

Edmonton Motorcycle Roadracing Association



2020 Rule Book

Revised January 2020

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 this events, all participants are deemed to have complied with these rules. **NO EXPRESSED 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 Edmonton Motorcycle Roadracing Association ("EMRA") Race Director shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that, in their 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 rule book; therefore, common sense and a regard for fairness are the fundamental principles in interpretation and enforcement of the rules by EMRA officials. This rule book is not intended for use as a tool to gain an advantage over another competitor, it is written to serve as a guideline for fair and equal competition.

Every club, association, promoter, rider and all other persons participating in, or in any way connected with any race meet, are 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 a 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 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 behaviour of their crew, family and pets. Any problems caused by crewmembers, family, friends and/or pets at an EMRA event could result in expulsion from the event of the responsible rider.

Any suggestions for rule changes should be made in writing and be submitted to the EMRA Secretary. The normal process is to vote on proposed rule changes at the Annual General Meeting, but changes required for safety may be made at any time by the Executive Committee.



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1. RIDER REQUIREMENTS AND CLASSIFICATION

1.1 RIDER REQUIREMENTS

All competing riders must meet the following requirements:

1. All competitors must have current, valid roadracing competition license from the EMRA or from one of the following recognized roadracing organizations:
 - a. CMRA (Calgary)
 - b. WMRC (Mission)
 - c. MRA (Manitoba)
 - d. UtahSBA (Utah)
 - e. CVMA (Chuckwalla)
 - f. WMRRA (Washington)
 - g. OMRRA (Oregon)
2. If a license is from outside of these acknowledged groups, you will be asked to complete a checkout session with a possible written test for flags, etc, (as required).
3. 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 a written test and checkout session. Competitors may be required to take race school before competing. This will be a decision of the EMRA Executive.
4. All competitors must have a current EMRA membership.
5. Any rider under the legal age of majority in their home province/state must have filed a duly notarized form with signature of their parent/guardian indicating consent to compete. If a rider has not furnished this consent document and cannot furnish proof of age (birth certificate, driver license, passport, etc.), said competitor will not be allowed to compete in EMRA events.
6. All competitors must be age 16 or older at the time of racing, with the exception of classes that permit restricted youth racing. (See Restricted Youth Licence)
7. The EMRA does not provide any personal injury insurance for racers.
8. 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.
9. At all times, event staff have the ability to deem any rider “unfit to compete” based on the rider’s medical or physical condition.

1.2 RIDER CLASSIFICATION

10. Riders are classified according to their ability and are assigned “Novice”, “Intermediate” or “Expert” status for EMRA race events.
 - a. Novice – refers to first time or inexperienced riders. Novice riders must complete at least 4 races before they can be considered for advancement. If a novice rider crashes in any 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 – 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. (NOTE: AM status generally aligns with Intermediate status.)



- c. Expert – generally refers to experienced riders who have demonstrated a master of racing skills. (NOTE: PRO status generally aligns with Expert status.)
11. Advancement or demotion between rider classification is at the discretion of EMRA Officials (specifically Racer Representative 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. The EMRA Executive sets times and guidelines for expert promotion. The rider must also show valid experience, limited number of crashes and good character. The EMRA Executive will have final say on all promotions.

1.3 NUMBER REQUIREMENTS

12. Each motorcycle competing in an EMRA event must carry complete number identification comprising of three number plates, one on the front of the machine and one number plate on each side.
13. Each plate must display that rider’s designated and registered EMRA competition number (not to be confused with each rider’s EMRA license number).
14. Race numbers must be 6” minimum in 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).
15. Emphasis is on legibility of the numbers by Race Officials and Corner Marshals, if race numbers cannot be read while on track, the racer will be asked to change their numbers.
16. Number plates should be:
- a. Novice – red numbers on a white background
 - b. Intermediate – red numbers on a white background
 - c. Expert – black numbers on a white background
 - d. Overall Points Champion – a white number 1 on a blue background
17. EMRA Members will have first choice for numbers.
18. 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

19. EMRA Restricted Youth 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.
20. Restricted Youth Licenses will only be issued upon successful completion of an EMRA roadracing school or equivalent.
21. Restricted Youth Licenses are only valid for competitors on motorcycles that fit into the Lightweight Superbike and Lightweight Open class rules.
22. Restricted Youth Licenses are only allowed to compete in Lightweight Superbike and Lightweight Open.
23. The parent or legal guardian of the minor must complete and sign the parental waiver and release for each event.
24. The parent or legal guardian of the minor must accompany the minor and remain present while the minor is on track.



25. 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 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 MEDICAL DATA CARRIER™

26. Each competitor must complete and affix to the left side of their helmet, a Medical Data Carrier™. These are available at registration.
27. The Medical Data Carrier™ must be replaced each year.

1.6 REQUIRED TIMING DEVICE

28. Each competitor must utilize a club required timing device (i.e. transponder). The transponder must be compatible with the MyLaps timing system and each competitor must have their own transponder **for each motorcycle** on a given race weekend. (The club may have rental units available, but it is expected that the number of racers will exceed the number of rental units; therefore, plan ahead.)



2. RACE RULES AND PROCEDURES

2.1 PIT/PADDOCK REGULATIONS

29. All motorcycles must remain in the pit or paddock area except when being raced or tested in designated areas.
30. Riding of competition motorcycles, other than on the track or designated test area is strongly discouraged.
31. When a rider or mechanic is riding or testing any motorcycle (including pit motorcycles) in a designated test area, that person must wear a helmet and be dressed to offer some protection (pants, shirt, shoes).
32. Any operation of a vehicle in the paddock must be at a very slow, safe speed. Failure to do so will result in one warning only and then penalty will occur.
33. Travel in hot pits will be safe and travelled in one direction. Penalty will occur if not obeyed.
34. Pets are allowed in pits provided they are leashed and cleaned up after.
35. Pets are restricted from the grid, signal area and/or other restricted areas.
36. Smoking is not allowed in the pits, grid, signal area and/or other restricted areas.
37. All pits are required to have a 5 lb fire extinguisher displayed at the front of their pits. All riders not having the required fire extinguisher will be subject to a \$50.00 fine.

2.2 SIGN IN

38. It is the responsibility of each rider to ensure that they have 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.
39. Cash or cheque only. Payments are accepted by the Chief Registrar.
40. No refunds will be issued after the Riders' Meeting on Race Day.

2.3 RIDERS' MEETINGS

41. 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 will be gridded at the back of their class.
42. Roll call during Riders' Meetings will be names called at random.

2.4 TECHNICAL INSPECTIONS

43. Technical inspections of motorcycles, equipment and riding apparel are held prior to a race meet.
44. All riders MUST sign a waiver BEFORE going to technical inspection.
45. Only motorcycles having passed technical inspection are allowed on track, test areas or starting line.
46. A Referee, Chief Technical Inspector or Starter may at any time recall a motorcycle, equipment or riding apparel for further inspection.
47. All motorcycles, equipment and riding apparel involved in a crash must again pass technical inspection before they are allowed on track, test areas or starting line.
48. All crashes that happen during warm up session before race must proceed to hot pits for technical inspection. The start of race will not wait for rider(s).
49. Technical inspection stickers must be placed on the motorcycle by the technical inspectors only.



50. No stickers from previous events may remain on, under or near the current technical inspection sticker for that event/weekend.
51. Bodywork lowers that restrict proper scrutiny of the motorcycle must be removed prior to any technical inspection. This is mandatory.
52. Any tech infractions found after the fact will result in a penalty.
53. Determination of any offences is at the discretion of the Meet Referee or other appropriate Race Official.

2.5 ON TRACK REGULATIONS

54. No rider may, at any time, ride in such a manner as to endanger life or limb of other riders, officials or the public.
55. Wheelies or stunting in the paddock is forbidden and will result in removal from race facility with no refund.
56. No one, except riders officially entered, may ride or practice on any racecourse on the day of the meet. Any person unofficially entering will be asked to leave the facility.
57. Unofficial trials on the day of the race meet are prohibited and if on an officially entered rider's motorcycle, the official rider will be asked to leave the facility without refund.
58. Under no circumstances is any person, at any time, permitted to ride a motorcycle in the wrong direction of the track unless under the express permission of the race director or the clerk of the course.
59. 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 red flag period.
60. A rider may make repairs during a race, without assistance, in a safe area off the racecourse.
61. 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, and must be approved by the Race Director or Executive Members (but only when approved by the Race Director).
62. 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.
63. The rider must re-enter the course under the directions of the Corner Marshals if they are present in the area where the run-off occurred.
64. 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.
65. 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.
66. Any racer who appears to be impeding another competitor attempting to pass by weaving, will be penalized or disqualified. This is a judgment call by the Referee and cannot be protested. Video evidence of the alleged incidents may be provided to the Referee as part of a rider protest.
67. Weaving is defined as anything more than:
 - a. a pull out – pass – pull back in; or
 - b. one change of line on a straight portion of the track.
68. 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, GRIDDING & STARTS

69. Pre-grid is located at the racecourse entrance.
70. 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.
71. Official starting line for each starting row is plainly marked on the racecourse surface.
72. It is the responsibility of each rider to know and report to their correct grid position.
73. Five (5) and two (2) minute warnings are indicated using a board or horn at pre-grid.
74. At the completion of the two minute warning or at the discretion of the Starter, the racecourse entrance gate is opened.
75. The gate closes once the lead riders on the warm up lap complete 50% of the racecourse or on instruction by the Starter.
76. The Starter holds a red flag at the start line to indicate final gridding.
77. As a final warning, the Starter leaves the track surface and moves to the Starter's position.
78. Shortly after the Starter has left the track surface, the starting light (a red light(s) 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 deactivated to signal the start of the race (See note in Section 3. Operational Flags).
79. Should a rider have a problem once on the start grid, the rider must waive their arm to get the attention of the Starter. If the problem cannot be resolved immediately, but the motorcycle does not need to be removed from the course, the rider is given time to remove the motorcycle from the grid and can then rejoin the race once the field has left the grid.
80. **All combined grids will** 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 deactivated separately for each wave.
81. Once the first group has started on a combined grid, 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.
82. **Riders gridded in the second wave of a combined start shall raise their right hand until the group ahead of them has started.**
83. Groups will typically have experts ahead of the intermediates.
84. In the event of a crash during the warmup laps prior to the actual start of the race event, the rider must report to the hot pits for technical inspection. If the motorcycle is deemed fit to continue the race, the racer will then start the race from the Turn 2 entrance gate once they are given a green flag from the Gate Marshal.

2.7 PROCEDURES FOR STOPS AND RESTARTS

85. When a race is stopped with two laps or less completed, a complete restart is required using original grid positions.
86. When a race is stopped with more than two laps, but less than 50% of the total laps completed, the field is re-gridded 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 in an effort to complete the total distance.
87. 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 the stopping of the race, then the first rider involved is gridded last on the restart, the next rider next to the last, etc., etc.



88. Any rider that requires an ambulance ride back to the pits after a red flag will not be allowed to restart the race. Refusal to ride back in the ambulance will result in the rider being suspended from racing for that day.
89. When a race is stopped in which 50% or more of the total laps have been completed, the race may be considered complete.
90. 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.
91. 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.
92. 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 re-gridding.

2.8 REFUELING DURING A RACE

93. 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

94. The race is officially ended for all participants at the completion of the lap in which the winner is given the checkered flag.
95. Should the checkered flag be displayed later than the official distance, the winner is the leader at the time the checkered flag is displayed.
96. 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.
97. All riders must complete the checkered flag lap and at least 50% of the leaders laps to be scored as finishers in the event.
98. After displaying the checkered flag, the scorer continues to score for 5 minutes or until all riders have crossed the finish line.


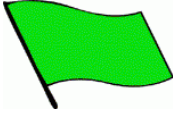

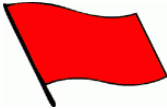


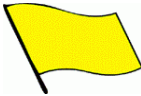


2.10 OFFICIAL RACE RESULTS

99. Official announcement of race results will be given after all scoring materials are examined and approved by the Head Scorer.
100. Provisional results are posted in the paddock area.
101. The posted results will become official unless discrepancies are reported. Protests must be made within 20 minutes after the posting of the provisional results.
102. Riders are notified of the results posting location at the Riders' Meeting.
103. An Official is appointed to stand by during the posting time limit.
104. All claims must be referred to the appointed Official in order to be considered.
105. 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.
106. 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.



3. OPERATIONAL FLAGS

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

<p>Canadian or Provincial</p>		<p>Start of Race – In lieu of the Canadian/Provincial flag, races will normally be started using the track signal lighting system (See Procedures for Pre-Grid, Gridding & Starts). In the event of a problem with the track signal lighting system, races will be started using the aforementioned flags. Should this occur, a Riders’ Meeting will be held to advise riders of the change in starting system to be used and the requirements thereof.</p>
<p>Green</p>		<p>Clear track conditions.</p>
<p>Checkered</p>		<p>End of race or practice sessions. Proceed around course to the designated track exit.</p>
<p>Red</p>		<p>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 they are about to happen upon the race incident which instigated the red flag.</p>
<p>Black</p>		<p>Indicates a problem with your motorcycle or disqualification. The flag will be pointed at the rider and/or number board displayed with flag indicating rider being signaled.</p> <p>If this happens to you: carefully reduce speed and stop at the first safe location off the racecourse. If you have a mechanical problem, 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.</p>
<p>Yellow/Red Stripes</p>		<p>Indicates debris, fluid or potentially hazardous situation on or near the track. Passing is allowed. Exercise caution.</p>
<p>Yellow</p>		<p>Stationary – Indicates a potentially hazardous situation on or near the track. Passing is allowed. Exercise caution.</p> <p>Waving – Indicates a serious hazard on or near the track. Proceed with caution. Passing is not allowed from the flag stations displaying waving yellow until the rider is beyond the incident.</p>
<p>Furled Blue & Green Crossed (Courtesy Flag)</p>		<p>Indicates half the total race distance.</p>
<p>Blue & White (Courtesy Flag)</p>		<p>Indicates 1 lap remaining in the race</p>



4. RIDER APPAREL

4.1 HELMET

107. All helmets must be within 5 years to the month of the manufacture date listed on the inside of the helmet.
108. All helmets must be certified by the manufacturer and have a sticker affixed stating it meets one of the following accepted standards:
 - a. North America: Snell M2010 or M2015;
 - b. Europe: ECE 22.05 P;
 - c. Great Britain: BS 6658 Type A;
 - d. Japan: JIS 8133:2007; or
 - e. **FIM: FRHPhe-01.**
109. All helmets must be undamaged, full coverage, or full facial units with immovable chin pieces.
110. A non-damaged visor must be fitted and secured in a down position on the helmet during any practice or race session.
111. Technical inspection may disqualify helmets damaged during a crash.
112. All helmets worn on track must have a Medical Data Carrier™ attached to the lower left side of the helmet.
113. No cameras or mounts are allowed to be attached on helmets.

4.2 RIDING SUIT, BACK PROTECTOR, GLOVES & BOOTS

114. Suits must be of leather.
115. 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 around their full circumference.
116. 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.
117. Gloves made of leather must be worn. Gloves using a combination of nylon and leather are acceptable, if the leather protects the fingers and palms.
118. Gloves must be gauntlet type, extending a minimum of 2" beyond the cuff of the racing suit.
119. Boots must be at least 8" in height.



5. EQUIPMENT STANDARDS & SPECIFICATIONS

5.1 EQUIPMENT STANDARDS – GENERAL

120. All motorcycles must comply with the Equipment Standards – General contained in this section.
121. All motorcycles must run race fairings (where commercially available).
122. Fairings must be securely mounted in at least 3 locations.
123. Turn signals, mirrors and headlight glass parts must be removed.
124. Taillight/brake light must be removed or disabled (lens may be taped).
125. Horn must be removed or disabled.
126. All motorcycles must be safety wired (See Appendix B).
127. Coolant must not contain ethylene glycol (standard anti-freeze). 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.
128. Route all vent, breather or overflow tubes coming from engine, transmission or radiator into either a heat-resistant catch can of at least 350 ml capacity or the air box, which must be sealed to prevent fluid leakage. The air box may remain unsealed provided the bike is fitted with a closed belly pan.
129. All motorcycles must have an oil retaining “sealed” lower fairing (where commercially available). Removable drainage plug is optional.
130. After-market, OEM-style bodywork and custom fairing mounts may be used.
131. 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 after-market reinforcement or race specific covers are not commercially available.
132. Remove all stands.
133. Either tape-up or use a terrycloth wristband to cover the front brake master cylinder to prevent brake fluid from leaking.
134. Apply a bead of silicone to all brake banjo bolts (to prevent loosening).
135. Tire valve caps must be of metal construction.
136. All motorcycles must meet course mandated noise level restrictions.
137. All motorcycles must be equipped with front brakes lever protection intended to protect the handlebar brake lever from being accidentally activated in the case of collision with another motorcycle.
138. After-market brakes are allowed provided they are mounted in a safe, secure manner.
139. All motorcycles must have rear guard to prevent trapping between lower drive chain and final drive sprocket at rear wheel (shark guard).
140. K&N oil filters are not permitted on track. OEM filters are highly recommended.
141. All motorcycles must carry a functioning transponder at all times while on track, including practice. Failure to do so will result in being pulled from the track, loss of grid position or disqualification at the discretion of Race Officials.
142. Displacement restrictions are the same for 4-stroke and 2-stroke motorcycles.



5.2 TECHNICAL SPECIFICATIONS – SPORTBIKE

143. 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.
144. Motard style bikes are also eligible for this class within their respective classes.
145. Tires – DOT or slicks.
146. Front Suspension – Fork internals may be modified. OEM fork tubes are not required and may be substituted.
147. 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.
148. The original frame must be retained. Unnecessary brackets may be removed.
149. Engine modifications are unlimited, except for the following:
 - a. Stock cases, barrels, cylinder heads and throttle bodies must be used, but may be altered;
 - b. Stock carb bodies or fuel injection systems must be used, but carb internals, velocity stacks and injection management systems may be altered or replaced;
 - c. After-market exhaust systems may be used, but must meet course mandated noise restrictions;
 - d. Clutch actuation may be modified to a racing kit type;
 - e. Dry clutches are only permitted if used on the stock motorcycle;
 - f. 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 replacement/mounts must be used. Ram air systems, including ducts and scoops, must be identical in spec to the OEM fitment; and
 - g. Engine capacity must fall within Sportbike classes. There are no horsepower limits for these classes.

5.3 SPORTBIKE CLASSES

Open Sportbike	<ul style="list-style-type: none"> • Open to all intermediate and expert racers • Motorcycles of unlimited displacement • Motorcycles must comply with <u>5.2 Technical Specifications – Sportbike</u>
600 Supersport	<ul style="list-style-type: none"> • Open to all intermediate and expert racers • 4-cylinder motorcycles up to 640cc • 3-cylinder motorcycles up to 680cc • Twin-cylinder motorcycles up to 750cc • Single-cylinder motorcycles of unlimited displacement • Ducati 848 • Motorcycles must comply with <u>5.2 Technical Specifications – Sportbike</u>
Lightweight Open	<ul style="list-style-type: none"> • Open to all intermediate and expert racers • Single-cylinder motorcycles up to 390cc • Twin-cylinder motorcycles up to 325cc • Motorcycles must comply with <u>5.2 Technical Specifications – Sportbike</u>



5.4 TECHNICAL SPECIFICATIONS - SUPERBIKE

- 150. Superbike classes are open to any motorcycle type.
- 151. Tires – DOT or slicks
- 152. Unlimited modifications

5.5 SUPERBIKE CLASSES

Open Superbike	<ul style="list-style-type: none"> • Open to all intermediate and expert racers • Motorcycles of unlimited displacement • Motorcycles must comply with 5.4 Technical Specifications - Superbike
600 Superbike	<ul style="list-style-type: none"> • Open to all intermediate and expert racers • 4-cylinder motorcycles up to 640cc • 3-cylinder motorcycles up to 680cc • 2-cylinder motorcycles up to 750cc • Single-cylinder motorcycles of unlimited displacement • Ducati 848 • Motorcycles must comply with 5.4 Technical Specifications - Superbike
Lightweight Superbike	<ul style="list-style-type: none"> • Open to all intermediate and expert racers • 3 or more cylinder motorcycles up to 420cc • 2-cylinder motorcycles up to 680cc • Single-cylinder motorcycles of unlimited displacement • Yamaha FZ-07/MT-07 • Motorcycles must comply with 5.4 Technical Specifications - Superbike
Formula 112	<ul style="list-style-type: none"> • Open to all intermediate and expert racers • No external timing devices (lap timers, pit boards, etc.) • Any rider recording a lap time shorter than 112% of the cut-off time, as recorded by the EMRA timing system, will be disqualified, including the Formula 112 race and any other race prior. • Any rider disqualified will not be able to re-enter the class for the rest of the season. • The cut-off time is 1:27.9 based on the current lap record of 1:18.5 • The cut-off time is set at the start of the year and will not change until the race season is over, at which time it will be reviewed for the following year. • Motorcycles must comply with 5.4 Technical Specifications - Superbike
Sportsman	<ul style="list-style-type: none"> • Open to all intermediate and expert racers • Chasis (frame) and engine cases must be 10 years old or more • Motorcycles must comply with 5.4 Technical Specifications - Superbike
Senior Open	<ul style="list-style-type: none"> • Open to all intermediate and expert racers • Rider must be 35 years of age or older on race day • Motorcycles must comply with 5.4 Technical Specifications - Superbike
Formula Thunder	<ul style="list-style-type: none"> • Open to all intermediate and expert racers • Open to all motorcycles with no more than 3-cylinders • Motorcycles with V4 engine configurations are permitted • Unlimited engine displacement • Motorcycles must comply with 5.4 Technical Specifications - Superbike



Middleweight Twins	<ul style="list-style-type: none"> • Open to intermediate and expert racers • 2-cylinder motorcycles up to 750cc • Single-cylinder motorcycles of unlimited displacement • Motorcycles must comply with <u>5.4 Technical Specifications - Superbike</u>
Novice Open	<ul style="list-style-type: none"> • Open to novice racers • Motorcycles of unlimited displacement or any type • Motorcycles must comply with <u>5.2 Technical Specifications - Sportbike</u> or <u>5.4 Technical Specifications - Superbike</u>
Women's Open	<ul style="list-style-type: none"> • Open to all intermediate and expert racers • Open to all women 16 years of age or older • Motorcycles must comply with <u>5.4 Technical Specifications - Superbike</u>
Dash for Cash	<ul style="list-style-type: none"> • Open to all intermediate and expert racers • Entrants will be restricted to registered riders with qualifying time faster than the current Formula 112 cut-off • Gridding will be determined by lap times (as recorded by the EMRA timing system). The fastest lap will be gridded first and so on. • If there is no practice day, gridding will be by points collected in Dash for Cash throughout the year. • There is a cash payout to the top 5 finishers based on a percentage of the 'Dash for Cash' entrance money collected from the first 12 riders entered in the race (please see Payout Schema below). • Any remaining entrance money collected after the 12th entrant will go to the year-end Championship payout. • The year-end Championship payout is based on points collected in the 'Dash for Cash' throughout the year. (See below Payout Schema) • Motorcycles must comply with <u>5.4 Technical Specifications - Superbike</u>

Dash for Cash Payout Schema					
	1st Place	2nd Place	3rd Place	4th Place	5th Place
Race Round Payout: \$ from first 12 entrants (Paid out by Round)	30%	25%	20%	15%	10%
Championship Payout: \$ from 13+ entrants (Paid out at end of season based on points)	30%	25%	20%	15%	10%



6. OFFENSES, PENALTIES, PROTESTS AND APPEALS

This section outlines actions that are considered detrimental to the sport of motorcycle racing and may result in a range of disciplinary actions. This information is provided as guidance to competitors, but does not restrict the EMRA from imposing penalties for other actions detrimental to the sport, that is not specifically mentioned herein. Unless otherwise specifically provided for in these rules, the EMRA may impose penalties to any rider, mechanic or crew.

6.1 PENALTIES & GENERAL INFORMATION

153. Penalties may include, but are not limited to, the following:
- a. Monetary fines;
 - b. Loss of events points;
 - c. Loss of points for all of the season up to the time of the infraction;
 - d. Suspension of participation in EMRA sanctioned events and activities;
 - e. Permanent loss of participation in EMRA sanctioned events and activities; and
 - f. Removal from premises.
154. In serious cases, a report of infractions will be provided to the Race License issuing organization.
155. Any discussions 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.
156. A Rider Representative will act as an intermediary between the rider and the Referee if required.

6.2 CONDUCT OFFENCES

157. Any attack on an EMRA official, volunteer and/or rider, whether verbal, physical and/or engaging in a fight will be deemed a conduct offence. This includes any person who attacks or is involved in a fight anywhere on the premises prior to, during or after an EMRA event.

6.3 RACE OFFENCES

158. Determination of Race Offences are at the discretion of the Meet Referee or other appropriate Race Official. The offences include, but are not limited to, the following:
- a. Tech infractions found after the fact – penalty is at the discretion of Referee or Race Official;
 - b. Motorcycles not carrying a functioning transponder at all times on track, including practice - will result in being pulled from the track, loss of grid position or disqualification;
 - c. Cutting the Bus Stop (continuing straight through on the race track) - will result in a **3 second** penalty, unless the offending rider relinquishes a position if a position is gained;
 - d. Jumping the start - **will result in a 5 second penalty**. Once gridded, any forward motion prior to the flag dropping or the red light going off 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 reported to Scoring & Timing.
 - e. Passing under a waving yellow – the passing rider must recede back to previous position or be disqualified from that event. The no passing for position zone is defined as the location of the waving yellow flag until the incident in question.
 - f. Race ending incident – in the case of no re-start, any rider(s) deemed responsible by the Referee or Race Official may be placed at the end of their respective laps using the method described previously for re-gridding;



- g. Failure to respond to a Black Flag or Red Flag - penalty is at the discretion of Referee or Race Official; and
- h. Failure to respond to signals from EMRA Officials - penalty is at the discretion of Referee or Race Official.

6.4 PROTEST PROCEDURES

- 159. Only riders may file protests.
- 160. A \$25 cash fee is required to file a protest. The protest must be in the form of a brief written explanation of the details of the protest which then must be signed and presented by the rider to the Referee. Standard protest forms are available from the EMRA Technical Director or Referee.
- 161. 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.
- 162. The protest must be filed with the Referee within 20 minutes of the posting of the official results for that race.
- 163. After a competitor is informed that their conduct or motorcycle is under protest, they must present themselves to the Referee immediately. Failure to do so will result in disqualification.
- 164. All matters pertaining to a protest are checked by the EMRA Executive (headed by the Referee) and their decision is final.
- 165. Any competitors unwilling to allow their motorcycle to be inspected will forfeit all points, awards, etc. due to them over the weekend in question.
- 166. If a protest is upheld, the Referee refunds the protest fee to the protesting party.

6.5 PROTEST APPEALS

- 167. Only riders may file an appeal.
- 168. A \$25 cash fee is required to appeal a protest if any rider is unsatisfied with a protest judgment.
- 169. 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.
- 170. If the protest judgment is given after trophy presentations, the rider wishing to file an appeal must notify the EMRA Executive within 24 hours of the protest judgment being given that an intent to file an appeal exists.
- 171. The appeal must be in the form of a brief written explanation of the details of the appeal, signed by the rider, and then provided to the Registrar, along with the fee, within 1 week of verbal intent notification.
- 172. The EMRA Executive will meet to review the appeal.
- 173. The decision of the EMRA Executive after review of the appeal is final.



7. SCORING & CHAMPIONSHIPS

7.1 POINTS

174. The EMRA awards points in all EMRA competition categories toward season Championships to eligible race finishers.

175. The point system is as follows:

Position	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Points	25	20	16	13	11	10	9	8	7	6	5	4	3	2	1

176. Full points are awarded to any class with a minimum of 5 riders competing. If less than 5 riders compete in the class, half points are awarded.

177. In the 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 third place finishes or however low must be reviewed until the championship has been decided.

178. If the method above 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.

179. The system described above is used to break all ties in all EMRA championships.

7.2 CHAMPIONS & CHAMPIONSHIPS

180. Expert Superbike Champion – This rider becomes the #1 Plate Holder the following year. This Champion may use a black #1 number plate for all EMRA events until the season ends and a new champion is declared.

181. Overall Club Champion (Blue Plate Champion) - The racer who accumulates the highest point total combined from all classes in one season. The rider may use more than one motorcycle to enter different classes. Riders using only one motorcycle for all events must finish four races per race day in order for those points to count towards the Blue Plate Championship. This Champion may use a white #1 on a blue background number plate for all EMRA events until the season ends and a new champion is declared.

182. Team Championship – This championship consists of 4 riders per team (**all members must be composed of entirely intermediate riders or expert riders**) and the team with the highest combined point total will be awarded a custom team trophy at the yearend banquet. Points are awarded to the rider, not the bike. A single rider may not be a part of any additional teams; however, riding two bikes in different classes can earn additional points for that one rider. There are no limitations on bikes or race entries. To enter, you must register with one of the EMRA Executive prior to Round 1 and pay an \$80 (per team) entry fee.

183. Small Grids – For all classes, there must be a minimum of 3 riders entered in more than 50% of the rounds to award a championship.



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 the 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 to be displayed or to remove a rider from a race by ordering a black flag to be 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 responsibility 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 the competitors and may fine, penalize or disqualify any rider who violates any of the rules of the EMRA.
Starter	Reports to the Clerk of the Course and is responsible for starting/finishing races and for displaying appropriate flags.
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 Marshal	Reports to the Clerk of the Course and is responsible for organizing pre-grid procedures and for ensuring that all riders are gridded 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 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 result sheets for each event during the meet.
Riders/Racer Representative	Reports to the Race Director or 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/Racer Representative before approaching any other Official for ruling. If one or both of the Riders/Racer Representatives are in the race or are filing a protest, the competing Riders/Racer Representative must first approach the Referee.



APPENDIX A – DEFINITIONS

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

- **Aftermarket:** Produced by a manufacturer or fabricator other than the original 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 Pit(s)
- **Suspension:** (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)

Lockwire 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. The following items must be firmly attached in a positive manner with lockwire (safety wire). The lock wire must be new, not reused and of stainless steel (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 lockwire in the direction of tightening;
- I. Drain bolts on forks must be wired or taped; and
- J. Master link clip on discontinuous drive chains.

INSTALLATION OF LOCKWIRE

This lockwire outline section is a courtesy of American Association of Motorcycle Road Racers (AAMRR). There are many other various examples of lockwiring that can be found on the EMRA website (emra.ca) in the Tech Tips section.

1. The common method of installing lockwire shall consist of two strands of wire twisted together (double twist).
2. One twist is two wires turned through 180 degrees or a half a complete turn.
3. The single strand method of lockwiring may be used for some applications such as in a closely spaced, closed geometrical pattern (triangle, square, rectangle, etc.) or parts in electrical systems.
4. For general-purpose lockwire, use the preferred size of 0.032". 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.
5. The maximum span of lockwire between tension points shall be 6".
6. Where multiple groups are lockwired by either the double twist or single strand method, the maximum number in a series shall be determined by the number of units that can be lockwired by a 24" length of wire.
7. Caution must be exercised during the twisting operation to keep the wire tight without overstressing. Abrasions caused by commercially available wire twisting pliers shall be acceptable, but nicks, kinks and other damage to the lockwire are not.
8. Lockwire shall not be installed in such a manner as to cause the lockwire to be subjected to chafing, fatigue through vibration or additional tension other than the tension imposed on the lockwire to prevent loosening. In the event that no lockwire hole is provided, the lockwire should be to a convenient neighbouring part in a manner so as not to interfere with the function of the parts.
9. Hose and electrical coupling nuts shall be lockwired in the same manner as tube coupling nuts.



10. Check the units to be lockwired to make sure they that have been correctly torqued. 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.
11. In adjacent units, it is desirable that the holes be in approximately the same relationship to each other, thus the lockwire will have a tendency to pull the unit clockwise (for right-handed threads). This should be reversed for left-handed threads.
12. Where lockwire is used to secure a castellated nut on a threaded item, selection of locking hole diameter for the item shall be based on cotter pin requirements.

