



# 2018 Rule Book

## Table of Contents

1. DISCLAIMER.....	3
2. CONDUCT.....	3
3. REGISTRATION.....	4
4. TRANSPONDER REQUIREMENTS.....	5
5. RIDER CLASSIFICATION.....	5
6. EQUIPMENT STANDARDS.....	6
7. CHAMPIONSHIP STRUCTURE.....	12
8. CHAMPIONSHIP CLASSES.....	12
9. RIDER ETIQUETTE.....	18
10. CRASH AND CONTINUE RULE.....	19
11. FLAGS.....	20
12. GRID PROCEDURE.....	<del>21</del> <sup>20</sup>
13. TIMED QUALIFYING FORMAT.....	21
14. START PROCEDURE.....	22
15. RESTART PROCEDURE.....	22
16. PROTEST PROCEDURE.....	23
17. APPEAL PROCEDURE.....	<del>24</del> <sup>23</sup>
18. RULE AMENDMENTS.....	24

## 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 sARL 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 or online submission of the membership application, entry forms and signing of waiver, every competitor agrees to be subject to these rules and any supplements. sARL, 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. 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.
- 2.2. 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:
  - 1.1.1. A fine of not more than \$250
  - 1.1.2. Five (5) position penalty unless the referee deems a harsher penalty is in order
  - 1.1.3. Disqualification from a particular race or whole event
  - 1.1.4. Suspension for a period of time to be decided upon by the sARL Competition Review Committee
  - 1.1.5. Normal avenues of appeal are open for these penalties.
- 2.3. 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.

- 2.4. 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.
- 2.5. During an event, no persons, except competitors, track officials and corner crews and ambulance crews are allowed on the track surface.
- 2.6. 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 may be kept in the paddock area only if they are restrained indoors or by leash when in public. Pets and children are not permitted on pit lane (except if the child was a properly licensed rider/mechanic/crew member who meets the age requirements)
- 2.7. All persons when riding pit bikes or ATVs in the paddock area must adhere to the Paddock speed limit of 15 kph, and subject to the discretion of sARL/AMP officials.
- 2.8. Unauthorized use of the track by motorized vehicles after hours is prohibited.
- 2.9. Burnouts, wheelies and stoppies are strictly forbidden at any time within the paddock and pit area.
- 2.10. 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 sARL sanctioned events must hold valid sARL Membership (applications available online at [www.atlanticroadracing.com](http://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 sARL 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 day's 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. 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, sARL reserves the right to postpone or cancel an event. Credits will be considered at that time.

- 3.7. THERE WILL BE ABSOLUTELY NO REFUNDS OR CREDITS FOR ANY REASON ONCE A MACHINE HAS ENTERED THE TRACK IN ANY CAPACITY.
- 3.8. 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 sARL events.
- 3.9. Attendance at the riders meeting is MANDATORY for all riders. Failure to attend on a qualifying only day will result in a four (4) second penalty or 4 positions applied to the rider's best qualifying time, grid position in each class entered. Failure to attend on a Race Day will result in the rider starting from the back of the grid in all classes entered for that day. Further infractions may result in disqualification. Referees decision is final and non-protestable.
- 3.10. Failure to have machinery and riders equipment scrutinized 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 upper fork of motorcycle according to MyLaps recommendations and ensure bracket does not rotate when secured.
- 4.2. All riders must use either sARL transponders rented from registration or compatible self owned transponders. Rental fees are for a single round or for a complete season. Rental 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 and may be subject to \$500 fine.
- 4.3. Riders may not use another competitor's transponder. In the event a rented 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 \$500+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 a 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: **Amateur**, **Expert** and **Pro**. Classification is based on experience, points accumulated and observed riding ability. All first year riders will compete in Amateur until they have displayed the necessary competitiveness, safety measures and race/points requirements required to compete at the Expert level. sARL 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.

- 5.2. **ADVANCEMENT:** Amateur to Expert – Recommended requirements are two hundred (200) points and a minimum of ten races in a single season. Experience with other organizations will be considered with proof of finishes. A race is counted if completed. Riders may request mid year advancement and are responsible for tracking their own points. When ready for advancement, the Competition committee should be notified and the points verified. All requests for advancement must be submitted at least seven (7) days prior to an event.
- 5.2.1. Competitors will advance to Expert status automatically if they:
- 5.2.1.1. Place top three (3) in final series points in sARL final point standings for Amateur Sport Bike or larger displacement, 4 cylinder DOT/street-based sport bike or similar classes.
  - 5.2.1.2. Win (1st) in an Amateur National Sport Bike or Superbike race.
- 5.2.2. Expert riders will race and be scored along with Pro riders for sARL events.
- 5.2.3. Expert to Pro - Competitors will advance to Pro status automatically if they:
- 5.2.3.1. Place in the top five (5) in final series points in the previous year's Amateur National Sport bike or Superbike Championship Series.
  - 5.2.3.2. Place top three (3) in final series points in sARL final point standings for PRO Sport Bike or larger displacement, 4 cylinder DOT/street-based sport bike or similar classes.
  - 5.2.3.3. Win (1st) in an Amateur National Sport Bike or Superbike race.
  - 5.2.3.4. Final decision for all rider classifications is the decision of the competition committee.

## 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 any time 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:
- 6.2.2. Motorcycles that are excessively dirty or show potentially dangerous bodywork damage will not be approved.
- 6.2.3. 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.
- 6.2.4. 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, silicone or safety wired.
- 6.2.5. All machines must have operational front and rear brakes.
- 6.2.6. All brake stay bolts and caliper mounting bolts must be safety wired or secured by cotter pin.
- 6.2.7. All brake line banjo bolts must be safety wired or secured with silicone.
- 6.2.8. 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 if applicable and shifters must be safety wired.
- 6.2.9. All center / side stands, turn signals, headlights, lenses, reflectors, luggage racks, crash bars and mirrors must be removed.
- 6.2.10. Clip style master link and chain adjusters must be safety wired. Rivet type master links do not require safety wire.
- 6.2.11. 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.
- 6.2.12. 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. Any machine leaking any fluid will be rejected.
- 6.2.13. 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.
- 6.2.14. 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.
- 6.2.15. 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.
  - 6.2.16. Only water or approved race coolant or additives (engine ice, water wetter, etc) are permitted. Cooling systems must not contain ethylene glycol, propylene glycol based coolant may be used. It must be nontoxic and water soluble. Radiator filler cap must be safety wired.
  - 6.2.17. 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.
  - 6.2.18. Super-charging and Turbo-charging is allowed only if it is original equipment.
  - 6.2.19. 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.
  - 6.2.20. 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, gloves, leathers, back protector and boots to tech for inspection at beginning of each season and if rider is involved in a crash. Helmet must meet acceptable standards. Failure to tech rider equipment 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 05 or newer.
  - 6.3.1.2. (Great Britain Standard) BS 6658 Type A
  - 6.3.1.3. (North American Standard) M 2010 7
- 6.3.2. All original helmet label documentation must be in place for helmet inspection if requested at each event.
- 6.3.3. Damaged helmets will have approval revoked, thus requiring replacement. Riders using other than approved and inspected helmets will be penalized.
- 6.3.4. The use of "tear offs" is permitted. Open face helmets are not allowed



- 6.3.5. Footwear must be no less than 8 inches in height and be leather or similar approved material. Any holes in boots from wear or crash may be repaired in a manner acceptable to the tech inspector and utilize abrasion resistant material.
- 6.3.6. Gloves must be worn and must fully cover wrists. While leather is preferred, combinations of Kevlar/leather are acceptable if leather protects the fingers and palms. Any holes, seam splits in gloves from wear or crash may be repaired in a manner acceptable to the tech inspector and utilize abrasion resistant material.
- 6.4. 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. Any holes in boots from wear or crash may be repaired in a manner acceptable to the tech inspector and utilize abrasion resistant material. It is required that riders wear back protectors under their racing gear unless their racing gear is equipped with a back protector. **NUMBER DISPLAY REGULATIONS****
- 6.4.1. Pro riders will use **BLACK** numbers on a white background or white outline, and Expert riders will use either **RED** numbers, or **BLACK** numbers with a **red** outline on a white background or outline, Amateur will use **RED** numbers on a white background, or white outline. Any deviation from these colors must be approved by the Technical Inspector.
- 6.4.2. Riders in Vintage Open, Sportsman~~1/2~~, Formula 46, Thunder, LW 125, LW 250 and LW ~~4300~~ will be classified as Pro, Expert and Amateur but compete against each other for one championship in each class.
- 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 sARL 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. sARL 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 the following year. Requests for numbers can be made by emailing – admin@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 maximum span of lock wire between two points shall be six (6) inches.
- 6.5.3. 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.

- 6.5.4. 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.
- 6.5.5. 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. Various examples of lock wiring are shown in figures 1-1 thru 1-12.
- 6.5.6. Check the units to be lock wired to make sure they have been correctly torqued. Under or over torqueing 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.
- 6.5.7. 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.
- 6.5.8. 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
- 6.5.9. FIGURES

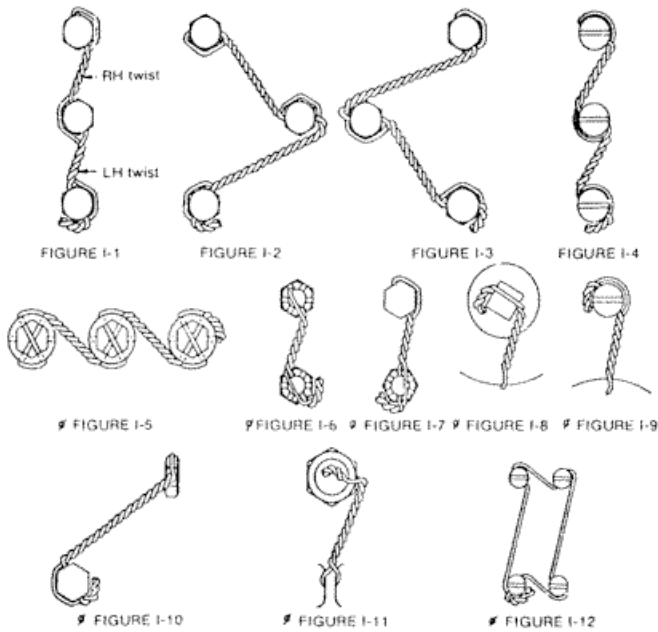


FIGURE I-10  
 Correct method for wiring bolts in different planes. Note that wire should always be applied so that tension is in the tightening direction.

FIGURE I-11  
 When practicable, hollow head plugs shall be wired as shown with the pigtail bent inside the hole to avoid snags and possible injury.

FIGURE I-12  
 Correct application of single wire to closely spaced multiple group.

## 7. CHAMPIONSHIP STRUCTURE

- 7.1. Racing points are awarded as follows for all sARL regional classes:
- 7.2. Note: Points from the CSBK AMP National Event will NOT be counted toward sARL championships.  
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 . A rider must complete 50% of final race distance to receive points.
- 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, pros 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. The Maritime Road Racing Champion shall be the winner of the Pro Superbike class.

## 8. CHAMPIONSHIP CLASSES

- 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.
- No points, awards or contingency will be given to classes with less than four (4) competitors or competitors that are granted approval from the competition committee to bump down to a lower class

### 8.1.1. ENFORCEMENT:

- The sARL Technical Inspector and sARL officials decision is final in all matters concerning machine safety, preparation and presentation standards, class eligibility and legality.

## 8.2. SUPERBIKE / SPORT BIKE

- 8.2.1. Approved motorcycles for Pro and Amateur superbike / sport bike must follow CSBK regulation for eligible machines unless otherwise specified below.

### 8.2.2. THE FOLLOWING MUST BE REMOVED:

- All lights, turn signals and their mounting brackets.
- Mirrors, horn, license plate frame and brackets.
- Side/center stands.

#### 8.2.3. WHEELS / BRAKES:

- Original equipment brake systems and wheels must be used.
- Aftermarket brake pads and lines may be installed.
- The front brake master cylinder may be substituted.
- Aftermarket front brake rotors may be used as long as the rotors are the same size and material as OEM equipment. Caliper mounts and hanger, front and rear may not be modified and substituted.
- Wheel spacers, front and rear may be made “captive” to allow for faster wheel changes.
- All stock parts at the rear wheel must be used including the caliper mounts and chain adjuster. A caliper retaining device may be used.

#### 8.2.4. FRONT SUSPENSION:

- Original front forks must be retained: inner and outer tubes, fork cap (intact and in working order, wing nut adjuster mods allowed), fork bottoms, caliper mounts, axles and spacers, stock fork caps may be replaced with an extension modification as long as OEM damping method remains the same.
- Aftermarket cartridge kits are permitted and aftermarket fork caps may be substituted.
- 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.
- External compression adjusters may be modified/changed.
- A steering damper may be installed.
- A fork brace may be installed.
- Aftermarket coatings may be applied.
- Triple clamps may be substituted.
- Steering head inserts to adjust rake may be used in Superbike as long as no part of the frame is modified.

#### 8.2.5. REAR SUSPENSION:

- 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.
- The rear shock linkage may be substituted in Superbike only.
- The rear shock may be modified or replaced.

#### 8.2.6. FRAME / ADJUSTABLE PIVOT / DATA ACQUISITION:

- The original frame must be retained. Unnecessary brackets may be removed.
- Adjustable swingarm pivots are permitted in Superbike only, but no modifications to the frame or swingarm can be made to allow this adjustability.

- 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.

#### 8.2.7. BODYWORK / CONTROLS / APPEARANCE:

- Aftermarket, OEM-style bodywork and custom fairing mounts may be used. An oil retaining sealed lower fairing is mandatory.
- The stock gas tank must be used but aftermarket gas caps may be used.
- A front fender must be mounted.
- The fairing must match the shape of the OEM machine in silhouette and profile.
- Aftermarket foot pegs, clip on bars, shift/brake mechanisms and fasteners may be used.
- Non-standard “kill switches” must not be spring loaded and must be clearly marked.
- Tail sections may be increased in size to allow for legal sized number plates.

#### 8.2.8. ENGINE MODIFICATIONS:

- Bore and stroke must remain as stock.
- Valve sizes must remain as stock.
- Stock cases, barrels and cylinder head 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.
- Aftermarket exhaust systems may be used but must be baffled and meet noise restrictions.
- Piggyback or kit type electronic “quick shifters” are allowed. Manual “secondary” hand operated kill switch/quick shift are allowed.
- Clutch actuation may be modified to a slipper type.
- “Dry clutches” are only permitted when used on the OE model.
- In Superbike and Sport Bike the OE or OE Kit, starter and charging system must be retained. In Superbike and Sport Bike ignition and ECU must also be stock or made by the OEM as a kit or produced for consumer use.
- Piggy back engine mapping products may be used.

#### 8.2.9. AIRBOX / INTAKE / SCOOPS:

- The stock air box is not required, but an air box is required. An air filter is not required.
- Larger air boxes may be fitted, but the stock tank and tank placement/mounts must be used.
- Ram air systems, including ducts and scoops must be identical in specification to OE fitment.

#### 8.2.10. TRACTION CONTROL:

- Traction control is permitted.

## 8.2.11. DISPLACEMENTS:

- For the Superbike and Sport Bike classes, maximum displacements (OE bore and stroke in all instances) and weight limits are as per CSBK regulations.

## 8.2.12. TIRES

- In Sport Bike and Superbike, tires are “open” meaning either DOT treaded tires that meet DOT standards, are marked DOT and carry full DOT documentation or slicks are permitted. Use of rain tires is permitted when conditions warrant their use.

8.3. ~~SPORTSMAN-1~~VINTAGE OPEN / ~~SPORTSMAN-2~~

The ~~Sportsman-1~~Vintage Open class combines some of the previous sARL Classes, ~~Sportsman 1, P4, LWGP and vintage classes~~ that did not have enough entries for a points paying class.

~~The P4 and previous Sportsman 1 along with LW GP and the Vintage Class bikes have been combined to create the Sportsman 1 Class listed below. The Sportsman 1 class will allow for slick tires to be used.~~ The intention of the class is for lap times not below 1:14 and not for bikes running in modern classes. The Vintage Open class will allow for slick tires to be used. Riders who normally lap below 1:14 on an eligible machine are outside the intent of the class. The current list of eligible bikes and restrictions may be modified by the competition committee to accommodate other makes and models, or rider/bike combinations.

All decisions regarding eligibility for ~~Sportsman-1~~Vintage Open will be made at the discretion of the competition committee.

Example eligible bikes:

Any pre 19~~99~~3 machine

Honda RS 250, CB1, NS 400, CBX 550, CBR 600 up to (2002), GT 650, Hawk, CB 900F, CB 1100 F, CBR 900, 929, 954, RC 51

Kawasaki KZ / GPZ 550, EX 500, KZ /GPZ 750, 1000, 1100, ZX 600 R (up to 2001), ZX7R & RR (up to 1995), ZX9R (up to 1995)

Suzuki GS 500, GS 550, SV 650, GS 1000, 1100, GSXR 600 (up to 2002) GSX 600 Katana, GSXR 750 /1000/1100 (up to 2000) TL & TLR 1000, SV 1000

Yamaha TZ 250, RD 350, RZ 350, RD 400, FZR 400, FZR600, YZF 600 (up to 1999), R1 & R6 (up to 2002), FZ 750 YZF 750 / 1000 (up to 1995)

Ducati 750 SS, 900 SS, M750, M900, M1000, 900 / 1000 SS 748, 749, 916, 996, 998, 999

SPORTSMAN-2 – This class is for machines built prior to 2007~~5~~ and open to production based machines for street use or GP replica machines. The Sportsman class will allow for slick tires to be used.

#### 8.4. THUNDER

8.4.1. Open to all two (2) cylinder machines, and single cylinder machines as approved by the competition committee provided technical requirements are met.

#### 8.5. FORMULA 46

8.5.1. To be eligible the age of the rider combined with the age of the machine must be 46. I.e. a 26 year old rider must ride a machine at least 20 years old machine. A rider age 46 or older may ride any age machine.

8.5.2. This is an open class. Competitors may use any tires, fuel, or modifications they wish.

#### 8.6. LIGHTWEIGHT SUPERSPORT – 125cc /250cc / ~~4300cc~~

8.6.1. Open to all participants (Pro, Expert or Amateur) with a valid race license.

8.6.2. All machines must meet technical requirements.

8.6.3. For the 125cc class, any 4 stroke street machine up to and including 125cc is eligible.

8.6.4. For the 250cc and under class, any 4 stroke street machine up to and including 250cc is eligible.

8.6.5. For the ~~4300cc~~ class any 4 stroke street machine up to 2 cylinders and including ~~373cc~~ 471cc is eligible. Eligible machines include Honda CBR300R, CBR500F/R, Kawasaki Ninja 300, 400, KTM RC390, Yamaha R3 and any make 250cc motards.

8.6.6. Modifications are limited to the following:

- a.) Engine modifications can only include up to 1mm overbore for rebuilds and after market cams. All machines must retain the OEM flywheel, charging system, starter. For machines ten (10) years old or older cylinder head porting/polishing, high compression pistons and or milling to raise compression is permitted, air boxes may be eliminated, an air filter is mandatory.
- b.) All bikes are to be naturally aspirated.
- c.) Chassis (frame) and swingarm must remain as the factory provided street bike, subframe can be lightened, modified or replaced.
- d.) On bikes over ten (10) years old, forks, swingarms, wheels and calipers can be swapped for other OEM components to be able to run 17” DOT radial tires that fit within the rules but aftermarket race wheels in aluminum, carbon or magnesium are not permitted. Maximum rim width is 4” rear and 3” front. No upside down



~~forks are to be installed.~~ Brake calipers can be swapped with other OEM calipers if required for a wheel swap.

- e.) Suspension components can be modified, swapped or upgraded, including fork springs and valve emulators, fork cartridge internals and aftermarket rear shocks, links / dog-bones. Aftermarket rear shocks can be longer than OE or have adjustable length.
- f.) Brakes can include aftermarket stock diameter rotors in SS or cast iron (NO CARBON), floating or fixed regardless of stock style can be used. Brake pads and master cylinders can be upgraded. A braided stainless steel flexible brake line is also permitted.
- g.) After market rear sets, clip-on handlebars and adjustable levers are permitted and the seat can be modified. All handlebars must have a closed end.
- h.) Removal of any unnecessary street parts is permitted
- i.) A steering damper is permitted but not required.
- j.) Piggy back engine mapping products or Jet Kits are permitted.
- k.) Piggyback type electronic "quick shifters" are allowed. Manual "secondary" hand operated kill switch/quick shift are allowed.

8.6.7. 2 stroke machines will be allowed on a case by case basis by special exemption from the competition committee.

8.6.8. The 125, 250 and ~~4300~~ classes will run separately unless less than four (4) 125 or four (4) 250 or four (4) ~~4300~~ class bikes are registered for a particular class. If there are only three (3) 125's they will run with the 250's and gain (250 – not 125) points. If there are only three (3) 250's (or bumped up 125s) registered they will run with the ~~4300~~'s and gain (~~4300~~ points, not 250) points. If there are only three (3) ~~4300~~'s (or bumped up 250s) registered, the ~~4300~~ class would not be run separately or scored, the ~~4300~~s could run with the 250s and gain no points.

8.6.9. Slick tires, race fuel and rain tires are prohibited.

8.6.10. For the 250 and ~~4300~~ classes, two warm up laps will be provided and tire warmers may be utilized. In the event that time, a red flag or weather conditions result in disruption of the race distance as scheduled, the 2 warm up laps will be maintained and the race distance may be reduced.

~~8.6.11.~~

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## 8.7. sARL ENDURANCE RACING (Mack and Jack)

### 8.7.1. TWO(2) HOUR SOLO or TEAM FORMAT

- This race is generally not for first year racers, the competition committee will address any first year rider requests.
- Grid positions will be determined by fastest practice times for the entered machine.
- Endurance race deemed to be complete after two (2) hours.

- Any motorcycle meeting the technical requirements is eligible to enter in the appropriate class.
- Solo Entrants and Teams of at least two (2) riders are permitted.
- Each rider in a team is required to ride the bike for a minimum of ½ hour.
- Only one machine may be entered per team.
- Fuel tank modifications are not permitted.
- “Quick-release” aftermarket parts are not permitted.
- “Pressurized” fuel jugs are not permitted.
- Classes are as follows:
  - Under and Over 600 Solo
  - Under and Over 600 Team
  - Start procedure will be mass start as per section 14 with over 600 machines gridded ahead of under 600 machines.
- 600 class machines means those commercially marketed as 600 class machines.

## 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 on the track surface 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 in an erratic, unacceptable manner 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, corner marshal 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 roll down pit lane in 1st gear and receive Referee or assistant referee clearance 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 or on track by a corner marshal. 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, including rider equipment, which has crashed in any event, practice, qualifying or race, must go through technical inspection and the rider must be checked by medical staff before being allowed back on track. If the crash occurs during a race, the race can be completed, but the motorcycle and rider equipment must pass technical inspection following the race and the rider must be checked by medical staff. 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:

- All controls are still functional
  - No part of the machine is dragging or rubbing
  - No fluid is leaking from any area of the machine
  - No debris of any sort is tracked onto the racing surface
  - Riders equipment is still safe for use
- 10.2. Competitors attempting to return to the race are still required to follow corner marshal's 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. This applies to practice, qualifying or race sessions. Riders violating this will be assessed three (3) position penalty to final race results for each infraction. 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. Indicate you have seen the red flag, maintain position and return to pit lane in single file at a safe speed, shut off engine and await instruction from referee. If a marshal is track side signalling riders to stop this indicates a blockage on track and you have to stop at that marshal stand. Failure to return in a reasonable amount of time or failing to stop for marshal at side of the track may 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. This is 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 referee's 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. More than 1 class may be gridded at the same time, scored separately, if number of registered starters warrants.
- 12.4. 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.
- 12.5. The Pole sitter must notify referee prior to start of warm up lap of requested starting spot.
- 12.6. Classes may be cancelled due to lack of entrants. Affected riders may be requested to enter alternate classes or combined with a suitable class.
- 12.7. 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.
- 12.8. 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 rider's 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 at the back of the grid. If more than 1 competitor does not complete any timed laps, grid positions will be determined from series points or 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. Riders with a malfunctioning transponder will be black flagged
- 13.7. 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.
- 13.8. In the event of a timing system malfunction or other error, or severe weather/ track condition prior to or in the qualifying session, race officials may

choose to cancel or end the session early and grids based on times posted or by season points or registration order as appropriate.

- 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. Regardless of method used for qualifying, qualifying positions for each of the two race format classes will be the same for both races.
- 13.11. No qualifying points will be awarded if the final grids are based on series points.
- 13.12. At the referee's discretion, a maximum allowable qualifying time of 125 percent 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 their back and 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.
- 14.3. Creeping – defined as any forward movement of the motorcycle once the start flag or control box has been raised.
- 14.4. Jumping the start – Leaving the assigned grid position prior to the flag being dropped or green light engaged.
- 14.5. Creeping or Jumping the start may result in a penalty of three (3) positions in the final race results. If no attempt is made to stop your forward progress or if there is an obvious advantage gained, penalties will be enforced.
- 14.6. 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.
- 14.7. False Start – if the race director deems that a race had a false start, there will be an immediate race stoppage. Riders will follow red flag procedures back to pit lane and then be directed to re-grid in original spots.
- 14.8. Start procedures will be reviewed on race day by the referee at the riders meeting.
- 14.9. 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 sARL riders involved in the class being protested or team manager s 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. The sARL protest review committee will hear appeals. If a rider / manager want to appeal any decision made by an event official, a written appeal must be received by the sARL protest review committee within 24 hours after the initial decision is reached accompanied by \$50.00 fee.
- 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 sARL protest 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 sARL protest 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 ones 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 sARL protest review committee, whose decision is final, will hear all appeals.
- 17.3. Successful appellants will be refunded their \$50 fee.
- 17.4. The sARL protest review committee will include the following persons:
- 17.5. The sARL board members (if an sARL board member is deemed to be in conflict of interest as a competitor, a neutral third party will preside).
- 17.6. The referee.
- 17.7. A member at large – a current independent sARL Pro racer to be selected by the sARL board of directors and agreed upon by both the protesting and appealing competitors.
- 17.8. No details of the protest in question should be given to the member at large prior to their appointment.
- 17.9. 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.
- 17.10. A decision must be rendered in writing prior to adjournment.
- 17.11. 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 sARL member, in writing, at any time, may make suggestions for rule amendments to the sARL competition committee. 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 sARL competition committee for review.