



## **2010 EMRA Competition Handbook**

**[www.emra.ca](http://www.emra.ca)**

# RULE BOOK DISCLAIMER

The rules and or regulations set forth herein 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 PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND/OR 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 EMRA Race Director shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATION. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

## FOREWORD

Welcome to EMRA Championship Roadracing. EMRA policies, rules and class structures are formulated with fair and equal competition as an overall goal. These rules are available to any individual, and compliance with these rules is the responsibility of each racer. Enforcement of these rules is the responsibility of EMRA designated Race Officials. The EMRA is an independent club and makes decisions based on fairness for all, and the well being of the sport of Motorcycle Roadracing in the Edmonton area.

Motorcycle racing is dangerous. Every competitor assumes by their participation the responsibility and obligation to assess the safety aspects of the racing facility and individual conditions, and must assume all risks of competition, including injury or death.

These EMRA rules are written to ensure that all riders have the opportunity to compete impartially and as safely as possible in motorcycle roadracing. It is not possible to anticipate every circumstance and cover it in this rulebook; therefore, common sense and a regard for fairness are the fundamental principles in interpretation and enforcement of the rules by EMRA officials. This rulebook is not intended for use as a tool to gain an advantage over another competitor, but is writ-ten to serve as a guide for fair and equal competition.

Every club, association, promoter, rider and all other persons participating or in any way connected with any race meet, is bound by the Rules of Competition.

Any supplementary Regulations established by the EMRA for the purpose of implementing, interpreting and enforcing these Competition Rules is deemed to be part of the Rules.

EMRA officials and/or volunteers will not be held liable or responsible for any incidents, accidents, fatalities, written reports, press releases or actions. All EMRA officials and/or volunteers will conduct themselves in a safe and professional manner at all times and will not attempt to cause any incidents or accidents.

All EMRA Executive will act in an appropriate and professional manner, EMRA executive members may not be in a position that could jeopardize the well being of the club. Failure to do so will result in suspension or removal from the executive and further discipline that could include banishment from all race events sanctioned by the EMRA.

All parties involved in EMRA Roadracing events are expected to conduct themselves in a mature and orderly fashion. Riders are responsible for the behavior of their crew, family and pets. Any behavior problems caused by crewmembers, relatives, friends or pets at an EMRA event could result in expulsion from the event to the responsible rider.

Any comments to, or suggestions regarding EMRA rules should be submitted in writing to the EMRA. The officials and technical advisors of the rulebook committee for possible inclusion in the next rulebook review all suggestions for consideration.

Sincere thanks to the Calgary Motorcycle Roadracing Association (CMRA) for permitting the EMRA to use their 2000 rulebook as the basis for this rulebook.

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# **CHAPTER 1 RIDER REQUIREMENTS AND CLASSIFICATION**

## **1.1 Rider Requirements**

All competing riders must meet the following requirements:

- All competitors must have a current, valid competition license from the EMRA (\$25.00\*\*) or from a recognized road racing organization. e.g. CMRA(Calgary), WMRC(Mission), or MRA(Manitoba). If license is from outside of these acknowledged groups, you will be asked to complete a checkout session. Possible written test for flags, etc. may be required.
- Race license renewal fee will be \$0 if raced previous season. Must race every year to receive current license. If member misses a year (season), there is a \$25.00 renewal fee.
- All competitors that have not raced within 2 years must complete a checkout session before competing. All competitors that have not raced within 5 years or more will be required to complete written test and checkout session. Competitor may be required to take Race School before competing. This will be a decision of the EMRA Executive.
- All competitors must have a current EMRA membership.
- Any rider under the legal age of majority in his/her home province/state must have filed a duly notarized form with signature of his/her parent or guardian, indicating consent to compete. If a rider has not furnished this consent document, and cannot furnish proof of age (birth certificate, driver license or passport), said competitor will not be allowed to compete in EMRA events. All competitors must be age 16 or older at the time of racing. With the exception of classes that permit restricted Youth racing. See section 1.4.
- The EMRA does not provide any personal injury insurance for racers.
- A rider who crashes must report to the ambulance crew and Technical Inspection for clearance before racing again. The crashed rider may first finish the race in which they are participating. At all times, event staff have the ability to deem any rider "unfit to compete" based on the riders medical or physical condition.

\*\*Note: All membership fees' are for current race season (expire Dec.31).

## **1.2 Rider Classification**

- Riders are classified according to their ability and are assigned "Novice", "Intermediate" or "Expert" status for EMRA race events.
  - a) Novice status refers to first time or inexperienced riders. Novice riders must complete at least 2 race events or 4 races before they can be considered for advancement. If a Novice rider crashes in an event, they will be required to race an additional event or 2 races before advancement. Novice riders may be required to wear a bright reflective jacket to clearly identify themselves on the track during practice.
  - b) Intermediate status generally refers to riders that have completed novice status or 1 season of racing and have demonstrated the skills to control their motorcycle at race speed.
  - c) Expert status generally refers to experienced riders who have demonstrated a mastery of racing skills
- Any competitor who has not raced in two to five years may be required to pass a Race Checkout Session to determine suitability for racing and rider status. Requirements are in Chapter 1.1
- Any rider, holding a non-EMRA/CMRA road racing license or road racing school certificate, may be required to complete a check out session before competing in an EMRA event. Requirements are in Chapter 1.1
- Advancement or demotion between Rider classifications is at the discretion of EMRA Officials (specifically Racer Rep and Race Director). At the end of the race season the EMRA Executive will give consideration to the movement of all racers especially those finishing in the top 5 of their race competitions.

Note: EMRA race license will need to be renewed every year. Race license renewal fee will be \$0 if raced previous season. A racer must race every year to receive current license. If member misses a year (season), there is a renewal fee.

Note: AM status generally aligns with Intermediate status and PRO generally aligns with Expert.

### **1.3 Number Requirements**

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

Race numbers must be 6" minimum height, with a 1" minimum white border and in a font that is legible for the purpose of lap scoring (while font styles that "taper" may be acceptable, a 1" width minimum across the majority or preferably all of the number is recommended).

Number plates should be:

- Novice - Red number on white background
- Intermediate - Red number on white background
- Expert - Black number on white background

EMRA members will have first choice for numbers.

Race numbers will be assigned by EMRA Race Registration. Every effort will be made to minimize number changes during the season.

### **1.4 Restricted Youth License**

EMRA Restricted Youth Racing licenses are an attempt at providing younger riders from the age of 12 up to 16 with an opportunity to race in a safe environment yet giving these same riders a way of graduating up to larger motorcycles. Restricted Youth Racing licenses will only be issued upon successful completion of an EMRA Roadracing school or equivalent.

- Restricted Youth Licenses are only valid for competitors on motorcycles that fit into the Lightweight Sportbike and Formula GP class rules.
- Restricted Youth Licenses are only allowed to compete in the Lightweight Sportbike and Formula GP races.
- The parent/legal guardian who accompanies the minor must complete and sign the parental waiver and release for each event. A parent or legal guardian must accompany the minor (a friend, neighbor or fellow racer is not adequate) and must remain present while the minor is on track.
- Exceptions to this rule will be done on a case by case basis. Any youths wishing to race in different classes than those listed above must submit a race resume to the EMRA Executive. The resume must include previous racing experience along with which classes the youth wishes to ride in and which motorcycle(s) the youth wants to compete on. The resume must reach the EMRA Executive at least 14 days before the event. Submitting a race resume on time does not guarantee that the youth will be allowed to race in classes other than those listed above. All other EMRA rules apply.

### **1.5 Rider Emergency Medical Information Form**

Each competitor must complete and carry on their person (inside the left front area of their race suit) when on track, a current year EMRA Rider Emergency Medical Information Form.

## ***CHAPTER 2 RACE RULES AND PROCEDURES***

### **2.1 Pit / Paddock Regulations**

- All motorcycles must remain in the pit or paddock area except when being raced or tested in designated areas.
- Riding of competition motorcycles, other than on the racetrack or designated test area is strongly discouraged.
- When a rider or mechanic is riding or testing any motorcycle (including pit bikes) in a designated test area, that person must wear a helmet and be dressed to offer some protection (pants, shirt, shoes).
- Any operation of a vehicle in the paddock must be at a very slow, safe speed. Only one warning, then penalty will occur.
- Travel in hot pits will be safe and traveled in one direction.
- Penalty will occur if not obeyed.
- Pets are not allowed in pits, grid, signal area, or other restricted areas.
- Smoking is not allowed in pits, grid, signal area, or other restricted areas
- All pits are required to have a 5 lb extinguisher, displayed at the front of their pits. All riders not having the required extinguisher will be subject to a \$50.00 fine.

## 2.2 Sign In

- It is the responsibility of each rider to ensure that he/she has filled in all necessary registration forms, and paid all applicable fees for each of the classes that they wish to compete in during the meet.
- Riders must bring their valid competition license and their Provincial health card (i.e. Alberta Health Card) with them to the sign in booth.
- Riders must bring their valid EMRA club membership card to the sign in booth in order to register for series points.
- CASH or CHEQUE ONLY payments are accepted at the sign in booth.
- No refunds will be issued after 10:00 AM on Race Day.

## 2.3 Rider's Meetings

All riders entered in the meet must attend the riders meeting. Riders that miss the meeting will NOT be allowed onto the track before speaking with the Clerk of the Course and Pay fine of \$40 to ensure they know about all track conditions. If not completed, racer will be disqualified from event, and no refund. Role call during riders meetings will be names called at random.

## 2.4 Technical Inspections

Technical inspections of motorcycles, equipment, and riding apparel are held prior to a race meet.

- All riders MUST sign in BEFORE going to Technical Inspection.
- Only motorcycles having passed technical inspection are allowed on racetrack, test areas or starting line.
- A Referee, Chief Technical Inspector, or Starter may at any time recall a motorcycle, equipment or riding apparel for further inspection.
- All motorcycles, equipment, and riding apparel involved in a crash must again pass technical inspection before they are allowed on race track, test areas or starting line.
- All crashes that happen during warm up session before race must proceed to Hot Pits for technical inspection. Start of race will not wait for participant/s.
- Technical Inspection stickers must be placed on the bike by the technical inspectors only. No stickers from previous events may remain on, under or near the current Technical Inspection sticker for that event/weekend.
- Bodywork lowers that restrict proper scrutiny of the motorcycle must be removed prior to technical inspection. This is mandatory!

## 2.5 On Track Regulations

- No rider may, at any time, ride in such a manner as to endanger life or limb of other riders, officials or the public. Wheelies or stunting in the paddock will result in removal from race facility with no refund. Stunting or wheelies in the hot pits is forbidden and will result in removal from race facility with no refund. Stunting or wheelies is forbidden on the track unless approved by race control (victory lap for winner of race and only when safe to do so!) Failure to comply will result in removal from race facility with no refund.
- No one, except riders officially entered, may ride or practice on any racecourse on the day of the meet. Unofficial trials on the day of the race meet are prohibited. Any person unofficially entering will be asked to leave the facility. If on officially entered riders' machine, official rider will be asked to leave facility without refund.
- Under no circumstances is any person at any time be permitted to ride a machine in the wrong direction of the track, unless under the express permission of the Race Director or the Clerk of the Course.
- Only in the designated pit area may any adjustment, repair, or refueling be made to the motorcycle by a mechanic or crew during an event or during a red-flag period.
- A rider may make repairs during a race, without assistance, in a safe area off the racecourse.
- Any form of outside assistance on the course is forbidden except when the assistance is given by the officials placed by the Referee for the purpose of safety. Special consideration will be given to pit crews with timing devices and lap boards, must be approved by Race Director or Executive members (but only when approved by Race Director).
- A rider leaving the course may only continue the race by safely re-entering the course from the closest point to where that rider left the course without gaining an advantage. The rider must re-enter the course under the directions of the turn marshals if they are present in the area where the run-off occurred. It is the duty of the Referee or his designee to make the determination as to whether a rider gained any advantage by leaving the racecourse and re-entering.

- A rider whose motorcycle is disabled before reaching the finish line may, by the rider's own unaided muscular energy, push or carry the motorcycle in the proper direction of the course to complete the race unless the rider is determined to be a safety hazard by the Referee.
- Any rider exiting the track during a race is considered retired from the race unless under specific instructions from a race official.

## 2.6 Procedures for Pre Grid, Griding and Starts

- Pre Grid is located at the racecourse entrance.
- Grid sheets are posted at pre-grid indicating row and position of each rider. It is the responsibility of the rider to notify race officials if there is an error in the grid sheet prior to the start of the event.
- Official starting line for each starting row is plainly marked on racecourse surface.
- It is the responsibility of each rider to know and report to his or her correct grid position.
- Five and Two minute warnings are indicated using a board or horn at pre grid.
- At the completion of the two minutes or at the discretion of the Starter the racecourse entrance gate is opened. The gate closes once the lead riders on the warm up lap complete 50% of the racecourse or on instruction by the Starter.
- The Starter holds a red flag at the start finish line to indicate final griding.
- As a final warning, the Starter leaves the track surface and moves to the starter's position.
- Shortly after the Starter has left the track surface, the starting light (a single red light located near the end of the front straight, above the pit wall) will be activated. The light will be kept on for a random period of several seconds. The light will then be de-activated to signal the start of the race.
- Should a rider have a problem once on the start grid, the rider must wave his/her arm to get the attention of the Starter. If the problem cannot be resolved immediately the rider is given time to remove the motorcycle from the grid, and can then join the race once the field has left the grid if the motorcycle did not need to be removed from the course.
- Starts may be divided and started in separate groups or "waves". The Starter or the Referee determines time interval between waves. The starting light will be activated and de-activated separately for each wave. Once the first group has started, if it is necessary to abort the start of the remaining group(s), the red flag is displayed immediately and there is a complete restart.
- Groups will typically have Experts ahead of the Intermediates.

In the event of a crash during the warm up laps prior to the actual start of the race event, the rider must report to the hot pits for technical inspection. If the bike is deemed fit to continue the race, the racer will then start the race from the exit of the hot pits once the last rider on the grid has passed the hot pit exit.

## 2.7 Procedures for Stops and Restarts

- When a race is stopped with two laps or less completed, a complete restart is required using original grid positions.
- When a race is stopped with more than two laps, but less than 50% of the total laps completed, the field is regraded for the restart. Riders are credited for their completed laps by the order they crossed the finish line in the lap preceding the red-flagged lap. Grid positions are determined by the running order (race position) in that preceding lap. The remaining laps are run, less credit for those completed, in an effort to complete the total distance.
- The Referee or his designate will attempt to determine which rider(s) caused any incident that leads to a red flag. If the Referee identifies the rider(s) responsible for stopping the race, then the first rider involved is grided last on the restart, the next rider next to last, etc.
- Any rider that requires an ambulance ride back to the pits after a red flag will not be allowed to restart that race. Refusal to ride back in the ambulance will result in the rider being suspended from racing for that day.
- When a race is stopped in which 50% or more of the total laps have been completed, the race may be considered complete.
- When a race is stopped in which 80% or more of the total laps have been completed, the race is considered complete and there is no restart.
- If there are two separate red flags shown in a Novice race, the race will be stopped and called final at the second red flag.
- In the case of no restart, any rider(s) deemed responsible by the Referee for the race-ending incident is placed in the results, at the end of their respective laps, using the method described previously for regrading

## 2.8 Refueling During a Race

- There is no refueling during any sprint races. Including such times as when riders are directed to the hot pit area during red-flag and/or restart conditions.

## 2.9 Race Finishes

- The race is officially ended for all contestants at the completion of the lap in which the winner is given the checkered flag.
- Should the checkered flag be displayed later than the official distance, the winner is decided on the basis of the official distance. Under any other circumstances, the winner is the leader at the time the checkered flag is displayed.
- Should a rider be given the checkered flag ahead of the actual winner, or with the winners, the rider is scored as having completed the race in the race position the rider was running at that time.
- All riders must complete the checkered flag lap to be scored as finishers in the event.
- After displaying the checkered flag, the scorer continues to score for 5 minutes or until all riders have crossed the start/finish line.

## 2.10 Official Race Results

- Official announcement of race results will be given after all scoring materials are examined and approved by the Head Scorer.
- Provisional results are then posted in the paddock area. The posted results will become official unless discrepancies are reported. Protests must be made within 20 minutes after the posting of the provisional results.
- Riders are notified of the results posting location at the riders meeting. An official is appointed to stand by during the posting time limit. All claims must be referred to the appointed official in order to be considered. Following the lapse of the time limit, any later claim(s) based on newly discovered facts are not under any circumstances, considered by any official. If any claim(s) are filed within the time limit, a new posting time limit of 20 minutes is required if the claim(s) are found to be valid.

# CHAPTER 3 OFFICIAL FLAGS

It is the responsibility of the rider to understand, be aware and act appropriately whenever any of the following flags are displayed.

## 3.1 Operational Flags

- **Canadian / Provincial Flag**

Start of race

In lieu of the Canadian / Provincial flag, races will normally be started using the track signal lighting system (the red lights will be used as described in section 2.6), which is located near the end of the front straight, above the pit wall. In the event of a problem with the track signal lighting system, races will be started using the aforementioned flags. Should this occur, a rider's meeting will be held to advise riders of the change in starting system to be used, and the requirements thereof.

- **Green Flag**

Clear track conditions

- **Checkered Flag**

End of race or practice session. Proceed around course to the designated track exit.

- **Red Flag**

The race has been stopped. Reduce speed and proceed safely to the designated location. Do not exit the track unless specifically instructed to do so by a race official. In the event that rider misses one red flag station the rider must stop safely at the next red flag station. A rider could see a waving red flag if he/she is about to happen upon the race incident which instigated the red flag.

- **Black Flag**  
Indicates a problem with your motorcycle or a disqualification. The flag will be pointed at the rider and/or number board displayed with flag indicating rider being signaled.  
If this happens to you: Carefully reduce speed and stop at the first safe location off the racecourse if you have a mechanical problem, or proceed safely to the pit lane, and report to the Starter, Referee, or Pit Lane Marshal. Riders are not permitted to return to the racecourse unless cleared by the Referee, Starter, or Pit Lane Marshal.

### 3.2 Warning Flags

- **Yellow Flag/Red Stripes**  
Indicates debris, fluid or a potentially hazardous situation on or near the track. Passing is allowed. Exercise caution.
- **Yellow Flag**  
Stationary Indicates a potentially hazardous situation on or near the track. Passing **is allowed**. Exercise caution.  
Waving Indicates serious hazards on or near the track. Proceed with caution. Passing **is not allowed** from the flag stations displaying the waving yellow flag until the rider is beyond the incident.

### 3.3 Courtesy flags

- **Furled Blue & Green Crossed**  
Indicates 1/2 total race distance.
- **Blue & White Flag**  
Indicates 1 lap remaining in the race.

## **CHAPTER 4 RIDER APPAREL AND**

The following apparel must be worn in all events. Rider apparel must pass technical inspection.

### 4.1 Helmet

- Helmets must be certified by the manufacturer and have a sticker affixed stating it meets one of the following accepted standards:  
North America: Snell M2005 or M2010, Europe: ECE 22-04 and ECE 22-05 (P or J), Great Britain: BS 6658 Grade A (road racing) and all Grade B, Japan: JIS T 8133:2000
- All helmets must be undamaged, full coverage, or full facial units with immovable chin pieces.
- A non-damaged visor must be fitted and secured in a down position on the helmet during any practice or race session.
- Tech. Inspection may disqualify helmets damaged during crash

### 4.2 Riding Suit, Back Protector, Gloves and Boots

- Suits must be of leather.
- Suits must be either one-piece or two-piece. If a two-piece suit is worn the jacket and pants must be securely fastened to each other over their full circumference.
- If the suit is not equipped with an integrated back protector of suitable construction and coverage ( recommended from base of neck to the tailbone) , the rider must wear a suitable back protector under the suit. Back protectors meeting European Standard CE EN1621-2 Level 2 are recommended.
- Gloves made of leather must be worn. Gloves using a combination of nylon and leather are acceptable if leather protects the fingers and palms. Gloves must be gauntlet type, extending a minimum of 2" beyond the cuff of the racing suit.
- Boots must be at least eight inches in height.

# CHAPTER 5 COMPETITION CATEGORIES

## 5.1 Competition Categories

- **Sportbike:**
  - Lightweight** - 420cc or less (twins up to 650cc, singles up to 650cc)
  - 600 SS** - 640cc or less (twins up to 750cc, triples up to 680cc, singles - Open)
- **Open Sportbike** – No minimum or maximum displacement
- **Superbike Open**
- **Formula GP**
- **Vintage**
- **Sportsman**
- **Senior Open**
- **Formula Thunder**
- **Middleweight Twins (Expert)**
- **Supermotard**
- **SV Cup**
- **Novice Open**
- **Women's Open**

## 5.2 Equipment Standards – General

- Turn signals, mirrors and headlight glass parts must be removed.
- Taillight/brake light must be removed or disabled (lens may be taped).
- Horn must be removed or disabled.
- Safety wire as per Appendix B
- Coolant must not contain ethylene glycol (most standard anti-freeze contains this). Distilled water is preferred, and may be mixed with products such as water-wetter, maxima cool-aid, or ethylene glycol free coolants such as engine ice.
- Route all vent, breather, or overflow tubes coming from the engine, transmission, or radiator into either a heat-resistant catch can of at least 350cc capacity, or the air box, which must be sealed to prevent fluid leakage. The airbox may remain unsealed provided the bike is fitted with a closed belly pan.
- Engine case covers must be suitably reinforced, or be of heavy duty type specifically intended for racing use. Alternate suitable protection for engine cases, such as frame mounted sliders, may be permitted (subject to suitability and at the discretion of the Chief Technical Inspector) where suitable aftermarket reinforcement or race specific covers are not commercially available.
- “Shark fin” type rear sprocket guards are recommended on motorcycles for which the swingarm design leaves the rear sprocket and chain exposed.
- Remove all stands.
- Either tape up, or use a terrycloth wristband to cover the front brake master cylinder to prevent brake fluid from leaking.
- Apply a bead of silicone to all brake banjo bolts (to prevent loosening).
- Tire valve caps must be of metal construction.
- All bikes must meet course mandated noise level restrictions

## 5.3 Sportbike

- Sportbike racing class machines must be standard models as catalogued by the original equipment manufacturers and sold to the general public in Canada or U.S.A. for street use and available from all of their authorized dealers.
- Motard style bikes are also eligible for this class within their respective classes.
- Tires – DOT or slicks.
- Front Suspension must use the original front forks both inner and outer tubes. Fork internals may be modified.
- Rear Suspension must retain the original swing arm and the swing arm must be left unchanged. The rear shock linkage may be substituted. The rear shock may be modified or replaced.
- The original frame must be retained. Unnecessary brackets may be removed.
- Engine modifications are unlimited except for the following
  - Stock cases, barrels, cylinder heads and throttle bodies must be used but may be altered.

- Stock carb bodies or fuel injection systems must be used but carb internals; velocity stacks and injection management systems may be altered or replaced.
- After market exhaust systems may be used, but must meet course mandated noise restrictions.
- Electronic quick shifters are not allowed. Manual secondary hand operated kill/quick shifters not allowed.
- Clutch actuation may be modified to a racing kit type.
- Dry clutches are only permitted if used on the stock motorcycle.
- Stock air box is not required but an air box is required. An air filter is not required. Larger air boxes may be used but the stock tank and tank placement/mounts must be used. Ram air systems, including ducts and scoops, must be identical in spec to the OE fitment.
- Engine capacity must fall within class size as follows. There are no horsepower limits for these classes.

Classes:

- Lightweight - 420cc or less (twins up to 650cc, singles up to 650cc)
- 600 SS - 640cc or less (twins up to 750cc, triples up to 680cc, singles - Open)
- Open Sportbike – open

## 5.4 Superbike Open

- Open Superbike is open to any motorcycle type.
- Tires - DOT or slicks.
- Unlimited modifications

## 5.5 Formula GP

- GP style motorcycle with any cylinder configuration and any displacement.
- The Formula GP class is completely open to all modifications
- Tires – DOT or slicks.

## 5.6 Vintage

- Bikes must be at least 25 years old, air-cooled, and the rear suspension must be of twin shock construction
- Frame and engine cases must be sourced from a motorcycle that was street legal and available through normal retail sources, but do not have to match as a pair
- Aftermarket frames (i.e.: Rickman, Egli) are legal, if street legal and available in through normal retail sources.
- Unlimited engine displacement
- Fuel injection, supercharging and turbo charging are not allowed. All other modifications are permitted.
- Tires – no limitations

## 5.7 Sportsman

- Chassis (frame) and engine cases must be 10 years old or more.
- Motorcycle must meet Open Superbike technical requirements.
- Tires – DOT or slicks.

## 5.8 Senior Open

- Rider must be 35 years old or older on that race day.
- Motorcycle must meet Open Superbike technical requirements

## 5.9 Formula Thunder (Combined class Intermediate-Expert)

- Open to all motorcycles with no more than 3 cylinders, otherwise all “Superbike Open” rules apply.

### **5.10 Middleweight Twins** (Combined class Intermediate-Expert)

- Open to Expert and intermediate racers running 4 stroke v-twin motorcycles up to 750cc
- Tires – DOT or slicks
- Unlimited modifications

### **5.11 Supermotard**

- Open to all motocross style motorcycles with single or twin cylinders. Two or Four stroke.
- Motorcycle must meet Open Superbike technical requirements.
- Tires – DOT or slicks
- Must use motocross style frame

### **5.12 Novice Open**

- Novice riders are permitted to use any type or size of motorcycle.
- The choice of motorcycle must then fit into one of the competition categories.
- Tires – DOT or slicks

### **5.13 Women's Open**

- Open to all (only) women 16 years of age or older
- Motorcycle must meet Open Superbike technical requirements

## ***CHAPTER 6 OFFENSES, PENALTIES, PROTESTS AND APPEALS***

### **6.1 General Information**

- This section outlines actions that are considered detrimental to the sport of motorcycle racing and that may result in a range of disciplinary actions. Unless otherwise specifically provided for in these rules, the EMRA may impose the following penalties to any rider, mechanic or crew.
  - Monetary fines.
  - Loss of event points.
  - Loss of points for all of the season up to the time of the infraction.
  - Suspension of participation in EMRA sanctioned activities.
  - Permanent loss of participation in EMRA sanctioned activities.
- In serious cases, report of infractions to Race License issuing organization.
- The following offences are subject to disciplinary action by the Referee and/or EMRA. This list is provided as guidance to competitors, but does not restrict EMRA from invoking penalties for other actions detrimental to the sport but is not specifically contemplated herein.

### **6.2 Conduct Offences**

- An attack on an EMRA official/volunteer/rider, verbal, or physical, and/or engaging in a fight. This includes any person who attacks or is involved in a fight anywhere on the premises prior to, during, or after an EMRA event. Race Officials will make final decision on penalties, disqualification, and/or removal from premises.
- Any discussion of penalties/disqualification/etc. will take place between either the rider's representative and/or the rider and the referee at either the referee's discretion or the rider's request. The rider's rep will act as an intermediary between the rider and the referee in such cases.

### **6.3 Racing Offences**

- Jumping the start (Starts may be video taped) - Penalty: For Safety reasons loss of positions/points at conclusion of race (3 positions). Once gridded, any forward motion prior to flag dropping will constitute a jump start. No creeping is allowed. Jump Start penalties are assessed by the Starter/Referee/Race officials at conclusion of race and then inform Scoring & Timing.
- Passing under a waving yellow. The no passing for position zone is defined as the location of the waving yellow flag until the incident in question. Rider must recede back to previous position or receive Penalty: Disqualification from that event results.
- Failing to immediately respond to a Black flag, Red flag, or other signals from EMRA officials will result in a penalty. Determination of offences is at the discretion of the meet Referee or other appropriate Race Officials.
- In the case of no restart, any rider(s) deemed responsible by the Referee for the race-ending incident may be placed in the results, at the end of their respective laps, using the method described previously for regridding.

### **6.4 Protest Procedures**

- If a competitor wishes to protest another racer in the same class, (A rider filing a protest against another rider must have taken part in the event during which the alleged violation took place. Only riders may file protests.), the protest must be filed with the Referee within 20 minutes of the posting of the official results for that race. A \$25 cash fee is required to file a protest, along with a brief written explanation of the details of the protest, signed and presented by the rider filing the protest. Standard protest forms are available from the EMRA Technical Director or Referees.
- After informing a competitor that their conduct or motorcycle is under protest, they must present themselves to the EMRA Referee immediately or face disqualification.
- All matters pertaining to a protest are checked by the EMRA executive (headed by the Referee) and their decision is final. Any competitors unwilling to allow their motorcycle to be inspected forfeit all points, awards, etc. due to them over the weekend in question. Further action may be taken against such a rider by reporting them to their license issuing organization.
- If a protest is upheld, the Referee refunds the protest fee to the protesting party.

### **6.5 Protest Appeals**

- Protest Appeal Fee: \$25.00
- Any rider unsatisfied with a protest judgment can file a request for an appeal hearing. If the protest judgment is given during the meet, the rider wishing to file an appeal must verbally state intent to file an appeal to the referee or his designee within one hour after the completion of the last race of the meet. If the protest judgment is given after trophy presentations, the rider wishing to file an appeal must notify the EMRA office within 24 hours of the protest judgment being given, that intent to file an appeal exists. In either case, a written version of the appeal must be received at the EMRA office, along with the appropriate fee, within 1 week of the verbal intent notification. The EMRA Executive then meets to review the case. The decision of this EMRA Executive is final.

## **CHAPTER 7 SCORING**

### **7.1 Points**

- The EMRA awards points in all EMRA competition categories toward season Championships to eligible race finishers in the following order:

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

- Full points are awarded to any class with a minimum of five riders competing. If less than five riders compete in the class 1/2 points are awarded.
- In case of a tie in overall point standings, the championship is awarded to the rider with the most victories. If the championship is still undecided, (i.e.: the tied riders have the same number of wins in that class) then the championship is awarded to the rider with the most second place finishes, or thirds or however low must be reviewed until the championship has been decided. If this method fails to break the tie, the rider with the best result in the final championship status event of the year is crowned the class champion. This system is used to break ties in all EMRA championships.

### **7.2 Grid Assignments**

- The first sprint race of the season in each class is grided based on previous seasons' results, then randomly.
- Subsequent races in each class are grided based on series points accumulated in that class by each competitor. The competitor with the most points accumulated at that point in the series is grided first; the competitor with the next most points is grided second, etc. for the rest of the field. In the event of a tie in points accumulated, the competitor with the best finishing position in the previous event for that class is placed ahead of the competitor with whom he/she is tied.

## **CHAPTER 8 RACE OFFICIALS AND DUTIES**

### **RACE DIRECTOR:**

Designated by the EMRA, and is in overall control of race event. Decisions affecting race day events are made jointly between the Race Director and Race Day Officials. A rider may seek a ruling on any matter concerning the race and the application of EMRA rules from the Race Director whose judgment is final at that event. Has discretion to advance or demote riders between classifications.

### **CLERK OF THE COURSE:**

Reports to the Race Director and is responsible for all matters concerning track safety. This person has the authority to stop a race by ordering a red flag displayed, or to remove a rider from a race by ordering a black flag displayed. If a Race

Director is unable to perform his duties during an event for any reason, the Clerk of the Course assumes the duties and responsibilities of the Race Director as outlined above.

**REFEREE:**

Reports to the Race Director and is responsible for receiving all protests and rendering decisions thereon, subject to appeal to the EMRA. The Referee renders decisions on disqualification of competitors, and may fine, penalize or disqualify any rider who violates any of the rules of the EMRA.

Allocates a location for engine inspection and measurement; said location to be properly enclosed. Have engines ready for measurement on completion of meet.

**STARTER:**

Reports to the Clerk of the Course and is responsible for starting and finishing races and for displaying appropriate flags, as specified in Chapter 3.

**CHIEF COURSE MARSHAL:**

Reports to the Clerk of the Course and is responsible for assigning all trackside marshals. The Chief Course Marshal must be familiar with EMRA rules and events, and must ensure that all corners are manned with experienced personnel and equipment.

**PRE-GRID GRID MARSHAL:**

Reports to the Clerk of the Course and is responsible for organizing pre-grid procedures and for ensuring that all riders are grided correctly. The Pre-Grid Marshall has the authority to stop riders at the pre-grid gate if it is unsafe to enter the track or if the event is under starters orders.

**CHIEF TECHNICAL INSPECTOR:**

Reports to the Clerk of the Course and is responsible for ensuring that all machines are prepared properly as outlined in Chapter 5 and that each rider's protective equipment and clothing is in good order.

**CHIEF REGISTRAR:**

Reports to the Race Director and is responsible for registration, and the preparation of grid sheets for each event in the meet.

**CHIEF SCORER:**

Reports to the Race Director and is responsible for scoring of races, and producing final results sheets for each event during the meet.

**RIDERS/RACER REPRESENTATIVE:**

Reports to the Race Director or the Clerk of the Course, and acts as a liaison between the competitors and the Race Officials. Competitors are encouraged to discuss matters of concern with the Riders Representative before approaching any other Official for a ruling. If one or both of the rider reps. are in the race or are filing a protest, the competing riders' rep must first approach the referee. The Referee and Race director will make the decision after all data has been retrieved.

## **APPENDIX A    DEFINITIONS**

The following definitions and abbreviations are adopted for use in these rules.

- **Aftermarket** - Produced by a manufacturer or fabricator other than original equipment manufacturer.
- **cc** - Cubic Centimeters.
- **Disqualification** - Unless otherwise defined, means the forfeiture of all awards, prizes and points earned in all events during that day's meet.
- **Event** - Any one of the races in a meet.
- **Meet** - A meeting at which one or more races or events are held.
- **Motorcycle** - A motorized, two-wheeled, competition vehicle to be identified by its frame number, frame tag, or other frame marking.
- **OEM** - Original Equipment Manufacturer
- **Paddock** - Designated area primarily used for maintenance of event entered competition motorcycles and parking area for motorcycle transport and support vehicles.
- **Piston Displacement** - The space covered or volume swept out by the piston(s) at each stroke.
- **Pit Crew** - Mechanic and/or assistants.
- **Pit(s)** - Designated area directly adjacent to the track between the main grandstands and the front straightaway. Access is limited to officials or individuals with appropriate track pass credentials.
- **Program** - The predetermined outline of events that make up a meet.
- **Race** - Competition in which two or more riders compete against each other.
- **Race Track or Circuit** - These include the actual racing surface, runoff areas and the Pits.
- **Suspension** - (With respect to penalties) the loss of all rights to compete as a rider or member of a pit crew for the stated period.

## **APPENDIX B    LOCKWIRE (Safety Wire)**

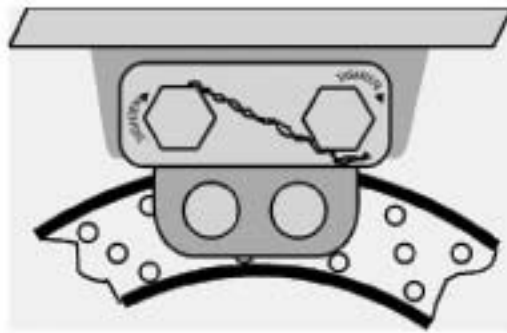
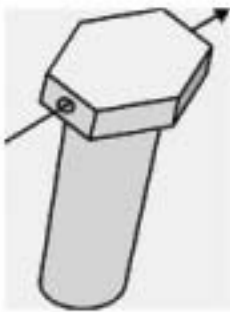
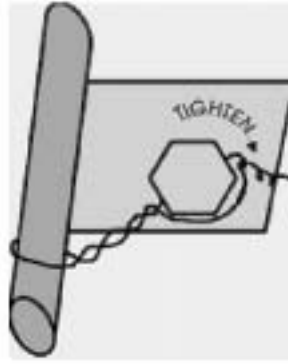
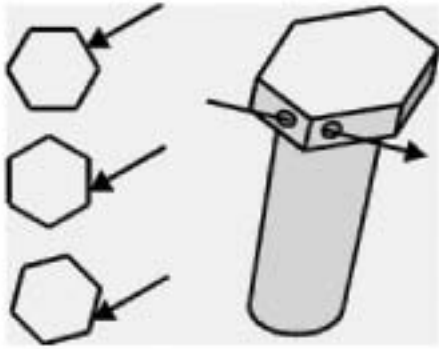
The following items must be firmly attached in a positive manner with lock wire (safety wire). The lock wire must be new, not reused, and of the stainless steel type, not copper:

- a) Engine oil drain plug.
- b) Gearbox oil drain plug.
- c) Any bolt that, if removed, will release fluids (i.e.: oil coolers, radiator).
- d) Front axle pinch bolts or cap nuts.
- e) Axle nuts (unless secured by a cotter pin or hitch pin).
- f) Hitch pins at base.
- g) Brake caliper bolts and torque arm mounts.
- h) Spin type oil filters must be hose clamped and lock wired in the direction of tightening.
- i) Drain bolts on forks must be wired or taped.
- j) Master link clip on discontinuous drive chains.

### **INSTALLATION OF LOCKWIRE**

- Lock wiring is the securing together of two or more parts with a wire, which shall be installed in such a manner that an additional tightening of the wire will counteract any tendency for a part to loosen.
- For general-purpose lock wiring, use the preferred sizes of .032". Use smaller diameter wire where parts are too small to permit a hole diameter to accommodate the preferred size, or where space limitations preclude the use of the preferred size. Larger sizes are used where stronger wire is required.
- All lock wire must be stainless steel.
- The common method of installing lock wire shall consist of two strands of wire twisted together (double twist). One twist is two wires turned through 180 degrees or half a complete turn. The single strand method of lock wiring may be used for some applications, such as in a closely spaced, closed geometrical pattern (triangle, square, rectangle, circle, etc.), or parts in electrical systems.
- The maximum span of lock wire between tension points shall be 6 inches.
- Where multiple groups are lock wired by either the double twist or the single strand method, the maximum number in a series shall be determined by the number of units that can be lock wired by a 24 inch length of wire.
- Caution must be exercised during the twisting operation to keep the wire tight without over-stressing. Abrasions caused by commercially available wire twisting pliers shall be acceptable but nicks, kinks, and other damage to the wire are not.
- 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. In the event that no wire hole is provided, wiring should be to a convenient neighbouring part in a manner so as not to interfere with the function of the parts. Hose and electrical coupling nuts shall be wired in the same manner as tube coupling nuts. Check the units to be lock wired to make sure that they have been correctly torque. Under torque or over-torque to obtain proper alignment of the holes is not advisable. It is impossible to obtain a proper alignment within the specified torque limits, back off the unit and try it again or select another unit.
- In adjacent units, it is desirable that the holes be in approximately the same relationship to each other, thus the lock wire will have a tendency to pull the unit clockwise (for right handed threads). This should be reversed for left-hand thread.
- Where lock wire is used to secure a castellated nut on a threaded item, selection of locking hole diameter for the item shall be based on cotter pin requirements.
- Lock wire outline section courtesy of AAMRR: American Association of Motorcycle Road Racers.

There are a few examples on the following page, and many other various examples of lock wiring can be found on the EMRA web site, <http://www.emra.ca> in the Tech Tips section.



## **APPENDIX C    ENDURANCE RULES**

Open to all EMRA Intermediate or Expert riders with current licenses. A team must consist of at least two riders. Riding gear requirements are the same as for sprint races.

### **Motorcycle specifications**

- a) Superbike rules apply
- b) Open to any motorcycle type
- c) Tires – DOT or slicks
- d) Unlimited modifications

### **Rules**

- Fire extinguisher must be visible in the hot pits at all times. Failure to produce one upon request will result in immediate disqualification.
- Each team is allowed a maximum of four people plus the rider in the hot pit at any one time.
- Refueling of motorcycle must happen in the riders own hot pit area. Fuel must not be carried at any point to a motorcycle outside of this area. During refueling the engine must be turned off and a crew member must be pointing the fire extinguisher at the motorcycle. The rider must be off of the machine during refueling.
- If a rider must push a motorcycle back to the hot pits, the rider will stay off the race track and race line as much as possible. No crew members are allowed to assist the rider in pushing until the rider enters the hot pits past the “stop” box.
- A race bike must be able to pass technical inspection at any time during the race.
- Failure to pass technical inspection may result in lost laps, and/or disqualification from the race. (This means you will have to safety wire your wheels after a wheel change)
- Spare Parts Bikes are NOT allowed in the hot pit area.
- Crew members will be allowed to go to the main pit area during the race for parts etc.
- Crashed machines must undergo technical inspection prior to continuing in the event, even if the motorcycle is picked up and can be ridden back to the pits.
- If a Team does not bring a crashed machine to the Technical Inspector before continuing in the race, the Team will lose all laps subsequent to the crash until the machine is re-inspected and may be disqualified from that event entirely, at the sole discretion of the officials.
- The entire Hot Pit Lane is a NO SMOKING, NO ALCOHOL AREA.
- Right of way during pit stops is to the rider entering the pits from the track. A racer leaving their assigned pit area must yield to incoming riders. A racer leaving the pits must yield to racers on the track. Riders entering and exiting the pits must do so at a REASONABLE and SAFE speed. Failure to heed this rule is grounds for disqualification. There will be a stopping “box” or line marked on the track at the pit entrance. All riders must stop in the “box” or at the line until a marshal signals them to proceed.
- Pit Lane Marshals will be on duty to enforce rules. Endurance pit stop rules are enforceable by Pit Marshals and violations must be observed by Pit Marshals; pit stop violations cannot be protested by riders or teams. Penalties will be determined by the race director.
- Bike substitutions are NOT allowed, you must finish the race with the same bike (frame) you started on.

### **Starting procedure**

- Race will start with a live engine Le Man’s start. Details of the start will be explained at the riders meeting.

### **Flag procedures**

- All Flag procedures will remain the same as outlined for Sprint races with the exception of the red flag which is explained below.

## Scoring

- The race will be scored electronically by the timing system. It is the teams' responsibility to have a transponder in good working order. **HAVE EXTRA BATTERIES TO BE SURE.**
- Final decision on all scoring errors lies with the scoring officials at the event. If a decision cannot be made by the EMRA Scoring Staff, the decision shall be made at the sole discretion of the EMRA Race Director after a review of the data.
- The EMRA will assign a line on the track to be used as the scoring line by all scorers for the event.
- A Team's last counted lap will be the last lap the Team is able to complete during the time frame of the endurance event (i.e. last possible time to record in a 4-hour would be 3:59:59). For bikes with the same number of laps recorded, the bike that was ahead at the last lap will be scored ahead of its competitor.

## **APPENDIX D Western Canadian Championship (WCC) SUPPLEMENTARY RULES**

All rules applicable to EMRA race meets will apply with the additional qualifying rules applicable to the designated WCC race weekend only.

### Qualifying Rules

- The practice day and the first session of practice on the first round race day of the WCC race weekend shall be considered as qualifying periods for the first of two EMRA hosted WCC race rounds (which will be held on the same weekend).
- Each rider's qualifying time shall be considered as their best single lap time achieved within the designated qualifying period, on the official timing system. A rider's personal lap timer, or any other means of lap timing, aside from the official timing system shall not be considered for the purpose of qualifying.
- Rider's who intend to qualify on more than one bike for different classes must coordinate with race control to record their qualifying times for each bike. This is the rider's responsibility. Failure to post a qualifying time for a given race class shall not constitute grounds for protest.
- It is the responsibility of each rider to ensure that they are being properly detected by the official timing system. Failure of the official timing system to record any given rider on any given lap shall not constitute grounds for protest.
- For the first round of the EMRA hosted WCC meet, riders will be gridded in each race class in accordance with their qualifying times.
- Gridding for the second round will be in accordance with the results of the first round race in each race class.