



2009 RULE BOOK

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1. DISCLAIMER

- 1.1. The rules and regulations set forth herein are designed to provide for orderly conduct of racing events. These rules shall govern the conditions of all ARL events. By participation in these events, all competitors are deemed to have read and to have agreed to comply with these rules.
- 1.2. No express or implied warranties concerning safety, including any implied warranty of or compliance with these rules and regulations. The rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others who knowingly, freely and voluntarily assume the risk of serious injury or death. It is understood that racing by its very nature is a hazardous activity and can result in serious injury and / or death. Usage of these rules does not guarantee the well being of the participant. Participation in this type of activity is at the participants own risk.
- 1.3. By signing the membership application, entry forms and waiver, every competitor agrees to be subject to these rules and any supplements. ARL, having promulgated these regulations, may modify, add to, delete from, or grant exceptions to these regulations at any time. Since it is impossible to anticipate every possible circumstance, the official(s) responsible for the operation of each racing event will rule on any area of dispute that is not clearly covered by these rules by using common sense and fair play. The word of the Referee / Race Controller on these areas will be considered final and hence non-protetable.

2. CONDUCT

- 2.1.1. All persons within the confines of the racetrack must possess valid event passes at all times. Those found without a valid pass may be removed from the property/event. Any fraudulent use of a pass by any person will result in disciplinary action being taken against them and/or the rider they are with. Persons with fraudulent passes may be prosecuted to the fullest extent of the law.
- 2.1.2. Competitors and their mechanics or pit members shall conduct themselves in a sportsmanlike manner at all times. Failure to do so may result in the rider being penalized by means of one or more of the following:
 - 2.1.2.1. A fine of not more than \$250
 - 2.1.2.2. Five (5) position penalty unless the referee deems a harsher penalty is in order
 - 2.1.2.3. Disqualification from a particular race or whole event
 - 2.1.2.4. Suspension for a period of time to be decided upon by the ARL Competition Review Committee
 - 2.1.2.5. Normal avenues of appeal are open for these penalties.
- 2.2. The use of intoxicants or drugs of any nature, which could affect the mental or physical abilities of any participant from their normal capabilities when in good mental and physical health, are strictly prohibited. No alcohol may be consumed by any person in the paddock area while the track is open.
- 2.3. Physical violence or verbal abuse of any other person within the boundaries of the facility will result in immediate suspension, a minimum fine of \$50, and a possible prosecution through local law enforcement authorities.
- 2.4. During an event, no persons, except competitors, track officials and corner crews and ambulance crews are allowed on the track surface, including pit lane. Mechanics or crew members may enter pit lane to provide assistance when starting or refueling a machine, or when repairing a machine during a race, provided individual class regulations are followed.
- 2.5. Children are allowed in the paddock area, but must be controlled at all times by a responsible adult. Proper compliance is the sole judgment of the race officials. Pets maybe kept in the

paddock area only if they are restrained by a leash or kept in vehicles/trailers. Pets and children are not permitted on pit lane (except if the individual was a properly licensed mechanic/crew member who meets the age requirements)

- 2.6. All persons when riding pit bikes or ATV's in the paddock area must wear helmets. Paddock speed limit is 15 kph, and subject to the discretion of ARL/AMP officials.
- 2.7. Unauthorized use of the track by motorized vehicles after hours is prohibited.
- 2.8. Burnouts, wheelies and stoppies are strictly forbidden at any time within the paddock and pit area.
- 2.9. Failure to leave pit areas in acceptable state of cleanliness, including Lockwire on ground, old tires, boards and the like will result in a fine of \$200 dollars which will go to the EMT fund.

3. REGISTRATION

- 3.1. All participants must assess for themselves the facility, organization, safety measures, weather conditions and any other consideration regarding the risk of competition at any given event. Participation after such an assessment indicates an assumption of all risks involved.
- 3.2. All entrants in ARL sanctioned events must hold valid ARL Competition Membership (applications available online at www.atlanticroadracing.com)
Competitors under 18 years of age must have their application signed by their parent or guardian. Persons guilty of falsifying an application shall be subject to competition ban from all ARL events.
- 3.3. All riders must sign an official entry form and release for each event, and no rider may practice or compete without such signatures. Unregistered participation in either practice or race event will result in disqualification from the days activities and/or a fine of up to \$50. It is the rider's responsibility to sign all release waivers.
- 3.4. It is the responsibility of every competitor to notify the race officials of any medical condition that may be worsened by participation at that particular event. Permission to compete following such notification does not create an assumption of liability on the part of the officials or sanctioning body.
- 3.5. It is the responsibility of the rider to assure entry in the correct class (es). Any rider improperly entered may be disqualified from that class.
- 3.6. Bumping up classes is allowed and encouraged, i.e. a rider entering Sport Bike may bump up to Superbike or Open riding the same Sport Bike motorcycle. Bumping down is not allowed, i.e. a rider on a 1000 four cylinder machine may not enter Sport Bike.
- 3.7. Events will be run regardless of weather conditions. There will be no refunds or credits of entry fees due to inclement weather. In the event the track is unusable due to impossible conditions, ARL reserves the right to postpone or cancel an event. Credits will be considered at that time.
- 3.8. THERE WILL BE ABSOLUTELY NO REFUNDS OR CREDITS FOR ANY REASON ONCE A MACHINE HAS ENTERED THE TRACK IN ANY CAPACITY.
- 3.9. Dishonored cheques or disapproved charge cards may be cause for a fine and immediate suspension from further competition. Cheque writing/charge card privileges will be withdrawn from offenders or those who prove reluctant to quickly redeem any outstanding balances. All competitors must be in good standing prior to being able to participate in further ARL events.
- 3.10. Attendance at the riders meeting is MANDATORY for all riders. Failure to attend on Qualifying day will result in a one (1) second penalty applied to the rider's best qualifying time in each class entered. Failure to attend on Race Day will result in rider starting from the back of the grid in all classes entered. Further infractions may result in disqualification. Referees decision is final and non-protestable.
- 3.11. Failure to have machinery and riders equipment scrutineered by the technical inspector may result in disqualification and a fine of up to \$50 at the discretion of the referee.

4. TRANSPONDER REQUIREMENTS

- 4.1. Riders are responsible to secure transponder to tail section of motorcycle according to DdCom recommendations.
- 4.2. Transponder pouches are property of riders and can be purchased for \$20 from registration. Transponders must be rented from registration. Rental fees are \$50+HST per single round and \$150+HST for the competition season. Transponders must be returned to Timing and Scoring following each round, regardless of rental agreement (season or individual round). Riders failing to return transponder before leaving track will not be scored. Repeat offenders may be subject to \$150 fine.
- 4.3. Riders may not use another competitors' transponder. Riders are responsible to supply their own working battery (9volt type). In the event a transponder is damaged in a crash, it must be immediately returned to Timing and Scoring for replacement. Riders who lose or do not return their transponder will be subject to a \$150+HST replacement fee.
- 4.4. Official timing printouts can be made available to riders and press agents upon request after the last recorded session of the day.
- 4.5. All competitors must use transponder any time they are on the track. Failure to use a transponder will result in a black flag situation (see flag section)

5. RIDER CLASSIFICATION

- 5.1. There are three (3) rider classifications: Novice, Amateur and Pro. Classification is based on experience, points accumulated and observed riding ability. All first year riders will compete in Novice until they have displayed the necessary competitiveness and safety measures required to compete at Amateur level. ARL may reclassify a rider at any time, regardless of points accumulated, if they feel it is warranted. A rider may request reclassification at any time. Any rider who, at any time, has held a Pro/Expert or equivalent motorcycle road racing licence from any sanctioning body will NOT be allowed to compete as an Amateur/Novice.
- 5.2. **ADVANCEMENT:** Novice to Amateur – Compete in at least two (2) novice races and display safe and fair competitiveness or meet the time requirements set forth in Section 8.8.1.3. Amateur to Pro – Recommended requirements are two hundred (200) points and a minimum of ten races. Experience with other organizations will be considered with proof of finishes. A race is counted if completed. Riders are responsible for tracking their own points. When ready for advancement, the Race Controller should be notified and the points verified. All requests for advancement must be made in writing at least seven (7) days in prior to an event.
 - 5.2.1. Competitors will advance to Pro status automatically if they:
 - 5.2.1.1. Place in the top five (5) in final series points in the previous years Amateur National Championship Series.
 - 5.2.1.2. Place top three (3) in final series points in ARL final point standings for Sport Bike or larger displacement, 4 cylinder DOT/street-based sport bike or similar classes.
 - 5.2.1.3. Win (1st) in Amateur National Sport Bike race.
 - 5.2.2. Competitors will advance to Pro status automatically if they finish top of any other amateur class (P4/Sportsman 1/Sportsman 2/VLW/VMW/VHW/LWGP/125, SuperMotard) in ARL championship standings. Other series championship standings and competition history may be considered.

6. EQUIPMENT STANDARDS

- 6.1.1. Motorcycle and rider equipment must meet certain minimum standards and be inspected and approved by the Technical Inspector. The primary emphasis of this inspection is race worthiness of the equipment used. Application of a technical inspection approval sticker does not imply compliance with class requirements or that the machine is safe for competition. The Referee / Tech inspector may request class suitability inspection as well as revoke approval of any machine at anytime during the event.
- 6.1.2. The burden of complying with the rules regarding class suitability and minimum equipment standards rests with the entrant and it is their responsibility to seek approval of the Technical Inspector of any areas of question regarding suitability. 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 or materials and/or fabricate the same so the motorcycle component will perform in competition with safety.
- 6.1.3. Motorcycles and rider equipment must be brought to technical inspection in a race-ready condition. The only exception is that enough bodywork (lowers) must be removed for the complete inspection of the machine.
- 6.1.4. Technical inspection approval stickers must be displayed on the motorcycle before it will be allowed on the track surface.

6.2. MOTORCYCLE TECHNICAL REQUIREMENTS

- 6.2.1. The following are minimum standards that will be in effect at all events for motorcycle preparation:
 - 6.2.1.1. Motorcycles that are excessively dirty or show potentially dangerous bodywork damage will not be approved.
 - 6.2.1.2. Tires must be in good condition and must be mounted on wheels at least 15 inches in diameter. Wheels made of carbon fiber are not allowed. Valve stem caps with an air seal are required on both wheels.
 - 6.2.1.3. Axles must have cotter pins or safety wire through both the axle and the nut. Axle caps securing the front axle to the fork must also be safety wired. Fork drains must be taped, siliconed or safety wired.
 - 6.2.1.4. All machines must have operations front and rear brakes. Brake discs made of aluminum or carbon fiber: and brake disc carriers made of carbon fiber are only permitted in Superbike and Open.
 - 6.2.1.5. All brake stay bolts and caliper mounting bolts must be safety wired or secured by cotter pin.
 - 6.2.1.6. All brake line banjo bolts must be safety wired or silicone.
 - 6.2.1.7. All machines must have operational, labeled, handlebar mounted kill switch or button and a self-closing throttle. Clutch and brake levers must have ball-ends. Kick starters and shifters must be safety wired.
 - 6.2.1.8. All center / side stands, turn signals, headlights, lenses, reflectors, luggage racks, crash bars and mirrors must be removed.
 - 6.2.1.9. Clip style master link and chain adjusters must be safety wired. Rivet type mater links do not require safety wire.
 - 6.2.1.10. Fairings must be mounted in at least three (3) locations. An oil retaining, sealed, lower is mandatory on all models; exceptions may be made for certain vintage models at the technical inspector's discretion. The front wheel must be clearly visible from both sides except portion covered by fender. No streamlining may be attached to the rider. Rear fender/seat must extend to a line drawn vertically to the rear axle and no further than the rear edge of the tire.

- 6.2.1.11. All oil, fuel and coolant carrying hoses or lines must be secured at all connecting points by clips, hose clamps, safety wire or other approved means. Hose clamps must be safety wired. Carburetor float bowl drains must be safety wired. Any machine leaking any fluid will be rejected.
- 6.2.1.12. Oil coolers must be securely mounted in a protected area. Lines must be braided steel type and fastened with compression fittings unless original equipment. All connections must be safety wired. Routing of lines should be approached with care to avoid wear through or melting.
- 6.2.1.13. On 4 stroke machines, crankcase ventilation must be routed into a heat resistant catch can of at least 330cc capacity, or the air box. If ventilation is routed into the air box, any drains from the air box must be sealed. If ventilation is routed to a catch-can, the overflow tube from the catch-can must be routed into the intake area of the carburetors or the sealed lower. Radiator overflow and battery vent tubes may be routed into a separate catch-can that need not be vented into the intake area.
- 6.2.1.14. Exhaust system mounts, brackets, springs and baffles must be safety wired. Four cylinder in-line machines need wire on at least the two outer header pipes. If possible, a second means of securing the pipes is encouraged.
- 6.2.1.15. Cooling systems must not contain ethylene glycol. Only water or approved race coolant (water wetter etc) are permitted. Radiator filler cap must be safety wired.
- 6.2.1.16. All engine, transmission and final drive unit drain plugs and filler caps must be visibly safety wired. Oil filter bolts must be secured with safety wire and spin-on oil filters must be secured with a metal clamp and safety wire or other acceptable means.
- 6.2.1.17. Supercharging is not allowed. Turbo-charging is allowed if only original equipment is used.
- 6.2.1.18. All machines must have effective noise reduction/silencing, meaning "straight" pipes are not allowed. Machines in question may be required to test in an open area of the paddock with someone seated on the running machine with engine at half throttle in neutral the machine cannot measure more than 106dB. The meter reading is taken at 0.5 meter (20 Inches) away at a 45 degree angle from the muffler outlet.
- 6.2.1.19. Four cylinder inline machines will be required to have case guards, which may be a separate fabricated unit, an aftermarket heavy-duty cover or a stock cover with extra metal welded to it. Frame sliders are not case guards. Suitability of case guards is at the discretion of the technical inspector.

6.3. RIDER EQUIPMENT

- 6.3.1. All riders must bring helmet to tech for inspection. Helmet must meet acceptable standards at which time a sticker will be placed on the chin of the helmet to let the Referee know the helmet is legal and has passed technical inspection. Failure to tech a helmet or display sticker will result in refusal to enter track surface by the referee without refund of registration fees. Acceptable Helmets for on track use must meet one or more of the following standards:
 - 6.3.1.1. (European Standard) ECE 22 – 03; ECE 22 – 04; ECE 22 05
 - 6.3.1.2. (Great Britain Standard) BS 6658 Type A
 - 6.3.1.3. (North American Standard) Snell M 2005 / M 2010

- 6.3.2. All original documentation must be in place for helmet inspection at each event. Damaged helmets will have approval revoked, thus requiring replacement. Riders using other than approved and inspected helmets will be penalized.
- 6.3.3. The use of “tear offs” is permitted. Open face helmets are not allowed
- 6.3.4. Footwear must be no less than 8 inches in height and be leather or similar approved material.
- 6.3.5. Gloves must be worn and must fully cover wrists. While leather is preferred, combinations of nylon/Kevlar/leather are acceptable if leather protects the fingers and palms.
- 6.3.6. Clothing must be leather or Kevlar. All suits must be of a one piece garment for racing. Separate jackets and trousers are acceptable only if they zip together to make one piece of clothing pending the approval of the technical inspector.
- 6.3.7. It is required that riders wear back protectors under their racing gear unless their racing gear is equipped with a back protector.

6.4. NUMBER DISPLAY REGULATIONS

- 6.4.1. Pro riders will use **BLACK** numbers on a white background, Novice and Amateur riders will use **RED** numbers on a white background.
- 6.4.2. Riders in Vintage, Sportsman1/2, LWGP, Thunderbike, 125/Motard, CBR 125 will be classified as Pro and Amateur but compete against each other for one championship.
- 6.4.3. Number plates must be of sufficient size/shape to be seen by lap scorers, free of any stickers or sponsor logos except as required by specific class rules. The organizers retain the right to require number plates on machines with unusually shaped tail sections.
- 6.4.4. Numbers will be assigned by ARL as the sanctioning body. Riders competing at national level events or events at other sanctioning bodies may have to change their numbers if already used by that sanctioning body.
- 6.4.5. ARL assigned numbers will be exclusive to that rider for the next competition year unless the person holding that number does not race, at which point they will be considered available for use. Requests for numbers can be made by emailing – membership@atlanticroadracing.com

6.5. INSTALLATION OF LOCK WIRE

- 6.5.1. Lock wiring (or safety wiring) is the securing together of two or more parts with a wire installed in such a manner that an additional tightening of the wire will counteract any tendency for a part to loosen.
- 6.5.2. The “double twist” method of installing lock wire consists of two strands of wire twisted together. (One twist is defined as being produced by twisting the wires through an arc of 180 degrees and is equivalent to a half of a complete turn.) The single strand method of lock wiring may be used for some applications, such as in a closely spaced, closed geometrical pattern (triangle, square, rectangle, circle etc.) or parts in an electrical system.
- 6.5.3. The maximum span of lock wire between two points shall be six (6) inches.

- 6.5.4. Where multiple groups are lock wired, the maximum number in a series shall be determined by the number of units that can be lock wired by a 24 inch length of wire.
- 6.5.5. 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 wire are not.
- 6.5.6. Lock wire shall not be installed in such a manner as to cause the wire to be subjected to chafing, fatigue through vibration or additional tension other than that imposed on the wire to prevent loosening. In the event that no wire hole is provided, wiring should be to a convenient neighboring part in a manner so as not to interfere with the function of the parts. Hose and electrical coupling nuts shall be wired in the same manner as tube coupling nuts.
- 6.5.7. Various examples of lock wiring are shown in figures 1-1 thru 1-12. Figure 1-12 shows the single strand method while the other figures show the double twist method.
- 6.5.8. Check the units to be lock wired to make sure they have been correctly torqued. Under or over torquing to obtain proper alignment of the holes is not advisable. If 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.
- 6.5.9. In adjacent units, it is desirable that the holes be in approximately the same relationship to each other as shown in Figures 1-1 thru 1-4 (for right handed threads), thus the lock wire will have a tendency to pull the unit clockwise and tight, this should be reversed for left handed threads.
- 6.5.10. Where lock wire is used to secure a castellated nut on a threaded item, selection of locking hole diameter for the item shall be based on cotter pin requirements

7. CHAMPIONSHIP STRUCTURE

- 7.1. Racing points are awarded as follows for all ARL regional classes represented in the National Championship:
Official Final Race (Position/points)
1/50, 2/42, 3/37, 4/31, 5/29, 6/27, 7/25, 8/23, 9/21, 10/19, 11/17, 12/15, 13/13, 14/12, 15/10, 16/8, 17/6, 18/4, 19/2, 20/1
- 7.2. Racing points are awarded as follows for all ARL regional classes not represented in the National Championship:
Official Final Race (Position/points)
1/26, 2/20, 3/15, 4/11, 5/10, 6/9, 7/8, 8/7, 9/6, 10/5, 11/4, 12/3, 13/2, 14/1
- 7.3. Qualifying points are awarded as follows:
Official Final Qualifying session/heat race (Position/points)
1/4, 2/3, 3/2, 4/1.
- 7.4. In combined qualifying sessions, pro's will be scored separately from amateurs only when the respective championship classes are scored separately.
- 7.5. Results will be posted within one (1) hour of completion of race. It is the rider's responsibility to check the results; any errors or omissions must be reported within thirty (30) minutes of posting to either the Referee or Timing and Scoring, after which no changes are possible or protestable.

- 7.6. **TIE BREAKER**-In the case of a tie in final class championship point standing, the rider with the best per race results (starting with 1sts, 2nds, etc) will be ranked ahead. If this method of tie breaking does not separate the tie, then the rider with the best result in the final race will get the better year-end position.
- 7.7. **ATLANTIC ROADRACING LEAGUE CHAMPION** shall be the winner of the Pro Superbike class.

8. CHAMPIONSHIP CLASSES

- 8.1.1. Classes with less than four (4) machines entered will not be run, but entrants will be given the option to bump up to the next suitable class or amalgamated with a similar class.
- 8.1.2. No points, awards or contingency will be given to classes with less than four (4) competitors.

8.2. SUPERBIKE / SPORT BIKE

- 8.2.1. Approved motorcycles for Pro and Amateur superbike / sport bike must be four (4) stroke production street-legal machines, sold by the manufacturers and their dealers for street use via normal commercial, retail channels in Canada.
- 8.2.2. For Japanese manufacturers, one hundred (100) units per year of a particular model must be imported into Canada for that model to be approved for series track use and contingency in Canada. For non-Japanese manufacturers, ten (10) units per year of a model must be imported to Canada for that model to be approved for series track use and contingency in Canada, but each such “limited” models manufacturer must apply for approval on a per-model basis.
- 8.2.3. **THE FOLLOWING MUST BE REMOVED:**
- 8.2.3.1. All lights, turn signals and their mounting brackets.
 - 8.2.3.2. Mirrors, horn, licence place frame and brackets.
 - 8.2.3.3. Side/centre stands.
- 8.2.4. **WHEELS / BRAKES:**
- 8.2.4.1. Original equipment brake systems and wheels must be used.
 - 8.2.4.2. Aftermarket brake pads and lines may be installed.
 - 8.2.4.3. The front brake master cylinder may be substituted.
 - 8.2.4.4. Aftermarket front brake rotors may be used as long as the rotors are the same size as OEM equipment. Caliper mounts and hanger, front and rear may not be modified and substituted.
 - 8.2.4.5. Wheel spacers, front and rear may be made ‘captive’ to allow for faster wheel changes.
 - 8.2.4.6. All stock parts at the rear wheel must be used including the caliper mounts and chain adjuster. A caliper retaining device may be used.
- 8.2.5. **FRONT SUSPENSION:**
- 8.2.5.1. Original front forks must be retained: inner and outer tubes, fork cap (intact and in working order, wing nut adjuster mods allowed), fork bottoms, inner cartridge and damping rods (damping rods and cartridge cannot be increased in diameter or length, aftermarket coatings are allowed to maximum thickness of 0.1mm), caliper mounts, axles and

- spacers, stock fork caps may be replaced with an extension modification as long as damping characteristics remain the same.
- 8.2.5.2. For Superbike/Open class only, aftermarket cartridge kits are permitted and aftermarket fork caps may be substituted.
 - 8.2.5.3. Internal parts may be modified within the restrictions placed above, including substitution of springs, change of shims and/or spacers, and addition of kit/aftermarket type valving.
 - 8.2.5.4. External compression adjusters may be modified/changed.
 - 8.2.5.5. A steering damper may be installed.
 - 8.2.5.6. A fork brace may be installed in Superbike/Open only.
 - 8.2.5.7. Aftermarket coatings may be applied.
 - 8.2.5.8. Triple clamps may be substituted for Superbike/Open only.
 - 8.2.5.9. Steering head inserts to adjust rake may be used in Superbike/Open as long as no part of the frame is modified.
- 8.2.6. REAR SUSPENSION:
- 8.2.6.1. The original model, stock swingarm must be retained, unchanged except that the axle adjustment opening/slot may be lengthened with the permission of the technical inspector.
 - 8.2.6.2. The rear shock linkage may be substituted in Superbike/Open only.
 - 8.2.6.3. The rear shock may be modified or replaced.
- 8.2.7. FRAME / ADJUSTABLE PIVOT / DATA ACQUISITION:
- 8.2.7.1. The original frame must be retained. Unnecessary brackets may be removed.
 - 8.2.7.2. Adjustable swingarm pivots are permitted in Superbike/Open only, but no modifications to the frame or swingarm can be made to allow this adjustability.
 - 8.2.7.3. 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. Unknown data acquisition systems will be impounded.
- 8.2.8. BODYWORK / CONTROLS / APPEARANCE:
- 8.2.8.1. Aftermarket, OEM-style bodywork and custom fairing mounts may be used. An oil retaining sealed lower fairing is mandatory.
 - 8.2.8.2. The stock gas tank must be used but aftermarket gas caps may be used.
 - 8.2.8.3. A front fender must be mounted.
 - 8.2.8.4. The fairing must match the shape of the OEM machine in silhouette and profile.
 - 8.2.8.5. Aftermarket foot pegs, clip on bars, shift/brake mechanisms and fasteners may be used.
 - 8.2.8.6. Non-standard “kill switches” must not be spring loaded and must be clearly marked.
 - 8.2.8.7. Tail sections may be increased in size to allow for legal sized number plates.
- 8.2.9. ENGINE MODIFICATIONS:
- 8.2.9.1. Bore and stroke must remain as stock.

- 8.2.9.2. Valve sizes must remain as stock.
- 8.2.9.3. Stock cases, barrels and cylinder head must be used but may be altered.
- 8.2.9.4. 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.
- 8.2.9.5. Aftermarket exhaust systems may be used but must be baffled and meet noise restrictions.
- 8.2.9.6. Dynojet or kit type electronic “quick shifters” are allowed. Manual “secondary” hand operated kill switch/quick shift are not allowed.
- 8.2.9.7. Clutch actuation may be modified to a racing “kit” type.
- 8.2.9.8. “Dry clutches” are only permitted when used on the OE model.
- 8.2.9.9. In Sport Bike Superport, the OE battery, starter and charging system must be retained. In Sport Bike ignition and ECU must also be stock or made by the OEM as a kit or produced for consumer use by Dynojet Research.
- 8.2.10. AIRBOX / INTAKE / SCOOPS:
 - 8.2.10.1. The stock air box is not required, but an air box is required. An air filter is not required.
 - 8.2.10.2. Larger air boxes may be fitted, but the stock tank and tank placement/mounts must be used.
 - 8.2.10.3. Ram air systems, including ducts and scoops must be identical in specification to OE fitment.
- 8.2.11. TRACTION CONTROL:
 - 8.2.11.1. Traction control is permitted only if original equipment.
- 8.2.12. DISPLACEMENTS:
 - 8.2.12.1. For the Sport Bike class, maximum displacements (OE bore and stroke in all instances) are:
 - 8.2.12.2. Four cylinder: Sport Bike Minimum Weight 350 pounds
 - Twins: 1125cc Minimum Weight 400 pounds.
- 8.2.13. TIRES
 - 8.2.13.1. In Sport Bike, only treaded tires that meet DOT standards are marked DOT and carry full DOT documentation may be used. Exceptions will be permitted when conditions warrant their use.
 - 8.2.13.2. In Superbike/Open, tires are “open” meaning slicks are permitted. Use of rain tires are permitted when conditions warrant their use.
- 8.2.14. ENFORCEMENT:
 - 8.2.14.1. The ARL Technical Inspector and ARL officials’ decision is final in all matters concerning machine safety, preparation and presentation standards, class eligibility and legality.
- 8.3. **OPEN SPORT BIKE**
 - 8.3.1. All machines must have sealed lower fairing.
 - 8.3.2. Slick tires are permitted.
 - 8.3.3. Unlimited displacement.
 - 8.3.4. Motorcycles are allowed unlimited modifications as long as the technical requirements are met.

8.4. LIGHTWEIGHT GP

- 8.4.1. All machines must have a sealed lower fairing
- 8.4.2. Slick tires are permitted
- 8.4.3. GP motorcycles are allowed unrestricted modifications as long as the technical requirements are met and displacement limits not exceeded:
 - 8.4.3.1. Single cylinder, unlimited displacement
 - 8.4.3.2. Two stroke, air-cooled, unlimited displacement
 - 8.4.3.3. Two stroke, liquid cooled, up to 450cc
 - 8.4.3.4. Twin cylinder, air cooled, up to 800cc
 - 8.4.3.5. Twin cylinder, air cooled, push rod, up to 1210cc
 - 8.4.3.6. Twin cylinder, liquid cooled, up to 700cc
 - 8.4.3.7. Four cylinder, liquid cooled, up to 565cc
 - 8.4.3.8. Four cylinder, air cooled, 2 valve, up to 750cc
- 8.4.4. Class races will be run Pro/AM for Championship.

8.5. P4/SPORTSMAN 1/ SPORTSMAN 2

- 8.5.1. **P4** - This class is for machines built up to and including model year 1989, and is open to production based GP or GP replica machines.
- 8.5.2. **SPORTSMAN 1** – This class is for machines built up to and including model year 1992 and open to production based machines based for street use or GP replica machines.
- 8.5.3. **SPORTSMAN 2** – This class is for machines built ten (10) years or older prior to current competition year (e.g. 1999 built machines are eligible for 2009 season) and open to production based machines for street use or GP replica machines.
- 8.5.4. Slick tires are permitted.
- 8.5.5. Class races will be run Pro/AM for Championships.
- 8.5.6. Eligible machines are based on VRRR P4 and RACE/LRRS Sportsman rules.

8.6. VINTAGE LIGHTWEIGHT/MIDDLEWEIGHT/FORMULA VINTAGE

- 8.6.1. VRRR Period 3 Superbike rules will apply.
- 8.6.2. Class races will be run combined Pro/AM for Championship.
- 8.6.3. Formula Vintage – Refer to VRRR Period 3 Superbike rules
 - 8.6.3.1. Exception: VRRR P3 Ref: 6 H, I, K, L replace with 7 H, I, K, L

8.7. 125 / SUPERMOTARD

- 8.7.1. SuperMotard – Any dirt or dual-sport machine not to exceed 700cc
- 8.7.2. 125 – Two (2) stroke, single cylinder machines up to 125cc
- 8.7.3. Class races will be run combined Pro/AM for Championship

8.8. NOVICE / CBR 125 CHALLENGE

- 8.8.1. **NOVICE**
 - 8.8.1.1. Designed for new racers to acclimate to the racing environment with like riders of similar experience and skill.
 - 8.8.1.2. There are no machine restrictions to this class, provided all technical requirements are met.
 - 8.8.1.3. All first year racers will be required to run in Novice for a minimum of two (2) races, or feel they need more track time to develop necessary skill required to race in other classes. Exception: Those riders posting a qualifying time within 25% above the pole-sitter's time and at the referee's discretion, may be moved directly to Amateur status.

- 8.8.1.4. Riders posting a qualifying time within 25% and above the pole-sitter time in the applicable class in which their machine fits will be eligible to enter that class.
- 8.8.1.5. No series points will be awarded to Novice class as it is a developmental class for riders to develop necessary skills to advance to respective classes.
- 8.8.1.6. Once a rider has competed at the amateur level, they are not permitted to enter a Novice race.
- 8.8.2. **CBR 125 CHALLENGE**
 - 8.8.2.1. Any amateur rider is eligible to participate in this class at ARL events.
 - 8.8.2.2. All machines must meet technical requirements.
 - 8.8.2.3. Machines participating in the National CBR 125 Challenge should be familiar with their rule book (www.cdnsuperbike.com) for series rules.
- 8.9. **ARL ENDURANCE RACING** (subject to change)
 - 8.9.1. **HANDICAPED - 75 Lap Format.**
 - 8.9.1.1. An endurance race to be complete after 120 miles/ 75 laps or after two (2) hours, whichever comes first.
 - 8.9.1.2. Any motorcycle meeting the technical requirements is eligible to enter.
 - 8.9.1.3. Classes are:
 - 8.9.1.3.1. AM Solo
 - 8.9.1.3.2. AM Team
 - 8.9.1.3.3. Pro Solo
 - 8.9.1.3.4. Pro Team
 - 8.9.1.4. This is a handicap race; riders will be grouped and started according to their best lap time or best time within the team of the current season. Riders/teams not posting a time all year will start in the final group. The groups will be dived per the following lap times:
 - 1:30 + - Race begins
 - 1:25-1:30 5min after start
 - 1:20-1:25 10min after start
 - 1:15-1-20 15min after start
 - 1:10-1:15 20min after start
 - 1:05-1:10 25min after start
 - 8.9.2. **THREE (3) HOUR TEAM FORMAT**
 - 8.9.2.1. An endurance race deemed to be complete after three (3) hours.
 - 8.9.2.2. Any motorcycle meeting the technical requirements is eligible to enter in the appropriate class.
 - 8.9.2.3. Teams must consist of not less than two (2) riders.
 - 8.9.2.4. Each rider is required to ride the bike.
 - 8.9.2.5. Only one machine may be entered per team.
 - 8.9.2.6. Fuel tank modifications are not permitted.
 - 8.9.2.7. “Quick-release” aftermarket parts are not permitted.
 - 8.9.2.8. Classes are as follows

- 8.9.2.8.1. P4/Sportsman 1
- 8.9.2.8.2. Modern Bikes / Sportsman 2
- 8.9.2.8.3. Vintage
- 8.9.2.9. Start procedure will be mass start as per Section 14.

8.10. **THUNDER**

- 8.10.1. Open to all two (2) cylinder machines provided technical requirements are met.

9. **RIDER ETIQUETTE**

- 9.1. Instructions issued by officials and corner marshals must be followed at all times.
- 9.2. The only entrance to the pit lane is under the tower, the only entrance to the track is via pit lane under the starter's bridge. When entering the track a shoulder check must be made and riders should stay left through turn 1. Entrance to paddock is at the end of pit lane under starter's bridge only.
- 9.3. Intentional or sustained burnouts are prohibited. Riders who engage in such activity will be disciplined and held liable for any damages incurred. Wheelies and stoppies are strictly prohibited at any time within the paddock and pits. Riders who appear to be intentionally initiating or maintaining wheelies on track will be disciplined.
- 9.4. Refueling in pit lane must be done with the engine off and the rider off the bike on a stand. A crew member must stand by with a fuel extinguisher.
- 9.5. It is prohibited to stop on course (other than the grid area after warm up lap or red flag situation).
- 9.6. It is prohibited to ride or push a motorcycle counter-race unless instructed to do so by an official or member of the safety crew.
- 9.7. Should a rider leave the course, they must re-enter at the next safe location with no attempt to shorten the course. Rider must re-enter course under directions of the corner marshals if they are present. If pit lane is used as an escape road, you must stop at the starters bridge until an official clears you to re-enter the track.
- 9.8. During a race, no assistance may be given to a rider to progress on the track or to restart, other than in the pits by their mechanic. This does not preclude assistance by race officials for safety reasons.
- 9.9. Any rider who is adjudged to be deliberately blocking a motorcycle attempting to pass, by any method including weaving will be disqualified. This decision is made by the referee in consultation with corner marshals and may not be protested.
- 9.10. If a rider slows significantly for any reason, the rider should signal by raising an arm or extending a leg. Similarly, before exiting track surface, the rider must signal their intention before turn 9 and stay to the outside of the track until safely onto track exit.
- 9.11. No rider shall knowingly operate a motorcycle on any paved surface while it is leaking fluid. Once a rider becomes aware the motorcycle is leaking fluid on a paved surface, they must indicate their intention to promptly pull off the track surface, shut down and either push back to paddock or wait to be picked up by safety crew. Under no circumstances shall the rider attempt to ride the motorcycle to the paddock under power.
- 9.12. Since a rider who is about to be passed can neither see nor hear the passing rider approaching from the rear, the responsibility for safe passing lies with the passing rider. It is also the duty of all riders not to make wild and erratic changes in direction in such a way as to endanger passing riders who may be committed to a fast line and have less room to maneuver.

- 9.13. A machine exiting the track during a race and entering the paddock area will not be allowed to rejoin the race. Entering pit lane is allowed.
- 9.14. A rider causing a red flag incident shall be gridded last on the restart, or placed last in final results.
- 9.15. Should the checkered flag be displayed prior to the published or announced race distance or time, the race will be considered complete. For example, should the checkered flag be displayed on lap four of a five lap race, the race would be considered complete at lap four. Should the checkered flag be displayed beyond the published race distance, the results will be determined by positions at the completion of the published race distance. For example, if a five lap race were run for six laps, the results would be based on positions at the end of lap five.
- 9.16. A crash is any incident where the handle bars contact the ground. A motorcycle that has crashed in any event, practice, qualifying or race, must go through technical inspection before being allowed back on track. If the crash occurs during a race, the race can be completed, but the motorcycle must pass technical inspection following the race. The rider must be checked by MRT staff before competing further. Disciplinary action will be taken against any rider that does not comply.
- 9.17. Maintenance including repairs or refueling to motorcycles on pit road during a red flag stop will be determined by the referee only and all riders informed.
- 9.18. A rider must start and finish a race on the same machine.

10. CRASH AND CONTINUE RULE

- 10.1. In qualifying or final event, a competitor may crash and remount to complete the event before returning to the paddock to repair their machine and then re-tech. however, it is the responsibility of each competitor to examine their machine before returning to the track to ensure that it is still safe to ride, including checking all of the following:
 - 10.1.1. All controls are still functional
 - 10.1.2. No part of the machine is dragging or rubbing
 - 10.1.3. No fluid is leaking from any area of the machine
 - 10.1.4. No debris of any sort is tracked onto the racing surface
 - 10.1.5. Riders equipment is still safe for use
- 10.2. Competitors attempting to return to the race are still required to follow corner marshals' instructions. If a rider who has crashed is black flagged, they must immediately report to referee, as per standard procedures, and may not continue to complete the event. In the case of competitors who return to the track in a heat or final race with a machine that is too badly damaged to continue, penalties will be imposed post race, including loss of finishing position or disqualification.

11. FLAGS

- 11.1. Nova Scotia Provincial Flag or Start Lights - Indicates start of race or clear track conditions.
- 11.2. Yellow Flag (Stationary or waved) – Indicates approaching a potentially hazardous situation on or near the track. Passing is not allowed under yellow flag (Stationary or waved) until past the incident that was cause for the yellow flag. Riders

violating this will be assessed three (3) position penalty to final race results. Passing is allowed on warm up lap where stationary yellow is displayed full course.

- 11.3. Red Flag – Stoppage of race, qualifying or practice session. Come to a controlled stop on the throttle side of the track at the next manned marshal station. Failure to stop in a reasonable amount of time or failing to stop at all will result in disqualification.
- 11.4. Green Flag – Clear of incident causing yellow flag to be displayed.
- 11.5. Black Flag – Indicates a problem with your machine, safety equipment or riding. Displayed in turn nine (9) with a number board and start/finish pointed directly at rider. Rider must report directly to referee at start/finish. Failure to respond will result in penalties including loss of finishing position, disqualification or suspension.
- 11.6. Yellow/Red Striped Flag – Debris on track surface. An information flag that there is a foreign object or fluid on the track surface, pointed up indicates rain.
- 11.7. Blue/Green Crossed Flags – Indicates half way of race distance.
- 11.8. Checkered Flag – Indicates end of race or session – Winner of race may conduct victory lap at referees discretion.

12. GRID PROCEDURE

- 12.1. The maximum number of riders in a race will be determined at the close of registration on the day of the race. Every effort will be made to start all riders in a fair and equitable manner as determined by their qualifying time, heat race, series points or order of registering. Late entries may be required to start from pit lane but will not be scored separately.
- 12.2. A minimum of four (4) starters are required to make a class.
- 12.3. Grid sheets will be posted as per published round schedule. It is the rider's responsibility to notify the referee and timing and scoring of any errors in the grid sheets within thirty (30) minutes of posting. After thirty (30) minutes no changes will be made to published grids.
- 12.4. The Pole sitter must notify referee prior to start of warm up lap of requested starting spot.
- 12.5. Classes may be cancelled due to lack of entrants. Affected riders may be requested to enter alternate classes or combined with a suitable class.
- 12.6. All participants must come to pre-grid. It is the rider's responsibility to be aware of the schedule. Any changes to the schedule will be broadcast/published in a timely manner.
- 12.7. Riders arriving too late to take the warm up lap will start the race from pit lane. Time and safety permitting and at the discretion of the referee after the last competitors on the grid have passed start/finish.

13. TIMED QUALIFYING FORMAT

- 13.1. Final race grids for each round will be determined by a riders fastest lap from all timed sessions for each class.
- 13.2. The session times will be posted and competitors will be assigned final race grid positions based on the time of their fastest lap in the sessions they ran.

- 13.3. The rider with the fastest lap during the timed session will have pole position, with the choice of starting spot on front row, the second fastest time will be assigned second position and so on.
- 13.4. Competitors that do not complete any timed laps during the qualifying will be assigned final race grid positions in order of their registration behind all timed qualifiers.
- 13.5. Final grid positions and fast lap times will be posted following the timed qualifying session.
- 13.6. Race officials reserve the right to reduce the length of a timed qualifying session if required. Riders will be informed by an announcement of the time adjustment prior to the session.
- 13.7. In the event of a timing system malfunction or other error in the qualifying session, race officials may choose to end the session early and grids based on times posted or by season points or registration order.
- 13.8. Riders with malfunctioning transmitter will be black flagged.
- 13.9. Officials reserve the right to qualify riders based on series points or short heat races. Riders will be notified prior to their qualifying session of changes. In the event of heat races, heat race grids will be based on series points.
- 13.10. No qualifying points will be awarded if the final grids are based on series points.
- 13.11. At the referee's discretion, a maximum allowable qualifying time of 125percent of the pole sitters official best lap time may be applied. Riders will be informed at the riders meeting on Saturday morning if this rule will be applied.

14. START PROCEDURE

- 14.1. With Flag-When all riders are ready in assigned grid positions, the Starter will raise the start flag, hold for a count of one (1) to five (5) seconds and then drop the flag signifying the start of the race.
- 14.2. With Lights- When all riders are ready in assigned grid positions, the Starter will raise the light control box and then lower it behind his/her back, hold for a count of one (1) to five (5) seconds and then switch the light from Red to Green. When the green light is turned on this will signify the start of the race.
 - 14.2.1. Creeping – defined as any forward movement of the motorcycle once the start flag or control box has been raised.
 - 14.2.2. Jumping the start – Leaving the assigned grid position prior to the flag being dropped or green light engaged.
 - 14.2.3. Creeping or Jumping the start will result in a penalty of three (3) positions in the final race results.
 - 14.2.4. Any rider experiencing difficulties on the start grid should indicate this by raising their arm. All attempts should be made to correct difficulty in a timely manner or rider will be pushed to back of grid and not allowed to start race.
 - 14.2.5. If a start light system is used, the same procedure will be in effect, except instead of the race being started by the drop of a flag, it will be started by changing light from red to green.
 - 14.2.6. Start procedures will be reviewed on race day by the referee at the riders meeting.
 - 14.2.7. The referee's decision is final in all start penalties and is non-protestable.

15. RESTART PROCEDURE

- 15.1. If a race is stopped before two laps are completed, the restart will be from original grid positions.
- 15.2. If a race is stopped before half race distance is complete, the restart will be gridded according to the positions at the end of the last fully completed lap.
- 15.3. The rider(s) responsible for the stoppage, if able to resume the race, will be gridded last.
- 15.4. A race may be considered complete if more than half the scheduled laps are complete.

16. PROTEST PROCEDURE

- 16.1. Any competitor who wishes to file a protest must submit a written statement to that effect to the Referee within twenty (20) minutes after the results of the protested event have been posted.
- 16.2. The statement of the protest must specify the machine and rider protested by name, number and description, as well as list the same information for the rider filing the protest.
- 16.3. The form must be signed and accompanied by a \$50.00 protest fee.
- 16.4. Only ARL riders involved in the class being protested or team managers of said rider are permitted to file protest.
- 16.5. Depending on the type of protest, further funds may be required once the staff has reviewed the protest information.
- 16.6. The protest fee is refundable if the protest, less costs incurred, is upheld.
- 16.7. If a protest is upheld, the protested rider is responsible for covering the costs associated with the protest; if the protest reveals no error or omission, then the rider making the protest is responsible for any costs associated with the protest.
- 16.8. Protests will be determined at the event at which they occur and at the discretion of the technical inspector, referee and director of competition.
- 16.9. If a rider / manager want to appeal any decision made by an event official, a written appeal must be received by the ARL competition review committee within 24 hours after the initial decision is reached accompanied by \$50.00 fee. The ARL competition review committee will hear appeals.
- 16.10. It is preferred that appeals be submitted on the day of the event in question, at which point the appeal will be considered by the ARL competition review committee. A binding decision will then be rendered. Failure to submit an appeal in writing will result in the decision on the protest being upheld.
- 16.11. Should the owner / rider refuse inspection, then the machine and rider will be disqualified from the event and the rider will be suspended for the following round of competition or a time to be determined by the ARL competition review committee.
- 16.12. Any penalty not the result of a protest will not be eligible for a hearing (i.e. penalties imposed by an official)
- 16.13. Frivolous or capricious protests intended to harass another rider or to enhance one's finishing position will not be considered.

17. APPEAL PROCEDURE

- 17.1. Protest decisions may be appealed to the referee in writing, accompanied by a \$50 fee, within 24 hours of the protest ruling.
- 17.2. The ARL competition review committee, whose decision is final, will hear all appeals.
- 17.3. Successful appellants will be refunded their \$50 fee.
- 17.4. The ARL competition review committee will include the following persons:
 - 17.4.1. The ARL board members (if an ARL board member is deemed to be in conflict of interest as a competitor, a neutral third party will preside).
 - 17.4.2. The referee.
 - 17.4.3. A member at large – a current independent ARL Pro racer to be selected by the ARL board of directors and agreed upon by both the protesting and appealing competitors.
- 17.5. No details of the protest in question should be given to the member at large prior to their appointment.
- 17.6. The committee should meet in a private area to review the documents and question any parties individually and as required in order to render a unanimous ruling.
- 17.7. A decision must be rendered in writing prior to adjournment.
- 17.8. As a courtesy it is asked that all parties involved in the protest be available to the committee so that they may expedite the appeal process.

18. RULE AMENDMENTS

- 18.1. Any ARL member, in writing, at any time, may make suggestions for rule amendments. Suggestions for rule amendments not in writing will not be considered.
- 18.2. Depending on the nature of the suggestion, it may be put in place immediately or may go to the ARL board of directors for review.



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