



*2019 MRC Pro Competition*  
**RULEBOOK**

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## DEFINITIONS

The following definitions and abbreviations are adopted for use in these Rules.

1. "MRC" – Motorsport Racing Canada
2. "Aftermarket" Produced by manufacturer or fabricator other than original equipment manufacturer.
3. "CC" Cubic centimeters.
4. "Consolation" or "Semi Final" A final qualifying race for those riders who did not qualify from their heat race.
5. "Displacement" The space covered or volume swept out by the piston at each stroke.
6. "Disqualification" Unless otherwise defined will mean the forfeiture of all awards, prizes and points earned in all events during that day's meet.
7. "DOT" Department of Transportation
8. "Double Jump" – A double jump is any jump with a defined take off and landing with a minimum of eight feet between those points, and over three feet in height with a blind landing. A rider is classified as clearing a double jump if he/she lands anywhere past the defined landing and exceeds a distance that is considered reasonable, which is one bike length or eight feet past the take off.
9. "Event" Any one of the races in a meet.
10. "Heat Race" A qualifying race that determines which riders advance to the final event.
11. "Manufacturer" The original manufacturer of the motorcycle in question and not the distributor.
12. "Meet" A meeting at which one or more events are held.
13. "Model" A reference to a particular year and name assigned by manufacturers to certain motorcycles.
14. "Moto" A race in a Motocross meet.
15. "Motorcycle" A motorized, two wheeled, competition vehicle to be identified by its engine, frame number, frame tag or other frame marking.
16. "OEM" Original Equipment Manufacturer.
17. "Official" (with reference to race results) A listing of the final finishing order of an event issued by scoring after the 30minute protest period has expired. The issuing of official results does not exempt riders, who competed in the event, from penalties for rules violations determined by MRC investigations following the protest period.
18. "Paddocks" Designated area primarily used for maintenance of event entered competition motorcycles. They may also include the parking area for motorcycle transport

and support vehicles.

foot width

19. "Participant" Every club, association, company, promoter, rider and all other persons participating or in any way connected with a MRC race meet.
20. "Pit Crew" or "Crew" Mechanic and/or assistants.
21. "Pits" Designated area directly adjacent to race track that may include staging and signal zones. Access is limited to mechanics or officials with appropriate track pass credentials.
22. "Program" The predetermined outline of events that make up a meet.
23. "Provisional" (with reference to race results) An initial listing of the finishing order of an event issued by scoring immediately following the race finish. The posting of provisional results begins the 30 minute protest period.
24. "Provisional Qualifying Position" For Pro Nationals, the current top 10 of the series (or for the first round of the series, the top 10 from the previous year's final standings) are permitted to start on the back row if they fail to qualify. The provision can only be exercised once throughout the series.
24. "Promoter" Any person or number of persons, company, corporation or club holding, proposing to hold, or organizing a meet.
25. "Production" Any bike that is produced by a MRC recognized OEM.
26. "Qualify" To advance to a final event by timed qualifying or heat race finish position.
27. "Qualifying Heat Race" A preliminary race that may be used for elimination or to determine heat race starting positions.
28. "Race" Competition in which five or more riders competes against each other.
29. "Race Track" These will include the actual racing surface and runoff areas, the pit road and grid, a test track when provided and any other area where the riding of competition motorcycles is permitted.
30. "Rider" Any person who competes on track in a meet.
31. "Suspension" (with reference to penalties) The loss of all rights to compete as a rider or member of a pit crew for the stated period.
32. "Technical Inspector" The technician who inspects all motorcycles and equipment of riders participating in a meet.
33. "Timed Qualifier" A race against time by an individual rider. Laps are electronically timed for each rider and compared to determine qualifying order.
34. "MOTOCROSS" A motocross event is conducted on a closed flat course and must be a minimum of 1/2 mile in length with a maximum of 2 miles in length. The course should be irregular so that both right and left hand turns have to be negotiated. It is advisable to include hills, jumps and other terrain that necessitates gear changing. Natural terrain should be used wherever possible. Tracks should try to maintain a 40

but at no time should they be narrower than 16 feet.

35. "SUPERCROSS" A Supercross is conducted within a stadium type facility on a specially constructed flat race track. The race track generally should be 20 feet in width at its narrowest point except where narrower sections are a benefit to traffic flow, such as dual line turns, etc.

36. "ARENACROSS" An Arenacross is conducted within an arena type facility on a specially constructed flat race track.

37. "Pass" Gaining an actual position on the score sheet. Going past a lapper is not considered a pass.

38. "Finish" Is the first bike to touch the finish line. Bike does not have to fully cross.

## CHAPTER 1 RIDERS AND ELIGIBILITY

Special Note: MRC does not test the skill of individual participants in MRC sanctioned amateur events, nor do they license amateur competitors or judge rider competence. Participants are solely responsible for their safety.

### A. General

1. All riders in MRC sanctioned competition are required to be members of the MRC and their respective recognized regional organization (if required). If a membership in a rider's home region is not required, a rider competing outside his home region shall not be required to purchase another region's membership card unless he desires to have his points kept and be eligible for year-end awards in that region. A proper legal release must accompany each amateur or professional application. In all offroad events, a rider must be 14 years or older to ride motorcycles above 251cc. The age of the rider is determined as of the date of the event. Riders found competing without a current MRC license or without paying the applicable entry fees will be fined \$150.00
2. Rider classification is determined by the region, or by the event's referee in non sanctioned regions.
3. No rider under the age of 18 may compete without the notarized consent of his parents or legal guardian. The promoter or club must retain these notarized consents. A parent, legal guardian or authorized adult must remain present while the MRC member he is responsible for is participating.
4. All race personnel, race organizers, promoters, officials, riders, mechanics, and anyone associated with riders and photographers must not consume or be under the influence of intoxicants or drugs that could affect their normal mental or physical ability. Besides affecting the safety of the event, any such use is inconsistent with the concept of good sportsmanship and is harmful to the sport of motorcycling. If any event participant or personnel are at any point while on the premise for a meet intoxicated, they may be excluded from the event and will be immediately suspended. If the night prior to the event you are under the influence to the point it will affect your judgment during the event, you may be excluded.
5. All riders and other race personnel must assess for themselves the track, facilities, existing conditions and other matters relating to safety. MRC cannot and does not undertake to supervise any competition. All riders and race personnel must rely on their own judgment and assume all risks of participating in competition in any manner.
6. Any license holder subject to disciplinary action by MRC shall be ineligible to participate in MRC sanctioned competition.

### B. Riders and Classification

1. Riders shall be classified by the MRC regions on the basis of participation and achievement in the regions competitions unless otherwise provided by MRC rules. Rider classification for 250/450 classes are as follows:
  - Professional - highest classification
  - Pro/Am – open to all Intermediate and Pro ranked riders. Upgrade points achieved in this class do not affect Intermediate status. However, at Pro Nationals, any rider competing in the 250 Pro/Am National Series that earns a national number will be automatically upgraded to the Pro ranks.
  - Intermediate - The classification preceding "Professional" - riders must be a minimum age of 15 years at the time of the event in order to compete in a Pro National.
2. Capacity limits for the listed classes are permitted as follows:
  - 250 Pro/Am - 125cc-250cc 2-stroke/250cc 4-stroke
  - 450 Pro - 250cc-285cc 2-stroke/251cc-450cc 4-stroke
3. Age Restrictions are based on age as follows:
  - Minimum - as of the date of the event
  - Professional/Pro-Am - minimum 14 years
4. Riders applying for a MRC competition license will be required to ride in their highest classification held in a recognized motorcycling organization. Penalty may be denial of license and/or loss of any accumulated points.
5. Once true rider classification has been established, the rider must have the proper amount of points to transfer to the next highest classification unless otherwise arranged.
6. The MRC representative of any sanctioned event has the authority to upgrade individual riders according to their ability as determined by the opinion of the representative and the Competition Advisory Committee. The upgrade of individual riders must first be approved by the MRC's Head Office. This rating would be in effect for future races.
7. "Professional" rider classification and/or participation are considered permanent advancement, but it may be changed. If a rider believes he is not capable of competing successfully as a "Professional" rider, he may appeal in writing to the MRC Head Office, asking to be returned to the "Intermediate" class. Each case will be considered individually and the rider will be notified of the decision in writing. Such an appeal may be submitted only once per season and the MRC's decision is final. Riders returned to the "Intermediate" class are only those who regional officials consider completely non-competitive in the "Professional" class. The district must take care not to return riders who will dominate the "Intermediate" class. Once

returned to the “intermediate” class, a rider again begins accumulating advancement points. A rider may return to the “Intermediate” class only once. Participation in or advancement to a higher class in any region will result in advancement to the higher class in all MRC sanctioned competition.

*2019 MRC PRO , the following rules will apply to 250 two-stroke motorcycles in order to be eligible for competition:*

1. The bike must remain in stock form from the intake manifold to the exhaust port, and all engine parts between those two points. All engine parts (ie. cylinder, cylinder head, piston, rings, rod, etc.) must be OEM for that year model.
2. Intake manifold is defined from the rubber boot clamps to the carburetor. No porting or headwork allowed.
3. There are no restrictions on pipes or mufflers other than the fact that they must meet the sound rules.
4. Aftermarket pistons, rings and crankshafts are permitted providing they have the stock OEM specifications.
5. Additionally, a rider may not switch from a two-stroke to a four-stroke or visa-versa. The type of machine on which a rider begins the series is to be used to the completion (ie. Start on a two-stroke, finish on a two-stroke).
6. Modifications or replacement parts will be deemed illegal if they are not listed above.
7. Any rider that had an overall series finish in the top five in the 250/450 class at the MRC Pro Nationals within the last three years is not eligible to compete on a two-stroke.
8. Only riders that have a Canadian citizenship are permitted to compete on a two-stroke.

#### **250 class Eligibility Rule for 2019 and beyond:**

Open to all riders with the exception of:

- Two-time 250 or former 450 Canadian champions within 5 years of their last title
- AMA Pro riders Finishing top 10 Overall in the Outdoor Nationals (250 & 450 class)
- AMA Pro riders Finishing top 10 Overall in Supercross series ( 450 class)
- AMA Pro/ FIM GP's riders claiming championships in the past 5 years
- FIM GP riders (MXGP/MX2) finishing the season top 10

#### *C. Points for Class Advancement*

1. Riders riding in more than one class will have upgrade points combined

for both classes.

2. Intermediate to Professional: 40 points
3. All upgrade points are dropped by riders accumulating fewer than these totals so that the new season is started with zero upgrade points.
4. All riders earning sufficient upgrade points while participating in a MRC series may remain in the same class until completion of the series at which time the license must be remitted for upgrade.
5. No upgrade points are permitted for Arenacross, Supercross or outdoor National events.
6. Any rider competing in the 250 Pro/Am National Series that earns a national number will be automatically upgraded to the Pro ranks regardless of their total upgrade points earned at regional events in the Intermediate class.

#### *D. Entries*

1. To properly enter a class, each rider must complete and sign in ink a MRC Race Entry Form and, in the case of post entry, submit his/her MRC License with the entry and payment to sign up personnel during hours designated for this purpose. At the discretion of the Promoter or MRC Representative, a “late entry fee” may be attached to the normal entry fee after signup has officially closed.
2. Promoter may establish an advance entry closing date, and post entries, which can have a higher entry fee, may or may not be accepted. In any case, the condition of entry must appear in all advertisements.
3. Entrants may be removed from an event for breaking the rules of conduct. However, promoters and recognized districts cannot issue continuing suspensions of MRC licenses.
4. A rider must start the first moto to be considered a participant. No rider will be permitted to start the second moto unless they have participated in the first moto. If qualifiers are needed a rider must ride the assigned qualifier to be eligible for LCQ and so on.

5. No entries will be accepted at Pro Nationals once the respective class' practice session has commenced.
6. At Pro Nationals, pre-entries will be processed until midnight on the Wednesday before the National. Post-entries will be accepted but will be subject to a higher entry fee.
7. A rider cannot enter more than three classes per race day.

## CHAPTER 2 - EVENTS

Special Note: Participants are solely responsible for their safety at MRC sanctioned events and should assess their own ability to negotiate each individual track or course. Participants who doubt the competence of track officials, have concerns about the safety of the course or their own ability to negotiate the course, or are uncertain about the condition of their vehicle, or doubt the competence of fellow competitors, should not participate and should request the return of their entry fee before their practice session begins.

### A. General Rules of the Event

1. Every club, association, promoter, rider and all other persons participating in or connected with any meet are bound by these rules. Recognized regions must submit any supplementary rules to the MRC staff.
2. One machine may be used by two contestants provided they are entered in different classes. Riders may enter a maximum of three classes per event.
3. At any meet, the following applies: The machine must meet the class requirement for engine size. All classes need not be run in any given event. However, all classes to be run must be listed on any advance advertisements. If there are five or more entries for any class, that class must be run. If there are more than 5 but fewer than 16 riders in each of any two consecutive classes, these classes may be run at the same time (for separate prizes). If there are fewer than five entries for any class, entries will either be advanced to the next larger displacement class or, at the discretion of the promoter and/or MRC official, be canceled for the day.
4. At meets where spectator admission is charged, an entry fee may be charged in addition to the admission fee.
5. There shall be a qualified first aid attendant with equipment and a safety transport vehicle at all sanctioned motocross events. The referee shall not allow practice or racing to start unless the qualified first aid attendant and equipment are at the course. The fee for any ambulance trips to the nearest hospital shall be the responsibility of the injured party.
6. Exclusive race track rentals or limited access rentals by Pro ranked com-

petitors for the purpose of testing or practice within 96 hours prior to qualifying and/or race day of a Pro National event at the National facility are not allowed. This rule does not apply to Intermediate riders competing in the 250 Pro/Am class at the Pro National events. If a Pro rider is found to be practicing within 96 hours on the national track, the rider will be disqualified from that event.

7. Any Pro ranked rider attempting to qualify for a Pro National event will not be permitted to enter or race in any amateur or support class the weekend of the scheduled National event. Canadian Amateur Nationals are exempt for riders with current National points ranking outside the top 10 in the 250 Pro/Am division and outside the top 10 in the 450 Pro division.
8. If there are more than 60 total riders at a Pro National, the practice session must be divided into separate practice sessions between the classes. The practice order will be the same as the posted qualifying order for each respective class.
9. All riders entered in a race must attend the riders' meeting. The Head Referee may have a roll-call or spot-check attendance. The penalty for failing to attend the riders meeting at Pro Nationals is \$100.00
10. Riding of competition motorcycles other than on the racetrack or designated test area is forbidden. Riders or mechanics shall only be allowed to ride motorcycles to and from tech and in all designated or allowed areas of the paddocks and pre-determined test areas.
11. Any operation of a vehicle in the pits must be at a very slow, acceptable speed (10 kph maximum – 1st gear). The penalty for failing to obey speed at Pro Nationals is \$50.00
12. Pets are not allowed in the signal area, or other restricted areas. Pets must be leashed at all times.
13. Before leaving a race facility, it is the responsibility of riders/teams to deposit all of their waste items in appropriate containers such as trash bins and waste oil barrels. Should containers not be available on-site, riders/teams must transport such items from the facility for proper disposal.

### B. Race Rules

1. No one except riders officially entered may ride or practice on any portion of the course the day of the event.
2. Riders will be permitted to use a second bike to race at each national. If one bike has a mechanical failure in practice, a qualified or first moto, the rider may use a second bike providing it has gone through tech inspection on the previous day to the National. Only one bike may be used

per moto. The machine the rider uses for the parade lap is considered the qualified machine for that moto.

3. All motorcycles competing in a Pro National must be tech inspected. Tech stickers will be affixed during tech inspection to be displayed on the front number plate. A replacement sticker can be obtained through the administration trailer should it be lost or damaged.
4. Practice or warm up is limited to the designated race course. Competition riding or riders allowing their machines to be ridden outside these boundaries will be excluded from the event.
5. A rider must be ready when called to the starting area. If not ready, the rider or mechanic must signal the starter by raising their hand in the air and will be allowed two minutes after the starter's call to make minor repairs. Afterward, if he still is not ready, he is excluded from the event unless he crosses the starting line for the first moto. Once an alternate rider has been called to the starting line by the Head Referee, he will not be removed unless disqualified for some infraction. No alternate rider will be placed in an event once the starter has started the race. Additionally, alternate riders may not be placed in an event that must be restarted. Any rider may ask for two minutes to make repairs, but the additional time will not prevent the disqualification of another rider who has used the two-minute limit. Once one rider has exercised the two-minute delay of the start, additional delays will only be permitted at the discretion of the head referee. A maximum four-minute delay for two separate riders at the discretion of head official will be allowed at Pro Nationals.
6. A rider must physically cross the start line with their bike in order to be able to participate in the second or third motos of the event.
7. If a moto was stopped because of an injured rider and a restart takes place, the rider causing the restart is not permitted to restart the moto.
8. In the event of an on-track accident resulting in apparent indications of concussion or another undetermined head injury including temporary unconsciousness, headache, dizziness, nausea, or temporary memory loss, the involved rider is suspended from further competition for the remainder of the event.

In all head injury cases where riders have been temporarily suspended, it is recommended to refrain from further competition for a minimum of three weeks or seek medical approval to return prior to the recommended time period.

9. Repairs to motorcycles will be allowed in the staging area and starting line until the 30 second board is displayed. Repairs may continue following the start of the race behind the starting line. Once a rider has crossed the starting line all repairs must take place in designated mechanics area.
10. A rider whose machine is disabled before reaching the finish line may, under his own physical power, push or carry his machine (in the direction of the track) across the finish line to receive the checkered flag. Provided he completes at least 50 percent of the number of laps as the winner, a rider who finishes in this manner will be considered as having completed the race.
11. Riders who do not complete the checkered flag lap will be scored in order of finish and laps completed. Riders choosing to leave a race before its completion are not required to wait for the checkered flag to receive credit for laps they have completed.
12. Any competitor who intends to pull off the course must signal his intentions by raising their hand, and must never cut across the course in front of other competitors.
13. A competitor who rides in a way that endangers officials, other riders or the public will be subject to immediate disqualification from the class the rider is participating in by the referee.
14. When entering or leaving the pits, a rider must use designated entrance and exit lanes. Failure to do so may result in disqualification.
15. When the caution flag is displayed due to an accident or mechanical problem, the downed rider must clear the track as quickly as possible if physically able. Rider may receive help from officials or staff to clear track without fear of penalty or protest.
16. The referee may decide the maximum number of riders who start any event. Starting riders will be those who qualify as a result from time trials or qualifying heats.
17. If qualifiers are required, a rider must start their designated qualifier in order to be eligible to advance to the last chance qualifier and/or main event. If a rider does not ride their designated qualifier and it is the rider's error, the rider must go directly to the LCQ.
18. Final results will be tabulated from two motos or, in the case of qualifying motos, a main event as is customary for each particular track or as an-

nounced at the rider's meeting. Riders earn points in each moto according to their finishing positions. A rider must finish at least one moto to receive an overall finishing position.

19. Riders must use the same motorcycle for parade or sighting lap as the race. Parade or sighting laps are optional.
20. At motocross Pro Nationals, there will be a minimum 20 minute interval between the end of a 250/450 moto and the start of the following 250/450 moto.
21. At motocross Pro Nationals, following the second motos, the top three finishing motorcycles are required to immediately report to the impound area for a period of 15 minutes. Failure to report the motorcycles will result in a penalty of five positions for the first offence and 10 positions for the second and third offense results in a DNF.
22. POINTS SYSTEM: Points awarded per moto at MRC Pro Nationals are 30 points for first, 27 points for second, 25 points for third, etc (see schedule below). The rider accumulating the most points after both motos is the overall class winner. In case of a tie, the winner is the rider with the better finishing position in the final moto. In the event of qualifying heats and one final moto for outdoor events, points will be doubled for the finishing positions of the main event.

**Points per moto will be based on the following point schedule:**

Pos	Points
1st	30
2nd	27
3 <sup>rd</sup>	25
4th	23
5th	21
6th	20
7th	19
8th	18
9th	17
10th	16
11 <sup>th</sup>	15
12th	14
13th	13
14th	12
15th	11
16th	10
17th	9
18th	8
19th	7
20th	6
21 <sup>st</sup>	5
22 <sup>nd</sup>	4
23 <sup>rd</sup>	3
24 <sup>th</sup>	2
25 <sup>th</sup>	1

For Arenacross and Supercross, points will be awarded to riders that complete the LCQ.

Arenacross: 3rd-7<sup>th</sup> (5 spots) in the LCQ will receive points based on 21<sup>st</sup>-25th-22nd for the overall: 3rd 5 Points, 4<sup>th</sup> 4, 5<sup>th</sup> 3, 6<sup>th</sup> 2, and 7th 1.

Supercross: 4th-8<sup>th</sup> (5 spots) in the LCQ will receive points based on 21st-25th for the overall: 4<sup>th</sup> 5 Points, 5<sup>th</sup> 4, 6<sup>th</sup> 3, 7<sup>th</sup> 2, and 8th 1.

27. When the winner receives the checkered flag, the raced is considered complete. Riders who do not complete the checkered flag lap will be scored in order of finish and laps completed. Riders choosing to leave a race before its completion are not required to wait for the checkered flag to receive credit for laps they have completed.
28. When the checkered flag is displayed to end a practice session, all riders are to return immediately to the pit area. Practice starts are to take place during the allotted practice session only. Riders practicing starts after they have received the checkered flag will lose their fastest qualifying time.
29. In cases of extreme weather or other conditions which prevent the completion of the full race program, overall results may be tabulated from one moto as announced by the Promoter or MRC Representative. Only single moto points and payback will be awarded to the finishers. Referee may also determine the length of races.

*C. Procedure for Staging at National Events*

1. At all motocross Pro National events, all riders are required to qualify for the main event. The current top 20 riders (as of the current standings or based on previous year's results for the first Pro National) will be placed in the first practice/timed qualifier. The remaining entries will receive their practice/timed qualifier according to the lottery system.
2. Each class will be divided into two groups for timed qualifiers. The top 40 riders with fastest times will be automatically seeded into main motos and will be staged according to their times.
3. Each rider inside the top 10 in each class will get 1 Provisional per series (AX Tour, MX Tour, SX Tour) if they did not qualify through the timed session due to bike issue
4. The timed results of riders in qualifying motos will determine start positions for main motos as follows:
  - a. Riders qualifying in last chance qualifiers will go to the starting line (after all other qualified riders) according to finish position in their consolation.
  - b. In all subsequent motos, the riders will choose positions according to

their finish position from previous motos. In the event results from a previous moto will be staged as per qualifying times.

c. Racers with their motorcycles must be in the controlled staging area for both motos prior to staging closing as per the time listed on the schedule.

D: A rider must be ready when called upon to select their gates. A group of four riders will be called up at a time. Each group of four will be allowed 60 seconds to make their selection before the next group of four are called. Once the next group has been called, the previous group or rider may lose their pick if a selection has not been clearly made. The 60 seconds will start once the group reaches the entrance to the starting area.

E: Once gate selection has commenced, only riders and their mechanic who have been called may be in the starting gate area. Anyone found to be in the area before being called could lose a gate selection. ie) 5th gate pick to 6th gate pick.

F. Once a motorcycle is in a gate position at the Starting Gate, the gate position cannot be changed. A rider must line up within the defined space directly behind their chosen gate.

5. At MRC Pro or Amateur Nationals, Arenacross or Supercross events, the use of starting blocks or other elevating devices is allowed.
6. For Pro Nationals only where the number of entries in either the 250 or 450 class is 40 or less, qualifiers will be held to determine the staging order.
7. No motorcycle can go to the starting line before their number has been called. Riders and mechanics may inspect starting areas but are not allowed to make any changes or secure a gate. The staging procedure is to be followed.
8. Riders not in the designated staging area at the required time staging closes, that rider will lose their qualified position. All other riders will move up accordingly.

#### D. Flags

Flags measuring a minimum of 24 inches by 24 inches have the following meanings:

1. GREEN - start of race
2. WHITE - one lap to go until finish
3. YELLOW - Caution. For Pro Nationals, double jumping will be permitted when a yellow flag is displayed. Competitors must ride with caution until they have passed the incident that caused the flag. While the yellow flag is displayed, passing another rider will result in a five position penalty. Contact with emergency personnel will result in immediate disqualification from the event.
4. WHITE WITH RED CROSS - Indicates a downed rider or the need for extreme caution. All riders must display a clear attempt to reduce their speed. Absolutely no passing or no jumping with the purpose to clear any obstacle. If both the red cross and yellow flag are displayed and if there is or jump, the red cross flag supersedes the yellow flag, and a five position penalty will apply. Penalty for jumping on a red cross flag:

1st infraction - 5 position penalty  
2nd infraction - 10 position penalty

5. BLACK - disqualification of a rider. That rider must report to the referee at once. If there was an intent of black flag, but the rider did not receive or see the flag given to them, the infraction will still hold up.
6. BLUE - indicates a rider is about to be overtaken by a faster rider. The overtaken rider should hold their line and not impede the progress of the faster rider. Riders disregarding this flag may be black flagged at the discretion of the referee.
7. BLACK AND WHITE CHECKERED - end of a race.
8. RED - stopping of a race for any emergency situation. In the event a race is ended due to a red flag, the rider that caused the red flag will receive last place points. If two riders or more caused the red flag, they will be scored last (ie. second last, then last) according to their positions the lap prior to the red flag.

#### E. Scoring

1. An MRC approved scoring system must be used. Each rider is entitled to examine his score or scorecard with the head scorer or Clerk of the Course.
2. Official results are declared final if no rider requested a recheck within 30 minutes after they are posted.
4. If any claims are filed within the 30 minute time frame, a new posting limit of 15 minutes will be required if the claims are found to be valid.
5. The final results posted at the end of the 15 minute protest period may not be altered except by the MRC appeal process.
6. In the event of a tie in points at series end, the process to break the tie is by determining the rider that has the greater number of top placing moto scores in the series. If, for instance, there is an equal amount of first place finishes in the series between two riders, calculate the number of second place moto scores, and continue down until the tie is broken. The rider with the greater number shall be placed higher in the overall results of the series. If the tie remains unbroken after comparing moto scores throughout the series, the overall winner of the final race in the series will be ranked higher in the final series results.
7. Transponders – It is the rider responsibility to ensure the transponder is fully charged, working and on the bike.

#### F. Starts

1. Starting area must have a minimum width of 25 feet for Arenacross, 80 feet for Supercross, and 140 feet for Motocross at the starting gate. There must be a minimum width of 20 feet at the point where the starting area enters the track. Starting area must be 120 feet in length prior to entering the race track.
2. Mechanical device is used to start a motocross event - a rubber band, a mechanical backward-falling gate or, when facilities permit and with the referee's approval, electronically controlled starting lights.

3. The starting gate handle must be enclosed with a gate house that has a minimum height of 48" to prevent the riders from viewing the drop of the gate.
4. All starting gates must have a rear restraint a distance of eight feet behind the gate in the down position: i.e. railroad ties that will prevent riders from rolling back from the gate.
5. In the event of a false start (gate malfunction), which will be indicated to the Starter by a prearranged signal, the Starter will display a red flag to stop the race as soon as practical.
6. There will be no grooming in front of the starting gate by riders or mechanics. Grooming may be done behind the gate providing that no shovels, tools, other implements or agents are used. Watering of starting lanes by riders or crews is prohibited. Transporting dirt from outside the designated starting area is prohibited. Penalty at Pro Nationals is a dead engine start.
7. For concrete starting pads, event organizers are permitted to clean or clear the starting pad in front of and behind the starting gate. Hands, gloves or brooms are the only devices permitted to clean the starting surface. Other tool like rags, solvents, rubber compound, etc. will be Penalty at Pro Nationals is a dead engine start.
8. When the last rider is in the gate and the track is cleared for the start, the Head Referee then holds up a 30-second sign. The 30-second sign will be held upright for 30 seconds, then turned for five seconds, then turned side- ways for no more than five seconds. During the one to five second interval, the gate will fall.
9. A rider will be considered to have started a race once the machine has crossed the starting gate or line.

*Procedures for Red Flag Stops and Restart Procedure Red Flag Stops*

1. In the case of a false start Outdoors (MX Tour) gate malfunction or a race that has been red flagged with 3 or less laps completed, a race will be restarted in its full entirety. If a race is red flagged after that, the race will restart with the amount of laps/time taken off. If the red flag is displayed after 80% or more of the race has passed the race will be considered complete.
2. In Arenacross and Supercross if the race is passed 3 laps but less than 80% a staggered restart will apply. The scores from the lap prior to the red flag are how the machines will line up.
3. In the event a race is ended due to a red flag, the rider causing the red flag will receive last place points. If two riders or more caused the red flag, they will be scored last (i.e. second last, last) according to their positions the lap prior to the red flag.
4. Riders that push their bikes across the start line for the intention of par

icipating in the second moto will not be eligible for any restart of the first moto.

5. If prior to the gate dropping for the start of the race, a rider either A. jumps the gate, or B. rides through the gate due to a missing gate brake (which stops the gate from being pushed forward), or a broken gate brake, and this results in the rider having an unfair advantage for the start of the race when leaving the start gate, the race must be restarted. A red flag can be used to stop the race, but in this case the red flag does not disqualify the rider. On the restart, the rider will not be allowed to start their motorcycle until the gate has dropped (dead engine start). If the rider repeats either offence on the restart either due to starting their bike early or if a restart is not initiated for some reason, the rider must be black flagged as soon as possible and held until all other riders have passed who are circulating on the same lap as the leader. A stop and go penalty is NOT sufficient.

#### *1. Impound*

1. All racers inside the top 3 and/or Holeshots winners must attend the podium for required interviews and awards unless under Medical duress.
2. Immediately after each second moto, the first three motorcycles of that race will be placed in an impound area for technical control. Mechanics and riders are not allowed to touch the motorcycle while in the impound during the time frame. Machines must remain in the impound area for 15 minutes after the second moto in case of a protest or should further examination be required. Competitors must retrieve their machines within 30 minutes after completion of the required impound time, except for the machines that are chosen for disassembly. After this time limit, the impound area officials will no longer be responsible for the machines left behind.

### CHAPTER 3 - EQUIPMENT

Special Note: MRC does not inspect vehicles in MRC sanctioned competition. Participants are solely responsible for the condition of their vehicles and their competence to operate them.

#### *A. General Equipment Standards*

Equipment used in sanctioned competition must meet the following standards, except as otherwise specifically provided for in this rulebook. When the rules permit or require 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 that the motorcycle components will perform in competition with safety.

1. Engines:
  - a. The engine must be from the approved OEM, and the

manufacturer's crankcase, cylinder and cylinder head from the approved OEM must be used. A combination of boring and stroking to achieve the maximum allowable displacement in each respective class is permitted. The displacement of each engine cylinder is calculated by the geometric formula below, 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:

$$\text{Displacement} = (D/2)^2 \times 3.1416 \times C^*$$

Where D = bore  
And C = stroke

\* Divide by 1,000 for cubic centimeters

When a cylinder bore is not circular the cross sectional area must be determined by a suitable geometrical method or calculation, then multiplied by the stroke to determine capacity.

When measuring, a tolerance of 1/10 mm is permitted in the bore. If with this tolerance the capacity limit is exceeded for the class in question, a further measurement should be taken with the engine cold, to 1/100 mm limits.

- b. 250cc Two-Stroke Eligibility Requirements:
  - i. 125cc - 250cc engine size for 250 Class
  - ii. 250cc engine size for 450 class
- c. Allow the use of OEM kits or sleeving in all forms of off-road competition. The manufacturer's stroke may not be altered.
4. Gasoline: Engine fuel must consist of gasoline defined as petroleum based and must be commercially available as produced by the manufacturer.
  - a. Specific gravity must fall within the range: .715 .765 at 60° F.
  - b. The maximum oxygen content is 6.20% m/m.
  - c. Epoxides (i.e. propylene oxide) will not be considered ethers. Nitrogen bearing compounds are not allowed.
  - d. Lubrication additives are permitted provided the resulting mixture will meet all other requirements.
  - e. Samples for lab analysis may be taken anytime during a meet from a competitor's fuel tank at the discretion of the Chief Technical Inspector, Head Referee or upon receipt of a written protest accompanied by a fee of \$300.00. Official results from a MRC appointed laboratory will be the final determining factor of whether illegal performance additives are present in a particular fuel sample.
3. Transmission: The gearbox is limited to the number of speeds of the approved motorcycle. However, machines originally equipped with fewer than six speeds may be increased to a maximum of six speeds. All approved motorcycles must be fitted with a transmission as catalogued and sold by the manufacturer of the motorcycle in question.
4. Brakes: Brakes must be manufactured and installed in safe and workmanlike manner. Motorcycles in offroad competition must be equipped with adequate, operating front and rear brakes.
5. Frame :
  - a. Frame parts must be manufactured in a safe and workmanlike manner,

- and any frame modifications also must be done in a workmanlike manner. Titanium frames are not allowed. Strengthening gussets or tubes may be added, but none may be removed.
- b. Side stands must be removed for competition.
  - c. All footrests must fold backward at a 45 degree angle. Footrests may be raised or lowered, but cannot be lower than the bottom frame tube.
  - d. Engine mount location, steering head, swing arm pivot point and rear suspension linkage point must be the same as the originally approved model.
5. Handlebars and Controls: Handlebars must be made of steel or another material approved by the MRC. Repaired, cracked or broken handlebars are prohibited. Handlebar mounts may be altered. Control levers must have ball ends at least one half inch in diameter.
  6. Forks: Forks must be adequate in strength and size for the motorcycle and its use. A steering damper may be fitted in all types of competition.
  7. Gas Tanks: The gas tank must be manufactured and mounted in a safe and workmanlike manner. Leaking gas tanks or fittings as well as temporary makeshift repairs are prohibited.
  8. Fenders: Rear fenders must extend at least to a vertical line drawn through the rear axle.
  9. Number Plates: Three number plates are required (one on front, two on each side), and must be mounted securely and in a workmanlike manner. All number plates must be clearly visible prior to the start of the hot lap.
  10. Number/Background specifications:
    - a. Front Plates:
      - Allow 1 1/4" from top of number plate to top of number for MRC/series sponsor decal
      - Minimum number height 6"
      - 1/4" background border from edge of number
      - No names, sponsor names/logos or any graphics of any description permitted within the number plate border.
      - For the 450 class, the background must be solid white and the numbers solid black. No shading behind numbers allowed.
      - For the 250 class, the background must be solid black, the numbers solid white. No shading behind numbers permitted.
    - b. Side Plates:
      - Allow 3" from back of side plate to number for MRC Pro MX decal. The entire Triple Crown decal must be placed within the designated number plate background.
      - Minimum number height 4"
      - 1/4" background border from edge of number
      - No names, sponsor names/logos or any graphics of any description permitted within the number plate border.

- For the 450 class, the background must be solid white, the numbers solid black. No shading behind numbers permitted.
- For the 250 class, the background must be solid black, the numbers solid white. No shading behind numbers permitted.

c. Required Number/Background colour combinations:

- 450 - Black Numbers/White Background
- 250 - White Numbers/Black Background

12. Paddle tires are prohibited from all MRC sanctioned events. A paddle tire is defined as one that has a knob with one continuous rib from one side of the tire to the other.
13. All motorcycles are to be equipped with an operable kill switch.
14. For Pro Nationals, the production year of the motorcycle competing must be within ten years of the current year.
15. For the Women's National Championship series only, no motorcycles with less than 85cc 2 stroke/100cc 4 stroke and 17" front/14" rear wheels will be eligible.

*B. Motorcycle Equipment Inspection*

1. The referee has the power to disqualify any motorcycle that does not conform to the rules, and he may inspect any part of a motorcycle entered in an MRC sanctioned event. A machine that passes a pre-race inspection is subject to further inspection or protest at any time during the race program.
2. A rider who refuses to allow his engine to be measured or to prepare his motor for measurement is automatically disqualified from the event.
3. Participants are solely responsible for the condition of their motorcycles and personal riding equipment. The MRC does not inspect or verify the condition of vehicles, clothing or other riding gear and accessories used in an MRC sanctioned competition.

4. Any pre-race inspections that are performed do not certify that the motorcycle is qualified or constituted as legal for class participation.
5. Participants will be issued a tech inspection sheet at sign-in for each respective class. The motorcycle brand, model, race number, transponder number and last six digits of the machine are to be recorded and taken to the pre-designated tech inspection.
6. Riders/mechanics are to report to the tech inspection area with their recorded information of the machine, plus their jersey/chest protector with matching numbers to that of the motorcycle.
7. A MRC tech sticker will be placed on the front number plate.
8. Tech stickers will not be issued if the following requirements are not met:
  - a. Tech sheet is not presented to the tech inspector
  - b. Failure to produce jersey/chest protector with proper name and numbers
  - c. Failure to have assigned MRC numbers with proper number/background colour combination on all three number plates
  - d. Number plates have non-approved stickers or decals. This includes rider names and/or team sponsors.
  - e. For Pro National events, front numbers must be a minimum of 6" high and side numbers a minimum of 4" high.

*C. Competition Apparel*

1. It is the sole responsibility of the rider to select a helmet and apparel which will provide appropriate protection. The MRC does not endorse or certify any manufacturers or products. The rider must rely on his own judgment in the selection of any helmet and apparel for durability and safety.
2. A helmet must be worn during all competition. Helmets must be certified by the manufacturer to meet or exceed the Department of Transportation (DOT) FMVSS - 218 or United Nations Economic Commission for Europe motorcycle helmet standard (commonly known as ECE 22.05. The rider's number may be placed on both sides of his helmet (using a contrasting colour) to help scoring.
3. Shatterproof goggles must be worn at the beginning of event, including practice.
4. Protective pants made of nylon, leather or other durable material must be worn in all competition.
5. Long sleeve jerseys are to be worn at all times. Short sleeve or sleeveless shirts are prohibited. Chest protectors are strongly encouraged.
6. When chest protectors and or jerseys are used for rider identification, there

must be the rider's number displayed a minimum of eight inches high by one inch wide on the back of jerseys or 5 inches high by one inch wide on the back of chest protectors. The jersey/chest protector and number must be of contrasting colours. Number must be the rider assigned MRC number.

7. All Professionally ranked riders must have their last name on the back of their riding uniform at the shoulder line with letters no less than 1 1/2 inches high. No abbreviations of last names or nick names will be accepted. If a chest/back protector is worn over the rider's jersey, the rider's name and assigned number must be visible either on the jersey or on the chest/back protector. Penalty at Rockstar Triple Crown events is a \$50.00 fine.
8. Rider's number on the back of their jersey/chest protector must coincide with their numbers displayed on their number plates. The number must be a contrasting colour to that of the jersey/chest protector.
9. Pro riders acquiring an assigned national number must display the number throughout the entire calendar year at all MRC sanctioned events. A rider that fails to display numbers will be fined \$50.00
10. Boots must be worn in all meets. They must be at least eight inches high with either laces, buckles or zippers, or specially designed and constructed for leg, foot and ankle protection.
11. For all Rockstar Triple Crown events, all riders and mechanics must present a clean and neat appearance.
  - a. Mechanics must be in a uniform designating a rider or team. Mechanics are encouraged to display the MRC patch or logo on uniform shirts.
  - b. Cutoffs, sleeveless shirts and open toe shoes are prohibited in the mechanics area.

#### CHAPTER 4 - OFFICIALS DUTIES AND RESPONSIBILITIES

*MRC does not train or certify officials who preside over MRC sanctioned competition events. Participants are solely responsible for their own safety.*

##### A. General Duties

1. The Referee is the principal officer of a meet, acting as general supervisor. He does not, however, carry out the duties of any other official. The Referee must be introduced at the riders' meeting and be available throughout the protest period. It is the Regional Representative's responsibility to appoint a Referee who is well qualified. The Referee may not compete in the event.
2. The Referee's duties are:
  - a. To determine if any changes in the course are necessary.
  - b. To determine if all other appropriate officials are present and to ensure they are performing their duties properly.

- c. To direct the starter to black flag a rider for any safety reasons, including excessive oil leaking from the motorcycle.
  - d. To receive and decide all protests subject to appeal.
  - e. To decide on rider disqualifications, and disqualify any rider who violates any rules of the event.
  - f. To explain to riders all starting rules, including the meaning of flags.
  - g. To assign Flaggers, as necessary, at various points on the course, and to instruct them of their duties.
  - h. To determine whether Scorers, Officials, Flaggers, etc. are in place and ready before starting the meet.
  - i. To position riders on the starting line and start races.
  - j. In all starts the Referee and/or Official shall have the power to decide what is a fair start.
3. The Official and/or Referee may declare a restart when:
    - a. Two or more riders are down in the first lap.
    - b. Conditions occur that endanger the lives of spectators or contestants and the event is not more than 50 percent completed.
    - c. When the referee believes that a rider is not in condition to race the referee may refuse such rider to enter an event until such times as the rider gets a clearance from a doctor stating that the rider is fit to race.
  4. The Official's duties are:
    - a. To give halfway flags, last-lap flags and finish flag.
    - b. To flag off the course any disqualified riders, and display any other signal flags as directed by the Referee.
    - c. To perform other duties assigned by the Referee.
  5. The Clerk of the Course's duties are:
    - a. To exhibit a list of all events.
    - b. To receive all entries and check the riders' MRC cards.
    - c. To check rider classification and place riders in the proper events.
    - d. To keep a record of the placing of all riders in each event, and turn all records over to the Referee at the end of the event.
    - e. To perform other duties assigned by the Referee.

#### CHAPTER 5 - GENERAL OFFENCES AND PENALTIES

This section outlines actions that are deemed to be detrimental to the sport of motorcycle racing and which may result in a range of disciplinary actions. Unless otherwise specifically provided for in these rules, the Referee may disqualify any rider, mechanic or crew member from the balance of a race for violation of these rules, insubordination or other actions deemed in the sole discretion of the Referee to be detrimental to the race and the sport. Such disqualification includes the loss of any rights with regard to the event in question. In addition, the Referee is empowered to levy fines of up to \$1,000.00 and to recommend to the MRC that a party or parties be suspended from participation in MRC sanctioned activities.

Unless otherwise specifically provided in these rules, the MRC is empowered to suspend any rider, mechanic or crew member for a period of one event up to indefinite suspension for violation of these rules, insubordination, or other actions deemed, in the sole discretion of MRC, to be detrimental to the sport of motorcycle racing.

Any supplemental rules, regulations, instructions or procedures established by the MRC for the purpose of implementing, interpreting or enforcing these rules will be deemed to be part of the rules.

#### A. Offences

The following offences will be subject to disciplinary action by the Referee and/or MRC. This list is provided as guidance to licensed competitors but does not restrict MRC from invoking penalties for other actions detrimental to the sport which are not specifically contemplated herein.

1. Falsifying one's age or ability to meet any of the various eligibility requirements as set forth by MRC, or in general, competing or attempting to compete in MRC sanctioned activities under false pretense will result in disqualification from the event and the series.
2. Giving, or accepting, directly or indirectly, any bribe in any form to any person in an attempt to circumvent MRC rules or procedures or to otherwise gain an unfair advantage.
3. Refusing to provide a factual statement regarding an item under appeal when requested by MRC or a party to the appeal; or interfering in any way with MRC's protest and appeal procedures in order to influence the outcome.
4. Engaging in any unfair practice, misbehavior or action detrimental to the sport of motorcycling in general, whether or not related to a specific competition. This also pertains to mechanics and all pit crew members, which are the responsibility of the rider for the duration of the event (defined as the time of arrival to time of departure from the site).
5. An attack (physical or verbal) or threat on a MRC official or a participant/ rider and/or engaging in a fight. This includes any person who attacks or is involved in a confrontation anywhere on the premises prior to, during, or after a MRC sanctioned race. There will be no maximum fine or suspension period for this offense. A verbal threat or physical attack on a MRC official by a mechanic/team manager will result in disqualification of their rider. *An attack by an MRC official, representative or staff member on a rider will result in immediate sanctions against the official or staff, including immediate suspension and removal from the event, followed by a hearing and resulting sanctions determined by the MRC Board or, if a conflict of interest might be perceived, an impartial committee chosen by the MRC Board and approved by the rider who was attacked.*
6. Refusal to submit a machine for inspection. Any rider refusing to im-

mediately surrender his or her machine to the Referee or his designee upon demand, or refusing to allow examination or measurement of a machine's components will be in violation of these rules and will be disqualified from the event.

7. Failure to reenter the track at a point as close as practical to the point at which the rider left the track; and in so doing gaining an unfair advantage. This offence will always remove the unfair advantage gained plus a 5 position penalty (ie. if two positions were gained, then a 7 position penalty will be applied). If no advantage was gained then no penalty would be applied. If the rider repeats the offence, the rule will be applied for each offence.
8. Receiving any form of prohibited outside assistance, except as provided for in these rules.
9. Failing to immediately respond to a black flag or other signals from MRC officials will result in immediate disqualification from the moto. At the discretion of the referee one lap grace will be given to riders in reference to the black flag to ensure the rider knows the flag was intended for them.
10. Failure to attend rider's meeting: At Rockstar Triple Crown events, the first offence will result in a \$100 fine, second offence \$200, and the third offence \$500 or exclusion from the event. All monies to remain with the MRC National Office.
11. Riding at any time against the normal direction of travel on the track will result in a five position penalty. Exceptions to this include if the rider is trying to safely turn their motorcycle back in the correct track direction safely. Also, if the bike and rider are in a dangerous place and can only go backward for a short distance to gain safety that is acceptable.
12. Riding at any time in such a manner as to endanger the life or limb of other riders, officials of the public. This definition would include any action that directly resulted in the injury of another rider. If another rider is injured due to dangerous riding as determined by the referee, the competition committee, or the MRC Board, the offending rider may be suspended for one or more events, and suspension may be equal to the time the injured rider is unable to compete. The suspension may be determined to be indefinite if the actions of the offending rider are determined to be egregious and the injured rider will never be able to compete again.
13. Causing a race to be stopped. A rider who is judged to be the cause of a red flag may not restart the event in question, except if the red flag is the result of restart due to jumping or riding through a start gate during the start of the race – for this situation a rider may restart the event.
14. Any other act or actions deemed by an event Referee or MRC to be detrimental to the sport of motorcycle racing and the MRC.

15. An equipment violation that could potentially or effectively enhance the performance of a motorcycle used in competition.

#### B. Penalties

1. Unless otherwise stated in this rulebook, at the discretion of the Referee, the following level of disciplinary action may be administered at the event.
  - a. Delayed start/stop and go penalty.
  - b. Five position penalty.
  - c. One lap penalty.
  - d. Moto disqualification - total loss of points and prize money for the moto in which they were disqualified.
  - e. Class Disqualification - total loss of points and prize money for the Class in which they were disqualified.
  - f. Event disqualification - total loss of points and prize money for the Event in which they were disqualified.
2. Repeat of the same offence by each rider, disciplinary action may be advanced one level at the discretion of the event referee.

The referee may also recommend initiation of a REVIEW of the incident(s) by the MRC Board, which may increase the penalty. A rider may also request a review of an incident they were involved in.

3. The MRC Board or the MRC Competition committee can implement a REVIEW of any incident they decide contravenes the rules within 1 week of the event, or will implement a REVIEW if requested by the Referee or rider involved in an incident. Their investigation may take up to 1 week, but will be conducted as efficiently as possible. They may use videotape and interviews with pertinent staff, officials and riders. This type of review does not require an initial call by the referee or a complaint by a rider for REVIEW and INVESTIGATION to be implemented. If a recommendation is made by the MRC Competition Committee, the MRC Board must ratify the decision. If the MRC Board makes a recommendation, then the MRC Competition Committee must ratify the decision. The possible recommendations that can be made include:
  - a. Moto disqualification - total loss of points and prize money for the Moto in which they were disqualified.
  - b. Class Disqualification - total loss of points and prize money for the Class in which they were disqualified.
  - c. Event disqualification - total loss of points and prize money for the Event in which they were disqualified.
  - d. Series disqualification - total loss of points and prize money for the Series in which they were disqualified.
  - e. Season disqualification - total loss of points and prize money for the Series in which they were disqualified.

In addition to Event or Series disqualification, the MRC Board or Competition

Committee may institute either or both of:

- a. A fine up of to \$10,000.00
  - b. Indefinite Suspension of the Rider
4. Rules cannot be changed except during a 6 week period following the end of the race series. Proposals may be made by any Stakeholders to the MRC board over that published 6 week period. The MRC Board will review the rules, consult stakeholders, and then release a decision. If an emergency rule amendment is required, it must be approved by the MRC Board, the Competition Committee.

#### CHAPTER 6 - PROTEST AND APPEALS

##### A. Protests

1. Any entrant may protest a decision of the Referee regarding matters connected with the running of the event, provided they are directly involved.
2. No protest at racing events will be accepted against a statement of fact that has been personally observed by the Referee or the Official (i.e. false starts/course cutting/dangerous riding/inappropriate entry to or use of the course etc). Unless granted by head official.
3. Protests must be in writing, submitted, signed and delivered by the rider lodging the protest, and handed to the Referee, with fee, if applicable as follows:
  - a. Scoring questions within 30 minutes of the posting of the race in question (no fee necessary)
  - b. Rule infractions within 30 minutes of the completion of the race in question \$500 fee for 1<sup>st</sup> protest. It will go up in \$500 increments for each protest throughout the year per protest from teams or individuals. 2<sup>nd</sup> - \$1000, 3<sup>rd</sup> - \$1500, and so on etc.
  - c. Machine legality (external) – at the end of first moto \$200 fee.
  - d. Machine legality (internal) any time up to 30 minutes following the race \$800 fee for 2 strokes and \$1000 for 4 strokes.

*Fees will be refunded if protest is upheld.*

4. When a protest is not upheld with regard to machine legality, all fees minus a 25% service fee will be given to the owner of the machine. If the protest or appeal is upheld the protester/appealer will receive all fees back.
5. Protest decisions may be appealed to the Region in writing, within 10 days of the event, and accompanied by a \$100 fee.
6. All protest, appeal and/or penalty funds for Pro National events will remain with the MRC Head Office.
7. The referee's will hold a debrief between themselves, and shall not be approached immediately following the moto. While this debrief is taking place, any protests or questions shall be written and submitted with the appropriate fee's, but not before the end

of the official debrief. Failure to comply could result in fines levied against the rider.

8. During the actual running of the race, officials are not to be approached unless in an emergency safety situation. Failure to comply could result in fines levied against the rider.

9. Any protests that may require a significant amount of time and resources to investigate shall be completed after the event. Results from Moto 1 will stand as is for staging if an investigation is pending. Furthermore, any infraction completion of an investigation in a timely manner will be immediately reflected in the results.

### *B. Appeals*

1. Only the rider who filed a protest, the rider protested against, team manager (recognized manufacturer team) or the referee may file an appeal on any of the following:
2. Decision of the referee on protests
  - a. The appeal must be made in writing, accompanied by a \$100 fee and filed with the respective recognized region within 10 days after the decision. The appeal will be heard by three people appointed by the region (except for National and Provincial championship meets).
  - b. Appeals of referee decisions at National or Provincial championship meets must be sent, along with the appeal fee, to MRC within 72 hours of the decision.
  - c. A decision must be rendered within 30 days.
3. Appeals of district decisions (Appeals to MRC)
  - a. The appeal must be in writing, accompanied by a \$100 fee and filed with MRC within 10 days after the decision.
  - b. The appeal will be heard by three members of the MRC staff, three Competition Advisory Committee delegates or any combination of three staff and delegates.
  - c. An appeal must be rendered within 30 days.
4. Any fine imposed by a referee, a Regional Representative or MRC is subject to appeal to the MRC Board. The appeal must be in writing and sent to the MRC, accompanied by a \$100 fee.
5. All fees will be returned to appealing parties if their appeals are upheld.
6. Regional appeals shall be dealt with by the Regional Competition Committee. This Committee is comprised of a minimum of two to the Region Executive, the Head Referee and Assistant Referee.
7. Decisions of the Region may be further appealed to the MRC Board in writing, within 10 days of the Region's decision, and accompanied by a \$100 fee.

8. National appeals shall be dealt with by the MRC Board and/or MRC Competition Committee.
9. Where members of either the MRC Board, MRC Competition Committee, Regional Board, or Regional Competition Committee are directly involved in the appeal, they shall disqualify themselves from participating in the decision.
10. The presentation of evidence by video image must be treated with utmost caution. Video images are influenced by choice of lenses and by angle distortions, the effect of which is difficult to evaluate without expert help. An appeal may be lodged to challenge fines, suspensions and technical disqualifications levied by Referees and/or MRC.
11. Items which may not be appealed:
  - a. Disqualifications (procedural).
  - b. Protestable items for which no protest was lodged.
  - c. Decisions of MRC officials with respect to the interpretation of MRC rules as they pertain to race procedures. Such decisions include, but are not limited to, assignment of starting positions; the start of the race; the control of the motorcycles; the decision to delay, stop or shorten a race; the assessment of lap or time penalties; black flag, and disqualifications, whether from a single event or the entire race meet.
  - d. Decisions of the scorer for an event with respect to scoring or any re-check thereof by the MRC.
  - e. In general, appeals cannot be accepted related to matters for which no remedy is available. (For instance, no appeal will be heard if the only means of remedy would be to rerun an event).

### *NOTES:*