

Final Edition

BMRC
Bermuda Motorcycle Racing Club
2008 RULEBOOK

1. General Undertakings and Conditions

1.1. All riders, teams, and officials participating in the Bermuda Motorcycle Racing Club National Championship undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

1. SPORTING REGULATIONS
2. TECHNICAL REGULATIONS

as supplemented and amended from time to time (hereinafter collectively referred to as the "BMRC National Championship Grand Prix Regulations").

1.2. It is the responsibility of the team to ensure that all persons concerned with its entry observe all the requirements of the BMRC National Championship Grand Prix Regulations. The responsibility of the rider or any other person having charge of an entered machine during any part of the Event with respect to observance of the BMRC National Championship Grand Prix Regulations is joint and several with that of the team.

2. SPORTING REGULATIONS

2.1. Introduction

A series of motorcycle races counting toward the BMRC National Championship Grand Prix Regulations for Riders will be organized.

2.2. Events

The Event shall be deemed to commence at the scheduled time for Technical and Sporting Checks and conclude after all the races at the expiry of the deadline for the lodging of a protest and the time at which technical or sporting verifications have been concluded, whichever is the latest. The race control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain at the circuit available to the Race Director.

2.3. Officials

The following officials will be appointed to perform supervisory and executive roles. Except in cases of illness the officials will be expected to be present at each event.

2.4. Race Director

Responsible for ensuring proper observance rules and regulations and efficient running of the practice and races. The Race Director shall have overriding authority in the following matters when it is deemed necessary to complete the full race events of the hosting organization:

- The control of practice and the race, adherence to the timetable
- The stopping of practice or the race if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
- The starting procedure.

2.5. Score Keeper

Responsible for gathering of all race results and will have final say on classification at the end of a race. No direct communication by any rider to a score keeper shall be allowed during any given race event. Any appeals to race results will be addressed to the Race Director only.

2.6. Technical Scrutineer

Responsible for ensuring that technical regulations are correctly enforced and the supervision of scrutineering and protests of a technical nature.

2.7. Event Management

2.7.1. The management of the event will be carried out by the Event Management Committee which will comprise of the following delegates:

- The Race Director
- The Technical Scrutineer
- Other Officials or persons needed to assist

2.7.2. All event-impacting issues will be brought before the Race Director for review and approval. The Race Director's decision is final and will be respected even if in conflict with BMRC rules/regulations.

2.7.3. The duties of the Event Management Committee are:

- To ensure the smooth and efficient running of the event.
- To receive reports from the various Officials concerning scrutineering, practices and races.
- To make recommendations to the Race Director concerning any matter that is in contradiction of the rules and/or regulations.
- To report to the Race Director any infringements of the rules and/or regulations.
- To confirm the practice and race results.
- To impose penalties on riders for any infringements of the rules and/or regulations.
- To adjudicate any protest relating to the infringements of the rules and/or regulations.

2.8. The Calendar

The calendar of races counting for the Championships will be, in principle, published by no later than 30 days after all hosting organizations schedules have been released.

2.9. Classes

2.9.1. Classes will be for the following categories:

- Pee Wee: Up to 50cc single cylinder 2-Stroke
- Mini Bike Junior: up to 40cc single cylinder 2-Stroke or 82cc single cylinder 4-stroke
- Mini Bike Open: up to 50cc 2-stroke or 125cc 4-stroke single cylinder
- Metrakit Mini GP70: up to 70cc single cylinder 2-stroke
- Mini GP80: up to 80cc 2-stroke liquid cooled, 100cc 2-stroke air cooled or 185cc single cylinder 4-stroke.
- Scooter Open: up to 70cc 2-stroke or 185cc 4-Stroke
- GP125: up to 125cc single cylinder 2-stroke or 250cc 4-stroke
- Super Bike: up to 600cc inline 4-stroke or 850cc v-twin 4-stroke or unlimited displacement single cylinder four-stroke (street production motorcycles).
- Formula: up to 250cc single or twin cylinder 2-stroke or 560cc single or twin cylinder 4-stroke (street production motorcycles).

2.9.2. Technical Regulations governing these classes are provided in the BMRC Grand Prix Technical Rules for the BMRC National Championship Grand Prix.

2.10. Eligible Competitors

2.10.1. In order to compete in the BMRC, riders must be in possession of a BMRC Race License or affiliate license. Licenses are issued to riders designated by the BMRC.

2.10.2. Licenses for riders are issued only when the minimum age has been attained (before May 1) as below:

Pee Wee: 4 – 6 Years

Mini Bike Junior: 5 years

Mini Bike Open: 7 years

Metrakit Mini GP70: 7 years

Mini GP80: 9 years

Scooter Open: 11 years

GP125: 12 years

(Riders entering the GP125 class must have at least one year race experience and committee approval.)

Super Bike: 15 years

(Riders entering the Super Bike class must have at least one year race experience and committee approval.)

Formula: 15 years

(Riders entering the Formula class must have at least one year race experience and committee approval.)

Note: The BMRC committee has the right to grant or deny any rider of entry into a motorcycle racing classification.

2.11. Entries

2.11.1. Race entries shall be processed by the BMRC. Refund policies will be in accordance with the BMRC rules/regulations.

2.11.2. A rider shall be deemed to have taken part in the event when he/she participates in at least one practice session.

2.11.3. A rider shall be deemed to have started a race when they have completed one full lap of the race.

2.12. Starting Numbers

2.12.1. Each rider accepted for the BMRC National Championship Grand Prix will be allowed to choose a starting number that will be valid for the whole Championship. The top 5 numbers will be reserved for the top five finishers of the previous season.

2.12.2. Riders possessing a BMRC license must utilize their assigned number for all BMRC events. If a rider is found to be in violation of this during the race, that rider's results will be disqualified, all points withdrawn and no refund will be given.

2.13. Practice

2.13.1. Practice will be conducted in accordance with the BMRC rules and regulations.

2.13.2. Riders entering in more than one class may practice on two motorcycles.

2.14. Grid Positions

On the first race of the season, grid positions will be based on the championship standings of the previous season. Once the first race of the season is completed, all grid positions will be based on the results of the preceding race. Once a timing system is available, grid positions will be based on the fastest time recorded by the rider in the qualifying session. In the event of a tie, riders' second and subsequent best times will be taken into account. The pole position, allocated to the fastest rider, will be determined according to track configuration.

2.15. Races

The length of races will be according to the following parameters:

- Minimum 12 km Maximum 16 km (exception to this rule will be the mini bike classes which will be a minimum of 6 and a maximum of 8)
- The length of the race may be varied only by direction of the race director.

2.16. Start Procedure

All starting procedures will be in accordance with BMRC rules and regulations for the event.

2.17. Stop and Go Procedure

All stop and go penalties will be conducted in accordance with BMRC rules and regulations.

2.18. Behavior during Practice and Race

- 2.18.1. Riders must obey the flag signals, the light signals if used, and the boards that convey instructions.
- 2.18.2. Riders must ride in a responsible manner, which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Riders must at all times adhere to the provisions of the Sporting Regulations.
- 2.18.3. Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the marshals or at a place that does not provide an advantage to him.
- 2.18.4. The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made.
- 2.18.5. During the race, any repairs or adjustments must be made by the rider working alone with absolutely no outside assistance. The marshal may then assist him to re-start the machine. During practices, the mechanic may assist the rider with minor repairs and adjustments.

Note: All participants in the Pee Wee, Mini Bike Junior and Mini Bike Open class race heats will be exempted from this rule.
- 2.18.6. If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals.
- 2.18.7. If the rider encounters a problem with the machine that will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.
- 2.18.8. Riders may enter the hot pit lane during the race to make adjustments to their machines or change tires. All such work must be carried out in the pit lane. Work is permitted during the intervals, if races are interrupted.
- 2.18.9. Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
- 2.18.10. Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
- 2.18.11. Any riders deemed to be not conducting themselves in a sportsman like manner will be disqualified from the event and may be banned from future participation in BMRC events. Decision can be made by any BMRC official. The Race Director will adjudicate any appeals to this ruling.

2.19. Finish of a Race and Race Results

- 2.19.1. When the leading rider has completed the designated number of laps for the race, he will be shown a checkered flag by an official standing at the finish line. The checkered flag will continue to be displayed to the subsequent riders.
- 2.19.2. In case of a photo finish between two, or more, riders, the decision shall be taken in favor of the competitor whose front wheel leading edge crosses the plane of the finish line first.
- 2.19.3. The results will be based on the order in which the riders cross the line and the number of laps completed.
- 2.19.4. To be counted as a finisher in the race and be included in the results a rider must:
 - Cross the finish line under the power of his race machine. i.e. motor vehicle must be fully operational.
 - The rider must be in contact with his machine when crossing the finish line.
- 2.19.5. Officials will escort the riders placed in the first three positions in the race, as quickly as possible, to the podium for the awards ceremony. Participation in the podium ceremony by the first three riders is compulsory.
- 2.19.6 If a rider (or a group of riders) is assessed by the host organization as being the cause of a red flag during the race, they will automatically be disqualified from the results.

2.20. Interruption of a race

- 2.20.1. If the Race Director decides to interrupt a race, then red flags will be displayed at the finish line and at all marshals' posts. Riders must follow directions provided to them at the riders meeting.
- 2.20.2. The results will be taken at the last point where the leader and all other riders on the same lap as the leader had completed a full lap without the red flag being displayed calculated as in the principle set out in the following example:
 - Example of a race consisting of 30 laps: If a Red Flag is shown when the leader is on his 10th lap after completing his 9th lap and all other riders have not completed the 9th lap, then the race result will be 8 laps completed, and the second part will consist of 22 laps.
 - If a Red Flag is shown when the leader and all other riders on the same lap as the leader are on the 10th lap after completing the 9th lap, the race result will be 9 laps completed and the second part will consist of 21 laps.

- Exception: if the race is interrupted during the last lap, the following procedure will be followed:

For all the riders to whom the checkered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.

For all the riders to whom the checkered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.

The complete classification will be established by combining both partial classifications as per the lap/time procedure.

2.20.3. Case 1: If the results calculated show that less than three laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be null and void and a completely new race will be run. If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count for the BMRC National Championship Grand Prix.

2.20.4. Case 2: If three laps or more have been completed by the leader of the race and all other riders on the same lap as the leader, but less than two thirds of the original race distance, rounded down to the nearest whole number of laps, then the race will be re-started and the number of laps of the second race will be the laps required to complete the original race distance. If it is found impossible to re-start or to resume the race, then the race will be deemed to have been completed and full Championship points will be awarded.

2.20.5. Case 3: If the results calculated show that two-thirds of the original race distance rounded down to the nearest whole number of laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be deemed to have been completed and full Championship points will be awarded.

2.21. Re-Starting a race that has been interrupted

2.21.1. If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the hot pit lane the Race Director will announce a time for the new start procedure to begin which, conditions permitting, should not be later than 15 minutes after the initial display of the red flag.

2.21.2. The start procedure will be identical to a normal start.

2.21.3. Conditions for the re-started race will be as follows:

2.21.3.1. In the case of situation described in case 1 above:

- All riders may re-start.
- Motorcycles may be repaired or changed. Refueling is permitted.
- The laps will be the same as the original race distance.
- The grid positions will be as for the original race.
- If motorcycle is changed, a new grid position will be assigned at the back of the grid.

2.21.3.2. In the case of situation described in case 2 above:

- Only riders who are classified as finishers in the first race may re-start.
- Motorcycles may be repaired or changed. Refueling is permitted.
- The number of laps of the second race will be the number of laps required to complete the original race distance.
- The grid position will be based on the finishing order of the first race.
- If motorcycle is changed, a new grid position will be assigned at the back of the grid.

2.24 Race Results and Points

2.24.1. Results will be available to teams and riders at the end of the race day.

2.24.2 Riders will have twenty-four hours after the results have been posted to make any protest. After this time race results and points will be deemed correct and no adjustments will be made thereafter.

2.25. Championship Points and Classification

2.25.1. Riders will compete for the BMRC National Championship Grand Prix. The points will be those gained in each race.

2.25.2. For each race, Championship points will be awarded on the following scale:

1st 25 points	9th 7 points
2nd 20 points	10th 6 points
3rd 16 points	11th 5 points
4th 13 points	12th 4 points
5th 11 points	13th 3 points
6th 10 points	14th 2 points
7th 9 points	15th 1 point
8th 8 points	

2.25.3 In the event of a tie in the number of points, the final positions will be decided on the basis of the number of best results in the races (number of first places, number of second places etc.). In the event that there is still a tie then, the date in the

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Championship at which the highest place was achieved will be taken into account with precedence going to the earliest result.

3. TECHNICAL REGULATIONS

3.1 Introduction

3.1.1 The BMRC National Championship Grand Prix is for motorcycles, i.e. vehicles with two wheels that make one track propelled by an internal combustion engine, controlled exclusively by one rider.

3.1.2 Providing that the following BMRC National Championship Grand Prix regulations are complied with, the teams are free to be innovative with regard to design, materials and overall construction of the motorcycle.

3.2 Classes

3.2.1 The following classes will be accommodated, which will be designated by engine capacity:

- Pee Wee: up to 50cc single cylinder 2-stroke PW50
- Mini Bike Junior: up to 40cc single cylinder 2-stroke or 82cc single cylinder 4-stroke
- Mini Bike Open: up to 50cc 2-stroke or 125cc 4-stroke single cylinder
- Metrakit Mini GP70: up to 70cc single cylinder 2-stroke.
- Mini GP80: up to 80cc 2-stroke liquid cooled, 100cc 2-stroke air cooled or 185cc single cylinder 4-stroke liquid cooled, 200cc single cylinder 4-stroke air cooled.
- Scooter Open: up to 70cc 2-stroke or 185cc 4-stroke.
- GP125: up to 125cc single cylinder 2-stroke or 250cc single cylinder 4-stroke.
- Super Bike: up to 600cc inline 4-stroke or 850cc v-twin 4-stroke or single cylinder unlimited displacement 4-stroke (street production motorcycles).
- Formula: up to 250cc single or twin cylinder 2-stroke or 560cc single or twin cylinder 4-stroke (street production motorcycles).

Note: Additional regulations may be applied in addition to the following rules or removed completely at the discretion of the Race Director in accordance with BMRC rules and regulations governing the event.

3.3 Engines

3.3.1 Engines may operate on the two-stroke or four-stroke principles.

3.3.2 Cubic capacity of the engine will be defined by the swept volume of the cylinder, i.e. the area of the bore of the cylinder multiplied by the stroke. No tolerance on capacities is permitted.

3.3.3 Engine capacity must be measured at ambient temperature.

3.3.4 All oil drain plugs and radiator caps must be tie-wired.

3.4 Gears

3.4.1 There may be a maximum of six gears.

3.5 Fuel Tanks

3.5.1 Fuel caps must be leak proof and have a positive closing device.

3.5.2 Fuel tank breather pipes must include a non-return valve. Breather pipes must discharge into a suitable container with a capacity of at least 250cc.

3.6 Throttle Twist grips

3.6.1 Throttle twist grips must close automatically when released.

3.7 Brakes

3.7.1 Motorcycles must have a minimum of one brake on each wheel that is independently operated.

3.7.2 Front and rear brake systems must be functional.

3.8 Bodywork

3.8.1 The windscreen edge and the edges of all other exposed parts of the streamlining must be rounded.

3.8.2 Bodywork must be securely fastened and present no sharp edges.

3.8.3 In case of an engine breakdown, all motorcycle lower fairing must be constructed to hold at least half of the total oil capacity used in the engine.

3.9 Exhausts

3.9.1 Exhausts system(s) must be securely fastened.

3.10 Breather Pipes

3.10.1 Any breather pipe from the engine or gearbox must discharge into a suitable container with a minimum capacity of 250cc. There must be a separate container for each breather pipe.

3.11 Chain Guards

3.11.1 If the motorcycle came factory equipped with chain guard, it must still be attached as originally installed. If an aftermarket guard is installed, it must be fitted in such a way as to prevent trapping extremities between the lower drive chain run and the final drive sprocket at the rear wheel. Motorcycles that did not come factory equipped with a guard will not be required to install one.

3.12 Tires and Rims

3.12.1 Racing tires must be used.

3.13 Numbers and Backgrounds

- 3.13.1 Numbers are to be visible at the front and sides of motorcycles. Numbers shall be six inches in height and a minimum of one inch wide (three inches in the case of mini bikes). Unreadable numbers will mean failure to score points.
- 3.13.2 In the Mini Bike Junior Class numbers must be displayed on yellow backgrounds with black numbers, and the Mini Bike Open will display white backgrounds with black numbers.

3.14 Fuel

- 3.14.1 Motorcycles will be permitted to run leaded or unleaded fuel. The fuel must be commercially available to all racers.

3.15 Protective Clothing and Helmets

- 3.15.1 Riders must wear clothing and helmet in accordance with host organization rules and regulations.
- 3.15.2 Helmet MUST be DOT and SNELL approved.
- 3.15.3 Leathers, boots, and gloves must be in good condition.
- 3.15.4 Back protector is mandatory for all classifications with the exception of both Mini Bike Classes.

3.16 Procedures for Technical Control

- 3.16.1 An area will be designated as the Technical Checking Area. In this area, under the control of the Technical Scrutineer the suitable equipment will be available to conduct the various tests.
- 3.16.2 The technical control procedure will be carried out in accordance with the schedule set for the event. The technical scrutineers must be available throughout the event to check motorcycles and equipment as required by the Technical Director.
- 3.16.3 Presentation of a machine will be deemed as an implicit statement of conformity with the technical regulations. A rider's presence at the technical control is not mandatory.
- 3.16.4 The technical scrutineers should inspect the motorcycle for obvious safety omissions and may also at their discretion choose to check the motorcycles for technical compliance with other aspects of the BMRC National Championship Grand Prix regulations.
- 3.16.5 The technical scrutineers must be available, based on instructions from the Technical Director to re-inspect any motorcycle for technical compliance during the meeting or after the race and to supervise inspection of a motorcycle following a protest on a technical matter.
- 3.16.6 At the end of the race, the Technical Scrutineer will ensure that the motorcycles placed in the first three positions, plus any other motorcycles designated, after the podium ceremony may be available for a period up to 60 minutes pending any protest. The

motorcycles may be checked for compliance with any technical requirement.

3. 17. Stock Modified Technical Regulations

- 3.17.1 Any gear bike with a rim size up to 18 inches will be allowed to race in this class.
- 3.17.2 Cylinders may be original or aftermarket but may not exceed: 80cc 2-stroke liquid cooled or 100cc 2-stroke air cooled; 185cc 4-stroke liquid cooled or 200cc 4-stroke air cooled.
- 3.17.3 Crankshafts, crankcases and gear boxes may be original or aftermarket.
- 3.17.4 Exhaust and intake systems may be original or aftermarket. Aftermarket ignition systems may be used. Carburetors must not exceed 28mm.

3. 18. Scooter Open Technical Regulations

- 3.18.1 Any scooter with a rim size up to 14 inches will be allowed to race in this class.
- 3.18.2 Cylinders may be original or aftermarket but may not exceed 70cc 2-stroke or 185cc 4-stroke.
- 3.18.3 Crankshafts, crankcases and gear boxes may be original or aftermarket.
- 3.18.4 Exhaust and intake systems may be original or aftermarket. Aftermarket ignition systems may be used. Carburetors must not exceed 28mm.
- 3.18.5 Slick racing tires are strictly prohibited.

3. 19. Metrakit Mini GP70 Technical Regulations

- 3.19.1 Any gear bike with a rim size up to 12 inches will be allowed to race in this class.
- 3.19.2 Cylinders must be original Metrakit SP 70cc; can not be modified.
- 3.19.3 Crankshafts may be original or aftermarket Metrakit SP series crankshaft only.
- 3.19.4 Crankcases and gear boxes must be original; can not be modified.
- 3.19.5 Exhaust and intake systems must be original. Original ignition systems must be used. Carburetors must not exceed 28mm.
- 3.19.6 Slick racing tires are strictly prohibited.

3. 20. Super Bike Technical Regulations

- 3.20.1 The OEM air box must be used and an OEM type filter must be properly installed.
- 3.20.2 Spark plugs, clutch plates and clutch springs may be changed to aftermarket parts.
- 3.20.3 1mm overbore are NOT allowed on any machine. Aftermarket non-OEM valve seats are not allowed. Head and base gaskets may be replaced with aftermarket parts and does not need to be to stock spec.
- 3.20.4 Multi-angle or radius valve jobs are allowed as normal maintenance as long as machining is confined to the actual valve seat insert and does not extend into the port or combustion chamber. Valve seat to port blending is NOT allowed.
- 3.20.5 You may replace the exhaust system with an aftermarket system.
- 3.20.6 Machining of gasket surfaces of cylinder heads, cylinders, and engine cases is allowed. All internal and external engine parts must remain stock without modifications, no addition or removal of metal is allowed. Engine must remain at stock displacement.
- 3.20.7 Electric ignition cutout shift devices are allowed.
- 3.20.8 You may replace the ECM/Black Box with any aftermarket unit or modify to any extent the stock unit.
- 3.20.9 Slick racing tires are allowed.

Note: The above regulations are based on WERA Motorcycle Road Racing Superstock Classification and are applicable to the 600cc inline 4-stroke Motorcycles.

4. MECHANICAL AND RIDING PROTEST REGULATIONS

4.1 Introduction

The BMRC National Championship Grand Prix will make an effort to ensure the equality of motorcycle performance within each classification. All technical regulations are listed in section 3.

4.2 Procedure

4.2.1 All protest must be submitted in writing to the Race Director no later than one hour after the race has ended.

4.2.2 Protest can only be lodged by a competitor or team in the same classification. The protestor will put up the protest fee.

4.2.3 The Technical Inspector or Race Director can demand a tear down at any time during an event.

4.2.4 Upheld protest will result in penalties including removal of points and any other awards received during the events of that race event.

4.3. Disqualification

4.3.1 Riders may be disqualified under a protest for the following reason:

- Participation in practice or race without being registered and/or tech inspected.
- Use of a motorcycle other than the one presented for tech inspection without the consent of the Technical Inspector.
- Participating under false information.
- Disregard of any flag or signal given by a BMRC Official.
- Disregard of rules or regulations with intention.
- Consumption of alcoholic beverages or controlled substances during a race event.
- Riding in what is deemed as an unsafe manner seen or reported to the Race Director.
- Excessive speed in pit lane and/or pit area.
- Dangerous riding as seen by the Race Director.
- Conduct unbecoming of a club member be he a racer or pit crew.
- Unfit physical or mental condition.
- Repetitive violation of a BMRC Official instruction.

4.4. Protest against Rough Riding

4.4.1 Protest regarding rough or dangerous riding must be submitted within an hour of the alleged incident.

4.4.2 If a protest is upheld the following consequences will apply:

- First Offense: The rider will be disqualified from further participation in the events of that race day and shall forfeit any rights to entry fees, points or prizes.

- Second Offense: The rider will be disqualified from competition in the following two BMRC race days and shall forfeit any rights to entry fees, points or prizes.
- Third Offense: The rider will be disqualified from participation in any remaining BMRC events for that season and will forfeit all points collected and shall forfeit any rights to entry fees or prizes.

4.5 Cost of Mechanical Protest

4.5.1 Protest which can be resolved visually shall require no fee.

4.5.2 Protest which requires removal of external parts such as bodywork will cost a fee of \$50.00.

4.5.3 Protest which requires removal of cylinder and head will cost a fee of \$250.00.

4.5.4 Protest which requires the splitting of crankcases will be subject to the classification in which the protest is being lodge.

- Mini Bike Junior and Mini Bike Open Classes will require a \$300.00 protest fee.
- Stock Modified, Mini GP and Scooter Classes will require a \$500.00 protest fee.
- GP125 Class will require a \$1,000.00 protest fee.
- Super Bike Class will require a \$2,000.00 protest fee.

4.6. Protest Ruling

4.6.1 The Technical Inspector will have final say on breaches of rules.

4.6.2 Any rider refusing a tear down will automatically be disqualified.

4.6.3 If protest is upheld the protestor will be reimbursed the tear down fee. If the protest is not upheld then the fee will be given to the competitor as reimbursement to reassemble their vehicle.