

# **Canadian National Mini Road Racing Association**

**2012 Rule Book**

**Amended By:**

**Outaouais Mini Road Racing Association**

**Alberta Mini Road Racing Association**

**Central Interior Mini Road Racing Association**

**Pacific Coast Mini Road Racing Club**

**Saskatoon Mini Road Racing Association**

**Prairie Sport Riders Association**

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# Canadian National Mini Road Racing Association 2009 Rule Book

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### **1.0 Introduction**

The main objective of the Canadian National Mini Road Racing Association, hereafter referred to as CNMRA, is to promote the sport of mini motorcycle road racing in Canada in a safe and professional manner. To ensure the longevity of the sport, the CNMRA promotes low cost fun racing and strives to be at the forefront of safety, and environmentally friendly practices.

The CNMRA is an association made up of groups of Mini road racing clubs from across Canada. The club currently consists of Alberta Mini Road Racing (AMRA) Calgary, Alberta; Central Interior Mini Road Racing Association (CIMRA) Prince George, BC-Central BC; Pacific Coast Mini Road Racing Club (PCMRC) Vancouver, BC, Saskatoon Mini Road Racing Association (SMRA) Saskatoon, SK and the Prairie Sport Riders Association (PSRA) Regina SK. Membership in one of these listed clubs is automatic membership in the CNMRA, and association may also be initiated by contacting any director of above listed association. (In this document when reference is made to members, or race officials etc, it is directly referring to members and officials of the local clubs represented above).

CNMRA shall provide competitive racing for various makes and models of up to 125cc 2-stroke and up to 200cc 4-stroke motorcycles. Motorcycles are divided into a variety of classes (please see section 3.6 for classes). CNMRA classes will compete for trophies, points and awards.

CNMRA races will always be run in the safest manner possible, and rider safety is top priority. First aid personal will be present at all races.

The governing organization of the CNMRA is the Canadian Motorcycle Association hereafter referred to as CMA and as such the CNMRA has adopted the CMA rules and regulations. These rules are designed to provide for the orderly conduct of motorcycle races. These rules and regulations shall govern the conditions of all CNMRA events unless stated below.

Note: The terms hereof importing the singular number or the masculine gender shall include the plural number or the feminine gender as the case may be.

### **2.0 General Guidelines**

The general guidelines and regulations listed below are to provide members with an understanding of how mini road racing will be run at CNMRA events.

## **2.1 Officials and Responsibilities**

The following positions are considered CNMRA Officials following the guidelines set out by the 2007 CMA rule books governing road racing and the CNMRA rule book, therefore their directions must be followed when racing with CNMRA.

- 2.1.1 Race Director/ Referee** - The Race Director/ Referee shall be appointed by the respective club organizing the event and shall be responsible for all aspects of the coordination of the CNMRA events, including but not limited to track preparation and event time table. The Race Director has the final authority on all race-related matters, including but not limited to, protests, appeals, penalty judgments, disqualification and license status changes. However the Race Director/ Referee must adhere to the rules outlined in the CNMRA rulebook. In a multi-club race event the Race Director will be voted in by 1 vote per club.
- 2.1.2 Registration** - The Registration Team shall be responsible for handling liability waivers, all race entry forms and verification of racing credentials.
- 2.1.3 Scoring** - The Scoring Team shall be responsible for all race scoring and shall have the final word on all race results. The Scoring Team shall be responsible for the posting of the race results. Riders will not contact score personnel for any reason during the racing program.
- 2.1.4 Director of Technical Operations** - The Director of Technical Operations (Chief Technical Inspector) shall be responsible for ensuring all motorcycles meet the CMA and CNMRA minimum safety requirements. The Technical Inspector along with Race Director / Referee shall also decide on all matters regarding equipment protests.
- 2.1.5 Director of Track Operations** – The Director of Track Operations (Head Starter) shall be responsible for starting and finishing all races and practices in accordance with CMA and CNMRA procedure. The Director of Track Operations shall also be responsible for the final gridding of races. In addition, he shall be responsible for the coordination of all corner workers during the event.
- 2.1.6 Corner Workers** - The Corner Workers shall be responsible for flagging their assigned corners during the event. All corner workers are accountable to the Director of Track Operations.
- 2.1.7** In the event of absence of either the Director of Track Operations or Director of Technical Operations the host club executives responsible for the event will assign one.

**2.1.8 Rider Representative-** All riders protesting infractions or incidents during a race event will only petition the rider's rep. At no time will any rider or their representative approach any official. It is the rider representative's responsibility to liaise with the race officials regarding any issues brought forth during the event. The rider representative will be appointed at each event by the Race Director.

## **2.2 Event Rules & Regulations**

**2.2.1 Registration:** All Riders, pre-entered or post-entered, must sign in at morning registration.

The rider must be prepared to show his/her valid CMA License and recognized club membership at registration.

**2.2.2** No machine entered in a class may enter and run in another class unless qualified by age demographics. Example, no spec thunder bike entered in spec thunder may also be entered in formula thunder. A spec machine entered into a formula class may be dropped back to a spec class for any reason at the discretion of the race director.

**2.2.3** No competition motorcycle may be ridden in the paddock or pit areas.

**2.2.4** Depending on the number of riders in each class, small classes may be grouped together with other classes (only when safe to do so), at the discretion of the Race officials. However, these grouped classes will still be scored separately.

**2.2.5** Two or more riders may ride the same motorcycle in separate classes. Each rider must pay his/her own entry fee.

**2.2.6** Riders are not allowed to switch motorcycles during an individual race, except as noted in endurance racing rule amendments. Any rider caught doing so will be disqualified.

**2.2.7** First aid personnel must be available at track side during a CNMRA event.

## **2.3 Technical Inspection**

**2.3.1** All race motorcycles are required to pass technical inspection prior to participating in any event. Motorcycles need only to be inspected once per race weekend. However the Director of Technical Operations may later revoke tech approval of the motorcycle if it ceases to meet requirements, as in the case of motorcycles that have been black flagged for mechanical reasons, or has been involved in an accident. These motorcycles must be re-inspected after the motorcycle has been repaired. The Director of Technical Operations may at his/her discretion allow a "temporary fix" for non-safety related problems for a particular race weekend.

**2.3.2** Riders of motorcycles being ridden without having passed Technical Inspection will be black flagged and disqualified.

**2.3.3** CNMRA Technical Inspector reserves the right to request any motorcycle, at any time, to be brought to Technical Inspection to check compliance. This option will not be instituted unless there is reasonable cause to believe that CNMRA rules are being violated.

## **2.4 Licensing Requirements**

All racers must possess a current CMA Road Racing License and a club membership from one of the recognized clubs, to compete in any CNMRA race. A rider may participate in one race a season as a non-member of one of the recognized clubs, but he/she must still have a valid CMA license.

Note: see Rider Requirements for age requirements in section 3.4.

**2.4.1** CNMRA “Youth” licenses are issued to those riders 6-9 years of age in accordance with CMA guidelines.

**2.4.2** CNMRA “Intermediate” licenses are generally issued to new riders. “Intermediate” licenses may also be issued to riders of any age who have not had any previous road racing experience.

**2.4.3** CNMRA “Expert” licenses are issued to riders who have previous road racing experience or have shown competent skills as a “Intermediate” during the previous season. CNMRA reserves the right to require a “Intermediate” rider to bump up to the “Expert” class at anytime during the year.

**2.4.4** CNMRA also reserves the right to require a rider to bump down a classification should there be sufficient reason to do so.

## **3.0 Rider, Motorcycle & Class Requirements**

### **3.1 Rider Equipment**

**3.1.1** Full leathers with armor are highly recommended for all classes. Kevlar race suits (1 piece or zip together), heavy duty (enduro) jacket, with leather or motocross pants with armor may be permitted. However, for 6-9 youth, motocross type riding apparel with knee pads (no sparking sliders) and a full chest/back protector will also be allowed as a substitute to a road race back protector.

**3.1.2** Snell M2010 approved

**3.1.3** Helmet face shields, eyeglasses or goggles must be made of shatter proof material.

**3.1.4** Approved full fingered leather or Kevlar gloves in good condition, with no holes or other openings except for breathing holes. Road racing boots, motocross boots or leather boots that cover the rider's ankles are required.

**3.1.5** APPROVED BACK PROTECTOR is required. It is mandatory that all riders participating in CNMRA events must wear an approved back protector.

**3.1.6** Each Pit must have a functional fire extinguisher readily available at all times. Extinguishers must be the dry-chemical type. Must be 5lb. or equivalent.

### **3.2 Motorcycle Safety Requirements**

Note: In the case of International or Championship events, requirements may be changed or modified to meet rules of other associations. In this instance, all CNMRA riders will be notified.

The following requirements apply to all CNMRA racing motorcycles, unless specifically noted or restricted by individual class requirements. These rules are to be used as a guide so that no rider has an unfair advantage and that all motorcycles racing with CNMRA are operating in a safe mechanical condition. \*Note - Excessively "dirty" motorcycles will not be issued a Tech sticker.

### **3.3 Technical Inspection**

All race motorcycles must complete Technical Inspection. The Technical Inspector may revoke Tech approval of the motorcycle if it no longer meets requirements. The Director of Technical Operations may at his discretion allow a "temporary fix" for non-safety related problems for a particular race weekend.

Note: the CNMRA reserves the right to inspect any machine entered in a CNMRA event for machine compliance with the machine class rules. The rider has the right to refuse this inspection but will be required to advance to the higher classification until such time as the machine is inspected and deemed to meet the required machine class specs.

### **3.4 Rider Classification**

There are four classifications of riders in CNMRA promoted events; Youth, Intermediate, Women and Expert. These classifications are meant to designate the difference between various racer demographics, such as age and ability and gender, and hence make for safe and fair competition.

## **Rider Classes**

- Youth
- Intermediate
- Women
- Expert

**3.4.1** Youth refers to riders in the age group of 6-9 years of age

**3.4.2** Intermediate classification refers to riders 10 years and older and will include first time riders of any age. An Intermediate rider must show a clear understanding of the safety regulations and rules stated in Rider Requirements. An Intermediate rider must show the ability to operate their motorcycle in a safe and prudent manner and will be allowed to participate in CNMRA events at the discretion of the CNMRA. Intermediate riders can advance to Expert status only after evaluation by a recognized CNMRA official. Advancement from Intermediate to Expert classification is at the discretion of the CNMRA.

Note: any riders who have moved upwards from the Intermediate class will not be permitted to reenter the Intermediate class in a race event.

**3.4.3** The Expert classification refers to experienced riders. Only riders who have proven themselves to be amongst the top of the Intermediate classification will be promoted to Expert license status. Expert riders must be able to race safely with top riders from the CNMRA or other racing associations.

**3.4.4** Any rider who wishes to be upgraded from Intermediate to Expert status may apply in writing to the CNMRA executive and present his/her case to be judged on its own merit. As well, any rider slated for mandatory advancement may protest this change in license status by presenting evidence showing why he/she should remain at his/her current rider classification. Rider classification protests will be decided at the discretion of the CNMRA.

**3.4.5** Any rider who has applied for expert status may, at the discretion of the CNMRA directors, be restricted to riding in that class only at test and tune events until such time he/she has proven skills required to safely compete in the expert classes. Simply obtaining an expert class machine does not imply the right to enter these classes during competition. The CNMRA reserves the right to restrict the entry of riders to expert classes.

### 3.5 Machine Class Summary List

Note: due to the number of new machines entering CNMRA events the directors reserve the right to place the unproven machine into the class the Motorcycle appears to meet qualifications. The rider has the right to produce manufacturer's specifications to prove class entry for the machine and/or the unit will be observed for performance levels and reclassified by the directors according to the machine specs. A rider when purchasing a new untested machine is urged to research the class he/she intends to run and/or contact the CNMRA for classification for the machine.

- Youth 6-9
- Intermediate Age 10 up
- Pocket Bike Stock up to 40cc
- Pocket Bike Open up to 50cc
- Spec Super sport
- Formula Super sport
- Spec Thumper
- Formula Thumper
- Spec Thunder
- Formula Thunder
- Motard
- Formula Open GP

**Note 1:** Based on the number of bikes present at each race and/or the decision of the track organization, some of the classes listed in this rulebook may not be run, or some of the classes may be run together to save track time. (Not including the youth 6-9 Class).

**Note 2:** If there are enough women a separate class may be run, and/or women racing in the above classes can be scored separately if desired.

### 3.6 Approved Motorcycle Modifications and Class Structure

**The following modifications may be made after all safety requirements are met. All motorcycle components (frame, wheels, engine parts, etc.) must be stock and in place unless designated otherwise. Only modifications indicated below are allowed for the specified class. \* Note if it's not listed its not allowed**

**Note:** in the interests of providing affordable and fun racing at CNMRA events, riders owning an older uncompetitive machine may upgrade that machine and apply in writing to the CNMRA for classification in a spec class. An example of this may be an YSR 50 fitted with a stock Derbi or Honda 50cc engine, when applying for classification of this unit for spec classes it must meet the specifications for both the frame and the engine according to the machine class rules. When petitioning for classification the rider must make the case for the unit to compete in the spec class

of his/her choosing. The CNMRA reserves the right to place all entries in an appropriate class.

**3.6.1** DB Com Transponders will be used at most CNMRA events. Transponders must be mounted on the frame or tail section of the motorcycle behind the rearmost part of the rider. Any transponders “borrowed” for use in a practice or race event must be encased in a CNMRA approved material pouch. This pouch must be securely mounted by tie strap and/or tape to the motorcycle frame or body so as to prevent damage to the transponder. Replacement of a damaged “borrowed” transponder due to the inadequate mounting is the rider’s responsibility. The mounting of the transponder to the motorcycle, including drilling holes for the straps, is not considered modification under the rules.

### **3.7 Youth 7 – 10 Class**

This is a spec class, and all stock motorcycle components must be in place and unmodified unless specified below.

**3.7.1** Engines are limited to maximum 70cc air-cooled four-stroke engines and maximum 50cc air-cooled two-stroke engines. Machines are restricted to wheel sizes 10 inch or less.

**3.7.2** Carburetor modifications are restricted to changes in needle jet, pilot jet and main jet only. Main jetting is not to exceed 25% of stock jetting.

**3.7.3** Only external changes to gearing allowed.

**3.7.4** Only commercially available pump gas may be used. Additives for lubrication and knock suppression will be permitted provided they fall within CMA rules.

### **3.8 Intermediate Class**

**3.8.1** This class is open to Intermediate riders of ages over 10 years.

**3.8.2** This class is open only to Spec Machine Class motorcycles.

### **3.9 Pocket Bike Stock 40cc Class**

This is a spec class for 40cc pocket bikes. No changes to how the bike was manufactured other than listed below are allowed.

**3.9.1** External gear changes allowed.

**3.9.2** Aftermarket tires are allowed.

**3.9.3** Aftermarket reeds are allowed (no changes to reed cage are allowed).

**3.9.4** Chinese pocket bikes may be modified with no restrictions except that the original engine cases and chassis must be retained.

### **3.10 Pocket Bike Open 50cc Class**

This is an open class for 50cc pocket bikes.

**3.10.1** Limited to 50cc.

**3.10.2** No restrictions on modifications.

### **3.11 Spec Super sport Class**

This is a spec production class. The bike must be a factory built motorcycle using a sport bike style frame. All stock motorcycle components must be in place and unmodified unless specified below.

**3.11.1** Maximum 50cc single-cylinder liquid-cooled two-stroke or maximum 80cc single-cylinder air-cooled two-stroke. Only OEM oversized piston sizes or equivalent permitted.

**3.11.2** Carburetor modifications are limited to changes in needle jet, pilot jet and main jet only. Main jetting is not to exceed 25% of stock jetting.

**3.11.3** Only external changes to gearing are allowed.

**3.11.4** Aftermarket bodywork may be used, but must serve in the same capacity as stock (must use stock mounting points). The stock gas tank must be retained.

**3.11.5** Upgraded fasteners for safety wiring purposes may be used.

**3.11.6** Aftermarket brake and clutch levers (must retain stock master cylinder.).

**3.11.7** Aftermarket brake pad and shoes are permitted.

**3.11.8** Steel-braided brake lines are permitted.

**3.11.9** Aftermarket DOT approved tires are required, Slicks are not permitted.

**3.11.10** Foot pegs may be cut and sanded smooth.

**3.11.11** Battery, wiring harness, lighting coil and ignition switch may be modified or removed. Kill switch must be in working order.

**3.11.12** Kick starter and/or shaft and gear may be removed. An effective oil seal must be in place.

**3.11.13** Aftermarket clutch springs and plates are allowed.

**3.11.14** Aftermarket reeds are allowed (reed cage must remain stock and unmodified).

**3.11.15** Speedometer and cable may be removed.

**3.11.16** Self returning throttles must be used.

**3.11.17** Handlebars & Clip-ons may be used, but must mount in stock position.

**3.11.18** Motorcycles using factory supplied 10" to 17" wheels are allowed.

**3.11.19** Modifications to stock air box are allowed.

**3.11.20** No suspension modifications allowed other than the installation of spacers/tubing springs and fork oil to stiffen the suspension. All stock factory adjustments may be utilized.

**3.11.21** Only commercially available pump gas may be used. Additives for lubrication and knock suppression will be permitted provided they fall within CMA rules.

### **3.12 Formula Super sport Class**

This class is open to expert riders and novice riders only at the discretion of the CNMRA.

**3.12.1** Maximum 64cc single cylinder two stroke liquid cooled engine, Maximum 80cc single cylinder air cooled two-stroke engine, Maximum 125cc single cylinder liquid cooled four stroke engine or maximum 150cc single cylinder air cooled four stroke engines.

**3.12.2** Motorcycles must use sport bike style frame only.

**3.12.3** Wheels 10 to 17 inches are allowed, must use DOT approved tires or slicks.

**3.12.4** No restrictions on modifications.

### **3.13 Spec Thunder**

This is a spec class for maximum 125cc four stroke off-road style motorcycles. All stock motorcycle components must be in place and unmodified unless stated below.

- 3.13.1** Maximum 125cc single vertical cylinder four-stroke air-cooled engines.
- 3.13.2** Carburetor modifications are restricted to changes to needle jet, pilot jet and main jet only. Main jetting is not to exceed 25% of stock jetting.
- 3.13.3** Only OEM oversized piston sizes or equivalent are allowed.
- 3.13.4** Only external changes to gearing are allowed.
- 3.13.5** Stock bodywork must be retained. Stock seat may be modified but must retain stock mounting points.
- 3.13.6** Aftermarket handlebars may be used but must retain stock mounting points and the grips must be above the level of the upper triple tree.
- 3.13.7** No suspension modifications allowed other than the installation of spacers/tubing, springs and fork oil to stiffen the suspension. All stock factory adjustments may be utilized.
- 3.13.8** Aftermarket DOT tires are allowed but motorcycle must retain stock OEM hubs and rims. Slicks are not allowed.
- 3.13.9** Heavy duty spokes are allowed.
- 3.13.10** Only commercially available pump gas may be used. Additives for lubrication and knock suppression will be permitted provided they fall within CMA rules.

### **3.14 Formula Thunder Class**

This class is open to expert riders and to Intermediate riders only at the discretion of the CNMRA.

- 3.14.1** Maximum 65cc single vertical cylinder liquid-cooled two stroke engine, maximum 100cc single vertical cylinder air-cooled two stroke or maximum 200cc single vertical cylinder air cooled four stroke engines.
- 3.14.2** There are no restrictions on modifications.
- 3.14.3** Must use approved D.O.T. tires, race compound tires or slicks.
- 3.14.4** Must use off road style frame.

### **3.15 Spec Thumper**

This is a spec class for 125cc air-cooled four stroke thumper pit-bike style motorcycles.

All stock motorcycle components must be in place and unmodified unless stated below.

**3.15.1** Maximum 125cc single horizontal cylinder air cooled four stroke.

**3.15.2** Carburetor modifications are restricted to changes in needle jet, pilot jet, and main jet only. Main jetting is not to exceed 25% of stock jetting.

**3.15.3** Only OEM oversized piston sizes or equivalents are allowed

**3.15.4** Only external gear changes are allowed.

**3.15.5** Stock bodywork must be retained. Stock seat may be modified but must retain stock mounting points.

**3.15.6** Aftermarket handlebars may be used but must retain stock mounting points and the grips must be above the level of the upper triple tree.

**3.15.7** Modifications to stock air box are allowed

**3.15.8** No suspension allowed other than the installation of spacers/tubing, springs and fork oil to stiffen the suspension. All the stock factory adjustments may be utilized.

**3.15.9** Aftermarket DOT tires are allowed but the motorcycle must retain stock OEM hubs and rims. Slicks are not allowed.

**3.15.10** Heavy duty spokes are allowed.

**3.15.11** Only commercially available pump gas may be used. Additives for lubrication and knock suppression will be permitted provided they fall within CMA rules.

### **3.16 Formula Thumper**

This class is open to expert riders and to intermediate riders only at the discretion of the CNMRA

**3.16.1** Maximum 200cc single horizontal cylinder air cooled four stroke

**3.16.2** There are no restrictions on modifications, Only OEM oversized piston sizes or equivalent is permitted.

**3.16.3** Must use DOT tires, race compound tires or slicks.

**3.16.4** Must use off road style frame. Modifications are open.

### **3.17 Motard Class**

**NOT OPEN TO NOVICE RIDERS - NO EXCEPTIONS!** Refer to regulation 3.4.5 for further information regarding novice riders advancing to expert with the intention of running a Motard machine in this class.

**3.17.1** Maximum 93cc single-cylinder liquid-cooled two-stroke, maximum 150cc single-cylinder liquid-cooled four-stroke or maximum 200cc single cylinder air cooled four strokes.

**3.17.2** Engine modifications are open. Only OEM oversized piston sizes or equivalent permitted.

**3.17.3** Must use DOT tires, race compound tires or slicks.

**3.17.4** Must use off road style frame. Modifications are open

**3.17.5** Aftermarket Handlebars are allowed. They must use the stock mounting points and the grips must be above the level of the upper triple clamp.

### **3.18 Formula Open GP**

**NOT OPEN TO NOVICE RIDERS - NO EXCEPTIONS!** Refer to regulation 3.4.5 for further information regarding novice riders advancing to expert with the intention of running a Formula Open GP machine in this class.

**3.18.1** Maximum 93cc single-cylinder liquid-cooled two-stroke or 150cc single-cylinder liquid-cooled four-stroke or 200cc single-cylinder air-cooled four-stroke engines.

**3.18.2** Engine modifications are open. Only OEM oversize piston sizes or equivalent permitted

**3.18.3** Must use approved D.O.T. tires, race compound tires or slicks.

**3.18.4** Must use super sport style frame, modifications are open.

### **3.19 Woman**

This class is open only to Intermediate and Expert women racers. The class is open only to Spec machine class motorcycles.

### **4.0 Refunds**

Refunds will only be given if the rider is medically unable to race. Refunds are left to the discretion of the Director of Race Operations. Refunds are a privilege, not a right.

**4.0.1** All requests for a refund must be made immediately to the Director of Race Operations. Do not wait until the end of the day.

**4.0.2** Riders who have been disqualified will forfeit all practice and race fees.

**4.0.3** There will be no refunds due to rain. CNMRA events will be held "Rain or Shine", unless the track is determined totally unsafe. There will be no refunds due to rain-outs.

## **5.0 Race days**

**5.0.1** Starting grid spacing will be as follows; the pole position will be on the inside of the track approaching turn one. The pole starting box will be 2 metres from the inside edge of the track and 1 metre back from the starting line. Second qualifying position will be 1 metre back from the line of the pole starting box and in the measured center of the track. Third qualifying position will be 2 metres back from the line of the pole position box and 2 metres from the outside edge of the track. The second row will be as follows; the fourth position will be 6 metres back from the inside starting box of the row in front, and in a direct line in the middle of the two boxes in the row in front. The fifth position will be 1 metre back from the inside box of the second row and in a direct line between the inside and outside box in the row in front. This spacing will be repeated for all of the starting grid rows as the grid progresses down the track.

**5.0.2** Pre-grid is a gridding and muster area for riders and machines prior to entering the track. Riders will only proceed in first gear and at walking speeds when entering the pre-grid; this is marked by a line across the entrance of the pits. This line is across the entrance from the main pits as well as the track exit. This speed will be in effect until entering the track from the pits. This is also marked by a line across the entry to the track. There is no stunting of any kind permitted in pre grid.

**5.0.3** During qualifying the pre grid may be designated a hot grid. Allowed speeds will be first gear full speed only during qualifying events. The entrance will be controlled by a pit marshal and access to all persons will not be allowed. Competitors will line up before their qualifying event in the main pit at the right of the pre grid entrance. Riders must allow the left of the pre grid clear to allow the riders exiting to clear the grid. No rider will enter the pre grid without the permission of the pre grid marshal.

