

GENERAL REGULATIONS

No rider under the age of 18 may compete without the consent of his parents or legal guardian. The parent or guardian must accompany the rider at sign in and for the duration of the event.

Rider classification is determined by the referee. If a rider feels he wants to change his class, that rider may request any changes to the referee.

Riders must comply with age limits and bike sizes when entering a race.

Riders will also be placed according to their ability.

Riders may enter in more than one class.

Riders must attend the Rider's meeting.

Eligibility and Classes

All riders are solely responsible for their safety. They must assess for themselves the track, facilities and conditions relating to safety. All riders must rely on their own judgment and assume all risks of participating in competition. The rider is responsible for his conduct, his pit crew and anyone in his pit area. All riders will be expected to follow the concept of good sportsmanship. Any inappropriate conduct will result in disqualification from the event.

CLASS STRUCTURE

IN THE INTEREST OF SAFETY AND GENERALLY ACCEPTED INTERNATIONAL STANDARDS, ALL RIDERS MUST ADHERE TO THE FOLLOWING RULES AND REGULATIONS. ANYONE WHO DOES NOT MEET THE CRITERIA LISTED MUST BE CLEARED TO RIDE BY THE REFEREE. THE REFEREE'S DECISION WILL BE MADE BASED ON THE RIDERS ABILITY AND/OR EXTENUATING CIRCUMSTANCE

SMALL BIKES

50cc A- age limit of 9 years and under as of Jan 1 of the current year, ride on the big track, will be based on ability

50 cc B - age limit of 9 years and under as of Jan 1 of the current year, ride on the little track, KTM 50 CC, will be based on ability

50 cc C - age limit of 9 years and under as of Jan 1 of the current year, ride on the little track, NO KTM 50 CC ALLOWED, beginner riders

60, 65 cc, A & B

- age limit of 12 years and under as of Jan 1 of the current year, will be based on ability

80, 85 cc, A & B

- age limit of 16 years and under as of Jan 1 of the current year, will be based on ability, small wheel only

Super Mini

- 65cc(only 65A riders), 80 cc & 150cc 4 stroke bikes
- age limit of 16 and under as of Jan. 1 of the current year
- small and large wheel

Super Peewee

-50cc(50A riders only) AND 65cc(65B rider only)

Train wheels- must be a beginner rider, rider must be in control of bike, age limit 3yrs- 7 yrs old, exception maybe be approved by referee.

Girls - beginner class

ATV- - beginner class

BIG BIKES

Novice -beginner level

Junior - will be based on ability.

Intermediate - will be based on ability.

+25 Beginner –must be 25yrs old or older , beginner leve.l

Under 29 –must be 29yrs of age or younger, must have 125cc and up engine displacemen.t

+30 -must be 30 yrs of age or older, must have 125cc and up engine displacement.

+40 – must be 40yrs of age or older, must have 125cc and up engine displacement.

Ladies – all ages

Vintage –

GP2 bikes from 1988 to 1991 any bike!

GP1 bikes from 1982 to 1987 any bike!

Bikes from 1977 to 1982 air cooled bikes

Bikes from 1974 to 1976 post vintage any bike.

Bikes from 1972 and down vintage any bike

ATV-- will be based on ability

POINTS STRUCTURE

Placement Points

Points will be awarded per moto and are based on the following schedule:

1st place	25 points	11th place	10 points
2nd	22	12th	9
3rd	20	13th	8
4th	18	14th	7
5th	16	15th	6
6th	15	16th	5
7th	14	17th	4
8th	13	18th	3
9th	12	19th	2
10th	11	20th	1

Move Up Points

Move up points will determine advancement to a higher class, but are not the only determinant.

1st overall	25 points
2nd	22
3rd	20
4th	18

To proceed to a higher class, 125 points are required [i.e.]

Five 1st place finishes equals 125 points

Seven 3rd place finishes equals 140 points

When the rider has the required points to move up to a higher class the advancement is not necessarily permanent or determined solely on points. If the rider does not compete for a minimum of two years or is completely non competitive in the higher class he may request to the referee to return to the previous class. The request will be determined by the referee.

80 cc riders will not necessarily move up to Novice. Their ability will determine what class they will move up to, and any class other than Novice must be assigned by the referee.

EQUIPMENT STANDARDS

MOTORCYCLES:

Race participants are solely responsible for the condition of their motorcycles and personal riding equipment. BR and their personnel do not assume any liability by performing a pre-race inspection of the motorcycle or ATV. Inspection is a general safety inspection only, to promote the safety of the riders, spectators and officials.

Equipment used in BR competition must meet the following standards, except as otherwise stated. When permitted or required equipment to be installed, replaced, altered or fabricated, it is the sole responsibility of the rider to select components, materials and/or fabricate the same so the motorcycle will perform safely.

The engine must be from the approved model, and the manufacturer's crankcase, cylinder and cylinder head for the approved model must be used. The capacity of each engine cylinder is calculated by the geometric formula which gives the volume of a cylinder: the diameter is represented by the bore, and the height by the space swept by the piston from its highest to lowest point:

Every motorcycle must have two fully operational brakes at the start of every moto.

All side stands are to be removed or secured before competition.

All footrests are to fold backward at a 45 degree angle. Foot pegs may be raised or lowered, but are not to be lower than the bottom frame tube.

Engine mount location, steering head, swing arm pivot point and rear suspension linkage points are to remain in the stock position.

Handlebars and controls are not to be cracked or broken. Handlebar mounts may be altered. Control levers are to have ball ends at least one-half in diameter. Rider may use any stock or aftermarket handlebars or adapters approved for the bike they are being installed on and must be approved for competition.

Forks are to be adequate in strength and size for the motorcycle and its use. All after market forks are to be available to the general public. Steering dampers may be fitted in all types of competition.

The tanks are to be mounted in a safe, workmanlike manner. Leaking gas tanks as well as temporary makeshift repairs are prohibited.

All motorcycles must meet sound limits of 99 dB/A . The maximum allowable exhaust system must be attached securely together and to the frame. If the exhaust system dislodges from the motorcycle, the rider will be immediately black flagged and disqualified from the moto. The discharge end of an exhaust

EQUIPMENT INSPECTIONS:

All machines may be scrutinized by the Referee / Delegate, at the dicression of the referee. If inspections are required at an event, it will be posted at sign in and no machine shall be ridden until it has been checked.

There shall be no riding anywhere on the property during the day of an event other than the competition course and to & from the start & finish line.

The referee may disqualify any riders whose machine does not conform to the rules. The referee may inspect any motorcycle or parts of the motorcycle entered in a BR event.

A rider who refuses to allow his engine to be measured or his motorcycle to be inspected is automatically disqualified from the event.

COMPETITION APPAREL:

Helmets must be worn at all times when riding. Helmets must be certified by the manufacturer to meet or exceed the Department of Transportation (DOT) FMVSS-218 and may be subject to inspection by the Referee for compliance. A helmet that has been involved in a concussion will not be allowed.

Goggles must be worn at the start of every moto, including practice.

Protective pants constructed with a durable material must be worn at all times while competing.

Long sleeve jerseys with sleeves extended to wrists are to be worn at all times. Short sleeve or sleeveless shirts are prohibited.

Boots must be worn in all motos. They must be of sufficient height, with laces, buckles or zippers, or specifically designed and constructed for leg, foot and ankle protection.

RULES OF COMPETITION

1. EVENT REGULATIONS

All riders and all other persons participating in or connected with any event are bound by BR. rules and code of ethics.

Two riders may use one machine, provided they are entered in different classes and have their official number and background combination displayed. If the program has combined classes that cause conflicts, the riders may switch classes, with permission of the referee.

All classes need not be run in any given event. However, all classes that are to be run must be listed on any advance advertisements. If there are 2 or more entries for any class, that class will be run.

When classes are combined but scored separately the combined classes will be of similar riding ability. The total amount of riders in a combined class will not exceed 40.

If your class does not run, you may be placed in another class by the referee or assigned competition committee head.

At all BR events, there will be a qualified first aid attendant with equipment. No practice or competition will commence unless attendants are at the course.

The fee for any ambulance trips to the nearest hospital shall be the responsibility of the injured party.

All riders entered in competition must attend the riders' meeting. The Head Referee/Delegate may spot-check attendance; any riders found not attending the meeting would be subject to a warning for the 1st offence and disqualification for the second offence.

Riding of motorcycles, other than on the racetrack or designated test area is prohibited unless arranged by the referee. There shall be no riding anywhere on the property, except from the pits to the start line and from the finish line back to the pits on the designated course for that event.

Any operation of a motorcycle in the pits is to be in 1st gear at walking speed.

Pets are not allowed on the track, or other restricted areas. Pet must be leashed at all times.

Before leaving a race facility, it is the responsibility of riders/teams to take all waste, oil, garbage, of any kind with them from the property/facility for proper disposal.

Any riders/mechanic caught depositing waste oil, or sewer waste onto the ground will be subject to a \$200.00 fine levied against him that must be paid in full prior to further competition and their license suspended until paid. If the Ministry of Environment is involved in the clean up, all costs will be the responsibility of the riders/mechanic or the owner of the vehicle.

When a rider signs in, he may ride any machine at his disposal that has been checked, provided

he gets approval from the Referee. Changing machines without approval will result in disqualification. Riders shall not change machines after the green flag is dropped.

2. RACE REGULATIONS

No entry shall be accepted after sign-in has closed.

At sign-in, a means of identifying payment of entry shall be given to each Rider and must be worn on the rider and be visible at the start line.

For each class a sticker must be placed on the front number plate and will be initialed after the machine has passed technical inspection. This sticker will also be checked at the start line.

Only one (1) sticker shall be issued per entry fee.

The machine that is brought to the starting line for the first qualifier or moto is considered the qualified machine for that event in that class. For all subsequent motos the same machine must be used. An alternate machine may be used prior to the start of the moto as approved by the referee. Use of another unapproved machine will result in disqualification.

Any race stopped with less than half of the specified laps or time completed will require a complete restart. If a race was stopped because of an injured rider, the rider causing the stoppage may not be permitted to restart the race.

If, in the referee's opinion, it is necessary to stop a race, providing 50 percent of the total distance has been covered, the race will be considered complete. Riders will be scored according to their position on the lap preceding the red flag lap. If an injured rider caused the red flag, then he may be considered to have not finished and will receive no points.

For the safety of the rider and all other competitors, any on-track accident resulting in an apparent concussion (head injury, including temporary unconsciousness, headache, dizziness, nausea, or temporary memory loss) will be excluded from further competition for the remainder of the event.

For the safety of the riders and all other competitors, all head injury cases require riders to seek medical approval to return to competition.

Any helmet involved in an accident resulting in a concussion will not be allowed in further competition and may be tagged or the strap may be cut by the referee or the medic. Any rider that has suffered a concussion will not be allowed to return to competition until cleared in writing by a Doctor.

Under no circumstances may anyone ride or push their machine in the wrong direction on the track.

A rider whose machine is disabled before reaching the finish line may, under his own physical power, push or carry his machine across the finish line to receive the checkered flag. To be considered a finisher, riders are to complete a minimum of half the laps of the winning riders.

If a rider stops for any reason during a race, he is to restart without any outside assistance, with the exception of 50 track classes and 50 A , 65B and 85B class on the big track" competitors. However, if a rider falls, blocking the course and endangering themselves or other riders, he may receive help or have their machine pushed off the course. No other assistance with the motorcycle is allowed.

When a rider has fallen or has mechanical problems, if physically able, it is the rider's responsibility to clear the track as quickly as possible.

A rider who leaves the course is to re-enter the race in a controlled manner in which there is no interference with any other riders and/or does not gain a track advantage, in any way. Failure to do so will result in the rider being penalized a minimum of five finishing positions. Second warning results in disqualification. Either BR officials or flag persons at the location must substantiate all such claims to the referee before penalization.

Any competitor who intends to pull off the course is to signal his intentions and must never cut across the course in front of other competitors.

When entering or leaving the pits, a rider is to use the designated entrance and exit lanes. Failure to do so may result in disqualification.

A competitor who rides in a way that endangers officials, other riders or the public will be subject to immediate disqualification from the event by the referee. While it is understood that motocross can have some physical contact, it is the referee that makes the final decision in cases of intentional contact.

When the race leader receives the checkered flag, the race is considered complete. All riders who take the checkered flag are scored according to their position and number of laps completed as of the final lap.

No riders will be allowed to make up lost laps after the checkered flag. A rider who did not receive the checkered flag or completed less than one-half the number of laps of the winning riders will be considered to have not finished, (DNF).

The checkered flag is displayed to end a practice. All riders are to return immediately to the pit area. Practice starts are to take place during the allotted practice session only and with extreme caution.

In the case of any extreme conditions that prevent the completion of a full race program, overall results may be tabulated from one moto. Either the Referee or the event promoter will announce the intentions and only single moto points will be awarded to the finishers.

The BR Referee shall have the right to refuse any Rider to compete in an event or to enter the property.

2. STAGING

It is the rider's responsibility to have his motorcycle in the staging area prior to the moto. A rider's motorcycle is to be ready when called to the starting area, failing that the rider forfeits his pick and must take their position after all other riders have staged.

Riders will be called from the staging area to take their position on the starting line.

The use of starting blocks or other elevating devices is allowed.

When under starter's orders, a rider or mechanic may signal the starter by raising his hand. One 2-minute allowance per start. No tactics are to be used to increase the time allowance.

4. FLAGS

All riders are to obey all flag signals immediately. A rider who disregards any flag / signal will be penalized up to and including disqualification.

Flag persons will be placed at all blind area and areas of danger.

Each respective flag shall designate the corresponding condition:

Yellow -- Caution. When a yellow flag is displayed, competitors are to ride with caution from the point the caution flag is displayed until they have passed the incident that caused the flag. No passing or jumping on a yellow flag. Failure to do so will result in a 5-position penalty or disqualification from the event.

White with Red Cross - Ambulance. Safety vehicles or emergency personnel are on the course. Exercise extreme caution all the way around the track and slow down until you are past the accident. Absolutely no passing or jumping is allowed at the accident area. Failure to do so will result in a 5-position penalty or disqualification from the event. Contact with ambulance personnel within a caution area will result in immediate disqualification.

Black - Riders is to report to the Referee at once. Disqualification of the riders is a possibility.

Red - Stop racing immediately and return slowly to the start area for further instructions.

White Flag -Starting the last lap.

Black and White, Checkered - Race is finished, return to the pit area.

5. STARTS

Starting devices can be a rubber band, a mechanical backward or forward falling gate, flags or when facilities permit and with the referee's approval, electronically controlled starting lights.

Should riders(s) jump the start, the referee at his discretion may red flag the race or penalize the riders(s) five positions.

Grooming is allowed behind the gate providing that no; shovels, tools, brooms, other implements or agents are used.

When all riders are positioned at the starting line, the Referee will commence with the starting procedure.

7. OFFENSES AND PENALTIES

BR personnel and Referees are there to promote and implement the race day organization. Any theft, violence or situation other than what has been set out in these rules will be dealt with by the appropriate law enforcement.

Offences

An attack (physical or verbal) on a BR official. Engaging in a fight including any person who attacks or is involved in a confrontation anywhere on the premises prior to, during, or after a BR race. There will be maximum fine or suspension period for this offense. If needed, Law enforcement will be called to handle the situation.

Refusal to submit a machine for inspection. Any riders refusing to immediately surrender their or her machine to the Referee or their designee upon demand, or refusing to allow examination or measurement of a machine's components will be in violation of these rules.

Failure to re-enter the track at a point as close as practical to the point at which the riders left the track; and in so doing gaining an unfair advantage.

Receiving any form of prohibited outside assistance, except as provided for in these rules.

Failing to immediately respond to a black flag or other signals from MMRS officials. Determination of offenses will be at the sole discretion of the event Referee.

Failure to attend riders' meeting.

Riding any vehicle, other than to & from the start line, on the property without permission from the promoter and referee.

Riding at any time in such a manner as to endanger the life or limb of other riders, officials of the public.

Protests:

All protests must be made in writing

1. Provided they are directly involved any entrant may protest a decision of the Referee regarding matters connected with the running of the event.
2. Infractions personally observed by the Referee or BR officials are not subject to protest. (e.g. false starts, course cutting, dangerous riding, inappropriate entry to or from the course, jumping on yellow or red cross flag, etc).
3. Scoring protests will be received 24 hours after posting the results
4. Rule infractions - within 30 minutes of the completion of the race in question, submitted to the referee in writing, quoting the rule under question, including the required fee, if applicable.
5. Machine legality-up to 30 minutes following the completion of a moto with the required fee.