



2026 Rules and Regulations

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1. Contact Information

1.1. RACE Moto.CA

Tel: 249-387-2696

www.racemoto.ca

Registration/ Timing/ Misc.: admin@racemoto.ca

Tech/ Race School: david@racemoto.ca

1.2. Event Location

All 2026 RACE Moto.CA events will be held at Shannonville Motorsport Park Inc.

Shannonville Motorsport Park Inc.
7047 Old Highway #2, PO Box 259
Shannonville, Ontario, K0K 3A0
Tel: 613-969-1906
www.shannonville.com

2. Registration

2.1. Licence Application

- 2.1.1. All competitors must hold a valid and approved RACE Moto.CA licence prior to participating in an Event.
- All competitors new to road racing or those that have been inactive for 5 years or more must pass an approved racing school. Exceptions to the race school requirement will be reviewed on a case by case basis.
 - RACE Moto.CA competition licences are not transferable.
- 2.1.2. Bump Rule – Racers who have won a championship the previous year must bump to the next classification eg. Novice to Am / Am to Pro.
- 2.1.3. Desired race number and two alternate choices shall be submitted on the RACE Moto.CA Licence Application Form.
- 2.1.4. Race numbers will be retained by returning Racers that register prior to March 1st, 2025 on a priority basis followed by new entries.
- 2.1.5. Race numbers shall be between 1 and 999 unless approved by RACE Moto.CA and shall be unique for each rider category (AM – PRO).

2.2. Event Entry

- 2.2.1. An Event Entry Form including a waiver must be completed for each rider with full payment prior to participating in an event.

- 2.2.2. RACE Moto.CA reserves the right to limit the number of participants in a RACE Moto.CA Event.
- 2.2.3. RACE Moto.CA reserves the right, without notice, to accept or decline any entries for any reason.
- 2.2.4. Acceptance of the Application/Event Registration is not intended to be, nor shall it be considered in any way a legal contract.

2.3. Crew

- 2.3.1. Each entered Rider shall be allowed up to two (2) crew members per Event at no cost. The names of the crew members shall be provided to the RACE Moto.CA Registrar prior to the Event.
- 2.3.2. Crew waiver must be completed and credentials picked up during regular registration hours. Regular gate fees will apply to those who miss the registration window.
- 2.3.3. Crew must be over the age of 16.
- 2.3.4. Only crew members with credentials are allowed to access Pit Lane.
- 2.3.5. Additional crew passes can be purchased at registration.
- 2.3.6. All crew conduct is the responsibility of the registered racer.

2.4. Fees

- 2.4.1. The RACE Moto.CA Licence Application Fee is non-refundable.
- 2.4.2. In the event that a registered racer is unable to attend an event, the Event Entry Fee may be used as a credit towards the next event based on the following criteria;
 - **100%** of Event Entry Fee with written notice to RACE Moto.CA seven days or more prior to the first day of the Event, understanding that a RACE Moto.CA event begins on Friday.
 - **80%** of Event Entry Fee with written notice to RACE Moto.CA less than seven days prior to the event and up until Thursday.
 - No refunds or credits are available as of 12:01 am on Friday morning of the event weekend.
 - A processing fee of \$25 will be charged to all transfers and refunds.

3. Riders Meeting

It is mandatory that Competitors attend all Racers' meetings as directed by RACE Moto.CA

- Exceptions must be confirmed in advance with a Race Director.

- Failure to attend the Racers meeting may result in a grid penalty of 5 positions.

4. Competitors Gear Requirements

All equipment must adhere to the following guidelines, failure to comply will result in the Racers entry being forfeited.

- 4.1.1. Any rider competing in an event must use a one piece full-face helmet legally bearing a sticker or QR code confirming the following rating:
 - SNELL M 2020 & 2025
 - UNECE 22.05 or 22.06 Type P
 - JIS T8133 2015 Type 2 Full face
 - FRHPhe-01 & 02
- 4.1.2. Helmet's rating sticker or QR code must be easily visible and clear from damage.
- 4.1.3. Helmet must be in new condition, free from any damage, and **less than five (5) years old from the date of manufacturing.**
- 4.1.4. A non-damaged visor must be fitted and secured in a down position on the helmet.
- 4.1.5. Cameras and camera mounts are not to be installed on helmets.
- 4.1.6. Special purpose one piece, motorcycle road racing suits are required.
- 4.1.7. Motorcycle CE Level 2 back protectors are mandatory and must be worn under the racing suit.
- 4.1.8. Motorcycle airbag equipped suits and vests are not mandatory but are highly recommended. If the air suit or vest does not incorporate a CE Level 2 back protector a supplemental CE Level 2 back protector is required.
- 4.1.9. Leather gloves, designed for motorcycle road racing, must be worn and cover the cuff of the suit sleeve.
- 4.1.10. Leather or synthetic boots that sit at least 8" above the ankle and specifically made for motorcycle racing must be worn.
- 4.1.11. Skin shall not be visible on the rider's body, except for the rider's neck.
- 4.1.12. All of the Racers' equipment mentioned above must be worn whenever they are on the track.
- 4.1.13. The rider's personal equipment may be inspected by a Race Official at any point during the event.

- 4.1.14. If any of the clothing, gear or machinery shows excessive damage, the Race Official may reject that piece of gear from racing use.

5. Technical Inspections

5.1. Motorcycle Inspection

Every machine competing in a RACE Moto.CA Event must be fully inspected and approved by the Technical Scrutineer prior to entering the track.

- 5.1.1. The Technical Scrutineer will mark approved motorcycles with the appropriate technical sticker for the Event. Stickers are valid for the entirety of the Event barring any incidents.
- 5.1.2. The belly pan must be removed and brought to Technical Inspection. The Technical Scrutineer may request to remove additional bodywork if the side fairing obstructs the inspection of certain areas.
- 5.1.3. All RACE Moto.CA participating machines shall be neat and clean in appearance.
- 5.1.4. At any time during a race weekend, a Race Official may recall a machine for further inspection if they have any doubts concerning that machine's safety.
- 5.1.5. Any machine that crashes over the course of a competitive weekend must be presented again for inspection before it can be released for the following session.
- 5.1.6. A post race inspection may be required to ensure compliance with rules, regulations and sponsorship requirements.

5.2. Safety Requirements

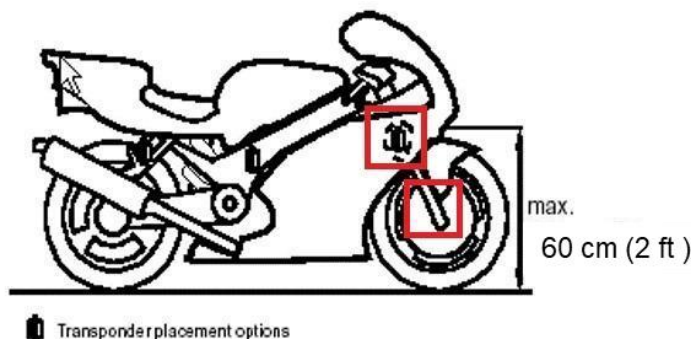
- 5.2.1. The following items must be secured via safety wire or have a secondary retention method:
- All oil and coolant drain plugs,
 - Fill caps and dip sticks
 - External oil filter(s), screws and bolts that enter an oil or coolant cavity
 - All fluid carrying lines and hoses
 - Brake caliper bolts
 - Fork drain plugs where applicable
 - Front and rear axles
- 5.2.2. The following safety devices are mandatory:
- Brake Lever Guard
 - A Shark Fin Chain Guard

- An oil retaining system within their lower fairing/ belly pan
 - A well-marked, operational engine kill button or switch mounted on or adjacent to handlebars or clip-ons, within easy reach of the rider.
- 5.2.3. Any breather type fluid line must drain into a heat resistant, non-combustible catch can of at least five (5) ounces displacement, attached in a safe and secure manner.
- 5.2.4. All machines must have fully operational front and rear brakes. Hand operated rear brakes are permitted.
- 5.2.5. All motorcycles must have a self closing throttle.
- 5.2.6. Un-baffled or "Open Exhaust" systems are not allowed. All exhaust must be less than 106 dBA as measured by SAE J2825.
- 5.2.7. Protruding parts such as exposed fairing mounts are not permitted.
- 5.2.8. The use of Anti-Freeze is not allowed. The use of Water Wetter or race only coolant is permitted.
- 5.2.9. OEM or aftermarket bodywork is allowed but must resemble the OEM shape and dimensions.
- 5.2.10. Bodywork must be securely mounted in at least three (3) locations. Use of DZUS fasteners are permitted.
- 5.2.11. No camera mounting apparatus may extend more than 50 mm from the bodywork.
- 5.2.12. Street equipment must be removed, including but not limited to:
- All side and centre stands (bypass for side stand switch may be required)
 - Mirrors
 - Turn signals
 - Licence plate mounts
 - Headlight and tail lights
 - Any glass, plexiglass or breakable plastic surfaces, such as speedometer and tachometer must be partially covered with duct tape, with the exception of a rain light.

6. Motorcycle Eligibility and Modifications

6.1. Transponders

- 6.1.1. The transponder should be mounted vertically, with no obstructions between the transponder and the track surface. The figure below shows the recommended transponder position and the maximum height.



- 6.1.2. Transponder must be attached securely to the motorcycle.
- 6.1.3. Racers may rent a transponder from RACE Moto.CA for the event weekend at an additional charge. Transponders are available at registration.
- 6.1.4. Racers are responsible for their transponder. Those whose transponders are not working during any on-track session will not be timed/scored.

6.2. Decals

- 6.2.1. All images/icons/writing and similar decals appearing on the motorcycle must be in good taste. Profanity will not be tolerated.
- 6.2.2. RACE Moto.CA decals are required on all competing motorcycles. Decals should be clearly visible and no other decals may be within 50 mm. Mandatory Decals must not be modified, cut, or trimmed in any way.
- 6.2.3. Sponsor decals may be required in order to be eligible for contingency.
- 6.2.4. **Novices must display an "N" decal on the front of the motorcycle (provided by RACE Moto).**

6.3. Number Requirements

- 6.3.1. Each machine competing in an event must carry complete number identification consisting of three (3) number (plates, areas) one on the front of the machine and one number (plate, area) on each side.
- 6.3.2. The number plates must be made out of a decal or painted on the machine in a manner deemed acceptable by the Technical Scrutineer. The number plate must present a white

background and cover the entire number area. Sizes for all number should be as follow and allow for at least 10 mm between each number:

<p style="text-align: center;">Front numbers: Minimum height: 6 in (150 mm) Minimum width: 3.5 in (90 mm) Minimum stroke (thickness): 1 in (25mm)</p>
<p style="text-align: center;">Side numbers: Minimum height: 4 ½ in (115 mm) Minimum width: 3 in (75 mm) Minimum stroke (thickness): 0.75 in (19 mm)</p>

6.3.3. Novice / Amateur – RED #S ON WHITE PLATE or BLACK #S ON YELLOW BACKGROUND. Numbers without a background # plate must have a white outline with a minimum thickness of 12.5 mm (0.5 in). Novice racers must also display an “N” decal front and rear (provided by RACE Moto).

6.3.4. Professional - BLACK NUMBERS ON WHITE PLATE. Numbers without a white background must have a white outline with a minimum thickness of 12.5 mm (0.5 in)

6.3.5. The number plate shall be free of any decals of any kind and shall be clearly visible at all times.

7. Competition / Event Procedures

7.1. General Provisions

7.1.1. Events will be held rain or shine, however may be canceled due to serious weather conditions (i.e. excessive rain, lightning, unsafe track conditions) at the discretion of the Race Director.

7.1.2. All racers must pass Technical Inspection prior to going on the track. This inspection will be valid for the duration of the Event barring any incidents (See 5.1 Motorcycle Inspection)

7.1.3. The Race Director may choose to stop a session before its official time/ laps.

- Should the session be deemed complete by the Race Director, final scoring will revert to the last completed lap.
- Should the Race Director deem the race incomplete, the race will be restarted with a revised schedule for laps/ time, to be determined by the Race Director.

7.1.4. A Horn will sound 5 minutes prior to the beginning of all sessions.

7.1.5. Transponders are mandatory for all Saturday and Sunday sessions and highly recommended during the Friday Test Day.

7.2. Practice Sessions

- 7.2.1. The optional Friday Test days as well as the first session of both race days will be reserved for practice sessions.
- 7.2.2. Practice sessions will be divided by similar speed motorcycles/ classes, with a maximum of 36 motorcycles on the track at any time or at the discretion of the Race Director.
- 7.2.3. Competitors can enter/exit the track at their discretion following pit in/out procedure during practice and qualifying sessions
- 7.2.4. Pit Lane can be used for minor mechanical adjustments during practice and qualifying sessions. Stopped Racers and machines must remain to the left side of pit lane, off the hot line.
- 7.2.5. Practice starts are permitted after the racers have seen the checkered flag on Pro & Long track configurations during practice and qualifying sessions at the discretion of the Race Director. Practice starts are not permitted on the Nelson Track or after race sessions.
 - Practice starts are only allowed in the designated location (marked by a cone at the start of the back straight).
 - Racers are to line up in single file behind the cone on the right side of the track.
 - Racers are to proceed one at a time.

7.3. Practice Start Session

- 7.3.1. Where possible, a "Practice Start Session" will be included on the Friday Test Day.
- 7.3.2. All Racers taking part in the optional Friday Test Day are eligible to take part in the "Practice Start Session".
- 7.3.3. Riders wishing to participate in the session are to proceed to Pre-Grid at the start of the session and will be released at the discretion of the Race Official.
- 7.3.4. A waving yellow flag will be displayed in the last corner of the first lap and a stationary red flag will be held at the Start/ Finish.
- 7.3.5. Riders will be lined up at assigned grid positions, where they will be released one at a time to do a practice start and hot lap.
- 7.3.6. Riders are able to repeat their practice starts for the entire session or return to the pits at their desire.
- 7.3.7. Practice starts are not permitted on the back straight during the "Practice Start Session".
- 7.3.8. Riders must be mindful that the "Practice Start Session" includes Racers of all speed and experience.

7.4. Race Day: Qualifying

- 7.4.1. A timed qualifying session shall determine the starting positions for the race unless otherwise specified by the Race Director.
- 7.4.2. Qualifying sessions will be specific to the race class. In the event classes need to be combined, care will be taken to group classes with similar speed motorcycles and racers.
- 7.4.3. Competitors can enter/exit the track at their discretion following pit in/out procedure.
- 7.4.4. Pit lane can be used for minor mechanical adjustments. Riders and machines must remain to the left side of pit lane, off the hot line.
- 7.4.5. Transponders are required. Riders with non-operational transponders will be black flagged.
- 7.4.6. Riders that have an "A" and a "B" bike may qualify on either as long as the motorcycle is eligible for the class and has passed Technical Inspection.
- 7.4.7. If a rider opts to qualify on an alternate, non-owned motorcycle, they must receive prior permission from the Race Director.
- 7.4.8. Ties in qualifying times between competitors shall be broken by taking the next fastest lap time for each competitor until the tie is broken.
- 7.4.9. Riders who do not achieve a qualifying time may be permitted to start in the last positions on the starting grid only after receiving permission from the Race Director and provided the maximum number of starters is not exceeded.
- 7.4.10. Should the Sunday qualifying session be removed from the schedule or unavailable, the results of Saturday's qualifying session will be used for the Sunday races.
- 7.4.11. In the event of inclement weather, riders who brave the elements to qualify will be gridded at front of the grid as per their qualifying times. If there is no qualifying session on Sunday, these riders will be gridded at the front of the grid both Saturday & Sunday.
- 7.4.12. Should a qualifying session be cancelled or unavailable, motorcycles shall be gridded according to current points standing by class. If a rider has no points, they will be placed at the back of the grid.

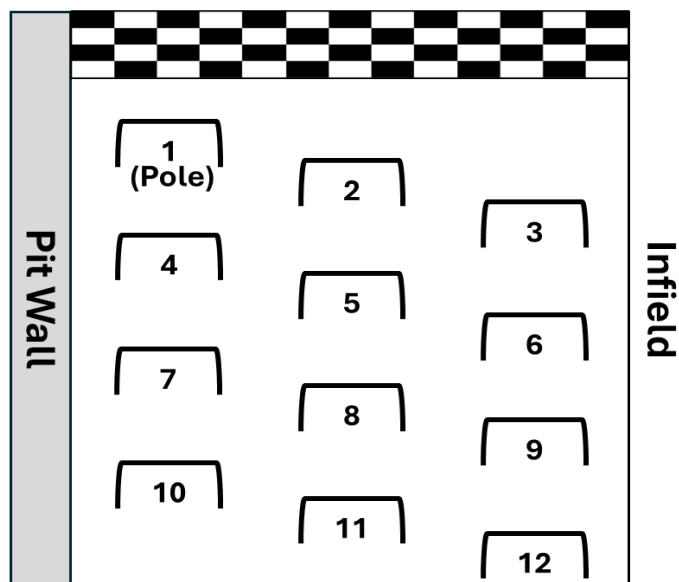
7.5. Race Day: Race Pre-Grid

- 7.5.1. A Horn will sound 5 minutes prior to the beginning of all official races informing the competitors that they may proceed to the Pre-Grid.
- 7.5.2. All competitors must be in their assigned position on the Pre-Grid by the display of the 1-minute board.
- 7.5.3. If the pre-grid is full, the Racers can be released early at the Race Directors discretion.

- 7.5.4. Any racer that is not in position on the Pre-Grid by the time the Racers are released to commence the warm-up lap shall be positioned at the back of the grid or shall start the race from pit lane as instructed by the Race Official.
- 7.5.5. Racers starting from pit lane will be starting in a single file and in the order that they arrive. They must be in position prior to the start of the race and can only start when the full grid has passed the starter and as signaled by the Race Official.
- 7.5.6. Any competitor arriving at the Pre-Grid after the start of the race will not be allowed to start or compete in that race.

7.6. Race Day - Grid

- 7.6.1. Riders not competing in the race should inform a Race Official so the grid is not held waiting for their arrival.
- 7.6.2. Racers will be allowed at least one warm up lap unless advised by a Race Official.
- 7.6.3. At the completion of the warm up lap, racers will be given a waving yellow flag in the last corner and a stationary red flag at the start finish.
- 7.6.4. Racers are to grid in the same order as pre-grid.
- 7.6.5. It is the racers responsibility to grid in the proper position. Racers failing to grid in the proper position will be penalized 5 seconds at the completion of the race.
- 7.6.6. Pole position will be awarded to the fastest qualifier. This position is on the front row in the far left position (on the racing line). Remaining Racers will be gridded in order of qualifying times or at the discretion of the Race Director.



7.7. Race Day - Starts

7.7.1. When start lights are being used, the start of a race will use the following process:

- During the gridding process no lights will be displayed.
- Once the grid is ready the Race Official will lower the red flag, move off the track and turn the start procedure over to the Starter. Racers should be in gear and ready to start.
- Once the Race Official is clear of the track, the start lights will go full red.
- When the Starter has been given the field, they will display a red flag.
- The race starts when the red flag is lowered and the red lights go out.
- If there is a problem on the grid the starter will raise the red flag to signal a problem.
- Once the problem is rectified the starter will repeat the “Ready” process.

7.7.2. When start lights are unavailable, flags will be used to start the race, using the following process:

- During the gridding process a Race Official will hold the grid on the Start/Finish line with a stationary red flag.
- Once the grid is ready the Race Official will lower the red flag, move off the track and turn the start procedure over to the Starter. Racers should be in gear and ready to start.
- When the Starter has been given the field, the starting flag (Green or Canada Flag) will slowly be raised.
- The race is started when the starting flag is waved.
- If there is a problem on the grid the Starter will slowly lower the flag to signal a problem.
- Once the problem is rectified the Starter will repeat the “Ready” process.

7.7.3. Racers not ready to start or experiencing technical issues must raise their hand and vigorously notify the Starter of a problem.

7.7.4. Racers guilty of a jump start will be penalized 5 seconds at the completion of the race.

7.7.5. In the event of a jump or improper start the race may be re-started at the discretion of the Race Director. Racers will re-grid at the direction of Race Officials.

7.8. Race / Session Interruption



7.8.1. In the event of an emergency situation, a red flag will be waved at each marshal station, indicating the race has been stopped.

- 7.8.2. Racers must signal their intention to reduce speed, slow down, exercise extreme caution and be prepared to stop.
- 7.8.3. Racers shall complete the current lap, return to the pit lane and wait for further instructions unless instructed to stop by a corner marshal.
- 7.8.4. Racers are not to leave pit lane unless instructed by a Race Official.
- 7.8.5. Leaving the pit lane without permission from a Race Official will result in penalties or disqualification.
- 7.8.6. Minor repairs and adjustments are allowed on pit row.
- 7.8.7. Tire warmers may be allowed in pit lane allowed at the discretion of the Race Director.
- 7.8.8. Refueling is not allowed on pit row.
- 7.8.9. In the event of a red flag the race may be re-started at the discretion of the Race Director. Races with 2/3rds completion can be considered complete with full points awarded.
- 7.8.10. Races with 2 or less laps completed before the red flag will re-grid in the original grid positions.
- 7.8.11. Races red flagged with more than 2 laps completed will re-grid based on the finishing order on the last completed lap. This is defined as the last time the race leader crosses the finish line before the red flag is shown.
- 7.8.12. Short delay will see racers pre-grid on pit row, take a warm up lap, grid and go.
- 7.8.13. Longer delays will see racers sent back to their pits. Racers will then be notified for the restart with a 5 minute horn. Racers will pre-grid in the pre-grid area as per a normal start procedure.
- 7.8.14. In the event that the race is restarted, Racers involved in an incident causing a red flag will be allowed to re-grid so long as the following clearances are met;
- Racer has been given medical clearance.
 - Racer that has been given technical clearance.
- 7.8.15. In the event the race does not restart, only active racers will be scored. Racers involved in a crash that caused the red flag situation will not be scored. Scoring will revert to the finishing order from the last lap completed. This is defined as the last time the race leader crosses the finish line before the red flag is shown.

8. Flags and Signals

The following is a list of flags and signals that are commonly used trackside during all events. It is the responsibility of every rider to be aware of all flags and be prepared to act accordingly at any time.

Flag	Action	Communicates	Riders Responsibility
	Waving	Indicates the start of a race When available, start lights would replace the Green or Canadian National Flag	
	Waving	Indicates the completion of the race/session	Slow down from race pace but maintain a sufficient speed to clear the track in an expedient manner. Racers are not permitted to remove any protective equipment on the cool down lap. Racers are not to impede those who are still racing
	Stationary	Caution - potentially hazardous situation on or just off the track	Proceed with caution. Passing permitted
	Waving	Extreme Caution - hazardous situation on or just off the track	Proceed with extreme caution. No passing permitted until after the incident
	Blue/Green crossed flags	Indicates the halfway mark of the race	
	Displayed Pointing	Indicates a hazard ahead: debris, rain, oil, water, gas, dirt or parts are on the track. Corner marshals may point at the debris with the intent to signal to the rider where to avoid if possible. Flag pointed vertically signals rain is beginning to fall.	Proceed with extreme caution. Reduce speed and prepare to avoid debris
	Displayed with number board at Start & corner 10 (Long & Pro track)	Indicates there is something wrong with the rider/machinery of the rider who's number is displayed on the board.	Slow down with caution, do a visual check and then proceed if safe to do so. If the motorcycle is leaking fluid, try not to cross the racing line, exit the track surface when it is safe to do so in a non-impact area and stop if possible. If it is safe to do so, complete the current lap, proceed to pits and report to a Race Official
	Displayed	Indicates last lap - one lap to go before the checkered flag/end of the race	

	Waving	Indicates the race has been stopped due to an emergency situation. Flag will be displayed at each marshal station	Racers must signal intent to reduce speed, slow down, exercise extreme caution and be prepared to stop. Riders must complete their current lap and return to Pit Lane unless instructed to stop by a corner marshal. See section 7.8 Race/ Session Interruption for further details
	Waving	Indicates one of the leaders is about to overtake	To be used at Race Directors discretion. Rider being overtaken is to hold their line.

9. Protests

- 9.1. Any competitor who wishes to file a protest must submit a written statement to the Race Director within twenty (20) minutes after the results of the protested event have been posted.
- 9.2. The protest form must include the date and time of the protest. The protest must specify the protested rider's name, number, and the race in question. The form must specify the reason for the protest eg. The rider being protested cut the track and gained positions in the process.
- 9.3. Protests can only be made by a rider or the rider's team competing in the event in question.
- 9.4. The Protest Form must be signed and accompanied by a \$200.00 protest fee (cash or e-transfer to admin@racemoto.ca).
- 9.5. The Protest Fee is refundable if the protest, less costs incurred, is valid. If a protest is valid, the protested rider is responsible for covering costs associated with the protest.
- 9.6. If the protest reveals no error or omission, then the rider making the protest is responsible for any costs associated with the protest.
- 9.7. The validity of a protest will be determined by the Race Director who may employ additional resources as required. The Race Director will render the final decision.

10. Scoring

10.1. General Provisions

- 10.1.1. To qualify as a finisher and score finishing position points, a competitor shall be an "active" rider and cross the checkered flag at the end of the competition. Inactive Racers shall not be scored and results will show "DNF".

10.2. Competitor Points

- 10.2.1. Racers shall be awarded points based on the results in each race and/or qualifying session.
- 10.2.2. Combined PRO/ AM classes will have combined scoring.
- 10.2.3. Racers that have been disqualified will forfeit all points from that race/ qualifying session.
- 10.2.4. Finishing points shall be awarded for each round as follows;

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

11. Awards and Recognition

- 11.1.1. All awards, points and recognitions/ contingencies will be awarded based on the combined results from the Event (Saturday and Sunday races) and will be presented on Sunday at the completion of the races.
- 11.1.2. In the event of a tie, the results from Sunday's race will take precedence. (Example: A 2-1 weekend result will top a 1-2 weekend result)
- 11.1.3. Competitors (or a team representative) are required to attend the podium ceremony in order to claim their award/prize.
- 11.1.4. Weekend awards/prizes will not be delivered to competitors.

12. Competitor Conduct on Track

- 12.1.1. It is not permitted to ride a motorcycle in the opposite direction of race traffic without the permission of the Race Director or Chief Course Marshal. Infractions of this rule may result in an immediate exclusion.
- 12.1.2. If a rider is forced to stop on the track it is the racer's duty to place the motorcycle as far as possible off the racing line to cause the least obstruction to other competitors, and preferably on the side of the track least used by race traffic.
- 12.1.3. If a machine breaks down on the course, only the racer can repair it. The racer can have assistance pushing and/or starting the machine, but their crew members may not go trackside during an event to do so.
- 12.1.4. It is strictly forbidden for anyone, other than the marshals, the medical and rescue team, or authorized personnel to access the track during a live session. Infractions of the rule may result in an immediate exclusion.
- 12.1.5. A racer entering the track from pit lane must, upon clearance from an official, follow the designated lane to the left of the blend line (painted line) before safely merging with traffic.

- 12.1.6. Racer exiting the track must signal their intention at least one corner prior.
- 12.1.7. Racers must ride in a manner respectful to the general safety of the themselves, fellow competitors, the Race Officials and corner marshals
- 12.1.8. Racers must not deliberately weave or block other competitors.
- 12.1.9. The lead racer has the choice of the race line. It is the responsibility of the passing racer to do so safely without intentional contact.
- 12.1.10. Any rider who has left the marked track must rejoin at the nearest point to that where the exit occurred, compatible with safety, and obey the directions of the track marshals in the area.
- 12.1.11. Racers cannot gain an advantage over fellow competitors from leaving or shortcutting the course. Racers will be penalized if any positions are gained.
- 12.1.12. A racer who has repeatedly made serious mistakes, violated safety procedures or has the appearance of a lack of control may be excluded from further competition or otherwise penalized at the discretion of the Race Director.
- 12.1.13. The Race Director may, during any practice, qualifying or race session, order any motorcycle to be removed from the racetrack which, in the opinion of the Race Director, constitutes a hazard to other competitors because of insufficient speed, fluid spilling, or any other reason.
- 12.1.14. A rider who crashes and then attempts to rejoin the race must ensure that they are physically fit to continue racing. It is the sole responsibility of the rider to make this personal assessment before re-entering the race.
- 12.1.15. A rider who crashes and then attempts to rejoin the race must ensure that their machine is in proper mechanical condition in order to continue racing. This includes operation of controls and to ensure no fluids are leaking from the motorcycle. It is the sole responsibility of the rider to perform a thorough inspection of their machine before re-entering the race.
- 12.1.16. A rider that crashes during a session is automatically required to report for a mandatory medical assessment and technical inspection at the end of the session.
- 12.1.17. Reasonable power wheelies exiting corners under normal racing situations are allowed. However, any prolonged or deliberate wheelie at any time (within 200 ft. of another rider) may result in penalties being assessed to that racer.

13. Code of Conduct

13.1. General Provisions

- 13.1.1. All RACE MOTO.CA participants shall conduct themselves in a professional and respectful manner particularly in relations with other participants, officials, sponsor partners and the general public. All RACE MOTO.CA participants shall maintain the highest level of behaviour and sportsmanship and shall ensure that their actions are not detrimental to RACE MOTO.CA or motorsports in general. All RACE MOTO.CA

participants are responsible for the conduct and behaviour of their crew and guests at all times. A penalty may be applied to a rider for misconduct by crew or a guest.

- 13.1.2. Animals of any kind are not permitted in the pits or on the racetrack. Animals in the paddock must be restrained at all times.

13.2. Alcoholic & Narcotics

- 13.2.1. Consumption of alcohol, narcotic or illegal substance, as defined in law, or the improper use of legal substance, by any Participant is expressly prohibited until all of the participants' competitions are concluded for the day. The presence of alcohol or narcotics in a Rider's body during a Competition is strictly prohibited. A Race Official may prohibit participation if it is suspected the competitor is impaired as a result of consumption of alcohol or other narcotic. Such action is not subject to appeal.
- 13.2.2. The consumption of marijuana is not permitted in the paddock area until all racing has finished for the day.

13.3. Medical Condition

- 13.3.1. It is the responsibility of every competitor to inform a Race Official of any physical condition that might prevent the safe control of a motorcycle under race conditions, as well as any medical condition that could be worsened by virtue of competition in an event (i.e. concussion).
- 13.3.2. It is the responsibility of every competitor to conform to provincial concussion protocol for return to sport and to inform a Race Official of any prescribed medication that may be relevant to the medical staff in the event of an emergency.
- 13.3.3. Failure to report any medical conditions that could affect a rider's ability may result in that rider being disqualified from that RACE Moto.CA event.
- 13.3.4. It is mandatory that all Racers must fill a medical form with Emergency Medical Information. The medical information shall be updated as soon as new information arises.
- 13.3.5. Riders are required to be cleared by the Medical team following any incident where a rider has come in contact with any part of the race surface. Riders must bring their helmets to the medical centre for inspection.
- 13.3.6. When a rider is not cleared by the Medical team, he/she will need to get a written medical clearance from their general practitioner before returning to competition.
- 13.3.7. In any situation where the RACE Moto.CA deems that a rider's medical condition is at a higher than acceptable risk, or following a series of crashes over the weekend, that rider may not be able to compete and shall get a written medical clearance from their general practitioner before returning to competition.
- 13.3.8. The RACE Moto.CA reserves the right to prohibit any rider from competing if they feel that they could present a danger to themselves or others.

13.4. Pit Lane Procedure

- 13.4.1. During any track session, only crew members and/or Racers are allowed along the pit wall for the purpose of signaling. All personnel on the hot side of the pit wall must have the appropriate wrist bands indicating they are Racers or crew members.
- 13.4.2. It is explicitly not allowed to be at the pit wall during the start of any race.
- 13.4.3. Pit Lane speed limit is 50 km/h.
- 13.4.4. The addition of any fluids is prohibited in Pit Lane.
- 13.4.5. It is the responsibility of the crew to notify Race Officials immediately of any liquid spills and to assist in their clean-up.

13.5. Paddock Safety

- 13.5.1. Team vehicles (including but not limited to pit bikes, scooters, 4-wheelers, carts and battery operated conveyances) of any kind are to be driven in a safe manner at all times when at the race facility and no vehicle shall be driven faster than 10 km/hr in the paddock, or otherwise stipulated.
- 13.5.2. No person shall ride in or on any vehicle in an unsafe manner.
- 13.5.3. When a motorcycle is being refueled, the rider must be off the motorcycle.
- 13.5.4. Each pit must have a fire extinguisher readily available.
- 13.5.5. Animals in the paddock must be restrained at all times.

14. Advertising and Media

14.1. Advertising, Broadcast Rights and Promotion Release

- 14.1.1. Each licensed competitor grants RACE MOTO.CA permission to use his or her name, likeness and performance, including photographs, images, videos and audio tracks obtained before, during and after an event . Each Competitor relinquishes to RACE MOTO.CA exclusively and in perpetuity all rights thereto for such purposes as promoting, advertising, broadcasting, recording or reporting of RACE MOTO.CA events.
- 14.1.2. Each Competitor agrees not to take any action, nor cause others to take any action, nor enter into any third-party agreement which would contravene, diminish, encroach or infringe upon these RACE MOTO.CA rights.

14.2. Media & Communication Guidelines / Contacts

- 14.2.1. No company or individual may speak to the media on behalf of RACE MOTO.CA without written permission from RACEMOTO.CA Inc. Enquiries should be directed to admin@racemoto.ca.
- 14.2.2. RACE MOTO.CA encourages the use of social media to promote the series, its sponsors and Racers based on the following guidelines;

- No hate speech or profanity
- No disclosure of confidential information
- No conduct or posting content that could harm the reputation of RACE MOTO.CA and/or its partners, sponsors, venues, competitors and/or other affiliates
- All communications pertaining to RACE MOTO.CA, its sponsors and competitors should be respectful and professional.

RACING CLASSIFICATIONS

RACE MOTO Sprint Cup

- Pro/Am
- All motorcycles meeting safety requirements are eligible
- Unlimited displacement 4 stroke & 2 stroke
- Participants must be able to lap at no less than 125% of the pole sitter's pace (to be determined according to qualifying times).
- 50% of entry fees (based on second class entry) paid back as prize money.

Lou-Ann Printing Pro Superbike

- Unlimited Displacement Two Stroke
- Unlimited Displacement Four Stroke
- Wheels – OEM diameter (17") with maximum width of 3.5" front & 17" rear. No material restrictions.
- Frame – OEM Homologated design. May be braced. Adjustable swing arm pivots and triple clamps allowed.
- Suspension – unrestricted
- Engine – must retain stock cases, cylinder and crankshaft. Modifications allowed.
- Electronics – Aftermarket allowed including traction control, launch control, wheelie control, data acquisition & quick shift.
- Fuel System – No nitrous, no boosting, no fuel restrictions.
- Brakes – Aftermarket calipers, rotors, pads brake lines allowed.
- Charging System – modifications or elimination allowed.
- Example Bikes – Aprilia RSV4, BMW S1000RR, Ducati V4 & V2, Honda CBR1000R, Kawasaki ZX10R, Suzuki GSXR1000, Yamaha R1 + any eligible bike in a lesser class.
- Prize money – 1st \$250, 2nd \$150, 3rd \$100

Amateur Superbike

- Unlimited Displacement Two Stroke
- Unlimited Displacement Four Stroke
- Wheels – OEM diameter (17”) with maximum width of 3.5” front & 17” rear. No material restrictions.
- Frame – OEM Homologated design. May be braced. Adjustable swing arm pivots and triple clamps allowed.
- Suspension – unrestricted
- Engine – must retain stock cases, cylinder and crankshaft. Modifications allowed.
- Electronics – Aftermarket allowed including traction control, launch control, wheelie control, data acquisition & quick shift.
- Fuel System – No nitrous, no boosting, no fuel restrictions.
- Brakes – Aftermarket calipers, rotors, pads brake lines allowed.
- Charging System – modifications or elimination allowed.
- Example Bikes – Aprilia RSV4, BMW S1000RR, Ducati V4 & V2, Honda CBR1000R, Kawasaki ZX10R, Suzuki GSXR1000, Yamaha R1 + any eligible bike in a lesser class.

Pro 6 Cycle 600 Supersport Class

- Up to 890 3 cylinder four stroke
- Up to 890 cc 2 cylinder four stroke
- Wheels – OEM diameter (17”) with maximum width of 3.5” front & 17” rear. No material restrictions.
- Frame – OEM Homologated design. May be braced. Adjustable swing arm pivots and triple clamps allowed.
- Suspension – unrestricted
- Engine – must retain stock cases, cylinder and crankshaft. Modifications allowed.
- Electronics – Aftermarket allowed including traction control, launch control, wheelie control, data acquisition & quick shift.
- Fuel System – No nitrous, no boosting, no fuel restrictions.
- Brakes – Aftermarket calipers, rotors, pads brake lines allowed.
- Charging System – modifications or elimination allowed.
- Example of bikes competing: 2025 & newer Ducati V2, Kawasaki ZX 600/636, Honda CBR 600, Suzuki GSXR 600, Yamaha R6 & R9, Triumph 675/765

Amatuer 600 Supersport Class

- Up to 636 4 cylinder four stroke
- Up to 890 3 cylinder four stroke
- Up to 890 cc 2 cylinder four stroke
- Wheels – OEM diameter (17”) with maximum width of 3.5” front & 17” rear. No material restrictions.
- Frame – OEM Homologated design. May be braced. Adjustable swing arm pivots and triple clamps allowed.
- Suspension – unrestricted
- Engine – must retain stock cases, cylinder and crankshaft. Modifications allowed.
- Electronics – Aftermarket allowed including traction control, launch control, wheelie control, data acquisition & quick shift.
- Fuel System – No nitrous, no boosting, no fuel restrictions.
- Brakes – Aftermarket calipers, rotors, pads brake lines allowed.
- Charging System – modifications or elimination allowed.
- Example of bikes competing: 2025 & newer Ducati V2, Kawasaki ZX 600/636, Honda CBR 600, Suzuki GSXR 600, Yamaha R6 & R9, Triumph 675/765

EVAL Heavyweight Class (Pro/Am)

- Up to 750cc Four Stroke – 4 Cylinders
- Up to 900cc Four Stroke – 3 Cylinders
- Up to 1200cc Four Stroke – 2 Cylinders
- Unlimited Displacement – Single Cylinder
- Unlimited Displacement Two Stroke
- Wheels – OEM diameter (17”) with maximum width of 3.5” front & 17” rear. No material restrictions.
- Frame – OEM Homologated design. May be braced. Adjustable swing arm pivots and triple clamps allowed.
- Suspension – unrestricted
- Engine – must retain stock cases, cylinder and crankshaft. Modifications allowed.
- Electronics – Aftermarket allowed including traction control, launch control, wheelie control, data acquisition & quick shift.
- Fuel System – No nitrous, no boosting, no fuel restrictions.
- Brakes – Aftermarket calipers, rotors, pads brake lines allowed.
- Charging System – modifications or elimination allowed.
- Example Bikes – Ducati 955, Honda CBR600/RC51, Kawasaki ZX6R/636R, KTM 790/890, Suzuki GSXR 600/750, Triumph 675/765, Yamaha R6/R9 + any eligible bike in a lesser class.

Middleweight Class (Pro/Am)

- Up to 500cc Four Stroke – 4 Cylinders
- Up to 800cc Four Stroke – 2 Cylinders
- Up to 701cc Four Stroke – Single
- Wheels – OEM diameter (17”) with maximum width of 3.5” front & 17” rear. No material restrictions.
- Frame – OEM Homologated design. May be braced. Adjustable swing arm pivots and triple clamps allowed.
- Suspension – unrestricted
- Engine – must retain stock cases, cylinder and crankshaft. Modifications allowed.
- Electronics – Aftermarket allowed including traction control, launch control, wheelie control, data acquisition & quick shift.
- Fuel System – No nitrous, no boosting, no fuel restrictions.
- Brakes – Aftermarket calipers, rotors, pads brake lines allowed.
- Charging System – modifications or elimination allowed.
- Example Bikes – Aprilia 660, Honda CBR 300/500, Kawasaki EX 300/400/400RR/500/650, KTM 390/690, Kramer 690, Husqvarna 701, Suzuki GSX800R, Yamaha R3/R7 + any eligible bike in a lesser class.

Lightweight Class (Pro/Am)

- Up to 390cc Four Stroke – 4 Cylinders
- Up to 500cc Four Stroke – 2 Cylinders
- Up to 650cc Four Stroke – Single
- Up to 400cc Two Stroke Production Based —2 Cylinders
- Up to 125cc Two Stroke GP Based—Single Cylinder
- Wheels – OEM diameter (17”) with maximum width of 3.5” front & 17” rear. No material restrictions.
- Frame – OEM Homologated design. May be braced. Adjustable swing arm pivots and triple clamps allowed.
- Suspension – unrestricted
- Engine – must retain stock cases, cylinder and crankshaft. Modifications allowed.
- Electronics – Aftermarket allowed including traction control, launch control, wheelie control, data acquisition & quick shift.
- Fuel System – No nitrous, no boosting, no fuel restrictions.
- Brakes – Aftermarket calipers, rotors, pads brake lines allowed.
- Charging System – modifications or elimination allowed.
- Example Bikes – Aprilia 457, Honda CBR 300/500/RS125, Kawasaki EX 300/400/500, KTM 390, Husqvarna 401, Yamaha R3/ RZ350/TZ125

Novice Class

- Unlimited Displacement 4 Stroke.
- Unlimited Displacement 2 Stroke.
- Restricted to first year racers that have recently completed the Race School.
- Other less confident racers may apply to run the Novice Class.
- Novice racers may be bumped to Amateur if their speed and skill warrants it.

Supermoto Class

- Unlimited Displacement motocross based 4 Stroke single, 550cc twins or unlimited displacement 2 stroke singles with 17" wheels
- Up to 3 bikes will be gridded with the Lightweight class.
- 4 to 9 bikes will be gridded with the Lightweight class in a separated wave start
- 10 or more bikes Race Moto will create a separate class. If a separate class is created the Supermoto bikes will not be allowed to compete in the Lightweight class.
- Supermoto bikes may also compete in Middleweight under the same grid rules up to 9 bikes

RACE MOTO.CA, reserves the right to enforce any rules not already contained in the rulebook, which can be updated and modified at any time. It is the responsibility of each competitor to familiarize themselves with all rules and regulations. Any decisions made by the RACE Moto.CA staff and officials will be based upon the presumption of sportsmanship and fair play, and the rules and regulations outlined in print or verbally.

