

TRIPLE CROWN SERIES



MRC
MOTORSPORT RACING CANADA

2025 PRO RULEBOOK

Table of Contents

| | |
|---|----|
| Definitions..... | 4 |
| Chapter 1: Rider Eligibility, Capacities & Entries..... | 8 |
| Section A..... | 8 |
| 1. Eligibility..... | 8 |
| 2. Capacity Limits..... | 9 |
| 3. 2-Stroke Motorcycles..... | 9 |
| 4. Age Restrictions & Classifications..... | 9 |
| Section B..... | 10 |
| 1. Class Entry..... | 10 |
| 2. Amateur Days..... | 10 |
| 3. Canadian Amateur Nationals..... | 11 |
| Chapter 2: Equipment & Competition Apparel..... | 12 |
| Section A..... | 12 |
| 1. General Equipment Standards..... | 12 |
| 2. Engines..... | 12 |
| 3. Frame..... | 13 |
| 4. Forks..... | 13 |
| 5. Gas Tanks..... | 13 |
| 6. Fenders..... | 13 |
| 7. Cardo Systems: Motorcycle Bluetooth System..... | 13 |
| Section B..... | 13 |
| 1. Number Plates..... | 13 |
| 2. Backgrounds: Mandatory Requirement 2025..... | 14 |
| Section C..... | 15 |
| 1. Jerseys..... | 15 |
| 2. Pants..... | 15 |
| 3. Boots..... | 15 |
| 4. Helmet..... | 15 |
| 5. Goggles..... | 16 |
| Chapter 3: General Event & Paddock Standards..... | 16 |
| Section A..... | 16 |
| 1. General..... | 16 |
| 2. Medics/First Aid..... | 17 |
| Chapter 4: Program & Alterations..... | 18 |
| Section A..... | 18 |
| 1. MX, AX, SX Tour Event Scheduling..... | 18 |
| Section B..... | 19 |
| 1. Extreme Weather or Other Conditions/Major Incidents..... | 19 |
| 2. Event Programing / Live TV Production..... | 19 |

| | |
|--|----|
| Chapter 5: Points Table..... | 19 |
| Section A..... | 19 |
| 1. MX Tour Points..... | 20 |
| 2. MX Tour Sprint Points..... | 20 |
| Section B..... | 21 |
| 1. AX Tour Points..... | 21 |
| 2. SX Tour Points..... | 21 |
| Chapter 6: Event & Race Procedures..... | 22 |
| Section A..... | 22 |
| 1. Tech Inspection..... | 22 |
| 2. Tech Stickers..... | 23 |
| Section B..... | 23 |
| 1. Riders Meeting..... | 23 |
| 2. Race Flags & Boards..... | 23 |
| Section C..... | 27 |
| 1. Qualifying Procedures..... | 27 |
| 2. Technical Issue - Qualifying Procedures..... | 29 |
| 3. Staging Procedures..... | 30 |
| Section D..... | 32 |
| 1. Starting Areas..... | 32 |
| 2. Starting Procedures..... | 32 |
| 3. False Start & Gate Malfunction Procedure..... | 33 |
| 4. Restarts & Red Flag Procedures: For Triple Crown Series 250 & 450 Classes ONLY..... | 34 |
| 5. Scoring Procedures..... | 35 |
| 6. Staggered Restart Procedure..... | 36 |
| 7. Staggered Restart Violations..... | 36 |
| 8. Sprint Motos..... | 36 |
| 9. AX/SX Tour..... | 36 |
| 10. Inoperable Gate Procedure..... | 37 |
| Section E..... | 37 |
| 1. Mechanics Area..... | 37 |
| 2. Team Managers/Crew/Family..... | 37 |
| 3. During Race Procedures..... | 38 |
| Chapter 7: Permitted & Prohibited Race Rules..... | 39 |
| Section A..... | 39 |
| 1. General..... | 39 |
| Section B..... | 41 |
| 1. Permitted Race Rules..... | 41 |
| Section C..... | 42 |
| 1. Prohibited Race Rules..... | 42 |
| Chapter 8: Penalties for Infractions..... | 46 |

| | |
|---|----|
| Section A..... | 47 |
| 1. Penalties..... | 47 |
| Section B..... | 51 |
| Chapter 9: Process for Protests & Appeals..... | 51 |
| Section A..... | 51 |
| 1. Protests..... | 51 |
| Section B..... | 53 |
| 1. Appeals..... | 53 |
| Chapter 10: Officials' Duties & Responsibilities..... | 55 |
| Section A..... | 55 |
| 1. Head Referee..... | 55 |
| 2. Safety Marshal..... | 56 |
| 3. Clerk of The Course..... | 56 |
| 4. Finish Line Official..... | 57 |
| 5. Course Marshals..... | 57 |
| Notes..... | 58 |
| Constructor Cup Series..... | 58 |
| Stages..... | 58 |
| Series for Teams:..... | 58 |
| Rules/Guidelines..... | 58 |
| Plate Examples..... | 58 |
| To be a Team..... | 59 |
| To win a stage..... | 59 |
| Rules..... | 59 |
| Points System..... | 59 |
| Protest Form..... | 62 |
| Appeal Form..... | 63 |

Definitions

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

MRC: Motorsport Racing Canada.

Aftermarket: Produced by manufacturer or fabricator other than original equipment manufacturer.

Aggressive: Demonstrating assertiveness and determination in racing, which is an integral part of motocross. However, deliberate actions aimed at causing injury, major consequences, or unsportsmanlike conduct are prohibited.

Alterations: The action or process of altering or being altered in reference to the program, race schedule, or racecourse.

Appeal Committee/Board: A group of people coordinated by the Triple Crown Series to judge and determine official decisions on appeals.

Attack: The act of taking verbal or physical aggression action against someone (i.e. MRC officials, Triple Crown staff, riders, crew members).

Badgering: Persistently challenging or pressuring an official to the point of undue frustration, interference, or delays in the program's progression.

CC: Cubic centimeters.

Clerk of Course: The person in charge of entries, timing & scoring, record keeper, posting results, intake of protests and appeals, and any other duties assigned by the head referee or MRC.

Consolation/Semi Final: A final qualifying race for those riders who did not qualify from their heat race.

Course Marshal: An MRC crew member or persons directed by the head referee to assist with safety and race protocols, including the use of race flags.

Displacement: The space covered, or volume swept out by the piston at each stroke.

Disqualification: Unless otherwise defined will mean the forfeiture of all awards, prizes and points earned in the specified session, moto, or event during that day's meet.

DOT: Department of Transportation.

Double Jump: 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.

Event: Any one of the races in a meet.

Finish: Is the first bike to touch the finish line receiving the checkered flag. Bike does not have to fully cross. The finish line is signified by the transponder loop.

Heat Race: A qualifying race that determines which riders advance to the final event.

Head Referee: Principal officer of a meet, acting as general supervisor, responsible for enforcing the rulebook fairly, including sportsmanship decisions such as penalties and disqualifications.

Infraction(s): With reference to breaking, contravening or disregarding general rules, race or session rules.

Manufacturer: The original manufacturer of the motorcycle in question and not the distributor.

Meet: A meeting at which one or more events are held.

Model: A reference to a particular year and name assigned by manufacturers to certain motorcycles.

Moto: A race in a motocross meet.

Motorcycle: A motorized, two wheeled, competition vehicle to be identified by its engine, frame number, frame tag or other frame marking.

OEM: Original equipment manufacturer.

Official (with reference to race results): A listing of the final finishing order of an event issued by scoring after the 30-minute 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.

Official Review: MRC officials placing a session under official review for the purpose of decision making, time constraints, and verifying facts/information.

Paddocks: Designated area primarily used for maintenance of event entered competition motorcycles. They may also include the parking area for motorcycle transport.

Participant: Every club, association, company, promoter, rider and all other persons participating or in any way connected with an MRC race meet.

Pass: Gaining an actual position on the score sheet. Going past a lapper is not considered a pass unless under a white with red cross flag (that would be considered a pass).

Permitted: With reference to race rules and what is allowed within the racing surface without fear of penalty.

Pit Crew/Crew: Mechanic and/or assistants.

Pits: Designated area directly adjacent to the racetrack that may include staging and signal zones. Access is limited to mechanics or officials with appropriate track pass credentials.

Probation: Is an act of which the person(s) placed on probation is/are being observed for a period of time during which they shall adhere and act diligently in order to avoid being more seriously disciplined.

Program: The predetermined outline of events that make up a meet. A program may be altered by the head referee or Triple Crown Series for items or scenarios listed in this book

Prohibited: With reference to race rules and what is written or considered by MRC officials as impermissible and can constitute penalty for infraction and not adhering to the race rules provided.

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.

Provisional Qualifying Position: For Triple Crown Series events, 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 per discipline (MX, AX, SX).

Production: Any bike that is produced by an MRC recognized OEM.

Qualify: To advance to a final event by timed qualifying or heat race finish position.

Qualifying Heat Race: A preliminary race that may be used for elimination or to determine heat race starting positions.

Race: Competition in which five or more riders compete against each other.

Racing Surface: The area designated as the competitive track inside the track markers.

Race-Track: The actual racing surface and runoff areas, including pit road, and areas where the riding of competition motorcycles is permitted.

Rider/Racer: Any person who competes on the racing surface or race-track in Triple Crown Series events.

Safety Marshall: Assistant to the head referee, in charge of training safety flaggers of events, and coordinating communications with the head medic and their crew. Assists in enforcing the rule book fairly, including sportsmanship decisions such as penalties and disqualifications.

Session(s): Will refer to practices, qualifying, hot laps, heats, LCQs, mains, super-finals, motos or races.

Starter: In reference to the person responsible for the starting procedures and assisting the referee in starting the race. The starter can be a referee, safety marshall, or an appointed crew member of the MRC / Triple Crown Series staff.

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.

Technical Inspector: The technician who inspects all motorcycles and equipment of riders participating in a meet.

Timed Qualifier: A race against time by an individual rider. Laps are electronically timed for each rider and compared to determine qualifying order.

Track Markers: Referring to Acerbis markers, bails, tough blocks, or any other form of markers placed by designated MRC officials, course marshals, & Event Crew

Triple Crown Series/Triple Crown Events: In reference to the ownership group and promoter of events sanctioned by the MRC.

Motocross/MX Tour: 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 30-40-foot width but at no time should they be narrower than 16 feet.

Supercross/SX Tour: 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.

Arenacross/AX Tour: An arenacross is conducted within an arena type facility on a specially constructed flat race-track.

Chapter 1: Rider Eligibility, Capacities & Entries

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

Section A

Riders shall be classified by the MRC regions based on participation and achievement in the regions competitions unless otherwise provided by MRC rules.

Riders applying for an MRC Triple Crown 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.

1. Eligibility

For **WMX, PreMix, Intermediate, 250, & 450** classes are as follows:

WMX - Open to women 14 years of age and older, Competent to be racing on a National caliber track.

Pre-Mix - Open to all riders 12 years of age and older, Competent to be racing on a National caliber track.

Intermediate - The classification preceding "Professional" - riders must be a minimum age of 14 years at the time of the event in order to compete in a Pro National.

- Intermediate Riders competing in the 250 Pro/Am that earn a national number will be automatically upgraded to Professional

250 (Pro/Am) - (NEW & REVISED) - Open to Intermediate and Professional ranked riders, unless restricted by the following:

- A competitor may earn no more than four championship titles in their career, with any further entries into this class being permanently denied after this limit is reached.
- Intermediate ranked riders are required and must pass technical inspections with the proper color combination plates as listed in Chapter 2, Section B, #1.

450 Professional - Highest Classification

- Open to all MRC Pro's, AMA Pro or A ranked riders only.
- Out of Canada participants must submit proof of Pro ranked status when applying for a Triple Crown Pro License.

2. Capacity Limits

Permitted as follows:

- **WMX** - 100cc-250cc 2-stroke/250cc 4-stroke (minimum 19" front wheel & 16" rear wheel)
- **Pre-Mix** - 100cc-150cc 2-stroke (minimum 19" front wheel & 16" rear wheel)
- **250 (Pro/Am)** - 125cc-250cc 2-stroke/250cc 4-stroke (MRC recognized OEM)
- **450 Professional** - 250cc-300cc 2-stroke/251cc-450cc 4-stroke/any electric bike ie) Stark VARG (Must be approved by the series)

3. 2-Stroke Motorcycles

Specifically, referring to 2-stroke motorcycles in the 250 (Pro/Am) class (**RULE REMAINS FOR 2025**).

- The bike must remain in stock form from the intake manifold to the exhaust port, and all engine parts between these two points.
 - All engine parts (i.e., cylinder, cylinder head, piston, rings, rod, etc.) must be OEM for that year model.
- Intake manifold is defined from the rubber boot clamps to the carburetor. Porting or headwork is **prohibited**.
- There are no restrictions on pipes or mufflers.
- Aftermarket pistons, rings, and crankshafts are **permitted** providing they have the stock OEM specifications.
- Modifications or replacement parts will be deemed illegal if they are not listed above.

4. Age Restrictions & Classifications

- Minimum 14 years old - as of the date of the event for Pro-Am/Professional.
- Riders applying for an 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.
- Riders found to be competing in a class without the proper classifications, rankings, & approvals by the MRC head office and clerk of the course will result in the removal from the class, loss of any accumulated points, and any other penalty deemed appropriate by the MRC.
- 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.
- 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.
- "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, may appeal in writing to the MRC Head Office, requesting 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.

Section B

1. Class Entry

- To properly enter a class, each rider must complete and sign in ONLINE for all Triple Crown Series events (MX, AX, SX).
- Entries will be processed until midnight ET on the Wednesday prior to the Triple Crown Series event.
- An admin surcharge of \$50.00 will be applied to all late entries for Triple Crown Series events.
- Entrants may be removed from an event for breaking the rules & code of conduct. However, promoters and recognized districts cannot issue continuing suspensions of MRC licenses.

2. Amateur Days

Specifically referring to Saturday Amateur Event Eligibilities leading into Triple Crown Series events.

- Exclusive race-track rentals or limited access practice rentals by Pro Ranked Riders for the purpose of testing or practice within 72 hours prior to qualifying and or race day of a Triple Crown Event at the National Facility on the Schedule is Prohibited.
- If a Pro rider entered to qualify for a Triple Crown Event is found to be practicing within the 72 hours on the Scheduled Event Track, that rider shall be disqualified from the Sunday event.
- 72 Hours prior will be Thursday, Friday, & Saturday leading into the Triple Crown Event held on Sunday.
 - This will not apply to Intermediate ranked riders entered to compete in the 250 Pro/AM class at Triple Crown Events.

- This will not apply to riders being directed or requested by the MRC Officials or Triple Crown Series to be available for the following:
 - To test transponder lines or specified sections of the racing surface.
 - Availability for Press Related items for the Triple Crown Series.
 - To clarify, a full lap or a completing full section which includes more than 2 corners of the Event Track shall be prohibited.
 - Where there is a potential risk for a scheduling change to Saturday for WMX or Premix where as riders who also enter to qualify on Triple Crown Sunday.
 - Approved MRC / Triple Crown Series scheduled appearances for Canadian Amateur Nationals for the purpose of entertainment and engagement as follows:
 - Hole Shot Challenges, Press Related Items, Cornering Lessons. - This must have approval and documentation from MRC / Triple Crown Series.
 - To clarify, a full lap or a completing full section which includes more than 2 corners of the Event Track shall be prohibited.
- Any Pro rider entered to qualify for a Triple Crown Event will be Prohibited from entering or racing in any amateur or support class the weekend of the Scheduled Triple Crown Event.
 - **With the exception of Canadian Amateur Nationals – Exemptions & Eligibility listed in Chapter 1, Section B, #3.**

3. Canadian Amateur Nationals

Specifically referring to Amateur Nationals & Eligibilities for WCAN, ECAN & Walton GNC - including appearances for Entertainment & Engagement.

- Canadian Amateur Nationals (WCAN, ECAN, Walton GNC) will be exempt from the above #2 - 72-hour Eligibility Rule specifically for the following: See **Permitted vs Prohibited**.
- Professionally ranked riders who **are in the top 10 series points for the current Triple Crown Series for either 450 or 250 classes** are **ONLY Permitted** to enter Pro/Am classes.
 - Age classes or other amateur classes are **Prohibited** – *Penalty for which is being Prohibited from entering the Triple Crown Sunday Pro Event.*
- Professionally ranked riders who **are outside the top 10 series points for the current Triple Crown Series for either 450 or 250 classes** are **Permitted** to enter Age classes, and Pro/Am Classes.
- All professionally ranked riders are **Permitted and Strongly Encouraged** to partake in entertainment and engagement activities at any of the Amateur National Events (ie: Hole Shot Challenge).
- Intermediate ranked riders are exempt and **Permitted** to enter into Age classes or other Amateur Classes including a Pro/Am class.

Chapter 2: Equipment & Competition Apparel

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. 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.

Section A

1. 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.
- For Triple Crown Events, the production year of the motorcycle competing must be within ten years of the current year.
- All motorcycles are to be equipped with an operable kill switch.
- 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.

2. Engines

- 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.

3. Frame

- 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.
- Side stands must be removed for competition.
- 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.
- Engine mount location, steering head, swing arm pivot point and rear suspension linkage point must be the same as the originally approved model.

4. 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.

5. 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.

6. Fenders

- Rear fenders must extend at least to a vertical line drawn through the rear axle.

7. Cardo Systems: Motorcycle Bluetooth System

- Cardo systems whereas there is communication between rider/mechanic through this specific Bluetooth system is approved for use at Triple Crown Events.
- Other Bluetooth systems where there is communication between rider/mechanic are also approved for use at Triple Crown Events.

Section B

1. Number Plates

- **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.
 - No shading behind numbers allowed.
- **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.
- No shading behind numbers permitted.

2. Backgrounds: Mandatory Requirement 2025

- **WMX**
 - White Numbers / Blue Background
- **Intermediate (Mandatory Requirement)**
 - White Numbers / Black Background
- **250 Pro**
 - White Numbers / Black Background
- **450 Pro**
 - Black Numbers
 - / White Background

450 class



250 class



Jersey



Side plate graphic



Side plate graphic



WMX Side plate graphic



Section C

1. Jerseys

For Triple Crown Events, the following requirements will apply to all qualifiers and races:

- Long sleeve jerseys are to be worn at all times. Short sleeve or sleeveless shirts are prohibited. Chest protectors are strongly encouraged.
- Must have their last name on the back of their riding uniform at the shoulder line.
- If a chest/back protector is worn, the rider's name and assigned number must be visible either on the jersey or on the chest/back protector.
- No abbreviations or nicknames will be accepted.
- All letters and numbers must be no less than 1 1/2" high and must be contrasting to the color of the background.
- The rider's number on the back of their jersey/chest protector must coincide with their numbers displayed on their number plates.
- A rider will not be permitted on the track if their name and numbers are not displayed on their back.
 - If a rider is found to be without proper display on the track during qualifying, they will have their fastest lap time taken away.
 - If a rider is found to be without proper display on the track during the race, they will be assessed a \$50.00 fine, and increases in increments of \$50.00 every infraction thereafter.
 - The MRC logo can be displayed on the left or right chest of the jersey.

2. Pants:

- Protective pants made of nylon, leather or other durable material must be worn in all competition.

3. Boots

- 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.

4. Helmet

- A helmet must be worn during all competitions. 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 color) to help scoring.

5. Goggles

- Shatterproof goggles must be worn at the start of each session (practice, qualifier, race).
- Should a rider discard their goggles during a session, they are encouraged when able to properly enter the mechanics area and retrieve a new set of goggles.

Chapter 3: General Event & Paddock Standards

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.

Section A

1. General

Every club, association, promoter, rider and all other persons participating in or connected with any meet are bound by these rules:

- All riders in MRC sanctioned competition are required to be members of the MRC.
- 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.
- 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.
- 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 premises 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.
- At meets where spectator admission is charged, an entry fee may be charged in addition to the admission
- If participating in press related and or other promotional activity that is not open to all riders, they must have documented consent from the MRC / Triple Crown Series.

- Motorcycles prior to or during the Triple Crown Event for the purpose of testing must use predetermined and designated testing areas.
 - If an area has not been designated, seek MRC/venue approval.
- 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 predetermined test areas.
- Practice or warm up shall be limited to the designated racecourse. Competition riding or riders allowing their machines to be ridden outside these boundaries without consent from the officials could be subject to disciplines as determined by the MRC & Triple Crown Series.
- Pets must be always leashed. Pets are not allowed in the signal area, or other restricted areas.
- Any operation of a vehicle in the pits must be at a very slow, acceptable speed (i.e., 10 kph maximum – 1st gear). The penalty for failing to obey speed at Triple Crown Events will be assessed a \$50.00 Fine and increase in increments of \$50.00 every infraction thereafter. If there is a major/severe incident, it will be subject to stricter fines and penalties.
- Before leaving a race facility, it is the responsibility of riders/teams to deposit all their waste items in appropriate containers such as trash bins and waste oil barrels. Should containers not be available on-site, riders/teams shall transport such items from the facility for proper disposal.
- Any conduct negatively impacting the industry and/or the series, may result in discipline that will be administered at the sole discretion of Jetwerx Inc.
- Due to the high impact social media has on public perception, Jetwerx Inc. views any negative publicity resulting from this communication format as a serious infraction of the Triple Crown Code of conduct.

2. Medics/First Aid

- Referring to the minimum requirements, general information, and facility requirements to provide information such as land locations, and nearest hospital locations.
- There shall be at minimum 3 qualified first aid attendants for MX Tours and a minimum of 2 for AX/SX Tours, with equipment bags and backboard.
- The facility shall provide medics with a safety transport vehicle at Triple Crown Series Events.
- The referee shall not allow practice or racing to start unless the qualified first aid attendants and equipment are at the course.
- The fee for any ambulance trips to the nearest hospital shall be the responsibility of the injured party or parties.
- Medic crew shall coordinate with the safety marshal before Sunday practice begins and ensure they are equipped with at least 2 – 3 radios with headsets.
 - A 911 emergency plan shall be coordinated with the facility, medic crew, and safety marshal.
 - Should the need to call 911 arise, the medic crew shall make the call on site, and or the persons they direct to call if they are equipped with directions and land locations.

- Every effort should be made to inform 911 dispatch that this is an event and is not a highway motorcycle incident.
- Medic crew shall be allowed access to the racing surface provided they have communicated to the MRC officials & course marshals before proceeding to ensure safety.

Chapter 4: Program & Alterations

Special Note: MRC & TRIPLE CROWN SERIES reserves the right to alter the race day event scheduling of events as needed for severe weather, other conditions, and live TV.

Section A

1. MX, AX, SX Tour Event Scheduling

- “A” is Seeded Practice - “B” is Unseeded
- At Triple Crown Events - Practice and qualifiers can use a combination of “BAAB” & “ABBA” scheduling (250 B, 250 A, 450 A, 450 B) & (250 A, 250 B, 450 B, 450 A)
- **MX Tour Times:**
 - Session 1 (A&B) 250/450 Timed Practice Qualifying: **5 Minutes Free Practice + 10 Minutes Qualifying Times (15 Minutes)**
 - Session 2 (A&B) 250/450 Timed Qualifying: **15 Minutes**
 - WMX / PreMix Timed Practice: **12 Minutes**
 - 250 Motos: **25 Minutes + 2 Laps**
 - 450 Motos: **30 Minutes + 2 Laps**
 - Sprint Motos 250/450: **15 Minutes + 2 Laps**
 - WMX / Premix: **12 Minutes + 2 Laps** – However, the official has the power to display the 2 lap board prior to the 12 minutes if the race will exceed 17 ½ minutes of total time
- **AX Tour Times:**
 - Practice & Qualifiers: **7-8 Minutes Approximately**
 - Heats: **8 Laps**
 - LCQ's: **5 Laps**
 - A Mains: **15 Laps**
 - Superfinal: **12 Laps**
 - B Mains: **10 Laps**
- **SX Tour Times:**
 - Practice & Qualifiers: **7-8 Minutes Approximately**
 - Heats: **8 Laps**
 - LCQ's: **5 Laps**
 - A Mains: **12 Laps**
- Superfinal: **10 Laps**
- B Mains: **8 Laps**

Section B

1. Extreme Weather or Other Conditions/Major Incidents

Conditions which may prevent the completion of the full race program. Overall results may be tabulated from one moto as announced by the MRC Officials if required. Only single moto points and payback will be awarded to the finishers.

- The referee will have the power under these conditions to make the following decisions:
 - Make schedule alterations.
 - Up to and including altering, postponing and/or canceling any scheduled support classes, B Mains, WMX, and PreMix.
 - Delay.
 - Make track alterations if possible.
 - Re-determine the length of practices, qualifiers, and moto's – based on getting more than 1 moto into the program.
 - Determine the # of moto's – based on track factors, time of day, promoter, and live TV schedule
 - If canceling second moto's or third moto's in case of sprint events – communication must be coordinated between referee, promoter, and live TV prior to any official announcements being made.
 - If communication has been coordinated and confirmed to have taken place between the referee, promoter, and live TV – the decision will be FINAL.
 - Changes of this nature will need to be communicated to all teams and riders as best as possible via public address system OR by using other means to ensure information is circulated.

2. Event Programming / Live TV Production

In reference to program/event changes due to circumstances of low entries, safety, and live TV timings and programming.

- Triple Crown Series may at times make decisions to alter the program and event schedules in the best interest of the series, safety, spectators, & viewership prior to the event.
- Communicate changes through any means necessary prior to the event to MRC officials, teams, and riders to the best of their abilities as soon possible & practical.

Chapter 5: Points Table

Section A

Conditions which may prevent the completion of the full race program. Overall results may be tabulated from one moto as announced by the MRC officials if required. Only single moto points

and payback will be awarded to the finishers. Furthermore, the points schedule for "SPRINT EVENTS" may be altered back to the #1 points schedule – If conditions exist which may prevent the full program from being completed.

1. MX Tour Points

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

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

2. MX Tour Sprint Points

- 3 sprint moto's x 15 minutes for 250 class and 450 class.
- The sprint format uses an olympic-style scoring system, so 1st place = 1 point; 2nd place = 2 points, etc.
- The rider with the LOWEST SCORE (ex. 1+1+1=3 if a rider wins all three main events) gets 1st place, and a full/maximum of 50 regular championship points. 2nd overall 44 pts., 3rd overall pays 40 pts., etc.

- 1st: 50
- 2nd: 44
- 3rd: 40
- 4th: 36
- 5th: 32
- 6th: 30
- 7th: 28
- 8th: 26
- 9th: 24
- 10th: 22
- 11th: 20
- 12th: 18
- 13th: 16
- 14th: 14
- 15th: 12
- 16th: 10
- 17th: 8
- 18th: 6
- 19th: 4
- 20th: 2

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.

Section B

Points schedule for "B" Mains and LCQ's may be altered – if the referee moves entrants from "A" mains to "B" mains based on: ability, safety and lap times.

1. AX Tour Points

Points awarded for the "A" Main Event

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

Points awarded for the "B" Main Event

- 1st: 10
- 2nd: 9
- 3rd: 8
- 4th: 7
- 5th: 6
- 6th: 5
- 7th: 4
- 8th: 3
- 9th: 2
- 10th: 1

Points For LCQ results if no "B" Mains

- 3rd: 10
- 4th: 9
- 5th: 8
- 6th: 7
- 7th: 6
- 8th: 5
- 9th: 4
- 10th: 3
- 11th: 2
- 12th: 1

2. SX Tour Points

Points awarded for the "A" Main Event

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

Points awarded for the "B" Main Event

- 1st: 5
- 2nd: 4
- 3rd: 3
- 4th: 2
- 5th: 1
- 6th: 3
- 7th: 2
- 8th: 1

Points for LCQ results if no "B" Mains

- 3rd: 5
- 4th: 4
- 5th: 3
- 6th: 2
- 7th: 1

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.

Chapter 6: Event & Race Procedures

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.

Section A

1. Tech Inspection

Participants are solely responsible for the condition of their motorcycles and personal riding equipment. Any pre-race inspections that are performed do not certify that the motorcycle is qualified or constituted as legal for class participation.

- All motorcycles competing in a Triple Crown Series Event must go through tech, including secondary motorcycles.
- Tech will be held the day prior to the race – tech window times will be 3:00 p.m. - 5:00 p.m. local time of the event.
- Tech window times may be altered for circumstances of traveling staff or other extreme circumstances
- Participants will be issued a tech sheet for each respective class
- The motorcycle brand, model, race number, transponder number are to be recorded on the tech sheet.
 - Tech officials may record the frame serial numbers and may add a frame sticker and record on the tech sheet.
- Riders or a crew representative are to report to tech with jersey/chest protector for each event for the purpose of matching numbers to their motorcycle, and series consistency.
- Riders or a crew representative are to report to tech with their transponder for each event for the purpose of checking the charge and condition of the unit, and for series consistency.
- Rental transponders not yet issued to the rider or crew representative will be verified in the scoring trailer prior to being issued and will not be required during tech.
- The referee has the power to deny 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 through tech is still subject to further inspection or protest at any time during the race program and impound.
- Motorcycles & equipment recorded through tech without issue will be issued a sticker to be displayed on the front number plate.

- Failure to display the appropriate sticker for practice & qualifying will result in denial of track access.
- Motorcycles recorded as being issued a sticker but it has fallen off, must inform the staging crew to gain access to the track without penalty.
- A rider who refuses to allow his/her engine to be measured or to prepare his motor for measurement is automatically disqualified from the event.

2. Tech Stickers

Will not be issued if the following requirements are not met:

- Tech sheet is not presented to the tech inspector.
- Failure to produce jersey/chest protector with proper name and numbers.
- Failure to have assigned MRC numbers with proper number/background color combination on all three number plates.
- Number plates have non-approved stickers or decals. This includes rider names and/or team sponsors.
- For Triple Crown events, front numbers must be a minimum of 6" high and side numbers a minimum of 4" high.
- Motorcycle has been deemed by officials as noncompliant with the rules or safety aspects of the motorcycle are not met.

Section B

1. Riders Meeting

Held the day of event at 7:30AM local time of event, the referee shall:

- Introduce themselves and announce the names of other pertinent MRC staff (safety marshal, clerk of course, finish line official).
- Potential for schedule changes and track alterations.
- Results posting location.
- Starting procedures – including a flag start procedure should its use be required.
- Track/corner markers and any required expectations of racers.
- Head injury protocols – medics.
- Race flags and any required expectations of participants.

2. Race Flags & Boards

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

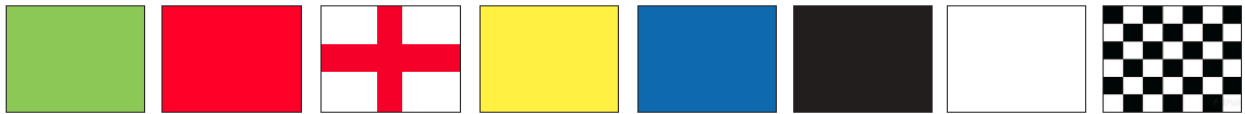
- **Green:** Indicates the start of a race or clear track conditions (race is good to go).
 - In the case of the finish line being relatively close to the start of the race, the green flag may be displayed on the second pass.
- **Red:** Stopping of a practice, qualifier, or race for situations that may arise at the discretion of the head referee or safety marshal such as:
 - Timing & scoring during qualifiers.
 - Declare a restart - false starts or safety of the following:

- Gate Malfunction as determined by the starter.
 - Rider infraction - jumping or riding through a start gate.
 - 2 or more riders are down in the first lap in an emergency or vulnerable position as determined by the head referee, safety marshal, or head medic.
 - Extreme weather situations.
 - Emergency situations.
- **250/450 Yellow:** For Triple Crown Series 250, 450, PreMix, & WMX - A yellow flag is an awareness caution flag that will be used to indicate:
 - A downed rider or potential hazard that is either on or near the racing surface.
 - Riders shall exercise caution, and be aware of surroundings ahead.
 - Jumping & passing will be permitted, but riders shall still take reasonable caution.
 - A rider may be deemed by the head referee, safety marshal, and other MRC course marshals as not exercising reasonable caution by:
 - Making intentional contact with another rider or aggressive pass under caution that causes an incident or causing another downed rider.
 - Riders can be subject to review, protests, & disciplines listed in **Chapter 8 Section A** as deemed appropriate by the head referee for not exercising caution in the opinion of the referee.
- **White with Red Cross:** For Triple Crown Series 250, 450, WMX, & PreMix classes, a white with red cross flag will be used to indicate:
 - Potentially hazardous situations on or near the racing surface, a downed rider may be in distress or in an area (i.e., blind landing) that may not be visible to oncoming riders.
 - The white with red cross is recommended to be displayed at a reasonable distance near the incident but allow enough space and time for extreme caution to be taken by the oncoming riders.
 - Should a flagger/track marshall have an issue with the flag rolling up completely and looking like a waving dowel/handle, to the point that the rider(s) may be unable to determine which flag is attempted to be displayed in a worst-case scenario, the rider(s) will not be found at fault for an infraction.
 - **Confirmed by an appeal board decision - 06/16/2023**
 - Indicate medic(s) may be required on track and or are already on the racing surface tending to a downed rider.
 - If a medic is on the racing surface, a white with red cross shall be displayed by referees, course marshals, or safety flaggers as soon as possible to control the area for safety purposes.
 - Riders shall exercise and display the use of extreme caution, and be aware of surroundings ahead and only continue with racing once passed the incident.
 - Passing is NOT permitted.
 - Situationally, if a lapper or another rider stops or pulls off and lets a rider pass, this will not be considered an infraction.

- Jumping with the intent to clear any obstacle is NOT permitted – flags should be displayed reasonably and as best as possible prior to jump faces to avoid further incidents.
- A rider may be deemed by the head referee, safety marshal, and other MRC course marshals as not exercising extreme caution by:
 - Making intentional contact with another rider, making a pass of another rider under extreme caution.
 - Contact made with medics, downed rider, or course marshals that causes further incidents.
 - Jumping blatantly under a white with red cross.
 - Riders can be subject to review, protests, & disciplines listed in **Chapter 8 Section A** as deemed appropriate by the head referee for not exercising extreme caution (referee's discretion).
 - Due to the varying degrees of situations and incidents that may take place the head referee has the power to review & investigate incidents prior to any discipline or penalty as defined in **Chapter 8 Section A**.
- **Stationary Blue:** For Triple Crown 250 & 450 classes, A Stationary Blue Flag is an awareness flag and will be used to indicate:
 - Will be used to indicate that the leaders and riders on the lead lap are soon approaching.
 - Be aware and be prepared to move out of the fast line.
 - The official may use hand gestures to indicate a heads up (point to area, or point to eyes for heads up).
 - A lapper may still be overtaken by the riders on the lead lap without having been given a waving blue flag as distances between flags may vary.
- **Waving Blue:** For Triple Crown 250 & 450 classes, a waving blue flag will be used to indicate:
 - That the lapper receiving this flag is about to be overtaken imminently or the gap between them is closing quickly.
 - When conditions allow, the rider receiving the waving blue flag shall be aware and move out of the fast line. Once out of the fast line, riders must hold their line, not ride erratically, and must not impede the progress of the faster riders.
 - Lappers that are racing for position that are being overtaken by leaders or riders on the lead lap, shall still make a reasonable and practical attempt to let leaders pass and not impede progress.
 - A rider may be deemed by the head referee, safety marshal, and other MRC course marshals as not abiding by the flag by:
 - Consistent or purposefully using or holding the main racing line.
 - Actions by either lapper or leader that may be deemed unsportsmanlike behaviour as seen by the MRC officials.
 - Repeat occurrences or offenses.
 - Lapped riders can be subject to review, protests, & disciplines listed in **Chapter 8 Section A** as deemed appropriate by the head referee.

- **Black:** For Triple Crown 250, 450, WMX, & PreMix classes, a black flag will be used to indicate:
 - A need to speak with an official for any the following reasons:
 - A visible safety problem or concern with a motorcycle.
 - Potential problem or issue related to the rider receiving the flag.
 - Discipline for disobeying procedure or rules as indicated in this rulebook that can also result in disqualifications or removal from the current session on track.
 - Stop & go penalty if absolutely required.
 - Riders receiving the flag shall be required to:
 - Stop and speak with an official as soon as safely possible.
 - If unsure, riders will be given a 1 lap grace to proceed around the course to where the flag was displayed.
 - Riders flagged shall not be permitted to return to course unless cleared by an MRC official.
- **“X” Board:** For Triple Crown 250, 450, WMX, & PreMix classes, the “X” board is an awareness board will be used to indicate:
 - Approximate halfway point of the total time of the race.
 - Determined by the MRC officials clock.
 - Example: 25 Minute + 2 Laps - Halfway will be given approximately after or closest to 12 minutes & 30 seconds.
 - In some circumstances not every rider will receive the board if lapped during the lap.
- **Pro “2” Board:** For Triple Crown 250 & 450 classes, the “2” board is an awareness board that will be used to indicate:
 - 2 laps left in the race.
 - 2 lap board shall be displayed after expiration of the specified race time prior to the +2 laps as determined by the MRC officials clock.
 - Example: 25 Minutes + 2 Laps - Once the clock reaches 25 minutes the next pass by the leader shall be given the 2 board.
 - If the 2 board was not displayed by accident – The board will be displayed as soon as practical to the rest of the riders.
 - The white flag & checkered flags in this instance will still come out at the appropriate time as determined by the MRC officials to ensure the correct amount of race time is completed.
- **WMX/Premix “2” Board:** For Triple Crown WMX & PreMix classes, the “2” board is an awareness board that will be used to indicate:
 - 2 laps left in the race.
 - 2 lap board shall be displayed to the leader as close to the expiration of the specified race time prior to the +2 laps as determined by the MRC officials clock.
 - However, the official has the power to display the 2 lap board prior to the 12 minutes if the race will exceed 17½ minutes of total time – Based on lap times and other factors.

- If the 2 board was not displayed by accident – The board will be displayed as soon as practical to the rest of the riders.
- **White Flag:** For Triple Crown 250, 450, WMX, & PreMix classes, A white flag will be used to indicate:
 - One lap to go until finish.
- **Black & White Checkered:** For Triple Crown 250, 450, WMX, & PreMix classes, a black & white checkered flag will be used to indicate:
 - Signaling the end of a session or race.
 - Should the checkered flag be displayed to the race leader after the official race distance, the race finishing positions will be determined by the lap in which the lead motorcycle completed the official race distance.
 - Should the checkered flag be displayed to the race leader earlier than the official race distance, the race finishing positions will be determined by the lap in which the checkered flag is displayed to the winner.



Section C

1. Qualifying Procedures

Each rider inside the top 10 series points in each class will get 1 Provisional per discipline (MX, AX, & SX Tours) if they did not qualify through the timed session due to a bike issue.

- **MX Tour:** 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 event will be placed in the seeded "A" practice/timed qualifier **plus** factory supported team riders and then based on finishes from past races by the clerk or referee. The remaining entries will be placed in the unseeded "B" grouping for practice/timed qualifier.
 - Each class will be divided as close to equal #'s into two groups for practice & timed qualifiers ("Group A" & "Group B").
 - Riders must ride their designated group for practice & timed qualifiers. If they do not ride their designated group and it is the riders error, they will be subject to disciplinary actions.
 - When it is time to commence, the starter will walk the line, starting with the top 10 group. They can start once the starter has pointed and walked past them.
 - Any rider found to have left before they were pointed at and walked past by the starter will be subject to disciplinary action such as the loss of their fastest lap time of that session.
 - The top **40 riders** in the 250 class with the fastest times will be automatically seeded into main motos and will be staged according to their times.

- 41st-45th will be considered alternates and may be placed into a race by the starter at the direction of the head referee and clerk of the course.
 - These alternates can be inserted and placed into any session as directed by the head referee and clerk of the course.
 - Once an alternate rider has been called to the starting line by the starter, as directed by the head referee, they 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.
 - The top **30 riders** in the 450 class with the fastest times will be automatically seeded into the main motos, and will be staged according to their times.
 - 31st-35th will be considered alternates and may be placed into a race by the starter at the direction of the head referee and clerk of the course.
 - These alternates can be inserted and placed into any session as directed by the head referee & clerk of the course.
 - Once an alternate rider has been called to the starting line by the starter, as directed by the head referee, they 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.
 - Start Procedures for any gates being blocked will be covered by Banner stands, 5 gates on each side will be blocked and closed off.
- **AX Tour:** All riders are required to qualify for the night show (heats, LCQs and mains). The current standings OR based on MX Tour results will be used for the first event to place riders into the (seeded "A") and (unseeded "B") practice/timed qualifiers.
 - Each class will be divided as close to equal #'s into two groups for timed qualifiers. "Group A" & "Group B".
 - Riders must ride their designated group for practice & timed qualifiers. If they do not ride their designated group and it is the riders error, they will be subject to disciplinary actions including being sent directly to the LCQ.
 - When it is time to commence, the starter will walk the line, starting with the top 10 group. They can start once the starter has pointed and walked past them.
 - Any rider found to have left before they were pointed at and walked past by the starter will be subject to disciplinary action such as the loss of their fastest lap time of that session.
 - The head referee may also under certain circumstances and discretion allow a rider to move into another group.

- The top 20, fastest times will be automatically divided into Heats 1 & 2. *Potential for a 3rd heat if needed or required over 21 entries (i.e. {1,4,7,11...} – {2,5,8,12...} – {3,6,9,13...}).
 - Odds placed into heat 2 (1st, 3rd, 5th, 7th, 9th, 11th, 13th, 15th, etc...).
 - Evens placed into heat 1 (2nd, 4th, 6th, 8th, 10th, 12th, 14th, etc...).
- Top 4 finishers from heat 1 will be placed into the main event.
- Top 4 finishers from heat 2 will be placed into the main event.
- Top 2 finishers from the LCQ will be placed into the main event in the back row.
- **SX Tour:** All riders are required to qualify for the night show (heats, LCQs and mains). The current standings OR based on MX Tour results will be used for the first event to place riders into the (seeded “A”) and (unseeded “B”) practice/timed qualifiers.
 - Each class will be divided as close to equal #'s into two groups for timed qualifiers - “Group A” & “Group B”.
 - Riders must ride their designated group for practice & timed qualifiers. If they do not ride their designated group and it is the riders error, they will be subject to disciplinary actions including being sent directly to the LCQ.
 - When it is time to commence, the starter will walk the line, starting with the top 10 group. They can start once the starter has pointed and walked past them.
 - Any rider found to have left before they were pointed at and walked past by the starter will be subject to disciplinary action such as the loss of their fastest lap time of that session.
 - The head referee may also under certain circumstances and discretion allow a rider to move into another group.
 - The top 24, fastest times will be automatically divided into heats 1 & 2. *Potential for a 3rd heat if needed or required over 25 entries (i.e. {1,4,7,11...} – {2,5,8,12...} – {3,6,9,13...}).
 - Odds placed into heat 2 (1st, 3rd, 5th, 7th, 9th, 11th, 13th, 15th, etc...).
 - Evens placed into heat 1 (2nd, 4th, 6th, 8th, 10th, 12th, 14th, etc...).
 - Top 5 finishers from heat 1 will be placed into the main event.
 - Top 5 finishers from heat 2 will be placed into the main event.
 - Top 5 finishers from the LCQ will be placed into the main event in the back row.

2. Technical Issue - Qualifying Procedures

In the case of technical issues for timed qualifying (i.e. transponder issues, weather, technical etc.). These numbered steps will be taken fix/update under discretion of official:

1. Red flag, try to fix.
2. Restart.
3. If no fix is apparent within 10 minutes, we go to steps 4, then step 5 if absolutely required.
4. Using the first set times from free practice. If unavailable move to step 5.
5. We go back to race qualification – including automatically seeding some racers into the night shows or motos using series points.

- **MX Tour Race Qualification:**
 - The Top 10 in the current MX Tour series points will be automatically sent to the main/moto.
 - If over 40 racers after top 10 are seeded, then we will run more than one qualifier with no LCQ.
 - 10 minutes + 1 lap.
 - 30 qualified racers for 250 (15 from each qualification race) will then be placed into the main/moto.
 - 20 qualified racers for 450 (10 from each qualification race) will then be placed into the main/moto.
- **AX & SX Tour:**
 - The top 5 (AX) & 10 (SX) in the current series points respectively will be automatically sent to the night show heats & LCQs.
 - Outside the top 5 (AX) & 10 (SX) will have to qualify. We will run a qualification race, and we will take 5 from (AX) and 10 from (SX) out of the qualifier.
 - 6 minutes + 1 lap.
 - The rest go to B finals.

3. Staging Procedures

Timed results of riders in qualifying will determine start positions. In all subsequent motos, the riders will choose positions according to their finish position from the previous moto. For protested motos, if there is insufficient time to manage such a protest prior to the start of the next moto, the staging will be based on results at that time while penalties may still be pending.

- **MX Tour:** Racers or designees must be in the controlled staging area for both moto's prior to staging closing as per the time listed on the schedule. The motorcycle is not required to be considered staged to make gate selection.
 - Staging closing times will be as listed. For example, if staging closes at 12:00 PM then it will close at 12:00:00, not 12:00:59.
 - Racers or designees not checked in by the staging crew in the controlled staging at the required time staging closes, that rider will lose their earned qualified position, and move to the last gate selection position. All other riders will move up accordingly. The late rider will still be eligible to participate in the moto unless the official has already placed an alternate in this position specifically during the first moto.
 - Gate selection will not be allowed to commence until instructed by the staging crew or an MRC official. Riders and a designee may inspect the starting area however will not be permitted to make any changes or secure a gate.
 - At times it may be pertinent for gate selection to commence prior to staging closing should the top 10 be currently staged and ready at the direction of the staging crew or an MRC official.
 - Once a motorcycle is in a gate position at the starting gate, the gate position cannot be changed.
 - Once gate selection has commenced, only the designated riders and a designee who have been called may be in the starting gate area for its entirety.

- There shall be allowances permitted to team managers or 1 additional person who conform to the rules of being in the restricted area, for the purpose of a relatively quick chat, or to bring an item to the rider. However, this time shall be generally brief and not in excess as deemed by the staging crew or MRC official.
 - To be clear, we would like to keep a professional and organized look/feel without issues being created by an additional individual.
 - This will be considered a privilege and not a right. If an individual is asked to remove themselves, they shall comply immediately or be sanctioned by the Triple Crown Series Code of Conduct and penalties provided in this book.
- **AX/SX Tour:** Racers or designates shall be in the controlled staging area for their proper session and checked in with the staging personnel at least 10 minutes prior to the session to ensure timely gate selection. The motorcycle is not required to be considered staged to make gate selection.
 - Gate selection will not be allowed to commence until instructed by the staging crew or an MRC official. Riders and a designate may inspect the starting area however will not be permitted to make any changes or secure a gate.
 - Once gate selection has commenced, only the designated riders and a designee who have been called may be in the starting gate area for its entirety.
 - There shall be allowances permitted to team managers or 1 additional person who conform to the rules of being in the restricted area, for the purpose of a relatively quick chat, or to bring an item to the rider. However, this time shall be generally brief and not in excess as deemed by the staging crew or MRC official.
 - To be clear, we would like to keep a professional and organized look/feel without issues being created by an additional individual.
 - This will be considered a privilege and not a right. If an individual is asked to remove themselves, they shall comply immediately or be sanctioned by the Triple Crown Series Code of Conduct and penalties provided in this book.
 - Once a motorcycle is in a gate position or back row at the starting gate, the gate position cannot be changed, unless they are instructed by an MRC official or starter in cases that the back row spots selected are against the rules.
 - Racers using a provisional or any back row start (AX or SX) must start behind the outside most gates. If there are 8 gates, the 4th gate from the inside and up to the furthest outside gate as determined by the MRC official or stater.
 - Racers MUST not be able to have an advantage of starting behind the preferred gates of top qualified racers.
 - Racers in the back row must stage and start tire to tire. There will be no starting in the middle of two motorcycles and riders may not start at an angle.
 - Racers and designates shall follow instructions given to them. Instructions may be given during the pan of the line. Failure to comply can result in disciplines as determined by the head referee.

Section D

1. Starting Areas

- Starting areas should try to have a minimum width of 25 feet for arenacross, 80 feet for supercross, and 140 feet for motocross at the starting gate. There shall be a minimum width of 20 feet at the point where the starting area enters the track. Starting area should be approximately 120 feet in length prior to entering the racetrack.
- A mechanical backward-falling gate device should be used to start a motocross event
- In the event of an inoperable gate, determined by the head referee - we will use a flag start (flag starts explained in Starting Procedures).
- The starting gate handle shall be enclosed in such a fashion to prevent the riders from viewing the drop of the gate. Approximate height of 48”.
- Riders or designates shall not use the enclosure as an out house or washroom.
- All starting gates should have a rear restraint a distance of eight feet behind the gate in the down position (i.e. railroad ties or markers that will prevent riders from rolling back from the gate).
- Watering of starting lanes by riders or their designates is **prohibited**.
- Transporting dirt from outside the designated starting area is **prohibited**.
- Grooming in front of the starting gate by riders or mechanics is **prohibited**. An MRC official or starter may remove items like rocks/tear-offs or obstructions from in front of the gate, at their discretion and within reason.
- Grooming is **permitted** and may be done behind the gate **providing that** no shovels, tools, other implements or agents are used.
 - Hands & gloves are the only devices **permitted** to clean the starting surface. Other tools like rags, solvents, rubber compounds, etc. are **prohibited**.
 - For **concrete pads**, event organizers are **permitted** to clean or clear the starting pad in front of and behind the starting gate. Brooms may be **permitted** for use by all riders & mechanics and instructions will be given beforehand by the head referee at the riders meeting. At times, there may be additional allowances given by the head referee (eg. Able to step over the gate).

2. Starting Procedures

- Starting procedures will include: hot lap, panning the line, two minute holds, alternates, and the 30sec/5 board.
- In 2025, the starting procedure will only use the 30 second board and turn to 5.
- Once staging has completed, an optional hot lap will commence at the direction of the MRC officials, the gates will drop commencing the parade lap.
- Once the gates have dropped for the hot lap, racers will have a minimum 40 seconds and maximum 60 seconds to pass through the starting gates before they are lifted and forfeit their hot lap.
- The machine the rider uses for the hot lap will be considered the qualified machine to be used for that specified moto.

- After the 60 second interval for racers to pass through the gate for their hot lap, the gates will be lifted, and dropped again to aid in visual inspection for mechanics and or designates.
- Once all racers have returned from the hot lap, the racer shall be ready when called to start or fire it up. A panning of the line will then commence.
- During the panning of the line, a rider/representative may raise their hand to indicate a request for a two-minute hold on the line to make reasonable adjustments, or to get the motorcycle started. The starter and officials reserve the right to deny requests that are deemed to be a purposeful intent or unreasonable delay in the program.
- A maximum four-minute delay for two separate riders at the discretion of the starter will be **permitted**.
- If after using a two-minute hold, that racer is still not ready, an alternate can be placed, unless they intend to continue to other motos and have crossed the line during the hot lap or race.
- Once an alternate rider has been fully placed by the starter, they shall not be removed unless disqualified for some infraction.
- No alternate rider shall 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.
- During the panning of the line, the riders may be directed to adjust in their gate (i.e. the starter requests the racer to move closer to the gate). The rider shall comply or be removed.
- Once the line has been panned, and the starter signals to proceed with the 30 second board, no other holds on the line will be permitted.
- The head official will then hold a 30 board upright for 30 seconds, and then TURN the board to 5.
- Once the board has turned to 5, the gates shall drop between **Min: 5 Seconds to Max: 10 Seconds (5-10)**.
- A racer must physically cross the start line with their bike in the first moto hot lap or race of their specific class in order to be able to participate for the remainder of the event, specifically for the second or third motos of the event. ***The rider does not have to cross the start line for the second moto to be eligible for the third in the case of the "Sprint Events"**.
- The official timing of the race starts when the gate falls, as seen and clocked by the official on the start line. The official's watch will be the official time for the race.

3. False Start & Gate Malfunction Procedure

- A false start or gate malfunction is considered if:
 - A racer jumps or rides through the gate.
 - The gates fail to fall on both sides of the enclosure around the starting gate handle.
 - A gate that does indeed fall, including a gate that may bounce back, will not be considered a false start or gate malfunction.
- In the event a racer jumps or rides through the gate, the race will be restarted, and the offending racer **shall receive a dead engine start penalty**.

- In the event the gates fail to fall on both sides of the enclosure around the starting gate handle, the race will be restarted. The gates will be tested prior to the restart.
- In the case of a false start or gate malfunction as determined by the starter or MRC official, the race shall be red flagged as soon as safe and possible.
- The race shall restart in its full entirety, within 2 to 5 minutes of returning to the starting gates, unless more time is granted by the head referee to fix broken gates or otherwise pertinent issues to safety and integrity.

4. Restarts & Red Flag Procedures: For Triple Crown Series 250 & 450 Classes ONLY

- Any race start or restart will be considered an official part of the event even if the start or restart does not result in a lap being completed by the leader. Therefore, any infractions will be deemed valid and ruled upon accordingly.
- During a restart, all riders must return to their original starting gate position and wait for further instructions from an official.
- Riders who return to the paddock after the start of a race will be **prohibited** from any subsequent restarts.
- Repairs to motorcycles will be **permitted** in the **staging area** only. Repairs are **prohibited** from being performed on the **starting gate**.
- In the event of a restart, no additional crew members will be allowed to the starting gate. Riders may only have one crew member accompany them to the starting gate.
- Riders may be directed to the paddock by the officials in case of inclement weather or other unforeseen circumstances.
- If a race is restarted, the remaining race distance will be at least three (3) laps.
- Riders who were not present at the starting gate for the original start of a race, and riders who failed to join the race before the race leader completed the first lap, are barred from any subsequent restarts.
- Riders who are present for a restart, but are unable to start, may still join the race from the starting area any time before the leader completes the first lap.
- Riders who are unable to remove themselves from an incident area under their own power and/or demonstrate behaviour requiring medical attention, causing any session to be red flagged, may not resume any on-track activity until cleared by the event medics as fit to compete.
- Penalties for infractions that occurred prior to a red flag will be assessed at the completion of a race.
- In the event of a red flag during qualifying or practice:
 - When a practice or qualifying session is restarted, the group of riders on track during the red flag incident will be allowed to complete the balance of their session.
- When a **consolation** race is stopped **after** two (2) laps have been completed by the leader, the race will be deemed complete, and the following procedures will apply:
 - A red flag will be displayed.
 - All riders must stop racing and proceed with caution back to the paddock.

- Scoring will revert to the running order on the last lap completed by all active riders on the lead lap to determine finishing positions.
- The consolation race will be deemed complete and provisional results will be posted.
- In the event of a red flag during **motos**, a downtime period may be utilized:
 - Red flags that occur during motos may result in a **ten-minute (10:00) downtime** prior to a restart.
- When a race/moto is stopped **before** the leader completes three (3) laps, the race will be deemed a complete restart, and the following procedures will apply:
 - A red flag will be displayed. All riders must stop racing and proceed with caution back to the starting gate or other area as directed by race officials.
 - The race will be deemed a complete restart with the same amount of time as originally scheduled and will be restarted as soon as possible.
 - Riders will restart from the gate in their original positions.
- When a moto is stopped **after** the leader completes three (3) laps **but prior to 20 minutes** elapsing on the race clock, the following procedures will apply:
 - A red flag will be displayed, and a **downtime** period will begin.
 - All riders must stop racing and proceed with caution to the starting area or other area as directed by race officials.
 - The race will be restarted as soon as possible **using a staggered restart** from the starting gate.
- When a moto is stopped **after twenty (20) minutes have elapsed** on the race clock **but prior to the checkered flag**, the race will be deemed complete, and the following procedures will apply:
 - A red flag will be displayed. All riders must stop racing and proceed with caution back to the paddock.
 - Scoring will revert to the running order on the last lap completed by all active riders on the lead lap to determine finishing positions.
 - The race will be deemed complete and provisional results will be posted.

5. Scoring Procedures

- Scoring will revert to the last lap completed by all active riders on the lead lap.
- Riders involved in the red flag will be considered active riders for the purpose of establishing the running order.
 - e.g. if all active riders have crossed the finish line to complete their third lap and are working the fourth lap at the time of the red flag, the starting order would be set with the order from the completion of the third lap.
- Total race time will be stopped during the red flag period and will resume when the race is restarted. Only green flag periods will be used to calculate total race time. The race will be restarted with the remaining time.

6. Staggered Restart Procedure

- The rider in first position will be placed on the inside of the starting gate. The rider in second position will be placed next to the first rider, followed by the rest of the riders until the gate is full.
- Riders not ready to take their position in line will be placed last.
- Once all riders are in position, a 30-second board will be held upright for 30 seconds. After the 30-second board is turned sideways, the starter will release the riders one at a time in the order that they have been staged at the gate.
- Riders are free to pass from the moment they leave their gate position.
- Eligible riders who are unable to participate in the restart may join the race from the starting area at any time before the leader completes the first lap of the staggered restart.

7. Staggered Restart Violations

- Any rider that is deemed to have jumped the start on a staggered restart, including leaving the gate prior to being released by the starter, **will be penalized positions gained plus an additional two positions in the results for that race.**

8. Sprint Motos

In reference to 15 minute + 2 lap sprint motos:

- If the race is passed 3 laps but less than 80% time is completed, a full restart will apply.
- Over 16 minutes will be over 80%, and if the race is stopped after 80% in sprint events, the moto will be considered complete.

9. AX/SX Tour

In reference specifically to staggered restarts - if the race is passed 3 laps but less than 80%, a staggered restart will apply. The scores from the lap prior to the flag are how the riders will line up down the start straight. However, if over 80%, then the race will be considered complete.

- The head referee shall create a line, and the first rider's tire will line up to this spot.
- The starting order will be determined by each rider's race position at the end of the lap preceding the last lap completed by the leader.
 - e.g. if all active riders have crossed the finish line to complete their third lap, and are working the fourth lap at the time of the red flag, the starting order would be set with the order from the completion of the third lap.
- Riders will be restarted from a staggered standing start in the starting area.
- Riders will be lined up in a staggered formation beginning on the starting straight at a start line located by the first turn, starting with the rider that was in the first position and continuing back towards the starting area.
- Riders may not overtake the rider in front of them until they pass the designated starting line.

- Once all riders are in position, a 30-second board will be held upright for 30 seconds. Once the 30-second board is turned sideways, the starter will then display a waving green flag to signal the start.
- Penalties incurred prior to the red flag will be assessed at the completion of the race, not during the restart.
- The race will be run for the remaining number of laps or time.

10. Inoperable Gate Procedure

- Should the gates become inoperable, and a fix is not apparent; at the discretion of the head referee a flag start will be used to start a race.
- The line will be panned as per starting procedures listed in **Chapter 6 - Section D #2**.
- The head referee will hold a 30-second board upright for 30-seconds.
- The 30-second board will then be turned sideways.
- Once the 30-second board is turned sideways, the head referee will then display a green flag to signal the start.
- Racers must not leave the starting positions until the green flag has been waved by the official to signal the start.

Section E

1. Mechanics Area

- Specifically referring to acceptable appearance, and conduct.
- For all Triple Crown events, only 1 mechanic or designate per racer in the current session on track shall be allowed in the “Mechanics Area” with the proper credentials or wristbands.
- Those in this area shall present a professional clean look, with industry related shirts or apparel and **MUST** have closed toed shoes. You are encouraged to display MRC/series logos.
- Mechanic or designate shall not impede other racers or step over the barrier and onto the track surface (unless for the purpose of assisting with safety and control near this area).
- Signal boards should be used behind the barrier provided (bannering, crowd fencing, etc.). Failure to comply can result in penalties to the racers that are available in this book.
- There shall be no gators or side by sides allowed near the racing surface by mechanics area where safety is of concern (as determined by the race officials).

2. Team Managers/Crew/Family

- Specifically referring to permissions, acceptable conduct and behaviours.
- Recognized racer affiliates (ahead of time) shall seek permission for the season to be track side.
- Such affiliates shall consider this a privilege not a right.

- Affiliates may applaud and cheer, however, they cannot use pit boards or use # of fingers to signal positions. Using your hands as a windmill will be considered cheering.
- Affiliates shall conduct themselves professionally and not get involved in confrontations nor shall they confront the officials in a hostile like manner.
- The MRC & Triple Crown reserves the right to revoke any privileges affiliates may have been granted for misconducts and behaviours displayed.

3. During Race Procedures

- Specifically referring to but not limited to communications, red flag, red cross, & safe decision-making during the running of a race.
- **Communications:** Referring to teams, managers, designates, or affiliates to the racers.
 - For all Triple Crown events, communications during the actual running of the session or race; officials shall not be approached in a hostile way or to be asked about infractions, protests, or appeals.
 - During the running of the race, the following situations below may require communication to officials:
 - There is an emergency safety situation the official may be unaware of.
 - To identify or make officials aware of possible track issues (**not to debate**).
 - To identify or make officials aware of possible track marker issues (**not to debate**).
 - After the racer is completed, the officials will hold a debrief between themselves to discuss any race infractions, or penalties to be applied.
 - The officials shall not be approached for protest reasons if there is a debrief in progress.
- Protests for the race shall be submitted as soon as possible and before the 30-minute expiry of the posted results with proper fee's and filed with the clerk of the course for control purposes.
 - The clerk of the course shall then inform the officials of the filed protests.
 - Protests for infractions that already have a pending penalty by the officials will be returned to the protesting party.
 - Results may be placed under official review for the purpose of investigating and verifications, while managing the event and time.
 - In reference to staging results - if a race is under review or protest, the staging positions will remain as is until a decision is rendered.
- **Red Cross & Safety Procedures:** Referring to how officials will use red cross flags, and safe decision making.
 - The white with red cross shall be displayed at a reasonable distance near the incident but allow enough space and time for extreme caution to be taken by the oncoming riders.
 - Indicate medic(s) may be required on track and or are already on the racing surface tending to a downed rider.

- If a medic is on the racing surface, a white with red cross shall be displayed by referees, course marshals, or safety flaggers as soon as possible to control the area for safety purposes.
- In any major red cross incident, the safety marshal shall make attempts to reach the location of the downed riders if reasonable to do so.
- Communications between medics and officials shall take place to ensure a safe continuation of the race in progress.
- If it is unlikely to continue and get the severely injured rider off the track in a timely manner as determined by the medics and safety marshal, the race can be red flagged.

Chapter 7: Permitted & Prohibited Race Rules

***Special Note: This chapter will refer to general rules, rules specifically related to the session or race, and the surface area being used during competition. Participants are solely responsible for their safety at MRC sanctioned events and should assess their own ability to negotiate each individual track or course.*

Section A

1. General

Specifically referring to generalized rules leading up to the gate drop, including hot laps, red flag, restarts, and any sessions with a suspected head injury and process.

- An attack (physical, verbal,) or threat on an MRC official or a participant/ rider and/or engaging in a fight **BEFORE OR AFTER** a session or race is completed is **prohibited**.
 - **A display or behaviour of this nature after the session or race is completed can be subject to fines, probations and possible suspensions.**
- Refusal to submit/surrender a machine to the head referee or designee upon demand or refusing to allow examination or measurement of the machine's components will be **prohibited** and will be in violation of these rules and will be disqualified from the event.
- No one except riders officially entered may ride or practice on any portion of the course the day of the event.
- The referee may decide the maximum number of riders who start any event.
- One machine may be used by two contestants provided they are entered in different classes.
- For Triple Crown Events, the production year of the motorcycle competing must be within ten years of the current year – as stated in Chapter 2 / Section A / General.
- During any introduction, hot lap, or otherwise in reference to (AX Tour Intros) riders shall wear a helmet or not be permitted to use their motorcycle.
- At MX Tour, 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.

- Transponder loop (with markings to indicate approx. location) will be considered the finish. If the timing loop system captures a lap at the finish, it will be counted (i.e. - A rider is in a close battle for the lead, crosses the loop and is captured by the system, but the rider is pushed off track and does not take the jump or flag itself, the captured passing of the line by the system will count. However, for good measure, it would be beneficial for the rider to proceed to take the checkered flag).
- Riders will be permitted to use a second motorcycle to race at each Triple Crown event providing they have both been through tech.
 - If one motorcycle has a mechanical failure in practice, qualifier, heat, LCQ, main/moto, the rider may use a second motorcycle providing they have both been through tech.
 - Only one motorcycle may be used per timed qualifier, heat, LCQ, main/moto.
 - The motorcycle the rider crosses the gate with **OR** uses for the hot lap will be considered the qualified machine for that specific session or moto.
 - Riders must use the same motorcycle for hot laps as the race. Hot laps are optional.
- Riders must start the first moto and cross the gate to be considered a participant for that specific class for the event.
 - Crossing the gate in the first moto is considered participating for the event which includes second and third moto's with regards to the "sprint events".
 - No rider will be permitted to start the second/third moto unless they have crossed the gate in the first moto with the intention of participating in the second or third motos.
 - Red flag or restarted races will be subject to procedures in Chapter 6 Section D #4.
 - Furthermore, no entries will be accepted at Triple Crown events once the respective class's practice session has commenced.
- When entering or leaving the pits, a rider should use designated entrances and exits. Failure to comply can result in disciplinary measures being taken by MRC officials.
 - Riders slated for the podium or impound may need to make use of different exits from the racing surface on route to the podium.
- At any Triple Crown events, the following applies:
 - The machine must meet the class requirement for engine size.
 - All classes need not be run in any given event, with reference to support classes such as PreMix & WMX under certain circumstances like extreme weather or schedule changes.
 - 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 at the discretion of MRC / Triple Crown (for separate prizes).
 - If there are fewer than 5 entries for any class, entries will either be advanced to the next larger displacement class or, at the discretion of MRC / Triple Crown, be canceled for the day.

- 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 will be suspended from further competition for the remainder of the event.
 - In all head injury cases where riders have been temporarily suspended from an event, they will be **automatically** suspended from further competition for a **minimum of three weeks**.
 - Suspensions may come in the form of verbal, written, or post race reports after the event from MRC officials, clerk of the course or MRC head office.
 - Riders seeking to return earlier than the minimum three weeks must provide the MRC head office with documentation of the medical clearances and approvals stating: **“Fit for competition”**.
 - It will be the rider’s/team’s responsibility to produce and provide such documentation to the MRC head office prior to the **Sunday** event if returning before the recommended three week time period.

Section B

1. Permitted Race Rules

Specifically referring to gate drop to checkered flag.

- Participating in a press related and/or other promotional activity (i.e. holeshot instructional or marketing event) that is not open to all riders is **permitted** with consent from MRC head office.
- Riders will be **permitted** to use a second motorcycle to race at each Triple Crown event provided they have followed the requirements (further clarification in General Rules).
- Repairs to motorcycles will be **permitted** in the staging area and starting line until the 30 second board is displayed.
 - Repairs may continue following the start of the race provided they are still behind the starting line and also that the racer makes the first turn prior to the leader returning to such point.
 - Once a rider has crossed the starting line, any assistance or repairs shall take place in the designated mechanics area.
 - A rider that needs to stop in the mechanics area must be safely clear of the racing surface.
- Outside assistance by an MRC course marshall is allowed for purpose of control and safety (i.e. mud races, bike on top of racer, clearing the racing surface, etc.) will be **permitted**.
- Outside assistance for the purpose of control and safety will be **permitted** (i.e. moving a motorcycle in front of a downed rider or moving to a clear area).
- A rider whose motorcycle is disabled before reaching the finish line will be permitted only under his or her **“very own”** physical power, push, flip, or carry their motorcycle (in the direction of the track) across the finish line to receive the checkered flag. Provided they

complete 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.

- Riders who do not or are unable 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.
- Any rider who intends to pull off the course shall do so safely without cutting across the course in front of other competitors. Riders may raise their hands to signal, if safe to do so.
- MRC officials or those directed by the head referee or safety marshall will be **permitted** to adjust track markers as lines start to form and only if deemed appropriate for competition use and must have the consent from the head referee or safety marshal.
- MRC officials will be **permitted** to place the race or result under official review for the purpose of decision making, time constraints, and verifying facts/information.

Section C

1. Prohibited Race Rules

Specifically referring to gate drop to checkered flag.

- Taking off your helmet at any time on the racing surface, unless otherwise needed for medical purposes, during a session that is currently running is **prohibited**.
- Starting a session or race without shatterproof goggles at the start is **prohibited**.
- The wearing of short sleeve or sleeveless shirts/jersey by competitors on the racing surface during a session is **prohibited**.
- Wearing the incorrect number combinations for jersey, chest protector, and motorcycle unless, otherwise approved by the MRC head referee, is **prohibited**.
- The use of two separate motorcycles for the hot lap and race is **prohibited**.
 - The same motorcycle used for the hot lap must be used for the race.
 - Hot laps are optional.
- Repairs, assistance, or a combination of both after crossing the gate and outside of the designated mechanics area is **prohibited**.
 - A rider that needs to stop in the mechanics area, must be safely clear of the racing surface.
 - Riders shall follow the direction of the track to access the mechanics area.
 - Cutting the track or cutting corners with the motorcycle to get to the designated mechanics area is **prohibited**.
 - Any other form of outside assistance for the purpose of maintenance or to give an advantage to a rider that they otherwise would not have been able to receive in these rules will be **prohibited**.
 - For AX/SX tours, if the mechanics area is close to the edge of another piece of racing surface or opposite side, use of the area or mechanic's aid is **prohibited**.

- Exiting the racing surface/racetrack to enter the paddock/pits for any purpose, including maintenance or repairs, during a race in progress is **prohibited**. The rider will not be permitted to return to the race.
 - If this should occur, and a rider returns from the paddocks, they shall be black flagged and removed from the race.
 - Should there be a need to verify, the matter will be subject to investigation and results may be altered if confirmed after the session or race.
- A rider/competitor intentionally riding in a way that endangers officials, other riders or the public is **prohibited**.
 - The intentionality will ultimately be determined by the MRC head referee and possible investigations conducted by the MRC/Triple Crown Series.
- Cutting across the racing surface in front of other racers with the purpose of pulling off the course or to intentionally cause an incident is **prohibited**.
 - Any rider who intends to pull off the course shall do so safely without cutting across the course in front of other competitors. Riders may raise their hands to signal, if safe to do so.
 - The intentionality will ultimately be determined by the MRC head referee or safety marshal and possible investigations conducted by the MRC/Triple Crown Series.
- Riding at any time against the normal direction of travel on the track is **prohibited**.
 - Exceptions will be made and **permitted** for a rider trying to safely turn their motorcycle back in the correct track direction.
 - If the bike and rider are in a dangerous place and can only go backward for a short distance to gain safety, this will be considered acceptable and **permitted**.
 - If this was to occur after the checkered flag, any penalties given will not impede race results, but could result in other disciplinary measures as determined by the head referee and MRC.
 - A review on exceptions can be made to the head referee and MRC without protest.
- Riders who are experiencing mechanical issues, failures, or are getting up from an incident are **prohibited** from remaining on the racing surface for an unreasonable length of time to start their motorcycle.
 - Riders in this situation shall attempt to clear the track as quickly and reasonably as possible if physically able.
 - MRC officials or course marshals will be the ultimate decision makers on what is an unreasonable length of time.
 - If riders are directed by an MRC official or course marshal to clear the racing surface, they shall do so without question.
 - Riders requiring assistance to clear the track for the purpose of race continuity and safety will be **permitted** such assistance without fear of penalty.
- Receiving any form of prohibited outside assistance, except for what has been provided for in these rules under the permitted section.

- Failing to adhere to track and corner markers, or disregard of the yellow Acerbis track markers, as well as failing to re-enter the racing surface at the point in which is as close to, most practical, and safe to which the rider left the racing surface; and in so doing gaining an unfair advantage is **prohibited**.
 - Close to, most practical, safe, and unfair advantage will ultimately be determined by the MRC head referee and possible investigations conducted by the MRC/Triple Crown Series.
- Cutting course sections of the racing surface, or cutting the course to get to a particular area such as the mechanics area, and in doing so, gaining an unfair advantage from a racing position perspective or from a mechanical perspective, is **prohibited**.
- In qualifying sessions, cutting the course or track for the purpose or intent to gain a faster lap time will be **prohibited**.
 - Should the rider cut the course or track and cross the transponder loop in the process of moving towards mechanics area or exiting the track, resulting in a fast lap time even if by accident, the rider will be met with disciplinary measures.
- Aggressive racing, passing, or jumping with intent, while under white with red cross flags being displayed or waved is **prohibited**.
 - Aggressive racing will be determined by the head referee and safety marshal and review of circumstances due to the importance of safety and championship competition.
 - Should a review be conducted, safety must be the number 1 priority over competitive nature. Items to be considered will be situational as to where and how the white with red cross flags were being used and displayed. During the review, a rider's behaviour during previous similar incidents or similar conduct in the current year may be taken into consideration.
 - Passing while white with red cross flags are being displayed or waved is **prohibited**.
 - No considerations will be made for a rider that passes, and then lets a rider pass back – this includes lappers. Passing under any circumstance (accidental or not) will be treated as an infraction.
 - Jumping with the intent to clear an obstacle with a defined landing area while white with red cross flags are being displayed or waved is **prohibited**.
 - No considerations will be made for a rider that clears or cases the defined landing area under a white with red cross flag, even if accidental or the rider claims of not seeing the flag. This is strictly **prohibited** and will be treated as an infraction.
 - If wheels are off the ground but not intentional to clear an obstacle, this will not be considered an infraction. However, it could result in a warning.
 - A launching style jump with no particular defined landing area that is immediately after a corner, where it may be difficult to determine an infraction, will result in an investigation.
 - Contact with medic crews, head referee, safety marshal, course marshals or creating further incidents involving the downed rider or riders is strictly **prohibited**.

- Leaders that purposefully make aggressive undeserved contact with lappers for the purpose of smashing, booting, or punting them, potentially causing a safety issue, can also be subject to discipline.
 - The head referee and MRC will determine what actions while passing a lapper is considered to be aggressive and undeserved contact.
- Any acts or actions that would be deemed by MRC as being detrimental to the sport of motorcycle racing is **prohibited**.
 - The head referee and MRC will determine if certain acts or actions displayed by competitors were detrimental.
- Engaging in unfair practices, intentional misbehaviors or actions detrimental to the sport of motorcycling in general during the running of a session on the racing surface is **prohibited**.
 - The intentionality will be ultimately determined by the MRC head referee and possible investigations conducted by the MRC/Triple Crown Series.
- An attack (physical or verbal) or threat to an MRC official or a participant/rider and/or engaging in a fight **DURING** a session or race is **prohibited**.
 - **A display or behaviour of this nature during the running of a session or race can be subject to results disciplines of that session or race, fines, probations and possible disqualifications.**
- Any person(s) who attacks or is involved in a physical confrontation anywhere on the premises **PRIOR TO, DURING, OR AFTER**, an MRC sanctioned Triple Crown Series Event is **prohibited**.
 - There will be no maximum fine or suspension period for this offense.
 - A verbal threat or physical attack to an MRC official by a mechanic/team manager will result in discipline.
 - Disciplines can be issued to the individual, or in severe cases, to the rider on their team that the confrontation is about, as determined by the MRC/Triple Crown Series.
- An attack or physical confrontation by an MRC official, MRC staff, or Triple Crown Series representative or staff member on a rider is **prohibited**.
 - Can result in immediate sanctions against the official or staff determined by Triple Crown Series ownership/promoter.
 - Immediate sanctions can include suspension and removal from the event by Triple Crown Series ownership/promoter.
 - Followed by a hearing and resulting sanctions determined by the MRC board or, if a conflict of interest might be perceived, an impartial committee.
 - An impartial committee should be approved by the MRC board and by the rider/person who was attacked.

Chapter 8: Penalties for Infractions

***** This section outlines actions that are deemed to be detrimental to the competition, session, race and sport of motorcycle racing in general, to which may require and result***

in a range of disciplinary actions. Unless otherwise specifically provided for in these rules, the referee may discipline 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 disciplines may include 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, disqualify if necessary, and recommend to the MRC that a party or parties be suspended from participation in MRC sanctioned activities. Unless otherwise specifically provided for 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.

Section A

1. Penalties

Discipline/penalties for prohibited infractions during sessions/race.

- Taking off your helmet at anytime on the racing surface, unless otherwise needed for medical purposes, during a session that is currently running:
 - Reminder/warning, fine, or possible removal from session – determined by the official.
- Starting a session or race without shatterproof goggles at the start of session:
 - Reminder/warning, fine, possible removal from session – determined by the official (will not be considered an infraction if goggles were worn at the start, then thrown off).
- The wearing of short sleeve or sleeveless shirt/jersey by competitors on the racing surface during a session:
 - Black flagged and removed from session.
- Wearing the incorrect number combinations for jersey, chest protector, and motorcycle unless otherwise approved by the MRC head referee:
 - During qualifying – loss of fastest lap time.
 - Televised race sessions - assessed a \$250.00 fine for every event that the proper earned/career number was not used.
- The use of two separate motorcycles for the hot lap and race:
 - If noticed in advance - directed by officials to race the motorcycle from hot lap.
 - If unable – they may cross the gate for subsequent motos.
 - If caught after the fact and found to have raced a second motorcycle after the hot lap – disqualification.
- Repairs, assistance, or a combination of both after crossing the gate and outside of the designated mechanics unless specifically stated as permitted:
 - Disqualification.
- Exiting the racing surface/racetrack to enter the paddock/pits for any purpose, including maintenance or repairs, during a race in progress:

- Black flagged, removed from session race, and disqualified.
 - In the case of uncertainty – investigation prior to a decision of disqualification.
- A rider/competitor who intentionally rides in a way that endangers officials, other riders or the public:
 - Black flagged, discussion, warning, with possibility of being removed from session or race.
 - Possible disqualification if severe as determined by the head referee.
 - Intent to be determined by the head referee.
- Cutting across the racing surface in front of other racers with the purpose of pulling off the course or to intentionally cause an incident:
 - Warning, fine, or possibly black-flagged with possible removal from session – determined by official.
- Riding at any time against the normal direction of travel on the track:
 - Unless for permitted reasons – black flagged & removal from session – determined by official.
- Riders who are experiencing mechanical issues, failures, or are getting up from an incident and remain on the racing surface for an unreasonable length of time to start their motorcycle:
 - Discretion of disciplinary action listed in Chapter 8 Section B.
- Receiving any form of prohibited outside assistance, except for what has been provided for in these rules under the permitted section:
 - Disqualification.
- Failing to adhere to track and corner markers or purposeful disregard of the yellow Acerbis track markers, as well as failing to re-enter the racing surface at the point in which is as close to, most practical, and safe to which the rider left the racing surface; and in so doing gaining an unfair advantage:
 - Position penalty in increments of 1 position up to a maximum of 3 positions may be given.
 - Add any additional positions for every position known to have been gained (eg. if 2 positions were gained, then the total penalty could be 5 positions).
 - If the number of positions gained is unknown or uncertain, then a possible 1-3 position penalty shall be applied.
- Cutting course sections of the racing surface, or cutting the course to get to a particular area, such as the mechanics area, and in doing so gaining an unfair advantage from a race position perspective or from a mechanical perspective:
 - Position penalty of 5 positions.
 - Add any additional positions for every position known to have been gained (eg. if 2 positions were gained, then the total penalty could be 7 positions).
 - If the number of positions gained is unknown or uncertain, then a possible 1-3 position penalty shall be applied.

- In qualifying sessions, should the rider cut the course or track and cross the transponder loop in the process of moving towards the mechanics area or exiting the track – even if accidentally:
 - Loss of that lap plus their next fastest lap time recorded prior to the cut of course.
 - Subsequent infractions of the same nature will be met with the penalty above plus added discipline actions listed in Chapter 8 Section B at the discretion of the referee.
- Aggressive racing, passing, or jumping with the intent to clear an obstacle with a defined landing area while the white with red cross flags are being displayed or waved:
 - penalty for violation may include but is not limited to:
 - Loss of championship point(s) and or race position(s) as determined and deemed appropriate by the head referee.
 - Due to the varying degrees of situations and incidents that may take place, the referee will be allowed to review before rendering a decision.
 - The official shall make every effort to create a sufficient precedent for future infractions with similar situations that are similar in nature.
- Contact with medic crews, head referee, safety marshal, course marshals, or creating further incident involving the downed rider or riders:
 - If such contact is made, due to the varying degrees of situations, a review/investigation must be completed to render any of the following penalties for severity:
 - Loss of championship point(s) and or race position(s) as determined and deemed appropriate by the head referee.
 - Disqualification in severe extreme cases.
 - The official shall make every effort to create a sufficient precedent for future interactions with similar situations that are similar in nature.
- If the head referee determines that a rider is found to have intentionally caused a race to be stopped with the intent to have a race red flagged:
 - Disqualification – removed from subsequent restart.
 - The intentionality will ultimately be determined by the MRC head referee.
- Making intentional contact with another rider or aggressive pass that causes an incident, or causing another downed rider while under a yellow caution flag:
 - Penalty for violation may include but is not limited to:
 - A warning and placed on probation at min: 3 races, max: remainder of that series tour - length of probation to be determined by the MRC head referee.
 - Loss of championship point(s) or race position(s) & a fine of at min: \$300, max: \$800 in severe incidents - as determined and deemed appropriate by the MRC head referee.
 - The severity of incidents will ultimately be determined by the MRC head referee.
- Riders that are being black-flagged that continue racing/do not stop without being cleared by an MRC official:
 - Penalty for violation depending on severity may include but is not limited to:

- A warning.
 - A warning and probation combined - min: 1 event - max: four series.
 - Disqualification in severe instances.
 - Suspension in extreme instances - min: 1 event - max: 3 events.
 - Severity of cases will be determined by the MRC head referee.
- Lappers that receive a waving blue flag that is witnessed/deemed by officials to habitually continue to race leaders, holding up the leaders for a significant amount of time, or deemed by officials as purposefully and habitually using the main racing line or inside lines (whichever is most likely to cause an issue):
 - Penalty for violation depending on severity may include but is not limited to:
 - 1st warning.
 - 2nd warning and probation combined - min: 1 event - max: four series.
 - Final warning, loss of championship point(s) or race position(s), plus a fine of min: \$200, max: \$400 – severity to be determined by the MRC head referee.
 - Disqualification from the moto most recently completed if the rider has been issued multiple penalties and considered unsportsmanlike - as determined by the MRC head referee.
- Leaders that have been witnessed or determined by MRC officials as purposefully making aggressive undeserved contact with lappers for the purpose of smashing, booting, or punting them, potentially causing a safety issue:
 - Penalty for violation depending on severity may include but is not limited to:
 - 1st warning.
 - 2nd warning and probation combined – min: 1 event - max: four series.
 - Final warning, loss of championship point(s) or race position(s), plus a fine min: \$200, max: \$400 – severity to be determined by the MRC head referee.
 - Disqualification from the moto most recently completed if the rider has been issued multiple penalties and considered unsportsmanlike - as determined by the MRC head referee.
- Any acts or actions that would be deemed by MRC as being detrimental to the sport of motorcycle racing:
 - Penalties for this can be any one or a combination of the listed penalties located in Chapter 8 Section B.
- Engaging in unfair practice, intentional misbehaviors or actions detrimental to the sport of motorcycling in general during the running of a session on the racing surface:
 - Penalties for this can be any one or a combination of the listed penalties located in Chapter 8 Section B.
- An attack (physical or verbal) or threat to an MRC official or a participant/rider and/or engaging in a fight **during** a session or race:
 - Penalties for this can be any one or a combination of the listed penalties located in Chapter 8 Section B.
- Any person(s) who attacks or is involved in a physical confrontation anywhere on the premises **prior to, during, or after**, an MRC sanctioned Triple Crown Series Event:

- Penalties for this can be any one or a combination of the listed penalties located in Chapter 8 Section B – furthermore, there will be no maximum for fines and suspensions.

Section B

Unless otherwise stated in this rulebook, at the discretion of the referee, the following level of disciplinary action may be administered:

- Warning.
- Probation and length of probation.
- Fine.
- Loss of start gate selection.
- Finishing position deduction.
- Total or partial loss of points or laps.
- Total or partial loss of prize money.
- Disqualification from one or more events.
- Suspension from one or more events.
- Forfeiture of series/event credentials.
- Loss of track and staging access for managers, representatives or mechanics – restricted to areas that only spectators can be.
- Any other disciplinary action deemed appropriate in the discretion of MRC.
 - Repeat of the same offense by each rider, disciplinary action may be advanced to a more severe discipline or combinations of - penalty levels at the discretion of the MRC head referee.
 - The referee may also recommend initiation of a REVIEW of the incident(s) to the appeal board – without protests or appeal.
 - A rider may also request a review to the referee of an incident they were specifically involved in.

Chapter 9: Process for Protests & Appeals

*****Special Note: This chapter will list out the process of submitting protests/appeals, and list the process once a protest or appeal has been filed with the clerk of the course.***

Protests & appeals without fees will not be accepted unless otherwise stated.

Section A

1. Protests

Protests that are required in writing must be signed, submitted with FEE by the rider/team lodging the protest, and filed with the clerk of the course (scoring trailer).

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/penalty issues at the completion of an investigation - in a timely manner - will be reflected in the results as quickly as possible.

Fees will be refunded if protest is upheld. 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 being protested.

If the protest or appeal is upheld, the protester/appealer will receive all fees back.

- A participant/representative may verbally question the procedural decision(s) of the referee regarding matters connected with the running of the event, provided they are directly involved. – **No Fee (\$0.00)**
 - Continuous “badgering” of the referee will not be tolerated. They will be instructed to make a written protest to the triple crown series for further evaluation as stated below.
 - If badgering continues without a written protest – the persons involved will be subject to any option or combination of disciplines listed in Chapter 8 Section B.
- A participant/representative may file a written request to review procedural decision(s) made by the head referee to the Triple Crown Series promoter connected with the running of the event, provided they are directly involved. - **No Fee (\$0.00)**
 - An evaluation and decision to be made by the Triple Crown Series.
 - If time is required to render a decision – it will be delivered as quickly as possible or delivered & discussed at the next available team manager or riders meeting.
- A participant/representative may verbally protest the referee OR clerk of course in reference to scoring questions or potential errors. – **No Fee (\$0.00)**
 - Must be filed within 30 minutes of the posted time of the results page on the results board.
 - After the 30 minute time window of results posted has passed – protests will not be accepted.
- A participant/representative may file a written protest regarding penalties issued by the referee for infractions during sessions on the racing surface. - **\$250.00 Fee**
- Only the participant may file a protest of another racer for an infraction that may have taken place or not directly seen by an official on the racing surface during a session. - **\$350.00 Fee**
 - Participants may name, provide witnesses, and may present video footage evidence.
 - However, the presentation of video footage will be treated with the utmost caution as video images are influenced by choice of lenses and angle distortions.
 - The referee will determine if witness statements given are reasonable, impartial, and factual.

- An attempt to deceive an official could result in disciplinary actions listed in Chapter 8 Section B.
 - Referee will review protests that are properly filed with the clerk of course, investigate, interview and review.
 - For protests that may require a significant amount of time or resources, the session will be placed under protest and review.
 - This can include triple crown series tv footage if available.
 - Results will not be final until a decision is rendered or subsequent appeals that are lodged and appeal decisions rendered.
 - If an appeal decision is rendered – it will be considered **final**.
- Only the participant may file a protest regarding external machine legality – at the end of the first race/moto. - **\$200.00 Fee**
- Only the participant may file a protest regarding internal machine legality – any time up to 30 minutes following the race or session. - **\$800.00 Fee (2-Stroke) / \$1000.00 Fee (4-Stroke)**
 - A protest that leads to a motor tear down will be handled as follows:
 - The mechanic of the protested rider will be obligated to tear down only when instructed and supervised to do so.
 - The MRC head referee will be obligated to supervise, alongside with a non conflicting mechanic or impartial expert to witness.
 - Any attempt to sabotage the procedure will be met with severe discipline up to and including disqualifications, suspensions, or any other actions listed in Chapter 8 Section B.
- The name of any participant that files a written protest with appropriate fee shall be withheld by the MRC and remain confidential.
 - The MRC does not take responsibility for any witnesses that have seen a protest being filed.

Section B

1. Appeals

Only the rider/representative who filed a protest, the rider/representative protested, or the referee may file for an appeal, unless otherwise listed below.

Appeals being lodged, submitted, and filed must follow the details and procedures below.

- Appeals must be filed in person or by email with applicable fees to the clerk of the course (alec@jetwerx.ca) within 72 hours (event local time) of the end of the event in question.
 - The event ending time will be considered 5:00 p.m. event local time.
 - Wednesday at 5:00 p.m. event local time will be the **expiry** for appeals to be submitted and no longer be accepted.

- In cases of time constraints of a rider filing an appeal, we suggest you submit your appeal with applicable fees, and add applicable materials up to the time the appeal is heard.
- The appeal committee/board may also interview riders or witnesses.
- Appeal board may only use the follow recommendations to make, conclude, & render decisions:
 - Reverse the penalty assessed.
 - Uphold and keep the penalty assessed the same.
 - Reversing disqualifications and suspensions specifically with a 100% majority ruling.
 - Increase position penalties or fines with sufficient evidence and with a 100% majority ruling.
 - The appeal board will **not be allowed** to assess a revised penalty to which one is not listed in this book.
 - The appeal board shall attempt to render a decision within 72 hours from the expiry time, and release a written decision by Saturday of the same week of the appeal.
 - Should there be unforeseen constraints to have a decision before Saturday – in reference to suspensions and disqualifications:
 - The rider appealing shall be granted and allowed to continue until the pending decision is rendered.
 - Any member of the appeal board that is or may be directly involved – must recuse themselves from participating in any discussion or decision.
- In general, appeals cannot be accepted related to matters for which no remedy is available (i.e. no appeal shall be heard if the only means of remedy would be to re-run the session or event).
- Decisions of MRC officials with respect to interpretation of the rules as they pertain to race procedures, cannot be appealed. Such decisions include but are not limited to:
 - Assignment of starting positions.
 - Start of the race.
 - The control of motorcycles.
 - The decision to delay, stop, or shorten a session or race.
 - Decisions made to alter programs if required by the Triple Crown Series or live television coverage.
 - The decision to make track alterations or placing markers.
- Appeals can be lodged, submitted and filed for the following reasons listed below:
 - A protest was filed against another competitor - where a decision was rendered by the MRC head referee to either uphold or deny protests.
 - Both the rider who filed and the rider filed against are eligible to appeal if a decision was rendered by the MRC head referee.
 - If a protest was filed and decision rendered, the fee for appeal will be **\$350.00**.

- A participant **may** challenge and appeal any fines, suspensions, and disqualification penalties levied by the MRC head referee and safety marshall **without having protested**.
 - An entrant who challenges and files an appeal for fines, suspension, and disqualifications (only) without protest is allowed. The fee will be **\$700.00**.
- A participant **may not** challenge or appeal the following without having filed a protest first:
 - Warnings.
 - Probations.
 - Loss of championship point(s).
 - Loss of race position(s).

Chapter 10: Officials' Duties & Responsibilities

*****Special Note: This chapter will list out duties and responsibilities of officials. The MRC does not train or certify officials who preside over MRC sanctioned competition events. Participants are solely responsible for their own safety.***

Section A

1. Head Referee

The principal officer of a meet, acting as general supervisor, is appointed by the MRC.

- Introduce themselves and announce the names of other pertinent MRC staff (safety marshal, clerk of course, finish line official).
- Determine if any changes in the course are necessary.
- The referee shall not allow practice or racing to start unless the qualified first aid attendants and equipment are at the course.
- Determine if all other appropriate officials are present, and ensure they are performing their duties properly and to the best of their abilities.
- Direct the starter to black flag a rider for any safety reasons, including excessive oil leaking from the motorcycle.
- When they believe that a rider is not in condition to race, they may refuse such rider to enter an event until such times as the rider gets clearance from a doctor stating that the rider is fit to race.
- Decide all protests subject to appeal.
- Decide on rider disciplines, fines, or disqualifications for those who violate rules and conduct of the event.
- To explain all starting rules to riders, including the meaning of flags.
- Determine whether scorers and other officials are in place and ready before starting the meet.
- In all starts, the referee and/or official shall have the power to decide what is a fair start.
- Keep track of infractions and penalties to be submitted for post race reporting.

2. Safety Marshal

The assistant to the head referee, and principal officer for safety flagger personnel, training, and medics.

- Determine if any changes in the course are necessary.
- The safety marshal shall not allow practice or racing to start unless the qualified first aid attendants and equipment are at the course.
- When they believe that a rider is not in condition to race, they may refuse such rider to enter an event until such times as the rider gets clearance from a doctor stating that the rider is fit to race.
- Decide on rider disciplines, fines, or disqualifications for those who violates conduct and rules of the event.
- Meet with medics, provide a run down of the program, pertinent information, equip them with radios, and build safety plans for 911 emergencies etc.
- Determine if all other appropriate track and safety marshals are present and to ensure they are performing their duties to the best of their abilities.
- Decide the number of flagger positions and their locations based on experience and safety.
- Train the scheduled safety flagger personnel on both the yellow and red cross flags.
- Tour each flagger position and train each individual in their placements.
- Be innovative and creative in terms of progressing safety in the sport of motorcycle racing.
- Intake concerns of safety and seek to find possible solutions if able.
- Keep track of infractions and penalties to be submitted for post race reporting.

3. Clerk of The Course

The principal officer for timing and scoring including intake, filing, and documenting protests and appeals.

- Receive all entries and check in riders.
- Verify rider classification and place riders in the proper sessions and events.
- Keep a record of the placing of all riders in each event, and turn all records over to the MRC at the end of the event.
- Post results.
- Intake and file all protests and appeals.
- Inform the referee of any protests and appeals.
- Ensure timing and scoring is ready and in working order to the best of their abilities.
- Assist officials with the running order and scoring questions during the running of a session or race as needed or requested.
- Keep track of infractions/penalties submitted by the MRC head referee and safety marshal – responsible to compile and upload the post race report to the MRC website within 72 hours from the event ending (Wednesday).

4. Finish Line Official

- Assist in timing or counting laps for any session and race.
- Display the approximate halfway board, 2 lap board, white flag, and checkered flag.
- Display any other flag as needed for safety or at the direction of the referees and course marshals.
- Safety flags will take precedence over any other board or flag.
- Perform other duties as assigned by the referee or the MRC.

5. Course Marshals

- Assist the MRC in official capacities.
- Assist in staging, and gate drops.
- Assist in safety related items and flagger personnel as directed by the safety marshal.
- Assist in blue flags during the running of a race.
- Assist and alert other officials of infractions for those who violate conduct and rules of the event.

Notes

Constructor Cup Series

Stages

Stage 1

- June 1 - Calgary, Alberta - Wild Rose MX
- June 8 - Cold Lake, Alberta - Mason Watson Memorial Raceway

Team Stage winner announced on Podium after 450 Moto 2 (Cold Lake RD2).

Stage 2

- June 29 - St Julie, Quebec - St Julie MX
- July 6 - Courtland, Ontario - Gopher Dunes MX
- July 13 - Ottawa, Ontario - Sand Del Lee MX

Team Stage winner announced on Podium after 450 Moto 2 (San Del Lee RD5).

Stage 3

- July 20 - Moncton, New Brunswick - Riverglade MX
- July 27 - Deschambault, Quebec - Motocross Deschambault
- August 10 - Walton, Ontario - Walton Raceway

Team Stage winner announced on Podium after 450 Moto 2 (Walton RD8).

Series for Teams:

3 stage Championship - “The Triple Crown”

Purse money paid out to the team that wins each stage:

- Stage 1: \$5,000
- Stage 2: \$10,000
- Stage 3: \$15,000

Rules/Guidelines

After each segment, the team that won will display neon yellow with black outline number, signifying they are the last segment winning team.

To commence the 2025 season, the reigning 2024 championship team, RedBull/KTM, will display neon yellow numbers on the designated background corresponding to their respective class.

Plate Examples

- **250 Riders:** Black background, neon yellow number with white outline.
- **450 Riders:** White background, neon yellow numbers with black outline.



To be a Team

- Need at least two riders in the same paddock.
- Need to register riders online, replacement riders to be reported at tech inspection on national weekend.
- Need to run the team graphics.
- Does NOT need to be racing on the same OEM motorcycle.

To win a stage

- Teams accumulate points from each rider in each class (250, 450 rider).
- The most points from the race days in that stage will be the stage winning team.
- Each stage will have its own points, and points will reset on the next stage.
- The overall Triple Crown Series winner will be the highest of the total of team points combined from all stages.

Rules

- Must submit 2 riders online prior to the season or stage.
- Only two (2) riders picked for the national day.
- Teams can register the 2 riders in both classes or just one class.
- Points will be taken from the 4 motos on the race day.
- Must be in the same paddock.
- Must run team shroud graphics.

Points System

Points awarded per moto at MRC pro nationals are 25 points for first, 22 points for second, 20 points for third, etc. (see list 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.

For every SX main event, and every MX moto, the below points will be rewarded, regardless of the length of the moto or main.

Points per moto will be based on the following point schedule.

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

Protest Form



Name: _____

Class: _____

Event Location: _____

Date: _____

Session Contesting: _____

Who is being protested: _____

(Name & Bike Number)



What is being protested:

(List infraction. Be as specific as possible with references and possible witness names. Provide details of occurrences or incident)

FOR OFFICE USE ONLY

Received By: _____ Time Received: _____ Fee Obtained: _____
(Clerk of Course)

\$250 - Written Protest of Penalty Given by Referee
\$350 - Written Protest of Infraction on Racing Surface

Signature: _____
(Clerk of Course)

A signature will indicate the protest if filed in accordance with the rules.

Appeal Form



Name: _____

Class: _____

Event Location: _____

Date: _____

Session Contesting: _____

Email: _____

Phone Number: _____



What is being appealed:

(List referee decision, infraction or penalty. Be as specific as possible. Use as many pages as you need, or use digital. Provide any evidence, references, or witnesses.)

FOR OFFICE USE ONLY

Received By: _____ Date Received: _____ Time Received: _____ Fee Obtained: _____
(Clerk of Course)

\$350 - Appeal for which a decision of protest was made

\$750 - Appeal without protest - *SEVERE PENALTY* (fine, suspension, disqualification)

Signature: _____
(Clerk of Course)

A signature will indicate the protest if filed in accordance with the rules.