



Manitoba Roadracing Association Rulebook

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Disclaimer

The rules and 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. On any race day, the senior sanctioned race official is 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 sanctioning race officials. Their decision is final.

Foreword

The Manitoba Roadracing Association (MRA) policies, rules and class structures have been created to promote a fair and equal level of competition as an overall goal. The rules contained here are available to any individual for free on the MRA website at **www.mrasuperbike.ca**. Compliance with these rules is the responsibility of each racer.

Enforcement of these rules is the responsibility of MRA designated Race Officials. The MRA is an independent club and makes decisions based on fairness for all, and the well-being of the sport of motorcycle road racing in central Canada. Motorcycle racing is inherently 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 any injury or death. A properly completed CMA (Canadian Motorcyclist Assoc) waiver is required when application for competition license is made as well as for each MRA event.

These MRA rules are written to ensure that all riders have the opportunity to compete on equal terms and as safely as possible in motorcycle road racing. 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 MRA or other sanctioned officials. This rulebook is not intended for use as a tool to gain an advantage over another competitor, but is written to serve as a guide for fair and equal competition. Any comments or suggestions regarding MRA rules should be submitted in writing to the MRA. All suggestions are reviewed for consideration by the officials and technical advisors of the rulebook committee for possible inclusion in the next rulebook.

These rules are subject to change during the year. Rule changes will be posted on the MRA website **www.mrasuperbike.ca** as they are approved for implementation. In addition, rule changes will be available at Registration at the track. Rule changes may also be announced at the mandatory riders meeting held each day at the track.

1. Registration

1.1 How to Register

1.1.1 To register for an event hosted by the MRA (Trackdays or Racing) please go to the website <https://www.motorsportreg.com/>. Online registration can be completed until Friday at 6 p.m. before any round.

If you are unable to register online, then you may register at the track. Cash, credit, or debit is accepted.

Registration at the track is open from 7:30 – 8:30 a.m. on Saturday and Sunday of each round.

1.2 Costs

1.1.2 Pricing for racing and track days are available on mrasuperbike.ca.

1.3 Refunds

1.1.3 Refunds are subject to condition and handled by motorsportsreg.com.

2. Rider Requirements and Classification

2.1 Rider Requirements

2.1.1 All competitors must have a current, valid, roadracing competition license from the Canadian Motorcycle Association (CMA) or other qualifying roadracing organization. Only individuals who hold a CMA license (or equivalent) may purchase an MRA membership.

2.1.2 All **MRA Memberships** must be secured annually by racers. Memberships expire December 31st of every year.

2.1.3 To race with the MRA you must be 14 years of age or older. 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 does not provide this consent document and cannot provide proof of age (i.e., Birth certificate, driver's license or passport), the said rider will not be allowed to compete in MRA events. Riders under the age of 16 will be restricted to riding bikes that fall into the Ultra Light category. These bikes include but are not limited to Ninja (250, 300, 400) CBR (125, 250, 300) YZF-R3, RC390, etc. Riders under 16 will be allowed to compete only at the discretion of the executive board.

2.1.4 It is the rider's responsibility to inform the MRA of *any physical or medical condition or injury* that might prevent the safe control of a motorcycle under race conditions, or that could be worsened by virtue of competition in a MRA event. Any such rider should be prepared to submit a doctor's note stating that they are fit to compete.

2.1.5 It is the rider's responsibility to inform the MRA that they have basic medical coverage in effect during any MRA event. The MRA recommends additional medical coverage to ensure that any other medical services do not cause the rider financial hardship.

2.1.6 Sportsmanship and fair play serves as the guiding concept in MRA events at all times. The CMA referee (and race director when necessary) has complete control of all areas covered by these guidelines.

2.1.7 A rider who crashes at any time during a race or practice must report to the ambulance crew for a medical check-up. The rider must then report to the CMA referee and have their motorcycle re-teched before entering their next event. The crashed rider may first finish the race in which they are participating, providing they can do so safely. **NOTE:** A maximum of three incidents is allowed before mandatory retirement for the day and can be enforced by any race official.

2.1.8 At all times, the event medical staff has the ability to deem any rider *'unfit to compete'* based on their evaluation of the rider's medical or physical condition. *The decisions of medical staff are final.*

2.2 Rider Classification

2.2.1 Racers are classified according to their ability and are assigned "Novice" or "Expert" status. Track day riders are classified similarly and are assigned "Novice" or "Advanced."

2.2.2 Novice classification refers to riders who are ready to compete in races with the MRA and at the Novice level at other race organizations.

2.2.3 Competitors are promoted to Expert status after demonstrating superior ability at the Novice level. Promotion from Novice to Expert classification is determined by evaluating the rider versus their peers on similar equipment to determine if they are worthy of promotion to Expert status.

2.2.4 Competitors are evaluated for classification advancement at the end of the season. Under special circumstances, competitors may request to be advanced mid-season. Competitors who are given a mandatory advancement are informed via e-mail followed by a confirmation letter from the CMA. Any competitor slated for mandatory advancement may appeal their case in writing to the MRA. Any competitor may apply for classification Novice advancement by presenting their case to the MRA for review. A competitor who has been granted Novice status on appeal, but demonstrates superior ability mid-season, may be promoted mid-season. All decisions made by the MRA regarding the promotion or status of a racer are final.

2.2.5 Any competitor who has not raced in two to five years may be subject to a rider evaluation.

2.3 Number Requirements

2.3.1 Every year, racers must apply for CMA competition numbers (the number that appears on their number plates) for the upcoming season. CMA competition numbers are secured each year by purchasing a CMA competition license. Previous MRA racers who pay their CMA competition license fee on or before November 30th may retain their previous year's number.

2.3.2 Competition numbers used the previous season that come available after November 30th are assigned based on the payment date of the annual CMA competition license. Unassigned competition numbers will be allocated also on the date of payment of the annual CMA competition license. A current list of competition numbers will be kept on the MRA website (www.mrasuperbike.ca) in the forum section.

2.3.3 Priority is given with the aim of keeping all MRA competition numbers as low as possible (one or two digits) to keep scoring and bookkeeping simple.

2.3.4 As a courtesy, the MRA may, at its sole discretion, allow competitors to use a motorcycle with different race numbers than their own. It is up to that competitor to inform the pre-grid marshal at least 15 minutes prior to the event that they have changed numbers. Racers must continue using the AMB TX260 transponder they registered with technical inspection. Failure to follow the above guidelines may result in the competitor's grid position, points and standing being assessed incorrectly.

2.3.5 Each year, the MRA has an overall Expert Club Champion, who becomes the MRA number one (1) plate holder for the following year.

2.3.6 This rider can then, at their choice, use a BLACK No. 1 in all MRA sanctioned events during the following season. At the conclusion of his or her reign, the rider may use the competition number previously held and retain it for the following season as long as they have paid for their license before November 30th.

3. Race Rules and Procedures

3.1 General

3.1.1 Every club member, promoter, rider and all other persons participating in or connected in any way with an MRA event is bound by these Rules of Competition.

3.1.2 Any supplementary regulations established by the MRA for the purpose of implementing, interpreting, and enforcing these competition rules is deemed to be part of the rules. Supplementary regulations may be disseminated via the MRA website at

www.mrasuperbike.ca, as a supplement to the race handout given on the race weekend, or as an announcement at the mandatory rider's meeting held each day of each race weekend.

3.2 Pit/Paddock Regulations

3.2.1 All motorcycles must remain in the pit or paddock area except when being ridden on track in the riders designated session or tested in designated areas.

3.2.2 Riding of competition motorcycles at any speed above the paddock limit, other than on the racetrack or designated test area, is prohibited.

3.2.3 When a rider or mechanic is riding or testing any motorcycle in a designated test area, that person must dress appropriately and wear an approved helmet.

3.2.4 Operation of any vehicle in the paddock must be at a very slow, safe speed. Pit bikes, scooters, bicycles, etc. are strictly for getting from place to place around the paddock and racing facility. They are NOT to be used to "goof" around on, have pit bike races around the paddock, or occupy your children while you're out on the track. Children riding any motorized vehicle must be wearing an approved helmet and other appropriate protective gear. Inappropriate use of ANY vehicle in the paddock by any racer, their crew or guests may result in sanctions or ejection from the facility.

3.2.5 PETS AND KIDS - Whether your pets are your kids or your kids are your pets, our events are NOT A PLAYGROUND FOR THEM. There is much activity and the environment can be hazardous for them. Both children and pets must be kept under your direct supervision at all times. Pets must be kept on a leash and their droppings must be picked up and properly disposed of.

3.2.6 Smoking is not allowed in the pits, pre-grid, signal areas or other restricted areas.

3.2.7 Refueling is not allowed outside the pit area other than during endurance events or as specified by the race officials as outlined at the rider's meeting.

3.2.8 Class ABC fire extinguishers are required to be visible in each racer's pit area and are required to be present during refueling.

3.2.9 INFIELD RULES - Watching other riders negotiate the track is a great way to learn about riding. If you are interested in going out and watching some action in the corners during your off sessions, please make sure you stay in the designated viewing areas in turn 4 and 5. Driving or standing in any areas may put you and the riders in grave danger.

3.2.10 WALLS AND FENCES – There is to be absolutely no climbing, sitting or standing on pit walls or fences.

3.2.11 DON'T LITTER!! You are an ambassador of your sport and we are guests at these track

facilities. Before you leave, please check around your pit area and dispose of any trash properly.

3.3 Competitor and Crew Behavior

3.3.1 All parties involved in MRA road racing 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 behavioral problems by crew members, relatives, friends, or pets at a MRA event could result in expulsion from the event or penalties being assessed to the responsible rider. These penalties are not subject to appeal.

3.4 Drugs and Alcohol

3.4.1 As far as illicit or illegal drugs go, DON'T EVEN THINK ABOUT IT!!! You need to be 100% focused. As far as alcohol is concerned, there is a time and a place at the end of the day when the track is closed. If you do choose to drink after the track is closed, please drink responsibly.

3.5 Sign-in

3.5.1 It is the responsibility of each rider to ensure that he/she has filled in all necessary registration forms and paid all applicable fees in order to enter the race track for practice or racing in each of the classes that they wish to compete in during the meet. Sign in will be open each day at 7:30 a.m. and close at 8:30 a.m.

3.6 Rider's Meeting

3.6.1 All riders entered in the meet MUST ATTEND the daily rider's meeting. MRA officials may check attendance with a roll call. Any rider who misses the rider's meeting must report to the designated race official before being allowed on the track for practice or racing. Failure to attend the rider's meeting will result in being gridded at the back. Excess noise at the rider's meeting is a safety concern, as all competitors must be able to hear the race officials properly for safety updates, race procedures and so forth. For this reason, it is a strict requirement that any noisy equipment, including running motorcycles, vehicles and generators must be turned off during the rider's meeting. Failure to do so will result in a fine and possibly other sanctions against the rider at the discretion of MRA officials.

3.7 Technical Inspections

3.7.1 Technical inspections of motorcycles, AMB transmitters, helmets and riding apparel are required prior to allowing riders on the track for practice or racing.

3.7.2 All riders MUST sign in at registration BEFORE going to technical inspection.

3.7.3 Only motorcycles that have passed technical inspection are allowed on the race track.

3.7.4 Race officials may at any time recall a motorcycle, equipment or riding apparel for

further inspection.

3.7.5 All riders, motorcycles, equipment and riding apparel involved in a crash must again pass technical inspection before they are allowed on the race track.

3.7.6 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.

3.7.7 Bodywork lowers must be removed during technical inspection.

3.8 On-track Regulations

3.8.1 No rider may, at any time, ride in such a manner as to cause injury or endanger life or limb of other riders, officials or the public. Dangerous and/or erratic riding and/or multiple crashes may result in suspension of practice or racing by the race officials. Further sanctions including suspension may be taken by the MRA against riders who ride in a dangerous or erratic manner. Stunt wheelies and stoppies are prohibited at all times and may also result in suspension or other sanctions against the rider.

3.8.2 No one except riders officially entered may ride or practice on the racecourse on any day of the event.

Unofficial trials on the day of the race meet are prohibited.

3.8.3 Under no circumstance is any person at any time permitted to ride a machine in the wrong direction of the track unless under the express permission of appropriate race officials.

3.8.4 During a race, a motorcycle may be worked on in the hot chute area only by the rider and/or crew. On certain occasions, during a red flag incident, the riders will be directed to the pit area where they may refuel, repair or work on the motorcycle. It is the rider's obligation to meet the required re-entry time as indicated by the blowing of horns. If the rider and machine are unable to make the re-start, the rider will be considered DNF for the race.

3.8.5 A rider may make repairs during a race, without assistance, in a safe area off the racecourse.

3.8.6 Any form of outside assistance on the course is forbidden, except by officials placed by the referee for the purpose of safety.

3.8.7 Radio communication with riders is only allowed during practices.

3.8.8 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 corner marshals if they are present in

the area where the run-off occurred. It is the duty of the race official(s) or his designee to make a determination as to whether a rider gained any advantage by leaving the racecourse and reentering.

3.8.9 Any rider entering the pit area during a race is considered retired from the race unless under specific instruction from a race official such as a long delay red flag procedure.

3.8.10 There is no refueling during any sprint races except in the paddock area if and when directed during a red flag incident.

3.9 Procedures for Gridding and Starting

3.9.1 For the first race weekend of each season, the starting grids will be created by drawing numbers from a hat. Grids in following weekends will be determined by championship point standings. Late registrants will be placed at the back of the grid.

3.9.2 Grid sheets are posted in the paddock 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 within 20 minutes of the final grid sheets being posted, usually at 10:00 a.m. on race day.

3.9.3 The official start/finish line and other grid positions for starting positions are plainly marked on the racecourse surface.

3.9.4 It is the responsibility of each rider to know and to report to their correct grid position. Riders found in the wrong grid position may be penalized, especially if the grid position is in advance of their originally assigned grid position.

3.9.5 A first, five minute warning is indicated using a board and/or horn. Every effort is made to signal the warning five minutes before the race for the competitors to enter the track for their warm-up laps. However, the five minute warning is often given before the end of a race and crashes or other on-track incidents may delay access to the racetrack.

3.9.6 A three minute warning is indicated using a board or horn when the race officials feel confident that the gridding will start in three minutes.

3.9.7 The CMA referee controls entry to the racetrack from the hot chute and pit area and waves racers onto the track for their warm-up laps as directed by the starter. The CMA referee will allow racers to enter the track for the warm-up laps up until the point the first racer on the track has passed corner five. The CMA referee will then hold the remaining riders off of the track until the conclusion of the warm-up lap. Riders who miss gridding altogether can start 30 seconds from the drop of the starter's flag, from the hot chute, under the direction of the CMA referee.

3.9.8 The CMA referee may designate an official as their assistant, who can deal with any

issues at track level, especially in races with large grids. The starter holds a red flag at the start/finish line to indicate final gridding. As a final warning, the starter leaves the track surface and moves to the starter's position.

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3.9.10 Riders who are not properly staged at the start flag may be assessed a penalty. That penalty may be a stop and go penalty in the hot chute or a loss of position(s) at the conclusion of the race. A rider is assessed a jump start penalty if the front wheel crosses the designated grid line prior to the start flag being dropped.

3.9.11 Starts may be divided and started in separate groups or "waves". Time interval between waves is determined by the starter or CMA referee. The start flag is displayed separately for each wave. Once the first wave has been started, the starter will raise the start flag again and signal the second groups' start. 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.

3.10 Procedures for Stops and Restarts

3.10.1 When a race is stopped with fewer than two laps completed, all riders may restart. The race re-starts with the original starting grid order and runs for its full number of laps (time permitting).

3.10.2 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.

3.10.3 When a race is stopped in which more than 50% but less than 80% of the total laps have been completed, the race may be considered complete or incomplete by race officials. If the race is considered incomplete, it will be restarted.

3.10.4 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.

3.10.5 Restart grids and/or finishing order will be determined as follows: Non-lapped riders are credited for their completed laps according to the order they crossed the finish line in the last fully-completed lap that precedes the red-flagged lap. For example, in a 10 lap race, if the red flag is raised when the race leader has completed six laps and is on his seventh lap but not all of the other non-lapped riders have completed their sixth lap, placings will be those held at the end of the fifth lap. If the red flag is displayed when the race leader and all non-lapped riders have completed six laps and are on their seventh lap, the re-grid placings will be those held at the end of the sixth lap.

3.10.6 Race stoppage after the checkered flag has been waved the following procedure will apply:

- 1) All riders who have passed the checkered flag before the race is interrupted maintain their placings as they pass the checkered flag.
- 2) Riders who have not passed the checkered flag when the race is suspended are assigned the positions they held at the end of the previous lap of the race.

3.10.7 In the case of no re-start, any rider(s) deemed responsible by the race official(s) for the race-ending incident may be placed in the results at the end of their respective laps, using the method described previously for re-gridding.

3.11 Race Finishes

3.11.1 A race is officially ended for all contestants when the final unlapped rider completes the lap on which the winner was shown the checkered flag unless a red flag is shown.

3.11.2 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.

3.12 Official Race Results and Claim Times

3.12.1 No official announcement of race results is given until all scoring materials are examined and approved by the head scorer.

3.12.2 Provisional results are then posted in the paddock area next to the registration area. The posted results will become official unless discrepancies are reported or protests are made by the riders who competed in the event(s) to the appointed official within one hour after the final race's preliminary results are posted.

3.12.3 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. If the appointed official leaves before the hour is up, then a protest may be made by email within 24 hours to manitobaroadracingassociation@gmail.com. If a race day protest claim is made in the prescribed manner, a review of the protest shall be made by the head scorer and the referee. All results of protests will be posted on the MRA Message Board. Competitors will have 48 hours to notify the MRA by email if they wish to further protest a race result. In the result of a further protest, a meeting of the MRA Executive Board will be called to review the situation and make a final decision.

4. Official Flags

4.0.1 It is each rider's responsibility to understand, be aware of and obey any of the following flags.

4.1 Operational Flags

4.1.1 Canadian Flag indicates the start of a race.

4.1.2 Checkered Flag indicates the end of a race or practice session. Proceed around course to the designated track exit.

4.1.3 Red Flag indicates the session, race, or practice has been ended. Reduce speed, proceed safely to the hot chute and wait for further instructions from the referee.

4.1.4 Black Flag indicates a problem with your motorcycle or a disqualification. The flag will be pointed at the rider and/or the number board will be displayed with flag indicating rider being signaled. If this happens to you, carefully reduce speed and move off the racing line. If you have a mechanical problem, stop at the first safe location off the racecourse and, once the race has ended, proceed safely to the pit lane and report to the referee. Riders are NOT PERMITTED to return to the racecourse unless cleared by the referee.

4.2 Warning Flags

4.2.1 Yellow Flag with Red Stripes indicates debris, fluid or a potentially hazardous situation on or near the track. Passing is allowed. Exercise caution.

4.2.2 Yellow Flag indicates serious hazards on or near the track. Proceed with caution. No passing is allowed from the flag stations displaying the yellow flag until the rider is beyond the incident.

4.2.3 Waving Yellow Penalties - every effort should be made by the riders not to pass while a waving yellow condition exists. However, occasionally in racing situations a pass will occur in waving yellow conditions. If the rider made a safe pass and immediately gave up the position after the incident, then no penalty will be assessed. If the rider made a safe pass and did not give up the position, then a five place penalty will be assessed. If the rider made an unsafe pass, they will be disqualified.

4.3 Courtesy Flags

4.3.1 Furled Blue and Green Crossed indicates 1/2 total race distance.

4.3.2 White Flag indicates 1 lap remaining in the race.

5. Rider Apparel

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

5.1 Helmets

5.1.1 Helmets must be certified by the manufacturer and have a sticker affixed stating it meets or exceeds one of the following standards:

1. North America Snell 2015
2. Japan JIS T 8133 : 2007
3. Europe ECE 22-05
4. Great Britain BS 6658 Grade A

5.1.2 All riders are encouraged to have helmets replaced within five years of purchase period as recommended by the helmet manufacturers.

5.1.3 All helmets must be undamaged. Technical inspection may disqualify helmets damaged during a crash.

5.1.4 All helmets must be full face helmets. Hinged helmets are prohibited.

5.1.5 Visors must be closed on the helmet during any practice or race session.

5.2 Riding Suits, Boots and Gloves

5.2.1 Suits must be made of leather.

5.2.2 All racers must wear one-piece leathers. For all non-racers wearing two piece leathers, the jacket and pants must be securely fastened together with a heavy-duty zipper that completely goes around the whole jacket and pants. The technical inspector(s) must approve any exceptions.

5.2.3 Titanium toe and knee sliders are prohibited.

5.2.4 Rider must wear a CE approved back protector under the riding suit.

5.2.5 Gauntlet style motorcycle gloves made of leather must be worn. Gloves using a combination of nylon and leather are acceptable if leather protects the fingers and palms.

5.2.6 Boots must come up at least eight inches in height. Proper motorcycle race boots are recommended.

5.2.7 A mouth guard is required for all racers, and highly recommended for all other riders.

5.2.8 It is suggested that a copy of your current medical and emergency contact information be carried in the pocket of your leathers whenever you are on the track. The information recorded may be critical to rescue personnel and could save your life.

5.2.9 Any rider who is anticipated be riding at a slower than normal pace will be required to

wear a high visibility vest over their race suit.

5.2.10 Rain apparel worn over leathers must withstand racing speeds. Riders with rain suits failing to meet this standard may be black-flagged.

6. Competition Categories and Equipment Standards

6.1 Competition Categories

6.1.1 Open Superbike

6.1.2 Middleweight 600

6.1.3 Canadian Thunder

6.2 General Equipment Standards for All Motorcycles

6.2.1 Before any motorcycle will be allowed on the racecourse, it must meet certain minimum safety requirements and be inspected and approved by technical inspection. The primary emphasis of this inspection is track worthiness. The burden of proving the legality of a motorcycle rests with the entrant and it is the responsibility of the rider and/or crew to bring to the attention of the technical inspection any area that may be in question.

6.3 Numbers

6.3.1 All expert competitors must use black numbers and white backgrounds. All Novice competitors must use red numbers with white backgrounds or black numbers with yellow backgrounds. Numbers should be six to eight inches high. Lettering must be done in a professional manner. Only painted or legible stick-on numbers are permitted. Only numbers and the tech inspection sticker may appear on the number plate.

6.3.2 All motorcycles must have one number plate mounted on the front of the motorcycle with an additional plate on each side of the lower fairing or tail section. Alternatively, one large number may be placed on the tail section with the number orientated to be viewed from the rear of the motorcycle. Plates should be mounted as flat as possible. The front number plate is recommended to be at the center of the front fairing or the rider's left of any air intake.

6.3.3 The rider must not block the numbers when upright on the motorcycle.

6.3.4 Motorcycles with illegible numbers will be black-flagged. Riders must correct plates and/or numbers before re-entering the track. Riders may not receive points for races they compete with using illegible numbers.

No advertising or sign writing may appear on the number plates.

6.4 Safety

6.4.1 Where the rules permit or require components of equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabrications so that the motorcycle will perform safely.

6.4.2 Any component of a motorcycle, that the chief technical inspector deems necessary for safe operation must be securely mounted, in proper working order and structurally sound.

6.4.3 Safety wire used must be stainless steel and a minimum of 0.025 inches in diameter or approved safety clips may be used to secure bolts.

6.5 Engine

6.5.1 All fill and drain plugs for oil and water must be safety wired including radiator caps

6.5.2 Oil filters must be OEM.

6.5.3 Gallery plugs (bolts with internal heads) must be bead siliconed around the edge.

6.5.4 For cartridge type oil filter housings, safety-wire the bolt or bolts securing it to the motor. For spin-on oil filters, attach a hose clamp around filter and safety wire the clamp to the motor so the filter will not come loose.

6.5.5 All pre-2001 Suzuki GSX-R's must have engine case guards installed around the right and left sides of the engine, extending beyond the frame and are subject to the technical inspector's approval. Case guards on the left side of 1995-97 Kawasaki ZX 6R's are suggested but not required. Yamaha FZR 400, FZR 600 and YZF 600 machines must have an engine case guard on the right side of the engine.

6.5.6 Heavy-duty aluminum replacement covers may be used in lieu of case guards. Stock case covers with extra metal welded on to make them thicker may also be used. Competitors must ensure that the engine case side covers on their machines are as sturdy as possible and use case guards where available. Case guards may be in the form of strengthened side covers. Aftermarket covers are mandatory when available; when aftermarket covers are not available, a combination of frame sliders and/or reinforced covers will be required. The technical inspector will be the final judge of the acceptability of any compromised crash/cover solutions. Final approval of a machine's compliance will rest with the tech inspector.

6.5.7 Final drive ratios and drive chains may be changed.

6.6 Brakes and Axles

6.6.1 Axle nuts must be secured with safety wire or cotter pins. Axle pinch bolts and/or nuts

must be safety-wired.

6.6.2 Brake torque arm fasteners must be secured with safety wire or cotter pins or lock nuts.

6.6.3 All motorcycles must have properly operating front and rear brakes.

6.6.4 All brake caliper-mounting must be safety-wired.

6.7 Frame

6.7.1 Cracked or broken frames are prohibited.

6.7.2 Side stands, center stands, mirrors, headlights, brake lights, turn signals, license plates and other accessories must be removed.

6.7.3 The addition of a Shark Guard or similar device is highly recommended.

6.8 Handlebars and Controls

6.8.1 No cracked or broken handlebars or clip-ons.

6.8.2 Control levers must have minimum 12mm diameter ball ends.

6.8.3 All motorcycles must be equipped with a functional kill device or ignition cut-off switch or button, mounted on the handlebar within reach with hand on the grip.

6.8.4 Silicone, safety wire or a Nylock castellated nut must be used to secure the front brake lever bolts and/or nuts.

6.8.5 Use tape or a terrycloth wristband to cover the front brake master cylinder to prevent brake fluid from leaking.

6.8.6 Handgrips must be used and must be safety-wired in place.

6.8.7 Kick-start levers may be retained if they are secured in the up position and the pinch bolt is safety-wired.

6.8.8 Horns must be removed.

6.8.9 All motorcycles must have a self-closing throttle.

6.8.10 Instruments may be removed or replaced with non-OEM items. Instrument guards may be installed.

6.9 Footrests

6.9.1 Footrests may be of rigid or folding construction and must present no cutting hazard.

6.9.2 Footrests must have a non-slip surface (knurled, rubber-covered, etc.).

6.9.3 Passenger footrests must be removed.

6.10 Fenders

6.10.1 Front fenders are required and must provide adequate tire clearance.

6.11 Fuel

6.11.1 Only petroleum fuels and gasohol are allowed. No fuel additives other than octane boosters or oil are permitted.

6.11.2 Oxidizers and nitrous oxide induction systems are strictly prohibited.

6.12 Fuel Tanks

6.12.1 Only one fuel tank is allowed per motorcycle. Fuel tank vent lines must have a device to prevent the escape of gasoline.

6.12.2 Aftermarket fuel tank protectors are required on motorcycles where the fuel tank is known or likely to contact the ground during a crash.

6.13 Fluids and Lines

6.13.1 All fluid-carrying lines must be secured by hose clamps or other suitable devices unless more stringent requirements are specified elsewhere. Temperature and pressure sending units are excluded and may be left alone.

6.13.2 Only water or ethylene glycol free additives are allowed in the cooling systems of liquid-cooled engines. Riders using ethylene glycol based antifreeze or any additives are subject to disqualification and suspension.

6.13.3 Catch tanks are required for coolant systems to prevent liquids from reaching the track. Catch tanks must be capable of holding twelve fluid ounces as installed on the motorcycle. OEM or aftermarket overflow bottles are considered to be catch bottles.

6.13.4 All connections on OEM oil lines must be intended by the manufacturer for use with motor oil (100 psi working pressure minimum) and all connections between these lines and oil coolers, filters or other fittings must be of threaded type and safety-wired or siliconed. Using hose clamps to secure non-OEM oil lines are prohibited. OEM or aftermarket overflow bottles are considered to be catch bottles.

6.14 Exhaust

6.14.1 All machinery must have effective noise reduction/silencing, meaning “straight” pipes are not allowed.

6.15 Tires

6.15.1 Dirt application tires are prohibited.

6.15.2 Slick tires, DOT race tires and manufactured rain tires may be used.

6.15.3 Hand cut slicks are prohibited.

6.15.4 Tires must be in good condition.

6.16 Wheels

6.16.1 Metal valve stem caps with rubber seals inside are required.

6.16.2 It is required that wheel weights affixed by an adhesive be secured by a layer of duct tape.

6.16.3 Substitution of cast wheels are required for models produced with wire wheels.

6.17 Bodywork

6.17.1 Securely fasten all bodywork to the frame.

6.17.2 Sufficient access must be available for technical inspections.

6.17.3 All four stroke motorcycles must be equipped with a rigid lower fairing belly pan capable of containing a minimum of three liters of liquid. A Non-rigid belly pan such as a turkey pans will not be allowed unless it is contained in a rigid fairing that otherwise may not contain liquid. A maximum of two holes no larger than 25mm in diameter may be drilled in the lower fairing. These holes must be plugged during dry conditions but may be opened for wet racing conditions.

6.17.4 All motorcycles must have either a rear fender or bodywork extending back to a point at least perpendicular to the rear axle.

6.17.5 All motorcycles competing in a MRA sanctioned event must display an MRA sticker on both sides of the motorcycle.

6.18 Motorcycle Appearance

6.18.1 All motorcycles must present a neat and clean appearance.

6.19 Lap Scoring Transponders

6.19.1 All competitors must have a functioning AMB TX260 transponder affixed to the left fork leg of their motorcycle for the rider to compete in races. Transponders should be tested by the rider during practice to ensure they are in good working order prior to the race.

6.19.2 ABM TX260 transmitters are required for practice sessions. If you enter the racetrack and your transponder is not registering, you may be “black-flagged”. You will have to report to the starter or exit the track and report to the pre-grid marshal with a working transponder.

6.19.3 When a racer has been informed in person by a race official that their transponder is malfunctioning, it is the rider’s responsibility to correct the problem or obtain a different transponder. Failure to do so may result in the rider not being scored.

6.19.4 Transponders can be rented from the MRA for \$25 per day or \$40 per weekend. Drivers licenses will be kept until transponders are returned. Riders who return a damaged transponder will be required to pay 300.00.

7. Middleweight 600 Rules and Requirements

7.0.1 Middleweight 600 motorcycles must meet the following requirements in addition to the requirements in General Equipment Standards.

7.1 Engine Displacements

7.1.1 Two cylinder: 850cc maximum

7.1.2 Three cylinder: 675cc maximum

7.1.3 Four cylinder: 636cc maximum

7.2 Brakes and Wheels

7.2.1 Aftermarket wheels may be used.

7.2.2 18” rims may be replaced with non-aftermarket 17” rims.

7.2.3 Aftermarket brake pads and lines may be installed and the front brake master cylinder may be substituted.

7.2.4 Aftermarket front brake rotors may be used and be a maximum of 320mm in diameter.

7.2.5 Caliper mounts/hangers front and rear may not be modified or substituted.

7.2.6 Linked front and rear brakes are prohibited.

7.2.7 ABS brakes are prohibited.

7.3 Forks

7.3.1 Original forks must be retained.

7.3.2 Internal parts may be changed.

7.3.3 Springs may be replaced.

7.3.4 A steering damper may be installed and is highly recommended.

7.3.5 A fork brace may be installed.

7.3.6 Pre-load adjusters may be added.

7.3.7 Extended fork caps may be added.

7.3.8 Fork oil level and weight may be changed.

7.3.9 Fork drains (if equipped) must be siliconed or safety-wired.

7.4 Swingarms

7.4.1 Original model swingarm and rear shock linkage must be retained. The rear shock may be modified or replaced.

7.4.2 Electrically controlled rear suspension is prohibited unless originally equipped on the motorcycle.

7.5 Frames

7.5.1 Original frame must be retained. Unnecessary brackets may be removed and strengthening gussets may not be added.

7.5.2 Aftermarket clip-ons, foot pegs, shift/brake mechanisms and fasteners may be used.

7.6 Bodywork and Appearance

7.6.1 Aftermarket OEM-style bodywork and custom fairing mounts may be used.

7.6.2 The fairing should resemble the shape of the OEM bodywork in silhouette.

7.6.3 The organizers retain the right to require number plates on machines with small or unusually shaped tail sections.

7.7 Engine Modifications

7.7.1 Engine modifications are unlimited, except for the following:

Bore and stroke must remain as stock.

Valve sizes must remain as stock.

Stock cases, barrels and cylinder heads 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. Injectors must be stock and unaltered from OE.

7.7.2 Aftermarket exhaust systems may be used but must be baffled and meet noise restrictions as specified by the circuit.

7.7.3 Dynojet Bazzaz or kit-type electronic “quick-shifters” are allowed. Manual “secondary” hand operated kill switch/quick shifts are not allowed.

7.7.4 Clutch actuation may be modified to a racing “kit” type.

7.7.5 “Dry clutches” are only permitted when used on the OE model.

7.7.6 Aftermarket “slipper” clutches are permitted.
The OE “stock” starter and charging system must be retained.

7.7.7 The stock airbox is required. An OEM or manufactured aftermarket filter is required.

7.7.8 Larger airboxes may not be fitted.

7.7.9 Ram air systems, including ducts and scoops, must be identical in spec and OE placement.

8. Open Superbike Rules and Requirements

8.0.1 Open Superbike motorcycles must meet the following requirements in addition to the requirements in General Equipment Standards.

8.0.2 All modifications allowed under the Middleweight 600 Motorcycle Equipment are allowed in the Open Superbike Category.

8.1 Engine Displacement

8.1.1 Engine Displacement is unlimited, retaining stock bore and stroke.

8.2 Brakes and Wheels

8.2.1 Carbon brakes are prohibited.

8.2.2 All brake components may be substituted.

8.2.3 Aftermarket wheels are allowed including 16.5" wheels.

8.3 Forks

8.3.1 No restrictions on modification to front suspension.

8.3.2 Electronically dampened suspension may only be used if it was originally equipped on the motorcycle.

8.4 Swingarm

8.4.1 Rear shock linkage may be substituted.

8.4.2 Adjustable swingarm pivots are permitted in but no modifications to the frame or swingarm can be made to allow this adjustability.

8.5 Frame

8.5.1 Triple Clamps may be substituted.

8.5.2 Steering head inserts to adjust rake may be used as long as no part of the frame is modified.

8.5.3 Data acquisition for chassis or suspension is permitted. Data acquisition is only permitted as "one way", meaning a gathering system can receive but not transmit.

8.6 Bodywork and Appearance

8.6.1 Aftermarket OEM-style bodywork and custom fairing mounts may be used.

8.6.2 The fairing should resemble the shape of the OEM bodywork in silhouette.

8.6.3 The organizers retain the right to require number plates on machines with small or unusually shaped tail sections.

8.7 Engine Modifications

8.7.1 Forced induction systems are prohibited unless originally equipped on the motorcycle.

9. Canadian Thunder Rules and Requirements

9.0.1 Canadian Thunder motorcycles must meet the following requirements in addition to the requirements in General Equipment Standards.

9.0.2 All modifications allowed under the Middleweight 600 Motorcycle Equipment are allowed in the Canadian Thunder category unless.

9.1 Engine Displacements

- a) 0-250cc two-stroke water-cooled “racing” engines maximum of two cylinders;
- b) 0-450cc two-stroke air-cooled maximum of two cylinders;
- c) 0-500cc two-stroke single cylinder;
- d) 0-450cc water-cooled production based “street” crankcases unlimited cylinders;
- e) 0-700cc four-stroke liquid-cooled two cylinders;
- f) Unlimited displacement four-stroke single cylinder;
- g) 0-999cc 2 valve per cylinder desmodromic, air-cooled twins;
- h) 0-1300cc air-cooled twins with pushrod activated valves (ie. Buells).

9.2 Brakes and Wheels

9.2.1 Aftermarket wheels and brakes may be used. Wheels must be 17” diameter and any width.

9.2.2 Brake modifications are unlimited, however, the motorcycle must have functional front and rear brakes. Rotors must be made of steel or ductile iron. Cast iron, carbon fiber and ceramic rotors are prohibited.

9.3 Forks

9.3.1 Forks may be substituted entirely.

9.4 Swingarms

9.4.1 Rear shock may be substituted.

9.4.2 Rear shock linkage may be substituted.

9.4.3 Swingarm must remain stock.

9.4.4 Spool mounts are the only allowable modification to the swingarm

9.5 Frames

9.5.1 Front end may be modified or swapped out. No modification to the steering head is allowed.

9.5.2 Frame tabs may be cut off or added to facilitate mounting of exhaust and rearsets

9.5.3 No other modifications are allowed.

9.5.4 Subframe may be modified to any extent to facilitate bodywork and/or exhaust mounting.

9.5.5 Fuel tank must remain in stock position

9.6 Bodywork and Appearance

9.6.1 No limitations on bodywork so long as the motorcycle resembles the silhouette of other motorcycles.

9.7 Engine Modifications

9.7.1 Final drive type may be altered (ie. belt to chain).

10. Scoring

10.1 Points

10.1.1 The MRA awards points in all MRA competition categories towards an overall season championship. Points are only eligible to race finishers in the following order

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

10.2 Points Eligibility

10.2.1 All championship points must be scored in the class that the rider has entered in. Points are not transferable from one class to another.

10.2.2 Championship plates will be determined by the total points a rider accumulates in each respective class.

10.2.3 The Expert Club Championship plate will be awarded to the rider who accumulates the most points in the expert class. Points are awarded by overall finishing order of the combined expert race.

10.2.4 The Novice Club Championship plate will be awarded to the rider who accumulates the most points in the novice class. Points are awarded by overall finishing order of the combined novice race.

10.3 Championship Categories

10.3.1 Open Superbike Expert

10.3.2 Open Superbike Novice

10.3.3 Middleweight 600 Expert

10.3.4 Middleweight 600 Novice

10.3.5 Canadian Thunder Expert

10.3.6 Canadian Thunder Novice

10.3.7 Club Champion Expert

10.3.8 Club Champion Novice

10.4 Tie Break Procedure

10.4.1 In the final series standings, there cannot be a tie for any overall position in any class. In the case of a tie in overall point standings for any position in any class series, the position is awarded to the rider with the most victories. If the position is still undecided, (i.e. the tied riders have the same number of wins in that class) then the position is awarded to the rider with the most second place finishes, or thirds or however low must be reviewed until the position has been decided. If this method still fails to break the tie, the rider with the best result in the final event of the year is awarded the position. This system is used to break ties in all MRA championships, including the Club Championship.