 | FIM MiniGP |
|-------------------|--------|---------------------------|---------------------------|--------------------------|---------|----------------------------|----------------------------|------|----------------------------|----------------------------|------------|
| CLASS CHAMP AWARD | yes | yes | yes | yes | yes | yes | yes | yes | yes | yes | yes |
| MiniSBK CHAMP CUP | yes | | | | yes | | | yes | | | |
| SUPER SONIC CUP | | yes | | | | yes | | | yes | | |
| MiniSBK YOUTH CUP | | Yes (eligibility 5-11 YO) | Yes (eligibility 5-11 YO) | Yes (eligibility 5-11YO) | | Yes, (eligibility 5-11 YO) | Yes, (eligibility 5-11 YO) | | Yes, (eligibility 5-11 YO) | Yes, (eligibility 5-11 YO) | |
| CANADA CUP | | | | | | | | | | | Yes |

1. Overall Trophies and Awards granted to those classes with a minimum of four (4) competitors at every round.

2. Youth Cup - a competitor qualifies if at anytime during the current racing season they are aged 5 to 11 years old.

APPENDIX 7 – CONCUSSION GUIDE FOR ATHLETES, COACHES AND TRAINERS



What is a concussion?

A concussion is a brain injury that cannot be seen on routine X-rays, CT scans, or MRIs. It affects the way you may think and remember things, and can cause a variety of symptoms.

What are the signs and symptoms of a concussion?

You do not need to be knocked out (lose consciousness) to have had a concussion. You might experience one or more of the following:

| Thinking Problems | How You Might Feel | Other Problems |
|---|---|---|
| <ul style="list-style-type: none"> • Do not know time, date, place, period of game, opposing team, score of game • General confusion • Cannot remember things that happened before and after the injury • Knocked out | <ul style="list-style-type: none"> • Headache • Dizziness • Feeling dazed • Feeling “dinged” or stunned; “having my bell rung” • Seeing stars, flashing lights • Ringing in the ears • Sleepiness • Loss of vision • Seeing double or blurry vision • Stomachache, stomach pain, nausea | <ul style="list-style-type: none"> • Poor co-ordination or balance • Blank stare/glassy-eyed • Vomiting • Slurred speech • Slow to answer questions or follow directions • Easily distracted • Poor concentration • Strange or inappropriate emotions (i.e., laughing, crying, getting mad easily) • Not playing as well |

Get medical help immediately if you have any “red flag” symptoms such as neck pain, repeated vomiting, growing confusion, seizures, and weakness or tingling in your arms or legs. These may be signs of a more serious injury.



What causes a concussion?

Any blow to your head, face or neck, or a blow to your body which causes a sudden jarring of your head may cause a concussion (e.g., a ball to the head, being checked into the boards).

What should I do if I think I might have a concussion?

You should stop playing right away. Continuing to play increases your risk of more severe, longer-lasting concussion symptoms, as well as increases your risk of other injury.

Tell a coach, parent, official, or other responsible person that you are concerned you might have a concussion. You should not be left alone and should be seen by a doctor as soon as possible that day. You should not drive.

If you lose consciousness, an ambulance should be called to take you to a hospital immediately.

Do not return to play the same day.

What should I do if I think my teammate might have a concussion?

If another athlete tells you about symptoms or if you notice signs they might have a concussion, tell a coach, parent, official or other responsible person. They should not be left alone and should be seen by a doctor as soon as possible that day.

If another athlete is knocked out, an ambulance should be called to take them to a hospital immediately.

How long will it take to get better?

The signs and symptoms of a concussion usually last for one to four weeks, but may last longer. In some cases, it may take many weeks or months to heal. If you have had a previous concussion, you may take longer to heal.

If your symptoms are persistent (i.e., last longer than four weeks if you're under 18 or last longer than two weeks if you're 18 or older) you should be referred to a healthcare professional who is an expert in the management of concussion.

How is concussion treated?

After an initial short period of rest (24 to 48 hours), light cognitive and physical activity can begin, as long as these don't worsen your symptoms.

As you're recovering from concussion, you should not do any activities that may make your symptoms worse. This might mean limiting activities such as exercising, driving, and screen time on your phone or other devices. If mental activities (e.g., reading, using the computer) worsen your symptoms, you might have to stay home from school or work.

Recovering from concussion is a process that takes patience. Going back to activities before you are ready is likely to make your symptoms worse, and your recovery may take longer.

When should I go to the doctor?

Anyone with a possible head injury should be seen by a doctor as soon as possible. If you are diagnosed with a concussion, your doctor should schedule a follow-up visit with you within the next one to two weeks.

You should go back to the doctor immediately if, after being told you have a concussion, you have worsening symptoms, such as:

- being more confused
- headache that is getting worse
- vomiting more than twice
- not waking up
- having any trouble walking
- having a seizure
- strange behaviour

When can I return to school?

You may find it hard to concentrate in class, may get a worse headache, or feel sick to your stomach. You should stay home from school if being in class makes your symptoms worse. Once you feel better, you can try going back to school part-time to start (i.e., for half days) and if you are OK with that, then you can go back full time.

On average, students with concussion miss one to four days of school. Each concussion is unique, so you may progress at a different rate than other people you know.

The Return-to-School Strategy provides information on the stages of returning to the classroom. Remember, return to school must come before full return to sport.

When can I return to sport?

It is very important that you do not go back to full participation in sport if you have any concussion signs or symptoms. Return to sport and physical activity must follow a step-wise approach.

In this approach:

- Each stage is at least 24 hours.
- Move on to the next stage when you can tolerate activities without new or worsening symptoms.
- If any symptoms worsen, stop and go back to the previous stage for at least 24 hours.

Stage 1: After an initial 24 to 48 hours of rest, light cognitive and physical activity can begin, as long as these don't worsen your symptoms. Start with daily activities like moving around your home and simple chores, such as making your bed.

Stage 2: Light aerobic activity such as walking or stationary cycling, for 10 to 15 minutes. Don't do any resistance training or other heavy lifting.

Stage 3: Individual sport-specific exercise with no contact for 20 to 30 minutes (e.g., running, throwing). Don't do any resistance training.

Stage 4: Begin practising with no contact (no checking, no heading the ball, etc.). Add in more challenging drills. Start to add in resistance training.

Stage 5: Participate in practice with contact, once cleared by a doctor.

Stage 6: Full game play or competition.

The Return-to-Sport Strategy provides more information on the stages of returning to sport.

Never return to sport until cleared by a doctor!

Returning to active play before full recovery from concussion puts you at higher risk of sustaining another concussion, with symptoms that may be more severe and last longer.

Additional Resources

Available at parachute.ca/concussion:

- **Return-to-School Strategy**
- **Return-to-Sport Strategy**
- **Canadian Guideline on Concussion in Sport**



What is a concussion?

A concussion is a brain injury that cannot be seen on routine X-rays, CT scans, or MRIs. It affects the way an athlete may think and remember things, and can cause a variety of symptoms.

What are the signs and symptoms of a concussion?

An athlete does not need to be knocked out (lose consciousness) to have had a concussion. The athlete might experience one or more of the following:

| Thinking Problems | Athlete's Complaints | Other Problems |
|--|--|---|
| <ul style="list-style-type: none">• Does not know time, date, place, period of game, opposing team, score of game• General confusion• Cannot remember things that happened before and after the injury• Knocked out | <ul style="list-style-type: none">• Headache• Dizziness• Feeling dazed• Feeling “dinged” or stunned; “having my bell rung”• Seeing stars, flashing lights• Ringing in the ears• Sleepiness• Loss of vision• Seeing double or blurry vision• Stomachache, stomach pain, nausea | <ul style="list-style-type: none">• Poor co-ordination or balance• Blank stare/glassy-eyed• Vomiting• Slurred speech• Slow to answer questions or follow directions• Easily distracted• Poor concentration• Strange or inappropriate emotions (i.e., laughing, crying, getting mad easily)• Not playing as well |

Get medical help immediately if an athlete has any “red flag” symptoms such as neck pain, repeated vomiting, growing confusion, seizures, and weakness or tingling in their arms or legs. These may be signs of a more serious injury.



What causes a concussion?

Any blow to the head, face or neck, or a blow to the body which causes a sudden jarring of the head may cause a concussion (e.g., a ball to the head, being checked into the boards).

What should I do if I think an athlete might have a concussion?

In all suspected cases of concussion, the athlete should stop playing right away. Continuing to play increases their risk of more severe, longer-lasting concussion symptoms, as well as increases their risk of other injury.

The Concussion Recognition Tool 5 (CRT5) can be used by anyone to help recognize the signs and symptoms of a possible concussion.

The athlete should not be left alone and should be seen by a doctor as soon as possible that day. They should not drive.

If the athlete loses consciousness, call an ambulance to take them to the hospital right away. Do not move them or remove any equipment such as a helmet.

The athlete should not return to play the same day.

How long will it take for the athlete to get better?

The signs and symptoms of a concussion usually last for one to four weeks, but may last longer. In some cases, it may take many weeks or months to heal. If the athlete has had a previous concussion, they may take longer to heal.

If the athlete's symptoms are persistent (i.e., last longer than two weeks in adults or longer than four

weeks in youth under 18 years old) they should be referred to a healthcare professional who is an expert in the management of concussion.

How is concussion treated?

After an initial short period of rest (24 to 48 hours), light cognitive and physical activity can begin, as long as these don't worsen symptoms.

As the athlete is recovering from concussion, they should not do any activities that may make their symptoms worse. This might mean limiting activities such as exercising, driving, and screen time on their phone or other devices.

Recovering from concussion is a process that takes patience. Going back to activities before the athlete is ready is likely to make their symptoms worse, and their recovery may take longer.

When should the athlete go to the doctor?

Anyone with a possible head injury should be seen by a doctor as soon as possible.

The athlete should go back to the doctor immediately if, after being told they have a concussion, they have worsening symptoms, such as:

- being more confused
- headache that is getting worse
- vomiting more than twice
- not waking up
- having any trouble walking
- having a seizure
- strange behaviour

When can the athlete return to school?

On average, students with concussion miss one to four days of school. Each concussion is unique, so the athlete may progress at a different rate than others.

The Return-to-School Strategy provides information on the stages of returning to the classroom. **Return to school must come before full return to sport.**

When can the athlete return to sport?

It is very important that an athlete not go back to full participation in sport if they have any concussion signs or symptoms. Return to sport and physical activity must follow a step-wise approach.

In this approach:

- Each stage is at least 24 hours.
- The athlete moves on to the next stage when they can tolerate activities without new or worsening symptoms.
- If any symptoms worsen, the athlete should stop and go back to the previous stage for at least 24 hours.

Stage 1: After an initial 24 to 48 hours of rest, light cognitive and physical activity can begin, as long as these don't worsen symptoms. The athlete can start with daily activities such as moving around the home and simple chores, such as making their bed.

Stage 2: Light aerobic activity such as walking or stationary cycling, for 10 to 15 minutes. The athlete shouldn't do any resistance training or other heavy lifting.

Stage 3: Individual sport-specific exercise with no contact for 20 to 30 minutes (e.g., running, throwing). The athlete shouldn't do any resistance training.

Stage 4: Begin practising with no contact (no checking, no heading the ball, etc.). Add in more challenging drills. Start to add in resistance training.

Stage 5: Participate in practice with contact, once cleared by a doctor.

Stage 6: Full game play or competition.

The Return-to-Sport Strategy provides more information on the stages of returning to sport.

An athlete should never return to sport until cleared by a doctor!

Returning before full recovery from concussion puts athletes at higher risk of sustaining another concussion, with symptoms that may be more severe and last longer.

Additional Resources

Available at parachute.ca/concussion:

- Return-to-School Strategy
- Return-to-Sport Strategy
- Canadian Guideline on Concussion in Sport
- Concussion: Baseline Testing
- Making Headway eLearning (Coaching Association of Canada)

APPENDIX 8 – SOCIAL MEDIA POSTING POLICY

A8-1 Championship Participants: Officials, Riders, Team Members, Team Owners, Sponsors, Family Members and Friends.

A8-2 As we are a Championship that includes youth ages 5 years old and up, we need to make clear what is and isn't acceptable for the Participants of the Championship, including officials, riders, their team and people representing them posting online. Paying particular regard to Championship discussions, on track and racing incidents, judicial matters, our sporting and technical regulations, dealing with fellow competitors, general rider and paddock rumours and speculation, the Championship's management and views on race officials.

A8-3 Social media, including Facebook, Instagram, Tik Tok, WhatsApp, Twitter, Snap Chat Facebook, Twitter, Instagram, LinkedIn, QZone, VK, YouTube, Reddit, Snapchat, Google+, Pinterest, Tumblr, blogs and wikis. and the like, is a powerful tool both in terms of communications and connectivity. Social media provides a valued platform for motorsport competitors and enthusiasts alike. We encourage Championship members to use social media to share ideas, successes, technique, support and information responsibly.

A8-4 Since social media operates in the public domain, interactive and open-ended, there is a significant onus of responsibility on Participants to behave courteously, politely without becoming significantly provocative to others. Social media when used within these guidelines offers more positives than negatives.

A8-5 We ask that all Participants at MiniSBK, their team, and people representing them use the following guidelines to use social media in a responsible way, for the benefit of the Team.

- Be Honest About Who You Are.
- Stand Behind Your Words.
- Post online only what you would say in person to someone, face to face.
- Posts lasts forever, even after they are deleted, and can have a global effect.
- Post Responsibly – Be Mindful of Your Audience, Sponsors are watching.
- Post in the spirit of 'We are a Team'. Support your teammates.
- Abuse towards other members and sporting officials is as unacceptable online as it is in person.
- Consider the Consequences - Penalties are in place to be imposed on the Rider.
- Cyberbullying will not be tolerated.
- When in doubt, do not post
- Protect the Championship, Protect yourself.

A8-6 Should an individual, or persons commit any infractions of the above guidelines, the Organizers reserve the right to cancel any riders membership, remove any points the rider may have accrued to date from the championship and/or deny entry to their events to individuals, their team or people representing them.

APPENDIX 9 – ENDURANCE RACE SUPPLEMENTAL RULES AND RACE FORM

A9.1 Eligible Competitors: CMSBK membership holders age 5 years and above.

A9.2 Eligible Machines: All Bikes that conform to MiniSBK 2023 regulations are eligible to race.

A9.3 Run Groups:

Run group RED – may run with Yellow run group or separate event

Run group YELLOW – may run with Red run group or separate event

Run group GREEN – will run in a separate event

A9.4 Registration: Each team member must sign-up on-line to receive their entry form and registration number. Once at the event all team members must report to the sign-in desk and hand in their signed Entry forms, the Team Captain must pay the entry fee in total and submit their transponder number.

A9.5 Transponders: One transponder per team will be used to record their position in the race and the number of laps completed. Every team member requires a My Laps X2 transponder holder attached to each bike to enable the transponder to be easily removed and fitted during the pit stops procedure.

A9.6 Endurance Rider's Meeting: The Riders meeting is mandatory and will be held 15 minutes before event start Time. Once the Riders Meeting has begun, Registration will then be closed for this event.

A9.7 Fire Extinguisher: Each team must have a working fire extinguisher (5lb minimum capacity) which must be manned and pointed at machine during all fueling stops. Failure to do so will result in loss of 5 laps.

A9.8 Fuel Cans: All fuel cans must be handheld (no towers or pressurized systems) and approved for fuel storage (UL, CSA etc.). The maximum size of any fuel container allowed in the pits is 10 liters. All fuel cans must be equipped with non-sparking fittings (aluminum, brass, plastic etc.). Approved gravity dump cans and valved cans may be used, provided they are accepted by tech inspection.

A9.9 No Smoking/Vaping/e-cigarettes permitted on or within 20 feet of Pit Lane at any time.

A9.10 Qualifying: During qualifying, each team member must post a time. The fastest overall time set by the team will be used to determine the Teams start position. Only one team member can take to the track at any given time with the team transponder fitted to their bike. Each team member must ride a full Qualifying Session.

A9.11 Break: There will be approximately 15 min break to prepare for the start of the race. During which time the start positions for each team will be posted.

A9.12 Endurance Race Start Procedure: This will be a Le Mans style start. Each team will be called forward one by one to take up to their start position. A designated team member will hold the bike in position, the starting Competitor will line up directly opposite the bike, on the other side of the track race ready. The race will be started by lights or a flag explained in riders meeting. See 'Starting Procedures' section 4.8. At the drop of the flag or when the lights go out, the starting Competitor must run to their team bike and start it, it MUST NOT be started by the team member holding the bike.

- A9.13 Pit Stop Procedure: It is up to each team to decide when to make a Pit Stop for a Competitor/bike change. On entering Hot Pit, the Competitor must STOP at the Entrance Marker, turn off their machine and push it to the designated changeover / refueling area. Once in this area the bike can be either refueled for the next session or if swapping bikes, the transponder must be removed from the first bike and fitted into the holder on the next bike. The next Competitor must then push the bike with a dead engine to the Hot Pit Exit and once over the Exit Marker, they can start the bike then rejoin the race. Failure to stop at the Entrance Marker, to turn off the engine or failure to restart the engine after the Exit Marker will result in a 5-lap penalty.
- A9.14 Pit Lane Safety: Only 2 team members can enter the Hot Pit Lane area at any given time, ALL spectators must remain outside of the Pit Lane/Hot Pit.
- A9.15 Passing: The responsibility of the pass is on the passer, to hold the line, no “Wheel chops: and to respect each other.
- A9.16 Endurance Race re-entry Procedure: For Endurance Competition, pit out will be a blend line and an official to watch for infractions crossing the blend line. Competitors will not be released by the official, it is the responsibility of the rider to re-enter the race in a safe manner. The onus will be on the competitor to stay on the correct side of the blend line and rejoin the race safely.
- A9.17 Black Flag: Any rider not complying to any of the rules will be black flagged with a penalty of 10 laps.
- A9.18 Right of Way: The Right of Way is to bikes coming into the pits NOT leaving the pits entering the track.
- A9.19 Race End: The end of the race will be determined at the checkered flag. The Teams who have completed the greatest number of laps within their class after penalties (if any) have been levied, will be classified as the winners.

Endurance Race Team Rider Entry:

TEAM NAME: _____ Race # _____

TEAM MATE # 1: _____

Signature: _____ Date: _____

TEAM MATE # 2: _____

Signature: _____ Date: _____

TEAM MATE # 3: _____

Signature: _____ Date: _____