

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 CMSBK.

EXPERIENCED COMPETITORS are required to have:

- Completed a full year of road racing competition within the last five years, OR
- Successfully completed one full day of Track Day and Orientation Event with CMSBK.

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 CMSBK Series.

- 1.8 Adult Membership: CMSBK “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 CMSBK events. Further information available at www.supersonicschool.com
- 1.10 It is the responsibility of every competitor to inform the CMSBK 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 CMSBK 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 racing 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. CMSBK 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 CMSBK 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 CMSBK 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 CMSBK 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.

SECTION 3 - FLAGS

3.1 All Competitors are responsible to be aware of and to act accordingly whenever any of the following CMSBK 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. No passing is 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 Furled 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 CMSBK 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 CMSBK. 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 will not be permitted in the Pit Lane / Hot-Pit areas at any time. Special permissions and regulations will be applied during Endurance Race events. Refer to Appendix 9 – Endurance Race Supplemental Rules and Race Form

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 Riders will commence practice ONLY under the instructions of the Start Marshall.

4.5.3 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.

4.5.4 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.

4.5.5 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.

4.5.6 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.

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.

4.7 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 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.
- 4.8.2 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.
- 4.8.3 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.
- 4.8.4 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.
- 4.8.5 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.

- 4.8.6 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.
- 4.8.7 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.
- 4.8.8 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.
- 4.8.9 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.
- 4.8.10 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.
- 4.8.11 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.

4.8.12 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. Machines taken away from the main grid/pit lane area will be considered as DNF’s and will not be allowed to restart.
- 4.10.9 Machines may not be replaced during a red flag delay. Once a race is partially complete, substitution of machines will not be permitted.
- 4.10.10 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.
- 4.10.11 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.

- 4.10.12 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.”
- 4.10.13 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.

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 wear all of their protective equipment at all times 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:
- CMSBK 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 long (more than 0.5 km/500metres) 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 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. When selected, all Competitors and Teams must proceed to the podium without delay. Competitors late to the podium ceremonies may be subject to penalties.
- 5.30 Distractions by use of digital music or electronic communication with a Competitor on course is prohibited.
- 5.31 There will be no unauthorized use of the course before or after an event.

Refer to Appendix 9 – Endurance Race Supplemental Rules and Race Form for additional information

SECTION 6 - POINTS AND SCORING

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

1 st 25 points	6 th 15 points	11 th 10 points	16 th 5 points
2 nd 22 points	7 th 14 points	12 th 9 points	17 th 4 points
3 rd 20 points	8 th 13 points	13 th 8 points	18 th 3 points
4 th 18 points	9 th 12 points	14 th 7 points	19 th 2 points
5 th 16 points	10 th 11 points	15 th 6 points	20 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.

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.

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.

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 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

- 7.1 All protests must be made in writing and the person filing the protest must be prepared to identify themselves to the Competitor protested. Protests deemed capricious may be denied, without appeal.
- 7.2 Any Competitor who wishes to file a protest requesting a compliance check must submit a written statement to that effect to the Race Director or Technical Inspector within twenty (20) minutes after the results of the protested event have been posted. The posting time of each event will be listed. The protest statement must specify the machine and Competitor protested by name, race number and description, as well as list the same information for the Competitor filing the protest.
- 7.3 The Protest statement must be signed and accompanied by a \$200.00 protest fee. Depending on the type of protest, further funds may be required once the protest information has been reviewed.
- 7.4 The Protest Fee is refundable to the Competitor who filed the protest if the protest is upheld. If a protest is upheld, the protested Competitor is responsible for covering all costs associated with the protest.
- 7.5 The Protest fee is not refunded if the protest reveals no error or omission and the Competitor who filed the protest is responsible for any costs associated with the protest.
- 7.6 Protests will be determined at the event at which they occur and at the discretion of the Technical Inspector and the Race Director. Race Officials have the right to impound motorcycle parts and equipment if further review and inspection by an outside expert is required.
- 7.7 Protests can only be made by a Competitor in the same event, unless in the case of injury. In case of injury to a Competitor, where they are not physically able to submit the Protest, the Competitor's Team can submit the Protest on their behalf.
- 7.8 A Competitor or their Team can only apply for a compliance inspection protesting a particular Competitor once per season. However, other Competitors are free to apply for the compliance check against that same rider at any time in the season.
- 7.9 In the interest of keeping fairness in play, CMSBK or a Third Party hired by CMSBK can and will inspect at any time, any Competitors machine and that inspection may result in possible tear-down if a class infraction is suspected. At the time of initial inspection, the Competitor and their Crew will be asked if there is anything deemed illegal on the motorcycle with regards to a particular class. If the answer is affirmative, the

Competitor will be disqualified and forfeit all points for that class for that event. If the Competitor denies any infractions and further inspection and/or a tear-down reveals the motorcycle to be illegal, the Competitor will be disqualified from that class, all points removed and will receive a 3-race suspension in that class.

7.10 There are no exceptions to this procedure. The Competitor and Crew at fault are responsible for the re-assembly of such a tear-down and/or inspection. CMSBK and the third party hired will not be held accountable for any damages incurred.

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 CMSBK activity for a specified period of time.

8.10 Exclusion: the final and complete loss of all rights of participation in any CMSBK 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, Team Owners, Family Members and friends are responsible for compliance and knowledge of all the CMSBK 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, CMSBK, SSRRS their partnerships and affiliates.

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, 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 race organization.

9.4 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 CMSBK event will result in a warning and/or penalty levied against the Competitor.

9.5 No Competitor or their team member may engage in verbally or physically threatening a CMSBK race official, staff member, volunteer, spectator, fellow Competitor or their Team.

9.6 No Competitor or their team member may take part in any activity judged to be “unsportsmanlike” by the CMSBK Race Director.

9.7 No Competitor or team member may be under the influence of alcohol or drugs or consume alcohol or otherwise ingest any illegal substances during the schedule of any CMSBK event. Said person shall be removed from and refused re-admittance to the track property.

9.8 Alcohol or controlled substances are strictly prohibited in the pits and paddock during the Race Schedule.

9.9 Vehicle parking in the paddock is strictly controlled.

9.10 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.

9.11 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.

- 9.12 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.
- 9.13 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.
- 9.14 At all CMSBK 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.
- 9.15 Race machines are to be operated only on the racetrack during the race schedule.
- 9.16 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.
- 9.17 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.
- 9.18 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.
- 9.19 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.
- 9.20 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.
- 9.21 Competitors, Crew and Team Owners agree that no commercial activities may be carried out in the Paddock area without a permit issued by CMSBK Series Director.
- 9.22 All crew members must wear suitable body, leg, and foot covering / clothing while in Pit-Lane. This includes long pants and closed-toe shoes.
- 9.23 There is no smoking/vaping/e-cigarettes within 20 feet of the edge of the Racecourse and Pit lane.

9.24 Competitors and Crew must follow the instructions of the Marshals and Race Officials.

9.25 A positive and cooperative attitude toward the media (either photography or videography) is required by all Competitors and their teams.

SECTION 10 - COMPETITORS CLOTHING

Motorcycle Riding Gear

- 10.1 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.
- 10.2 Gear must have armour in the shoulders, elbows and knees and be equipped with knee sliders.
- 10.3 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.
- 10.4 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.
- 10.5 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.
- 10.6 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, CMSBK reserves the right refuse the use of such safety gear or machinery.

Helmets

- 10.7 All competitors in any CMSBK 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
- 10.8 All proper original documentation must be in place. Helmets are subject to inspection at any time without notice; Competitors using other than approved helmets will be penalized and not permitted to use the helmet.
- 10.9 Helmet must be no older than 5 years from date of manufacture.

10.10 “Tear Offs” are not allowed.

10.11 Open faced, full faced flip up, and dirt bike style helmets are not permitted.

Boots

10.12 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

10.13 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

10.14 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.

Neck Brace

10.15 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.