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ROADRACING ASSOCIATION

# 2017 RULEBOOK



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# 2017 MRA Rulebook

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## FOREWORD

The Motorcycle Roadracing Association Inc. (MRA) takes pride in producing exciting, competitive and recreational motorcycle roadracing events in Colorado. Herein are contained the rules and guidelines all participants must adhere to on and off the track. In recognition of the need for controls over the sport and to promote fair competition, the Official 2017 Motorcycle Roadracing Association, Inc. Competition Rule Book was written.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM THE PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE IN NO WAY A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS, OR OTHERS.

By signing an entry form, license application, or release waiver, every competitor, or person entering the Pit Area, agrees to be subject to the rules of this book and any printed supplements. It is the responsibility of each competitor to read and understand the contents of this book.

SINCE IT IS IMPOSSIBLE TO ANTICIPATE EVERY POSSIBLE CIRCUMSTANCE, THE OFFICIALS RESPONSIBLE FOR THE OPERATION OF EACH RACING EVENT WILL RULE ON ANY AREA OF DISPUTE THAT IS NOT CLEARLY COVERED BY THESE RULES. THIS WILL BE DONE BY USING COMMON SENSE AND FAIR PLAY. THE DECISION OF THE MRA ON THESE "GRAY AREAS" WILL BE FINAL.

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Technical Questions should be directed to the VP of Rules and Tech or the MRA Rider Representative responsible for the rulebook.

This publication supersedes all previous rulebooks.

MRA rules are subject to change. Information on rule changes may be presented at rider's meetings and membership meetings, and may be published on the MRA website (<http://www.mra-racing.org>), the MRA forums (<http://forums.mra-racing.org>), or in an official MRA newsletter. This rulebook was last updated February 1st, 2017.

## 2017 Class Sponsors



Race of the Rockies GTO



Race of the Rockies GTU



Novice GTU



Modern Vintage GTU



Production 250, 400, 500



Supertwins GTU



4 Hour Endurance  
Amateur GTO



Colorado Class



Heavyweight Supersport



Thunderbike



Heavyweight Superbike



Open Superbike



Formula 40 GTU  
Formula 40 GTO



Middleweight Endurance



Open Supersport  
Middleweight Supersport



Modern Vintage GTO



Lightweight Grand Prix



Middleweight Superbike



Ladies of the Rockies



Novice GTU



Heavyweight Endurance



Lightweight Endurance



Supermoto



Ultra Lightweight Endurance



Open Endurance



Amateur GTU



Supertwins GTO

## Section 1 – RACE CLASS LIST

The MRA will run the following classes at each regular event. (Classes may be combined into a single race but will be scored separately.):

- Novice (GTO/GTU)
- Amateur (GTO/GTU)
- Modern Vintage (GTO/GTU)
- Middleweight Supersport & Superbike
- Heavyweight Supersport & Superbike
- Open Supersport & Superbike
- Lightweight Grand Prix
- Super Twins (GTO/GTU)
- Formula Colorado
- Race of the Rockies (GTO/GTU)
- Ladies of the Rockies
- Formula 40 (GTO/GTU)
- Endurance Classes (Ultra Lightweight, Lightweight, Middleweight, Heavyweight, and Open)
- Thunderbike
- Production Cup Classes (250/400/500)
- Supermoto
- Superstreet class



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## Section 2 – RACE CLASS DEFINITIONS

### 2.1 Sprint class general guidelines

- Expert classes are designated as Supersport, Superbike, and Race of the Rockies
- Amateur classes are designated as GTO, GTU, Grand Prix (except Race of the Rockies), Modern Vintage, Thunderbike, Production Cup, Formula 40, Supermoto, and all Endurance races.
- Novice classes are designated as GTO and GTU.
- Novice racers may enter and be scored in Novice and Amateur classes.
- Instructional classes are designated as Superstreet classes.
- Displacement, engine, chassis configuration, age, and the original manufacturer's intended use and availability determine motorcycle eligibility for a given class.
- A motorcycle may only be entered in a class in which all eligibility requirements are met.
- If a motorcycle is entered in more than one class, it must conform to the requirements for each class in which it is entered.
- It is the racer's responsibility to only enter classes in which his or her motorcycle is eligible.

### 2.2 Supersport classes

Supersport motorcycles are motorcycles sold by the manufacturers and their dealers for street use. For motorcycles produced prior to the current season, a minimum number of units (below) must have been available through dealers in the United States via normal commercial channels. Current year models will be approved based upon manufacturer agreement to have met the minimum quantity requirements through their normal distribution channels by a date no later than the first day of June of the current season.

- Supersport motorcycles must meet the following requirements in addition to the requirements in Section 5 - Technical and Safety Requirements.
- Only the modifications listed in this section are permitted. No other changes from showroom stock will be allowed.
- Absolutely no updating or backdating of parts will be allowed unless specified by the rules. All motorcycles must display a vehicle identification number on the main frame. Frames without vehicle identification numbers will be eligible with the proper documentation as determined by the VP of rules and Tech.

#### 2.2.1 Manufacturer Minimum Quantities

Minimum availability quantities for Supersport participation are as follows:

- Three or four cylinder equipment - 500 units
- Two cylinder equipment - 50 units

## 2.2.2 Class Equipment Requirements

- A. The following items MAY be removed:
- Lights, reflectors, and horns. Electrical disconnection of horn and lights as to render them inoperable will be required.
  - Instruments, instrument brackets and associated cables.
  - License bracket.
  - Radiator fan and wiring.
  - Passenger footrests and mounting brackets.
  - Rear fender. Rear fender or rear section of rear fender may be removed if there is tail/seat bodywork covering the top of the rear wheel.
  - The ignition key may be removed and the ignition rewired to the handle bar mounted kill switch.
  - Emissions systems such as the PAIR valve may be blocked or removed or replaced with parts of unlimited origin.
- B. The following items may be added or replaced with other than OEM parts:
- Case guards.
  - Fork brace.
  - Fire retardant foam. Foam may be installed in fuel tanks.
  - Steering damper.
  - Windscreen.
- C. The following items may be replaced by parts of unrestricted origin:
- Handlebars, hand controls, switches, foot controls, including brake master cylinders. Handlebars and hand/foot controls may be relocated.
  - Instruments, instrument brackets and switches.
  - Wiring harness and Engine Control Unit.
  - Control cables.
  - Speedometer drive.
  - Oil, oil filters, lubricants and fluids.
  - Final drive sprockets and chains. Chain size may be changed.
  - Rear shocks (linkage must remain stock).
  - Sub frame, but must be constructed of the same material as the original part.
  - Body parts and fairing (not including fuel tank).
  - Size and dimensions must be the same as the original parts.
  - Original combination instrument/fairing brackets may be replaced with after-market brackets of the same basic material. All other fairing brackets must be original stock parts.
  - Should the stock fairing include air-ducting tubes, those tubes may be removed or replaced with aftermarket air-ducting tubes.
  - Paint scheme is not restricted, but polishing of frame material is not allowed.
  - Seat, seat base, and associated bodywork. These may be replaced with parts similar in appearance to the original stock parts.
  - Seat brackets may be added but none removed from the frame.
  - Profile may be changed to allow for proper number display.
  - Standard fasteners may be replaced with after-market fasteners of the same material and design. Fasteners may be drilled for safety wire but intentional weight-saving modifications are not permitted. Fairing/bodywork fasteners may be changed to quick-disconnect type.

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- s. Brake rotors may be replaced with aftermarket products of OEM material, steel, or iron but must have the same outside diameter as the OEM part. Brake lines and pads may be of any origin.
  - t. Exhaust systems.
  - u. Wrapping of exhaust systems is prohibited, except in the area of the rider's foot and where it comes in contact with bodywork for protection from heat.
  - v. The stock gas cap can be replaced by any aftermarket gas cap that tightly seals the fuel tank
  - w. Front and rear axles along with wheel spacers may be modified or replaced with aftermarket items to provide a quick-change system for tire changes.
  - x. Battery.
- D. Fork modifications are limited to the following:
- a. Standard production internal parts of forks may be modified to alter damping qualities. After-market damper kits or valves may be installed.
  - b. Fork springs may be replaced with optional or after-market springs. Fork caps may be modified or replaced to allow external adjustment of fork springs only.
- E. Carburetor/intake/fuel injection throttle body modifications are limited to the following:
- a. Carburetor jets and needles may be replaced.
  - b. Resizing of air metering holes involved in CV carburetor throttle slide control is permitted.
  - c. Fuel lines and vent lines may be replaced.
  - d. After-market fuel filters may be added.
  - e. No modifications to increase carburetor/intake/fuel injector throttle body airflow, including heat shields, are permitted.
  - f. The complete original equipment airbox must be utilized. The only modification permitted is the sealing of airbox drains. After-market or OEM air filters must be used.
- F. Engine modifications on two cylinder motorcycles with fewer than four valves per cylinder are unlimited. All other motorcycles are limited to the following:
- a. Except as noted, all internal and external engine parts must remain stock with no modifications, metal removal, blueprinting, or surface treatments.
  - b. Pistons, rings, piston pins and circlips may be replaced only with standard bore, stock production items. There is NO allowance for overbore.
  - c. Cam timing may be altered by modifying or replacing sprockets, substituting adjustable sprockets, or other means such that the original camshaft, including lift, duration, profile and weight are not altered.
  - d. Valve seat inserts may be reworked or replaced with OEM or after-market seats of original dimensions. Any dimensional thickness of the stock inserts may not be increased. Aluminum casting of cylinder head must remain absolutely stock with no metal removal.
  - e. Valves must remain as produced with no modifications. Valve springs may be shimmed with standard or after-market shims.
  - f. Cylinder head combustion chambers may be cleaned by bead blasting with valves seated in place. Intake and exhaust ports may NOT be bead blasted.
  - g. All gaskets may be replaced with aftermarket gaskets.

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- h. Cylinder head, cylinders, and crankcase gasket surfaces only may be machined for increased compression. All other surfaces of the cylinder head, cylinders, and crankcases must remain absolutely stock with no metal removal. Light cleaning of gasket surfaces with steel wool, Scotch-Brite™, etc. is allowed.
- i. Clutch plates and springs may be replaced with after-market parts.
- j. Transmission gears may be shimmed only for the purpose of proper engagement. Standard or after-market shims may be utilized.
- k. Shifter return or detent springs may be replaced with after-market springs.
- l. Modifications to the stock starting and charging systems are not permitted. Showroom stock starter, flywheel, rotor, coil assembly also known as the complete charging system must be showroom stock, in place, connected and functional before, during, and after an event.
- m. Engine case guards in the form of strengthened engine side covers may be installed. These covers must be constructed of the same basic material and be no lighter in weight than the stock covers. Stronger aftermarket case covers must be used on models where fluid loss is likely in the event of a crash (see Section 5.2.2.E.).
- n. Modifications are permitted as follows:
  - o. Ignition timing may be altered by slotting ignition trigger mounting plate or replacing stock ignition rotor with an after-market rotor.
  - p. Spark plugs and plug wires may be replaced with after-market parts.
  - q. The rev limiting system must be in proper working order.
  - r. Electric ignition cutout shift devices are permitted. These devices may not physically operate the shift lever or shifting mechanism.
  - s. Unrestricted internal modifications of the OEM radiator may be made as long as the external materials and dimensions remain the same.
  - t. Cam chain tensioner may be replaced with a part of unlimited origin.
- G. Slicks are allowed in all classes, DOT tires are allowed in all classes, rain and intermediate tires are allowed in all classes.
  - a. Manufacturers must make tires available in minimum quantities as follows:
    - 1) Front tires - 100
    - 2) Rear tires - 200
  - b. Construction and compound number will identify approved tires.
  - c. Manufacturer must verify that the tire is available for purchase by any competitor through normal dealer/distributor channels in quantities no less than stated above.
  - d. Tire manufacturers who try to circumvent these requirements may have their eligibility revoked.
  - e. Any competitor found to be using a tire not meeting the above requirements or which differs in any way from an approved model may be penalized according to Section 13.
- H. Only rear brake disks may be drilled and/or chamfered.

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## 2.2.3 Class Displacement and Configuration Limits

- A. Middleweight Supersport
  - Up to 640cc four cylinder
  - Up to 650cc pre-1984 four cylinder
  - Up to 750cc three cylinder, four-stroke
  - Up to 850cc two cylinder, four-stroke, three or more valves per cylinder
  - Up to 904cc two cylinder, four-stroke, two valves per cylinder, air cooled
  - Unlimited displacement pushrod, two cylinder, four-stroke, two valves per cylinder, air cooled
- B. Heavyweight Supersport
  - Up to 750cc four cylinder
  - Unlimited displacement three cylinder four-stroke or two cylinder air cooled four-stroke
  - 1125cc or less two cylinder, liquid cooled, four-stroke
- C. Open Supersport
  - Unlimited displacement

\*\*\*\*\*Any Supersport motorcycle that comes from the original equipment manufacturer (OEM) with forced induction will be required to race up one displacement class. Open class motorcycles with OEM installed forced induction will race in the open class.

## 2.2.4 Equipment claiming procedures

- A. Only a rider who entered and started an event may submit a claim for a part from a motorcycle which competed in that event.
- B. A written request must be submitted to Track Marshal or Tech Inspector within 30 minutes of results posting for the class final.
- C. Claiming rider must designate on the claim form which part is being claimed.
- D. A written "CLAIM" request MUST be accompanied with cash or certified check in amounts as follows:
  - a. ECU only (does not include add-on control modules) - \$2000
  - b. Tires - \$175.00 for a front, \$225 for a rear
  - c. Exhaust system - \$2000.00
- E. Once a claim is made, it may not be withdrawn. No participant may claim his/her own equipment.
- F. Should there be more than one claim for the same equipment a drawing will determine which claim is valid. All other claims and fees will be returned to each respective claimant.
- G. Upon notice, the rider whose equipment is being claimed must immediately present the motorcycle for impound at tech inspection.
- H. The owner of the claimed equipment must either accept the fee and deliver the specified part or accept disqualification from the event and a 90-day suspension.



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## 2.3 Superbike classes

Superbikes are machines based upon production models sold by manufacturers and their dealers for street use. Proof of compliance rests with the competitor entering the motorcycle.

### 2.3.1 Class Requirements

All machines must meet the equipment standards (Section 5) and technical inspection (Section 6) as well as the following:

- A. Frame and engine cases must be from the same production model motorcycle, except for single cylinder motorcycles, which may use any frame.
- B. The frame must be as originally supplied by the manufacturer on the approved model except as follows:
  - a. Strengthening gussets or tubes may be added.
  - b. Only brackets or tubes not supporting suspension, engine, or drive line components may be removed.
  - c. Swing arms may be modified or replaced.
  - d. Rear shocks may be replaced or relocated.
  - e. Swing arm pivot location may be relocated.
- C. Class displacement limits are absolute.
- D. Reducing engine size of machines from stock displacement to meet lower class displacement limits is NOT allowed. (e.g., a bike that is a Heavyweight in origin can NOT be re-sized for Middleweight competition.)
- E. Any fairing may be used as long as it meets the requirements of Section 5.

## 2.3.2 Class Displacement and Configuration Limits

Class displacement limits are set as follows:

1. **Middleweight Superbike**
  - Up to 640cc four cylinder, four-stroke, three or more valves per cylinder
  - Up to 850cc two cylinder, four-stroke, three or more valves per cylinder
  - Up to 750cc three cylinder, four-stroke, three or more valves per cylinder
  - Unlimited displacement, two or three cylinder, four-stroke, two valves per cylinder
  - Up to 250cc one or two cylinder, two-stroke, water cooled, unlimited origin
  - Up to 1050cc four cylinder, four-stroke, two valves per cylinder
  - Up to 510cc two or more cylinder, two-stroke, water cooled
  - Unlimited displacement two-stroke, air cooled
  - Unlimited displacement single cylinder
2. **Heavyweight Superbike**
  - 390cc to 750cc four cylinder four-stroke, three or more valves per cylinder
  - Over 390cc four cylinder, four-stroke, two valves per cylinder
  - Over 485cc three cylinder, four-stroke
  - Over 485cc two cylinder air, cooled four-stroke
  - 485cc to 1125cc two cylinder, liquid cooled, four-stroke
  - Over 330cc two or more cylinder, two-stroke
  - Over 450cc single cylinder, four-stroke
3. **Open Superbike**
  - Over 485cc two or more cylinder

\*\*\*\*\*Any superbike motorcycle that comes from the original equipment manufacturer (OEM) with forced induction will be required to race up one displacement class. Open class motorcycles with OEM installed forced induction will race in the open class.

## 2.4 Grand Prix & Race of the Rockies classes

Grand Prix classes permit motorcycles of unrestricted origin, unless otherwise specifically specified.

### 2.4.1 Class Displacement and Configuration Limits

Class limits are set as follows:

1. **Lightweight Grand Prix**
  - Up to 565cc four cylinder four-stroke, three or more valves per cylinder
  - Up to 750cc four cylinder four-stroke, two valves per cylinder, air-cooled
  - Up to 950cc two cylinder four-stroke, two valves per cylinder, air-cooled
  - Up to 650cc three cylinder four-stroke
  - Up to 750cc two cylinder, three valves
  - Up to 700cc two cylinder, four valves
  - Up to 200cc two or more cylinder, two-stroke
  - Unlimited displacement single cylinder

### 2. Formula Colorado

- Up to 430cc two cylinder, two-stroke, air-cooled
- Up to 550cc single cylinder, two-stroke
- Unlimited single cylinder, four-stroke
- Up to 600cc two cylinder, four-stroke, liquid cooled, four valves per cylinder
- Up to 700cc two cylinder, four-stroke, liquid cooled, three valves per cylinder
- Triumph Thruxton 900, Ducati 620 Supersport

### 3. SuperTwins GTU.

- Up to 750 cc two cylinder, four-stroke (excluding Ducati 749R)
- Up to 250cc two-stroke
- Up to 995cc two cylinder, four-stroke, two valves per cylinder, air-cooled
- Unlimited displacement single cylinder, four-stroke

### 4. SuperTwins GTO

- Two cylinder, four-stroke configuration
- Unlimited displacement

### 5. Race of the Rockies GTU

- Up to 430cc two or more cylinder, two-stroke, unlimited origin
- Up to 550cc two or more cylinder, two-stroke, if frame is from a motorcycle manufactured for street use in North America
- Up to 550cc single cylinder, two-stroke, unlimited origin
- Up to 850cc two cylinder, four-stroke four or more valves per cylinder
- Up to 750cc three cylinder, four-stroke, four or more valves per cylinder
- Up to 640cc four or more cylinder, four-stroke
- Up to 900cc three or more cylinder, four-stroke, air cooled
- Unlimited displacement two cylinder, four-stroke two or three valves per cylinder
- Unlimited displacement single cylinder, four-stroke, unlimited origin
- All RoR GTU riders are required to possess a valid MRA license as per 3.2.D.d., and must have completed one full racing season as an expert class racer.



6. **Race of the Rockies GTO**
  - Unlimited displacement and origin
  - All RoR GTO riders are required to possess a valid MRA license as per 3.2.D.d., and must have completed one full racing season as an expert class racer.
7. **Ladies of the Rockies**
  - Unlimited displacement and origin
  - Racer must be female as determined by the VP of Rules & Tech
8. **Formula 40 GTU**
  - Based on Race of the Rockies GTU class displacement and configuration limits as per 2.4.1.6
  - Racer must be 40 years of age or older on the day of the event.
9. **Formula 40 GTO**
  - Unlimited displacement and origin.
  - Racer must be 40 years of age or older on the day of the event.

## 2.5 Modern Vintage classes

### 2.5.1 Requirements

Modern Vintage motorcycles must use a frame and engine case 10 years old or older, as determined by manufacturer's model year. At the end of 2015 the season, the age limit was frozen until the list of approved motorcycles are 15 years or older.

For 2017, the model year must be 2005 or prior. Exceptions to the year requirements are listed below. These exceptions are based on the first production cycle for a specific motorcycle.

The following exempted bikes are permitted to compete in modern vintage, but must meet the requirements listed below in 2.5.2. Exceptions are typically based on the first production cycle of a specific motorcycle.

MVGTO exemptions:

2006 Ducati 749, 749S and 749R,

2006- 2008 Suzuki SV650, SV650S

2006-2008 Kawasaki EX650

MVGTO exemptions:

2006 Ducati 999, 999S, 999R

2006 Honda RC51

2006 Suzuki GSXR 1000

2006 Kawasaki ZX6R

\*If a competitor feels a motorcycle not listed above could be eligible for a modern vintage exception, they can present their case to the MRA Board of Directors. The MRA Board will make a determination of eligibility. The MRA Board's determination will remain final for the remainder of the race season.

## 2.5.2 Class Limits

Class displacement limits are the same as Novice and Amateur GTO and GTU, as specified in 2.6.1 and 2.6.2. Ducati models eligible for MVGTU with SPS, R, and RS designations are ineligible if they displace greater than 749cc. All exempted models are eligible for MVGTO.

## 2.6 Novice GTU/GTO and Amateur GTU/GTO classes

### 2.6.1 GTU

Class displacement limits are set as follows:

- Up to 430cc two or more cylinder, two-stroke, unlimited origin
- Up to 550cc two or more cylinder, two-stroke, if frame is from a motorcycle manufactured for street use in North America
- Up to 550cc single cylinder, two-stroke, unlimited origin
- Up to 850cc two cylinder, four-stroke, four or more valves per cylinder
- Up to 750cc three cylinder, four-stroke, four or more valves per cylinder
- Up to 640cc four or more cylinder, four-stroke
- Up to 900cc three or more cylinder, four-stroke, air cooled
- Unlimited displacement two cylinder, four-stroke, two or three valves per cylinder
- Unlimited displacement single cylinder, four-stroke, unlimited origin

### 2.6.2 GTO

Class displacement limits are set as follows:

- Unlimited displacement

## 2.7 Endurance

- A. Endurance races consist of amateur classes including Ultra Lightweight, Lightweight, Middleweight, Heavyweight, and Open categories. Unlimited frame and engine combinations are allowed. Displacement specifications for Ultra Lightweight (based on Formula Colorado section 2.4.1.2), Lightweight (based on Lightweight Grand Prix section 2.4.1.1) and for other classes (Middleweight, Heavyweight, and Open classes section 2.3.2).
- B. Points will accumulate throughout the year toward class championships.
- C. The format, length of race, and rider change requirements may change during the year. Typical endurance races are solo events lasting 30 minutes.

## 2.8 Thunderbike

This is an Amateur class allowing superbike modifications to the specifications listed below. The following bikes are permitted to compete, but must remain OEM displacement and are the only bikes allowed to be over the below listed 850cc displacement limit: Aprilia Mille, Aprilia Tuono, Ducati – 916 and 996 / Honda – RC-51, Superhawk VTR 100 / Triumph – Daytona 955 and Speed Triple 955 / Suzuki – SV1000, TLS and TLR, and the Ducati 899 Panigale. The Ducati 899 Panigale must meet the supersport motor requirements as per 2.2.2.f. Homologation specials exceeding the class displacement limits are excluded. This includes, but not limited to Ducati models with SPS, R, and RS designations if they displace greater than 850cc.

- Up to 850cc two cylinder, liquid cooled, four-stroke
- Up to 350cc two cylinder, liquid cooled, two-stroke
- Up to 700cc three cylinder, four-stroke
- Unlimited displacement two cylinder, air cooled, two valve
- Unlimited displacement single cylinder

## 2.9 Superstreet

Superstreet is an instructional and stepping-stone class for non-licensed riders, created with the intent of preparing to move the racer to a full racing program over time. Any racer possessing a valid road racing license from any club is ineligible for this class. There are no trophies or season points for this class. A day license will be included in entry fees. An associate membership will be included with your first entry fee of the season. Unlimited displacement, modifications and engine configurations are permitted.

- A. Coolant: only water, Red Line Water Wetter, Royal Purple Ice (NOT Engine Ice or Evans coolant), or Silkolene Pro CCA coolant additives are allowed in liquid cooled motorcycles. Glycol based substances are prohibited. For the purpose of this rulebook, motorcycles which use engine oil as a primary cooling fluid are considered to be air-cooled.
- B. Neat and clean. Motorcycles that are dirty or show potentially dangerous bodywork damage will not be approved.
- C. Tires must be in good condition and may not be re-caps. Valve caps must be installed. Tread must be at least 50%.
- D. All motorcycles must have operational front and rear brakes, with at least 50% lining thickness.
- E. All motorcycles must have an operational handlebar-mounted kill switch or button.
- F. All motorcycles must have a self-closing throttle.
- G. All lights and blinkers must be taped or removed. Brake and taillights must be disconnected. Side mirrors must be removed.
- H. Side stands can remain on bike but must have good working return spring.
- I. Silicone brake fluid is not allowed (DOT 5 Brake Fluid).
- J. An MRA provided decal will be displayed on both sides of the bike at least axle line high or higher.
- K. All machines will be left to VP of Rules and Tech final approval.
- L. Riders must meet requirements as defined in section 5.1 Rider Equipment.
- M. All riders must conform to and have an understanding of Sections 8, 9, 10 and 11 of this rulebook.
- N. The rider bears the responsibility of presenting a motorcycle in conformance with all requirements.

- O. All motorcycles and rider equipment must pass MRA technical inspection before participating in any practice session, race or school.
- P. The burden of complying with the rules regarding class suitability and technical requirements rests with the entrant. It is his/her responsibility to seek approval of the VP or Rules & Tech of any areas in question.
- Q. The VP of Rules & Tech or any MRA official reserves the right to inspect any race motorcycle or rider apparel or equipment at any time during race day for compliance to MRA technical standards and may revoke the Technical Inspection Approval Sticker of any motorcycle at any time during the race day.
- R. Any motorcycle or rider involved in a crash will be subject to re-inspection. Damage that in any way endangers rider safety must be repaired prior to starting or continuing any further practice or competition.

## 2.10 Production Cup Class

This is an amateur class designed to provide lower cost, highly competitive “spec racing”.

Production Cup racing is separated into three displacement categories: 250cc (to include 300cc singles), 400cc, and 500cc. All Production Cup motorcycles are required to be four-stroke single or twin cylinder, produced and sold for street use in the United States. If a racer meets all eligibility requirements to race in the MotoAmerica KTM cup, that racer may race a KTM cup motorcycle in the 400cc or 500cc class.

\*\*Total points from the combined classes will accumulate throughout the year toward an overall production cup champion. This award will be given at the end of the year.

Only the following modifications from showroom stock are permitted:

- A. Bike must comply with safety standards listed in section 5.2 EXCEPT that the Production Cup Class does not require a steering damper. Steering dampers may, however, be added at the rider’s discretion.
- B. No engine modifications of any kind are permitted. Engine configuration must remain as delivered from the factory. Rebuilding or refreshing motor with Standard Specification Stock Production OEM parts is allowed.
- C. The stock airbox, air box cover, air filter and intake snorkel must remain in place and connected as they came from the factory. The air box drains may be sealed for fluid retention. No other modifications of the airbox, air filter or intake snorkel is permitted.
- D. Bodywork, windscreen, fairing stay and bodywork mounting brackets may be replaced with parts of unlimited origin. Relieving bodywork for clearance of hand and foot controls, exhaust and frame sliders is permitted.
- E. Exhaust systems, including exhaust bracket assembly may be replaced with parts of unlimited origin.
- F. Carburetor jetting consisting of main jet, pilot jet, needle and slide hole size may be changed. No other modifications to carburetor are allowed.
- G. Fuel injected motorcycles may utilize an aftermarket tuning device for the purpose of fuel management only.
- H. The PAIR valve may be blocked or removed or replaced with parts of unlimited origin.
- I. The front forks may be modified with different springs, valves and oil. Preload adjusters may be added to the forks. The stock fork damping rods must be retained, but may be modified. Rear ride height may be altered or adjusted, including use of aftermarket dog-bones.
- J. Rear Shock may be replaced with parts of unlimited origin.

- K. Brake pads may be replaced with parts of unlimited origin; however brake calipers must remain stock. Brake rotors may be replaced with aftermarket products of OEM material; steel or iron, but must have the same outside diameter as the stock part. Captive wheel spacer may be used.
- L. Brake lines may be replaced with parts of unlimited origin.
- M. Hand and foot controls, rear sets, handlebars, throttle, and levers may be replaced with parts of unlimited origin. Brake master cylinders must remain stock.
- N. Gearing may be changed by replacement of chain and sprocket only. These parts may be of unlimited origin.
- O. Only DOT approved tires or non-DOT full rain tires may be used. Non-DOT slicks and non-DOT intermediate tires are not allowed. The DOT rated tires can be grooved at the racer's discretion.
- P. Stock charging system must be fully connected and functional at all times.
- Q. Instrument cluster may be removed and gauges may be replaced with parts of unlimited origin. The ignition may be removed and or replaced with part of unlimited origin.
- R. Only DOT approved street legal pump gas may be used. NO race gas or performance fuel additives are allowed. At the discretion of the MRA, fuel may be supplied to competitors at prevailing market price.
- S. Parts which are not critical to bodywork or integral support may be removed, but they must be removed at the stock mounting or bolting point. Cutting of materials or frame is prohibited, with the exception of the kick-stand bracket, and rear foot peg brackets which may be removed for safety and ground clearance. The countershaft sprocket cover may also be modified or removed. Rear stand spools can be welded to rear swing arm.
- T. For Kawasaki EX250's manufactured prior to 2008, the following modifications beyond stock are permitted:
  - a. Wheels may be replaced ONLY with OEM 2008 and up 17" Ninja 250 wheels or any year EX500 wheels.
  - b. Front end including upper and lower triple, forks and brakes may be replaced ONLY with OEM 2008 and up Ninja 250 front end or any year EX500 front end.

## 2.11 Supermoto

Supermoto is an amateur based class with unlimited displacement. Motorcycles are built around a dirt bike or supermoto chassis.

- A. All supermoto motorcycles must be produced as a dirt bike or purpose built supermoto motorcycle from the factory.
- B. Unlimited engine displacement.
- C. Unlimited modifications, but must maintain one piece handle bars (OEM or aftermarket). Sidestands must be removed.
- D. Supermoto motorcycles must meet all Section 5 Technical and Safety Requirements except:
  - a. No steering damper required.
  - b. Fluid retaining belly pan not required. A radiator overflow bottle is required. The crank case must be vented to the airbox or a catch can.

## Section 3 - LICENSING and ENTRIES

### 3.1 Racing License Requirements

All competitors, except those participating in the Superstreet Class, must possess a valid MRA Racing License or a current racing license from another MRA recognized organization.

- A. MRA Members are provided free gate entry at all events, unless the track or facility has their own separate gate entry fee.
- B. MRA Associate Membership (voting, non-transferable) cardholders are provided free gate entry at selected events.
- C. MRA Crew Passes (non-voting, transferable) are provided free gate entry at selected events.
- D. The MRA will accept valid current expert and professional competition licenses from other recognized roadrace organizations, and novice and amateur licenses at the discretion of MRA officials (see Section 4.4.3).
- E. Racers holding a current AMA professional Superbike roadrace license cannot compete in amateur only classes. Any other definition of a "pro" racer can/will be determined by the MRA board of directors.

### 3.2 Entry Procedures

- A. Prior to each scheduled event, pre-entries must be received by 11:59PM the Monday before the event.
  - a. Entries received after these deadlines will be assessed a \$20 late fee and the entrant will be gridded at the rear of the class in a first-come, first served basis. No exceptions will be made.
  - b. These deadlines apply to all entries for double header weekends.
  - c. Online registration will be open until 11:59PM the Monday before the event with no grid penalty or late fee.
- B. Late entries will be accepted beginning at 6:30 a.m. on the day of the race event.
- C. The late entry closing time is 10am on Saturday for all Saturday races and 9am on Sunday for all Sunday races and 9am on Monday for all Monday races. Late entries will be accepted after these times only at the discretion of MRA officials.
- D. The fees for Sprint and Endurance races are found on the entry forms.
  - a. In the event of heat races, racers not qualifying for the Main Event will receive a \$15 credit for the Main Event for which they did not qualify
  - b. Additional fees may be charged at certain events.
  - c. Any non-MRA licensed rider entered in any race will be required to purchase a "One Day" license.
  - d. Any rider entered in Race of the Rockies must possess a valid MRA license available through the MRA unless there is a reciprocal agreement between respective clubs.
  - e. MRA reserves the right to postpone or cancel any scheduled event or class.
- E. Sign-Up:
  - The racer must present the following items at the sign-up table:
    - a. Race license

### 3.3 Refund Policies

- A. If the racer applies for a refund prior to the track going hot for a Saturday Race, or prior to the track 'going cold' on Saturday for a Sunday race, a racer can receive 100% of class entry fee(s). Applying for a refund must be done in person or via email/written notification to the MRA Secretary and Treasurer. Phone calls will not be accepted.
- B. If a racer cannot race due to medical or irreparable mechanical failure on a race day (whether this is a Saturday or Sunday) he or she may apply in the race day office on that race day for a 50% refund of the remaining class entry fee(s).
- C. No cash refund will be given at any MRA race event. All refunds require prior approval by the Treasurer with possible MRA Board of Directors input. In lieu of cash refunds, refunds will be given in the form of race credits at the discretion of the Treasurer after race event results have been posted. In certain circumstances a racer "may" receive a refund by mail in the form of a check, if they are not a regular MRA racer or are unable to return for another event in the same season, but only after the race event results have been posted.
- D. No refund or credit of entry fees will be considered as a result of inclement weather conditions. It is the policy of the MRA to hold race events while wet track conditions exist, provided that it is safe to do so. If an event, or parts of an event are cancelled due to weather, the Board of Directors will notify the membership if it is financially feasible to offer race credits to the affected parties.
- E. If the racer does not show for a race day, that racer may forfeit all entry fees for that race day if the rider does not cancel by Friday at midnight of the race event weekend. Applying for a refund must be done in person or via email/written notification to the MRA Secretary and Treasurer. Phone calls will not be accepted.
- F. For all pre-entries that are paid with a credit card; the race event charges will be processed prior to the race event. If a racer cancels prior to midnight on the Friday of a race event weekend, the entry fees will be credited to their race account in full.
- G. Riders who pre-enter with a credit card that is declined at the time of processing will not be considered pre-registered for the applicable race event unless he or she provides an alternate form of payment (cash, check or another credit card) prior to the pre-registration period closing. Any incurred returned check fees or penalties will be the sole responsibility of the member. If a check is returned unpaid for any reason, future acceptance of payment via check will be at the discretion of the MRA Board of Directors. It is the racer's responsibility to ensure that their credit card/account has sufficient funds for all of their entries.
- H. Example credit scenario: This example is for a fictional race to be held on the weekend of the 9th and 10th. For this example let's say you enter an endurance class as well as two sprint classes on Saturday and three sprint classes on Sunday.

Monday the 4<sup>th</sup> online registration closes at midnight. Entries received prior to midnight will be gridded according to points. Entries received after Monday at midnight are gridded at the back in the order in which they came in and will be assessed a \$20 late fee.

Saturday the 2<sup>nd</sup> through Friday the 8<sup>th</sup> at midnight - No significant events, you can cancel and get 100% of your entry fees credited by contacting the MRA Secretary and/or Treasurer.

Saturday the 9<sup>th</sup>, 6:30 am - Registration opens. If you register now, you will be charged a \$20 late fee and will be gridded at the back (and behind anyone who registered after the registration deadline, but earlier than you, say on Monday prior to the race weekend). A racer may cancel their classes before the track goes "hot" and receive 100% credit.

8:00 am - Practice starts & track is "hot". Until the track is "cold" at the end of the day, you are eligible to receive 50% of your Saturday entry fees credited if you have a medical or irreparable mechanical failure and if you do not enter the track for a race warm-up lap or start any races. If you cancel on Saturday for Sunday races, you are eligible for 100% of your Sunday race day fees credited. All races that you start will be deducted from the total credit amount at the standard "per race" rate on the entry form. (For example: If you start the first race you are registered for, then cancel the rest of your races, the amount of your first race will be deducted for the first race that you started. If you start two races, the entry amount for your first race will be deducted for your first race, and the entry fee for the second race will be deducted. In either scenario, you would receive credit for 50% of the remaining total of any Saturday entry fees and 100% of any Sunday entry fees after all applicable fees have been deducted.)

Sunday the 10<sup>th</sup>, 6:30 am - Registration opens. If you register now, you will be charged a \$20 late fee and will be gridded at the back of the grid (based on order of entry). A racer may cancel their classes before the track goes "hot" and receive 100%.

8:00 am - Practice starts and the track is "hot." Until the track is "cold" at the end of the race day, you are eligible to receive a 50% credit of your Sunday race entry fees due to medical or irreparable mechanical damages. All races that you start will be deducted from the total credit amount at the standard "per race" rate on the entry form. (If you are a Sunday only racer and start the first race you are registered for, then cancel the rest of your races, your first race entry fee will be deducted for the first race that you started. If you are a Sunday only racer and start two races, your first race entry fee will be deducted for your first race, your second race entry fee for the second race. In either scenario, you would receive 50% of the remaining total after all applicable fees have been deducted.

If you are a Saturday and Sunday racer and cancel your remaining classes for Sunday the credit, if any, will be based on the lowest pricing tier for your overall entries. For example, if you race two classes on Saturday, your credit will be based on the third race pricing, fourth race pricing etc.) Any refunds or credits for this fictitious race event would not be available at the time of the cancellation. Refund and credit decisions are made only after race event results have been posted.

## Section 4 - RIDER QUALIFICATIONS and ADVANCEMENT

The MRA reserves the right to deny advancement or revoke Superstreet, Novice or Expert license standing, for sufficient grounds, or to deal with unique situations on an individual basis.

### 4.1 Novice definition

Any rider who meets the Rider Requirements in Section 4.4 and has not advanced to expert as described in Section 4.5.

- A. In order to qualify for end of season points and standings, Novice racers must complete 4 hours of community service to the club (see Sections 4.6.D-H.)
- B. All new riders must complete an approved racing school prior to entering into MRA competition.
- C. Novices may race in classes designated as Novice, Amateur, and Endurance. Novices may not race in Expert only classes unless given prior permission from the New Rider Director.
- D. Novices may not practice in Expert sessions except when a practice is specified as "COMBINED".
- E. Novices will display black numbers on yellow number plates only. Novices are limited to a three digit race number.
- F. Any novice racer who finishes in the top 10 in overall points in either Novice GTU, Novice GTO, Amateur GTU or Amateur GTO will be ineligible to compete as a Novice in the future unless they do not race for 3 or more seasons and are subject to the requirements of 4.3.C.
- G. Racers having held novice racing credentials that go an entire race season without competing in at least one event will be required to attend an MRA approved rider's school or arrange to be evaluated by the New Rider Director in order to have their credentials reinstated.

### 4.2 Amateur definition

- A. Amateur is used to define combined race classes only and is not a license status.

Novice and Expert racers may race together in classes specified as Amateur. Experts who race Amateur GTO or Amateur GTU are ineligible for RoR GTO and RoR GTU races during the same weekend. A racer entering Amateur GTO or Amateur GTU and either RoR GTO or RoR GTU will be removed from the results and will lose all contingency and earnings from both Amateur and RoR classes for that weekend.

- B. Any racer who begins the season as an expert class racer and finishes in the top 5 overall at the end of the year in Amateur GTO or Amateur GTU will be ineligible for both Amateur GTO and Amateur GTU in subsequent seasons.

Novice racers that finish in the top 5 of Amateur GTO or Amateur GTU are exempt from this rule, as are racers that begin the season as a novice but advance to expert during that season.

### 4.3 Expert definition

Racers qualifying for and entering classes which provide MRA and/or other posted purse monies, and which have met the advancement requirements (see Section 4.4).

- A. Expert status must be obtained before signing up for the Expert classes. A racer cannot advance from Novice to Expert status the same day they competed as a Novice.
- B. Experts may not practice in Novice sessions except when a practice is specified as "COMBINED".
- C. Riders having held expert racing credentials who have not competed in at least one event within the last three seasons will be required to attend an MRA approved riders school and race as a novice for at least six races (see Section 4.5) or arrange to be evaluated by the New Rider Director and be classified as novice or expert accordingly.
- D. It is recommended that RoR GTO & RoR GTU riders' best lap times are less than or equal to 115% of current class lap record. Riders should not participate in these classes until they're able to make this minimum recommended time. Riders posing a hazard may be penalized per Section 10.C.

### 4.4 Overall racer qualifications

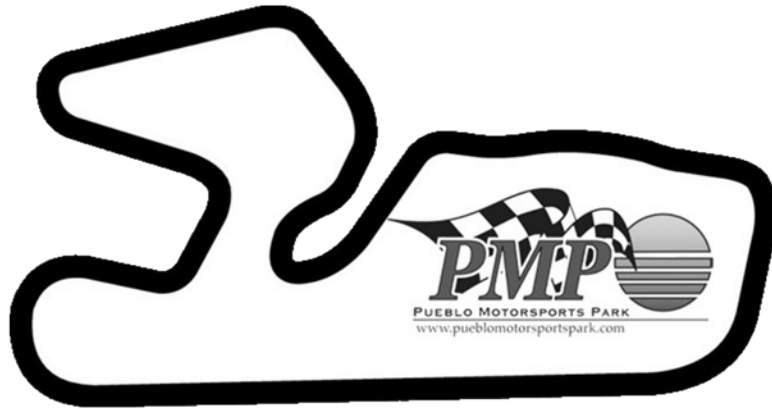
#### 4.4.1 Age

- A. Applicants may be of any age, but must be approved by the New Rider Director.
- B. Applicants less than 18 years of age, and all applicants below the age of majority in their home state, must provide a notarized statement of permission from a legal parent or guardian.
- C. Admission as a racer will be scrutinized by skill, not by age. However, denial for age MAY be a consideration based on specific insurance requirements or track limitations. The current minimum age due to insurance requirements is 12 years old.
- D. Rider must pass MRA rider school and permission is still required by legal parent or guardian.

#### 4.4.2 Membership

- A. There are two types of MRA Memberships – Competition and Associate Membership.
- B. Associate Membership is for non-race licensed members.
  - Non-Racing Member.
  - Has voting privileges.
  - Admitted entry to MRA events as per 3.1
- C. Competition Membership:
  - Racing Member
  - Has voting privileges
  - Is eligible for MRA purse money
  - Is eligible for MRA Race of the Rockies Championship Points
  - Admitted entry to MRA event as per 3.1.A
- D. AMA membership is no longer required to race with the MRA, but it is highly encouraged, as we are a charter AMA organization.

# PUEBLO MOTORSPORTS PARK OPEN LAPPING DAYS



|       |                               |
|-------|-------------------------------|
| 4/15  | Combined Cars and Motorcycles |
| 4/28  | MRA Public Open Lapping       |
| 5/12  | Combined Cars and Motorcycles |
| 6/02  | Combined Cars and Motorcycles |
| 6/16  | Combined Cars and Motorcycles |
| 6/25  | Motorcycles Only              |
| 7/14  | Combined Cars and Motorcycles |
| 7/22  | Motorcycles Only              |
| 8/04  | Combined Cars and Motorcycles |
| 8/11  | Motorcycles Only              |
| 8/25  | Combined Cars and Motorcycles |
| 10/22 | Motorcycles Only              |

\$150.00 for a Full Day

\$75.00 for a Half Day  
(Either AM or PM Session)

Lunch is from 12:00 to 1:00

There will be a \$10.00 track fee payable at the front gate.

Please register at [www.motorsportreg.com](http://www.motorsportreg.com)

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/ / / / / .com



### 4.4.3 Racing experience and other accepted licenses

- A. Applicants must provide proof of prior racing experience or a certificate indicating completion of an approved Riders School within the last three (3) years. Riders Schools are available at pre-determined MRA events.
- B. Current Professional and Expert licenses in good standing from the following organizations, when accompanied by proof of competition in at least one roadrace event within the last three years, will be honored as MRA Expert qualifications:

|  |   |
|--|---|
| Moto America previously the AMA  | MARRC (Mid-Atlantic Road Racing Club)             |
| AFM (American Federation of Motorcyclists)                               | MRA (of course)                                   |
| AHRMA (Amer. Historical Racing Motorcycle Association)                   | OMRRA (Oregon Motorcycle Road Racing Association) |
| ASMA (Arroyo Seco Motorcycle Association)                                | SMRI (Sandia Motorcycle Roadracing Incorporated)  |
| ASRA/CCS (American Sportbike Racing Association/Championship Cup Series) | SOAR (Southern Ontario Association of Racing)     |
| CSBK (Canadian Superbike Championship)                                   | SSA (Southeastern Sportbike Association)          |
| CMRA (Central Motorcycle Roadracing Assoc.)                              | Team Promotion                                    |
| CRA (Central Roadracing Association)                                     | USBA (Utah Sport Bike Association)                |
| CVMA (Chuckwalla Valley Motorcycle Association)                          | USCRA (United States Classic Racing Association)  |
| Fasttrax Road Race Series  | USGPRU (US Grand Prix Riders Union)               |
| LRRS Loudon Road Racing Series   | WMRRA (Washington Motorcycle Roadracing Assoc.)   |
| FIM  | WERA (Western-Eastern Roadracing Association)     |

- C. Amateur and Novice licenses from these organizations will be considered for Novice license experience and rider's school requirements at the discretion of the MRA New Rider Director.
- D. The MRA reserves the right to honor or refuse any organization's license(s).

### 4.4.4 Other racer qualification requirements

- A. Any rider suffering an LOC (Loss of Consciousness) for any reason but especially due to a crash will not be allowed to operate any motorcycle on the track for a period of 16 hours following the LOC. Prior to subsequent operation of a motorcycle within the same event, the rider must obtain a multi-party assessment and clearance from the Track Marshal and at least one of the present paramedics.
- B. Race officials have the capability to restrict or disqualify a rider from participation in any race or event due to medical conditions or injuries recently sustained, or under the advice of track medical personnel.

### 4.5 Beginner to Novice advancement process

- A. Any Superstreet rider that has completed two Superstreet races in the same race season will be eligible to petition the New Rider Director for authorization to purchase an MRA Race License. The new racer will then be considered a Novice racer and be eligible to compete in the sprint and endurance races. The New Rider Director has the discretion to approve or deny the petition, based on the racers qualifications, demonstration of knowledge, and information obtained from the instructors.

### 4.6 Novice to Expert advancement process

Advancement from Novice to Expert can occur when the following requirements have been met, subject to approval by the New Rider Director:

- A. Demonstration of a working knowledge of MRA safety information, such as race day format, equipment requirements, and the meanings of all corner worker and starter flags.
- B. Demonstrated riding abilities in the areas of accelerating, braking, cornering, passing, and judgment.
- C. At the end of the season the top ten novice riders in points standings for either Novice GTU, Novice GTO, Amateur GTU, or Amateur GTO will be moved up to expert status.
- D. All riders who begin the season as a Novice must complete four hours of community service to the club that season. Novice riders must complete four hours of service before being upgraded to expert. Failure to complete the service will result in the forfeiture of all points and standings for the season, as well as any online results and database scoring, for all classes in which the rider has competed.

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- E. For the purposes of this section ‘community service’ may include but not be confined to scorekeeping, approved event participation, or any other service as defined and approved by the Board. Attending a general meeting will equate to one half hour of community service up to a maximum of two hours. You also have the option to “purchase” your service hours for a payment of \$25.00 per hour to the MRA. All novice hour requirements must be met within ten (10) days of the final race of the season.
- F. The Board may waive the requirement of community service for a rider for extraordinary circumstances and by a majority vote of the Board.
- G. Point calculations for the purposes of advancing to expert (Section 4.6.C) will be applied prior to application of penalties due to failure to complete 4 hours of service to the club.
- H. Denial of advancement may still occur, even if the above requirements have been met, based on the policies set forth in Section 4.4.
- I. Consideration for advancement may occur at the request of the rider or may be initiated at the discretion of the New Rider Director. Advancement is contingent on board approval.
- J. First year expert racers currently licensed by recognized professional motorcycle racing organizations in other disciplines may petition the New Rider Director for RoR eligibility. First year experts meeting the recommended lap time guidelines of section 4.3.D. may also petition the New Rider Director for RoR eligibility.
- K. Any appeals to the above criteria may be made to the MRA Board of Directors, and will be handled on an individual basis.



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## Section 5 - TECHNICAL and SAFETY REQUIREMENTS

The following is a set of standards that will be in effect at all events for both riders and motorcycles:

### 5.1 Rider Equipment

- A. Full coverage helmet with straps, shell, liner and shield in good, undamaged condition. Helmet must have a label of compliance to either Snell Foundation specifications, DOT FMVSS 218, or any FIM certification with a date of manufacture no earlier than 5 years prior to the first MRA event of the season.
- B. No aftermarket helmet strap quick releases will be allowed.
- C. Damaged helmets must have manufacturer’s recertification for approval.
- D. Leather footwear (boots) at least 8” in height and in good condition.
- E. Gloves with leather protecting the palms and fingers.
- F. One piece leather or aramid (Kevlar) race suit or pants and jacket of leather or aramid material (Kevlar) in good condition with padding on the knees, elbows and shoulders. Separate pants and jackets must be joined with zipper(s) to create the equivalent of a one piece suit. . Taping pants and jackets together is not allowed. Race suit “accessories” must be permanently attached to your suit or be deemed a necessary safety device by the VP of Rules and Tech. If said “accessories” are determined to be unsafe, the racer will be asked to remove the “accessory”. The term “unsafe” is at the discretion of the MRA board of directors.
- G. Back protectors are required and must be of commercial design and manufacturer. No homemade back protectors. Back protector must be worn at all times when on the track
- H. No sparking materials may be worn by the rider.
- I. The rider’s number needs to be located on two sides of the helmet.

The following items may be checked at Technical Inspection at the discretion of the MRA Technical Staff.

### 5.2 Motorcycle Technical Requirements

#### 5.2.1 Technical Requirements for All Motorcycles

- A. Neat and clean. Motorcycles that are dirty or show potentially dangerous bodywork damage will not be approved.
- B. Bodywork damaged at that particular event may be removed providing that unsafe or sharp edges are not the result of such removal. All work, modifications, or maintenance must have been performed in a workmanlike manner.
- C. Wheels must be a minimum 16” diameter and be straight without cracks. Wire spoked wheels must have all spokes at correct tension.
- D. Tires must be in good condition with acceptable tread depth and sidewall conditions and may not be re-caps. Valve caps must be installed.

- E. Brakes: all motorcycles must have operational front and rear brakes, with acceptable lining thickness. Master cylinder reservoirs must be covered or taped without obstruction of the vents. All brake cables or hoses must be in good condition. Silicone based brake fluids are NOT allowed (such as DOT 5 brake fluid).
- F. Frame must be in good condition and have functional fork stops.
- G. Fork & shock absorbers must be in good working condition and not leaking.
- H. Oil, coolant, and fuel lines, fillers, drains and filters must be tight and leak free and must be secured at all connecting points by clamps, safety wire, or other approved means.
- I. Coolant: only water, Red Line Water Wetter, Royal Purple Ice (NOT Engine Ice or Evans coolant), or Silkolene Pro CCA coolant additives are allowed in liquid cooled motorcycles. Glycol based substances are prohibited. For the purpose of this rulebook, motorcycles which use engine oil as a primary cooling fluid are considered to be air-cooled.
- J. All motorcycles must have an operational handlebar-mounted kill switch or button.
- K. All motorcycles must have a self-closing throttle.
- L. All turn signals, luggage racks and mirrors must be removed.
- M. All lights or instrument lenses must be taped or removed. Brake and taillights must be disconnected.
- N. Center stand must be removed. Side stands are acceptable in the Superstreet class provided they have adequate return spring strength.
- O. License plate must be removed.
- P. Exhaust system must be tight, mufflers and megaphones secure, removable baffles must have fasteners safety wired. It is recommended that exhaust springs be safety wired.
- Q. Rear fender or seat must extend to the rear of a line drawn vertically through the rear axle.
- R. An MRA provided decal will be displayed on both sides of the bike at least axle line high or higher.

## 5.2.2 Technical Requirements for Novice, Amateur, and Expert Competition Motorcycles

In addition to the requirements in section 5.2.1, competition motorcycle and rider equipment must meet the following requirements:

- A. Fairings must be mounted in at least three locations. Bodywork, windscreens or streamlining must not enclose the rider from the side and/or above while in a normal riding position.
- B. Brake caliper mount bolts and brake torque arm bolts must be secured by safety wire, cotter pins or other approved means. Axle nuts must be safety wired, or castellated nuts secured with cotter pins or hitch pins. Hitch pin or "hair pin" clips must be safety wired closed. Self-locking nuts are not acceptable.
- C. All nuts or fittings which drain fluid when removed including filler caps (except fuel cap), and drain plug must be secured with safety wire or other approved means. Oil filter or oil filter cover bolts must be safety wired or secured in an approved manner. It is recommended that brake line banjo bolts be either secured with safety wire, silicone, or 3M weather strip adhesive.

- D. On all 4-stroke motorcycles, the fairing bottom must be constructed in such a fashion as to form a fluid catch pan (belly pan) capable of retaining a minimum of 3 quarts.
- E. Case guards installed on all applicable models with vulnerable wet cases. Wet cases will emit fluids if cracked or worn away.
- F. Aftermarket fuel tank protectors are required on motorcycles where the fuel tank is known or likely to contact the ground during a crash. Currently, the 2006-2007 Yamaha YZF-R6 requires protectors with other models added by the VP of Rules & Tech as needed. MRA approved protectors are made by Traxxion Dynamics (<http://www.traxxion.com>) or Erospace Technologies Inc. (<http://www.eti-fuelcel.com>). Other protectors require prior approval by the VP of Rules & Tech.
- G. No streamlining may be attached to the rider.
- H. After-market or relocated original equipment oil coolers must be securely mounted in a protected area. All connections must be safety wired or otherwise secured by approved means.
- I. All engines must have the oil breather line(s) returning to the air box or an alternative heat resistant catch tank of at least 12-ounce capacity (no glass, thin plastic, or paper). The inlet line must be securely fastened and the catch tank adequately vented to avoid pressurization. Alternatively, production-based motorcycles may vent the oil breather(s) to the air box with plugged drains. Final approval of the catch can system rests with the VP of Rules & Tech.
- J. All open water vents must have a catch tank of at least 12-ounce capacity and must be separate from engine breather catch tanks. Plastic is O.K.
- K. All vents of any kind must be routed such that any fluid escaping will be caught by the fluid containing belly pan.
- L. All center and side stands must be removed. Kick-starters, if retained, must be secured at two points.
- M. Exhaust system must not extend beyond the rear wheel.
- N. Steering damper is required and must be in good operating condition.
- O. Motorcycle must meet track sound level regulations. A motorcycle not meeting sound level regulations will not be allowed to continue until that motorcycle meets required sound levels.
- P. Aftermarket Supercharging (including turbo charging and blowers) is not allowed, except in Race of the Rockies.
- Q. On applicable models, a shark fin or chain guard is recommended to prevent a rider's toes or fingers from getting caught in the sprocket. A brake guard is required to prevent accidental contact of the front brake lever.
- R. Transponders must be securely mounted on the front fork between the upper and lower triple clamps and must not interfere with lock to lock motion of the steering nor bind on any controls or wiring. Approval of any variances of mounting location lies with the VP of Rules and Tech. The lack of a transponder could result in manual scoring (reference sec 5.3). Failure to have a transponder properly mounted could result in a fine and/or a loss in points if not secured at the start of a race.
- S. On board cameras mounted to the motorcycle must be secured with tether to the motorcycle.
- T. An MRA provided decal will be displayed on both sides of the bike at least axle line high or higher.

## 5.3 Number & Display Regulations

- A. The purpose of having identifying numbers on the race bike is to aid manual scoring and identification by corner workers. Final approval of legibility lays with tech inspection officials. Unapproved numbers must be modified by the racer before passing tech inspection.
- B. Numbers will be assigned by MRA and remain the property of MRA. Numbers may be reassigned at any time without notice. Novice racers are limited to a three digit race number.
- C. A racer must participate in 3 or more race weekends of the MRA season events in order to reserve their number for the next season. If they do not participate in 3 or more weekends, their number is considered open and will be given out on a first come, first served basis the following year. The racer may file a request with the board to have their number retained for the next season.
- D. Colors - all Expert competitors will use black numbers on a white background. Numbers must be approximately 6" high and 1" wide, of standard block lettering with no shading or outlining. Novices will use black numbers as specified above, but the numbers shall be on a yellow background.
- E. Expert class champions from the previous MRA season are permitted to use white numbers on a black background with the same size and style restrictions.
- F. A plate or display area is required on the front and each side of the motorcycle. The side displays must be mounted in such a way that the number is clearly visible without interference caused by rider, or motorcycle parts and extremities. If a display area is used rather than a separately mounted plate, it must be clearly outlined with a border to distinguish it from the paint scheme of the motorcycle and should be easily read 30 meters from the front 30 meters from either side of the bike. Rider must display his/her MRA assigned racing number during all MRA races and MRA sanctioned or sponsored practices. Exceptions to this rule must be approved prior to Pre-Grid. Only the Pre-Grid Marshal awards this approval. If you are not awarded approval, and you race, you will be disqualified, and points will be forfeited for that given race on that race day. If you are not awarded approval, and you practice, you will be fined \$25.
- G. All "top ten" numbers will be earned by the Race of the Rockies previous season Championship Series.
- H. If a competitor has a current recognized professional roadracing license, they can run use their unmodified professional organization number plates at the discretion of the VP of rules and tech with concurrence from the head of timing and scoring. If the number plate has a different number than their assigned MRA racing number, they must notify pre-grid as in section 5.3.F.
- I. Final approval of number display will rest with the VP of Rules & Tech and/or the Chief Score Keeper.

## 5.4 Pit Safety Standards

- A. All flammable liquids must be stored in appropriate containers.
- B. A container for proper disposal of waste fluids must be provided.
- C. Each rider is required to have at least one fire extinguisher readily available in their pit, located outside of vehicles and trailers and away from flammable liquids or other fuel sources. The extinguisher must be of 'ABC' type, must have the locking pin in place, and must show a full charge. Riders may not "share" a fire extinguisher for the purposes of complying with this rule.
- D. Each pit area must display the rider's number(s) separately from their motorcycle(s). This should take the form of a number plate with similar readability and coloration as specified in Section 5.3.
- E. Each pit area must be policed for debris before leaving for the day. Failure to comply can result in a \$20 pit cleanup fee. Failure to remove tires can result in a \$50.00 per tire cleanup fee.

## 5.5 Fuel Requirements

Only gasoline or race gas meeting MRA specifications is permitted as fuel.

- A. Fuel must be petroleum-based gasoline as defined by the American Society for Testing and Materials, (ASTM), Designation: D4814.
- B. The specific gravity must fall within the range: .715-.765 at 60 degrees F.
- C. The only allowable oxygenates are ethers and alcohols, as listed and characterized for oxygen mass fraction in ASTM D4814. Expoxides (i.e. propylene oxide) will not be considered ethers. Nitrogen bearing compounds are not allowed.
- D. All fuels must be supplied from a single source which employs no means to contain or supply different mixtures of fuels. Only fuel from this single source may be introduced to the combustion chamber. No supplements, reactants, oxidizers (i.e., Nitrous Oxide) or combustants may be introduced to the combustion chamber other than fuel meeting the specifications in this section, EXCEPT in Race Of the Rockies.
- E. Lubrication additives are permitted provided the resulting mixture will meet the above requirements. Lubricants may be introduced through a source other than through the fuel, but must not contain nitrogen or oxygen bearing compounds.
- F. Samples for lab analysis may be taken from a competitor's fuel tank and/or oil supply at the discretion of MRA officials. Laboratory results will be the final determining factor as to whether illegal performance additives are present in a particular fuel sample.

## Section 6 - TECHNICAL INSPECTION

- A. Racing is dangerous. Don't skimp on your equipment. The Technical Inspection Staff will not approve any racer whose equipment or apparel they consider hazardous. The rider bears the responsibility of presenting a motorcycle in conformance with all requirements!
- B. All motorcycles and rider equipment must pass MRA technical inspection before participating in any practice session, race or school. The primary emphasis of the inspection is race worthiness of the equipment used.
- C. Application of a Technical Inspection Approval Sticker does not imply compliance with technical and class suitability requirements.
- D. The burden of complying with the rules regarding class suitability and technical requirements rests with the entrant. It is his/her responsibility to seek approval of the VP or Rules & Tech of any areas in question.
- E. The VP of Rules & Tech or any MRA official reserves the right to inspect any race motorcycle or rider apparel or equipment at any time during race day for compliance to MRA technical standards and may revoke the Technical Inspection Approval Sticker of any motorcycle at any time during the race day.
- F. The VP of Rules & Tech also reserves the right to perform class suitability inspections, including inspection of internal engine and transmission components at any time during the race day.
- G. At the discretion of the VP of Rules & Tech, one contestant may be selected randomly after the start of the race to have the following items inspected at the completion of the race:
  - a. showroom stock charging system
  - b. air box, air filter, velocity stacks
  - c. any other Supersport restricted modification
- H. The same rider may be inspected twice during the course of one MRA race weekend.
- I. More than one rider may be checked per Supersport race, and this is at the discretion of the VP of Rules & Tech.
- J. In the event a contestant refuses post-race inspection, the contestant will be disqualified and penalized as outlined in Section 13.
- K. A contestant may choose to have his/her bike inspected for multiple classes at one time; however at the discretion the VP of Rules the riders bike may be impounded in a suitable location between the individual races. The bike may also be marked with tamper resistant tape, that if removed could result in disqualification.
- L. Technical Inspection and passing of Technical Inspection in no way implies motorcycle or entrant has passed a safety inspection.
- M. Any motorcycle or rider involved in a crash will be subject to re-inspection. Damage that in any way endangers rider safety must be repaired prior to starting or continuing any further practice or competition.
- N. It is the racer's responsibility to locate an authorized technical inspector.

## 6.1 Process for Raceday Technical Inspection

- A. Technical Inspection opens at 7:00 a.m. on the day of the race event. In addition when possible Technical Inspection could be opened the evening before a race event. Racers must first go through pre-tech with your MRA approved race license and sign the race day waiver. Then, racers must bring the following items to Technical Inspection:
  - a. Motorcycle; lowers removed
  - b. Leathers on request
  - c. Helmet on request
  - d. Boots on request
  - e. Gloves on request
  - f. Back Protector on request

## Section 7 - RACE PROCEDURES

### 7.1 General Procedures

- A. MRA officials will determine the maximum number of riders possible for each track's capacity. When the total number of competitors entered in a class exceeds this number, heats will be run. Heats will determine:
  - a. The riders who can qualify for the Main Event.
  - b. The grid position of qualifying riders.
- B. Riders pre-grid at the track entrance. Riders who fail to take their assigned position at pre-grid, or are not listed on the grid, may be required to start the race from behind the last row of gridded riders, or from pit road once the remaining motorcycles have passed, at the discretion of the officials. The Pre-grid Marshal will signal the riders onto the track to proceed to the starting grid, or take additional hot laps as the Pre-grid Marshal may direct. Grid Infractions: (including but not limited to: assuming the wrong grid position, tire burnouts, etc.) At the discretion of the MRA Officials the offending rider may be assessed a stop and go penalty and/or fine.
- C. A two-minute sign may be displayed at the start-finish line, at which time any riders who have not taken their assigned grid positions may be required by the race officials to start the race from behind the last row of gridded riders.
- D. Once the grid is set, if a motorcycle stalls, the rider is to hold their hand up and the race starts around them at the discretion of the starter.
- E. The start shall be a full-stop start. Riders who are not properly staged at the green flag/light will be assessed a stop and go penalty on pit road. A rider is considered staged if the front axle is behind but no more than 18" behind the designated row line and the front wheel is at a complete stop.
- F. When a race is stopped (red flagged) before two or fewer laps are completed, it will require a restart in original positions with crashing or retiring racers being gridded last (see 7.1.J).

- G. The race is considered 50% complete when the leader has completed at least 50% of the race distance in whole laps. The completion of 50% of an odd number of laps is the number of laps plus one and then divided by two.
- H. Any race stopped with more than two of the laps run, but before being 50% completed as defined in 7.1.G., will be re-started with riders re-gridded according to 7.1.J.. The balance of the laps will be run.
- I. When more than 50% of the race is complete and the red flag is displayed, MRA officials may choose to call the race. If called, riders will be scored according to 7.1.J.
- J. When restarting or scoring a red-flagged race, racers will be re-gridded or scored as to their running order at the completion of the lap preceding the lap in which the red flag was displayed. If the race is restarted, racers who crash or retire from a race before or during the red flag lap will be re-gridded at the back of the grid behind all non-crashing/non-retiring racers in the order in which they last crossed start/finish. If the race is determined to be complete and the race was stopped due to a rider(s) crash, the rider(s) involved will finish at the back of their respective lap group. i.e. a rider causing the red flag was in 5<sup>th</sup> place at the time of the red flag, there were 10 riders on the lead lap, and 15 riders started the race. The involved rider would be scored in 10<sup>th</sup> place.
- K. Any rider, who takes the start or participates in any portion of a race, even if it is re-gridded as a complete restart, will be scored accordingly.
- L. Any rider appearing to be deliberately blocking a bike seeking to pass may be black-flagged.
- M. A rider entered in a class may join the race after the race has started after being signaled onto the track by the Pre-grid Marshal. A rider may not rejoin the race on a different motorcycle if he/she has been on the racetrack during that race at any time after the green flag/light was first displayed.
- N. If a rider is unable to start a main event for which he qualified in a heat race, that rider may start the main event on a motorcycle other than the one used in the heat race provided the motorcycle meets the same class requirements. In this situation, the rider must notify the track officials and start the race behind the last row on the starting grid.
- O. If, for any reason, a rider is forced to stop on the track during a race, it should be his/her first duty to place the motorcycle in such a manner as to cause NO danger or obstruction to other riders.
- P. Motorcycles may not be pushed while on the track except to remove them from a hazardous position to one of greater safety.
- Q. Corner Marshals will not allow any racer/motorcycle that has fallen to re-enter the race surface, UNLESS the track marshal, crash cart, or an appointed individual “deems it safe to ride in on the side of the track” out of the race line or until the race or practice session is completed or has been stopped. The race will be deemed complete for said rider unless the race is re-gridded due to a red flag or said rider is re-teched by an MRA official before race completion. The rider, motorcycle and rider’s safety apparel must be re-inspected by an MRA tech inspector prior to continuing or competing in any further events.
- R. If a race is red flagged after a second restart, the Track Marshal reserves the right to move that race to the end of the race day. In the event that time constraints require shortening a race distance or re-starting a race in original grid positions due to a red flag, it will be done at the discretion of the Track Marshal and/or the MRA board of directors.
- S. Completed race distance is defined by timing and scoring.

## 7.2 Points Procedures

Points will be awarded at all MRA sprint and endurance races.

- A. Race of the Rockies Champion Series points will accrue toward top ten number plates, for the following season. Accrued points in Race of the Rockies Championship Series are the only way a top ten number plate may be earned.
- B. Points will accrue toward class championships in all other classes.
- C. Grid positions for a class, with the exception of the Production Cup and RoR, will be determined by MRA season to date points in that class except in the case of late entry (Section 3.2).
- D. Race of the Rockies and Production Cup grids will be determined based on qualifying times as outlined in section 7.2.1.
- E. For the first race of a season, with the exception of Race of the Rockies and Production Cup, class grid positions are determined by:
  - a. The previous year’s overall points in that class
  - b. Then by order in which entries are received by the MRA
- F. The pole position rider can choose to swap with the any position on the front row. If they choose to do so they must notify the Pre-Grid Marshal. This includes the restart of a red flagged race.
- G. In the event that there is a tie for a championship or a grid position, that tie will be broken based on number of first place in the series. If that does not break a tie, number of second-place finishes will be compared, then thirds, fourths, etc., until the tie is broken. If the number of finishes in each place is the same, the championship place will go to the rider with the most recent best finish.
- H. Points may not be transferred from one class to another.

### 7.2.1 Race of the Rockies and Production Cup Qualifying

- A. In RoR and Production Cup, grids will be determined by race event qualifying. If race event qualifying is not able to take place or is cancelled, grids will be determined as described above in section 7.2.C. It is the responsibility of each rider to qualify with the correct group and on the correct motorcycle. In RoR qualifying Racers that qualify in the wrong group will be placed at the back of the grid based on accumulated points for the season. Racers, who qualify on a motorcycle that is determined to be non-class-legal for the class qualifying, will be disqualified for that race, for that day.
- B. If a rider is unable to start a main event on the motorcycle with which he qualified, that rider may start the main event on a motorcycle other than the one used in qualifying provided the motorcycle meets the same class requirements. In this situation, the rider must notify the track officials and start the race behind the last occupied row on the starting grid based on accumulated points for the season. Failure to notify grid officials, and/or failure to grid at the back as outlined in this section could result in disqualification from that race for that day.

- C. In RoR, qualifying sessions will be combined for GTU and GTO. Qualifying is considered valid after the halfway mark of the session has been reached. Riders failing to complete at least one qualifying lap during the allowed time will start the race behind the last occupied row on the starting grid based on accumulated points for the season. Production Cup Qualifying will typically be combined with the another practice session of the given race day as determined by the Track Marshal or MRA Board of Directors.
- D. It is the rider's responsibility to have the correct transponder on the bike they are qualifying on. Riders who fail to qualify with the correct transponder will result in a non-valid qualifying time and will start the race behind the last occupied row on the starting grid, based on accumulated points for the season.

### 7.2.2 Finish Position

- A. To qualify for a finish position a rider must start the race with the green flag/light or start while the race is in progress.
- B. Any rider who does not complete the full race distance for any reason will be awarded a finish position based on the distance they completed.
- C. Any rider who is on the grid but does not start the race or join the race in progress will be scored as a DNS at the bottom of the results in the same order as their original grid positions.
- D. If the rider does not qualify for a finish position, that rider will not receive points for that race.
- E. Hot pit lane is considered part of the racetrack, any rider who crosses the start/finish line via hotpit lane will be scored as if they crossed start finish on the race track.

### 7.3 Point Awards

Points will be awarded by the following formula:

| Finishing Position | Points Awarded | Finishing Position | Points Awarded |
|--------------------|----------------|--------------------|----------------|
| 1st                | 30             | 11th               | 10             |
| 2nd                | 25             | 12th               | 9              |
| 3rd                | 21             | 13th               | 8              |
| 4th                | 18             | 14th               | 7              |
| 5th                | 16             | 15th               | 6              |
| 6th                | 15             | 16th               | 5              |
| 7th                | 14             | 17th               | 4              |
| 8th                | 13             | 18th               | 3              |
| 9th                | 12             | 19th               | 2              |
| 10th               | 11             | 20 <sup>th</sup> * | 1              |

\*Riders finishing in 20<sup>th</sup> position or after will receive one point.



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## Section 8 - FLAGS and SIGNALS

### 8.1 Operational Flags

- A. Green Flag and/or Green Light: Indicates start of race or clear track conditions. At the start of a race a system of lights or a flag may be used.
- B. Checkered Flag: Indicates end of race or practice session. Proceed around course to the designated track exit.
- C. Red Flag: Indicates race has not yet commenced or has been stopped. A red flag displayed during a race or practice indicates extreme danger. Reduce speed and proceed safely and as directed to the pit road.
- D. Black Flag with 12" Orange Center (meatball flag): Indicates a "Stop and Go" penalty or other penalty. Racers need to report to the Pre-Grid Marshal within three laps. A number board will be displayed with the flag indicating the rider being signaled. Failure to report to the Pre-Grid Marshal within 3 laps will result in a one lap penalty in the final results.
- E. Black Flag: Indicates a problem and immediate removal of your motorcycle from the racing line. Carefully reduce speed, get off of the racing line and stop at the first safe location off the course. Riders are not permitted to return to the racecourse unless cleared by an official. Failure to stop for a Black Flag according to the rules will result in immediate disqualification from the current race and suspension from future MRA events pending a board review.

### 8.2 Warning Flags

- A. Stationary warning flags:
  - a. Warning flags that are held stationary indicate a change in conditions or a potentially hazardous situation on or near the track.
  - b. Passing is allowed. Exercise caution.
- B. Waving warning flags:
  - a. Any waving warning flag indicates a hazardous condition on the racetrack and possibly in the racing line. Proceed with caution.
  - b. Passing is not allowed under any waving flag from the point of the flag until past the incident area.
  - c. Officials may designate a point for each flag station after which passing is not allowed if a waving flag is displayed.
  - d. Passing in a waving flag zone will cause a minimum one lap penalty. Additional penalties may be added by the Track Marshal.
  - e. If a rider unintentionally passes another rider in a waving flag area, the passing rider must return to their prior position at the earliest safe opportunity. No penalty will be assessed if the rider returns to their previous position.
  - f. The track marshal can make the decision not to assess a penalty if the passing rider had no choice in which to pass. As long as the pass does not gain the rider a position they will not need to let the passed rider pass them back to avoid a penalty. (This will only apply in the case of lapped riders or riders from other classes.)

- C. The following warning flags may be used:
- D. Yellow Flag with Red Stripes: (Debris flag) Indicates oil, gas, dirt or other debris are on the track surface. Proceed with caution.
- E. Yellow Flag: (Caution flag) Indicates motorcycles, riders, and/or Marshals are in the area but out of racing lines or likely run off areas. Proceed with caution.
- F. White Flag with Red Cross: (Ambulance flag) indicates that ambulances, safety vehicles or emergency personnel are on the course. If an Ambulance is put on course the race will be red flagged. Exercise caution.
- G. A waving "Ambulance" flag indicates an ambulance and/or some other safety vehicles are working directly downstream. Exercise extreme caution! Do not pass other competitors until after the incident area. You may pass the ambulance if it is safe to do so.

### 8.3 Courtesy Flags

- A. White and Green Flags Crossed: Indicates 1/2 total race distance completed.
- B. White Flag: Indicates final lap of race.
- C. Checkered Flag: End of race.

## Section 9 - RACER CONDUCT

- A. All participants must assess for themselves the facility, organization, safety measures, weather conditions, and any other considerations regarding the risk of competition at any given event. Participation indicates an assumption of all risks involved.
- B. The use of intoxicants or drugs of any nature (to include marijuana) that could affect the mental or physical abilities of any participant from his/her normal capabilities when in good mental and physical health are strictly prohibited. Failure to comply will result in punitive action up to a \$1000 fine and a permanent suspension. All Federally illegal drugs (to include marijuana) are prohibited from being used or possessed at an MRA event at any time.

As a general guideline:

First Offense - Suspended for remainder of the weekend (to include forfeiture of points), the following weekend, plus a \$100 fine.

Second Offense - Suspended for remainder of the weekend (to include forfeiture of points), two additional weekends, plus a \$250 fine.

Third Offense - Suspended indefinitely. Member will have the opportunity to apply for reinstatement after a one-year suspension and the payment of a \$500 fine.

\* The board ultimately reserves the right to amend these violations based upon any aggravating or mitigating circumstances (the track is hot, endangering other riders, endangering ones self, etc.....)



All racers may be subject to drug testing. This will be done using the prevailing and established federally recognized drug testing procedures and protocols. Failure to submit to testing procedures, or failure to pass the tests, will result in punitive action up to a \$500 fine and one-year suspension.

Each rider is responsible for the behavior and action of any personnel, either family or crew, who is attached to his/her racing effort. Any punitive actions required for crew behavior will be levied against the rider.

- C. Each rider is responsible for the behavior and action of any personnel, either family or crew, who is attached to his/her racing effort. Any punitive actions required for crew behavior will be levied against the rider.
- D. It is the responsibility of every competitor to notify race officials of any medical condition which may be worsened by participation at that particular event. Permission to compete following such notification does not create an assumption of liability on the part of the officials or sanctioning body.
- E. All riders must sign an official entry form and release for each event, and no rider may practice or compete without such signature. Participation of any form which results in an unregistered rider participating on the track in either a practice or a race event will result in punitive action being levied against all parties involved up to a \$500 fine and one year suspension.
- F. Physical violence or abuse of any other person to include MRA officials and staff within the boundaries of the racetrack facility will result in immediate suspension, a fine, and possible prosecution through local law enforcement agencies.
- G. Dishonored checks may be cause for a fine and immediate suspension from further competition. Fines will be \$100 and suspensions may continue until the dishonored check is redeemed. Check writing privileges will be withdrawn from chronic offenders or those who prove to be reluctant to quickly redeem any outstanding balances.

## Section 10 - ON TRACK REGULATIONS

- A. Helmets **MUST** be worn on track surface at all times! (As defined by 5.1.A.)
- B. The responsibility for the decision to pass rests with the overtaking rider, as does the obligation to do so safely.
- C. Any rider who appears to be deliberately blocking another motorcycle attempting to pass, or is observed to be riding rough and/or dangerously will be penalized or disqualified. This is a judgment call by MRA officials and cannot be protested.
- D. Should a rider leave the course, he/she must re-enter at the next safe location with no attempt to shorten the course.
- E. Hand/Leg Signals:
  - a. Before entering the pits from the track, the rider should signal by raising an arm or extending a leg.
  - b. If a rider's speed slows significantly, for any reason, the rider should signal by raising an arm or extending a leg and safely position him/herself out of race lines.
- F. It is expressly prohibited to ride or push a motorcycle counter-race on the track or pit road, unless directed to do so by an Official or Corner Marshal.

- G. Disrespect towards Corner Workers and/or MRA officials will not be tolerated. These people are responsible for hazardous areas around the racecourse and are in position for racers' safety. Violations in this matter are grounds for levied fines and/or suspension.
- H. Corner Marshals will not allow any racer/motorcycle that has fallen to re-enter the race surface, **UNLESS** the track marshal, crash cart, or an appointed individual "deems it safe to ride in on the side of the track" out of the race line or until the race or practice session is completed or has been stopped. The race will be deemed complete for said rider unless the race is re-gridded due to a red flag. The rider, motorcycle and rider's safety apparel must be re-inspected by an MRA tech inspector prior to continuing or competing in any further events.
- I. The rider, motorcycle and rider's safety apparel must be re-inspected prior to competing in any further events.
- J. A racer serving a "Stop and Go" penalty must exit the race track and proceed at a safe speed to the Pre-grid Marshal at the front of the pre-grid and wait until waved back onto the track. Excessive speed through the pre-grid area could result in a longer penalty and/or fines and/or disqualification.
- K. Any rider ignoring standing or waving flags during a practice session will be fined \$25. All fines must be paid in cash before that racer may continue at that or future events.

## Section 11 - PIT REGULATIONS

- A. Pit area speed limit: 10 MPH MAXIMUM! This includes race bikes and pit vehicles (pit bikes, bicycles, etc.). Fines and/or penalties may be assessed, or MRA Officials may impound equipment.
- B. All vehicles must be operated in a safe and controlled manner.
- C. The MRA reserves the right to impound any vehicle operated in an unsafe manner and will not return the vehicle until the end of the race day.
- D. Pets are discouraged, but are permitted on a leash no longer than 7 feet. No snakes, kangaroos, reptiles, arachnids, spiny echidnas, aye-aye (*Daubentonia madagascariensis*), fluorescent orange sugar gliders (*Petaurus breviceps*), naked mole rats, hamadryas baboons (*Papio hamadryas*), nutria (*Myocastor coypus*), bats, wolverines, collared peccary (*pecari tajacu*), hippopotamuses, elephants, giraffes, prairie dogs, caribou, porcupines, skunks, wolverines, or amphibians are allowed. MRA officials reserve the right to remove vicious or uncontrolled pets at the owner's expense.
- E. Minors are not allowed to be the sole operator of any form of wheeled transportation, but are allowed as the passenger of a responsible adult, provided the vehicle can safely accommodate the minor as a passenger. The only exception to this rule is if the minor is a participant in the race event.
- F. No use of intoxicants or drugs (to include marijuana) which could affect the mental or physical abilities may be used in the pit area during the race event. Violators will be escorted out of the pit area and pit pass will be revoked and subject to fines and penalties per section 9B and 9C. Racers are subject to MRA alcohol and drug policies.
- G. All persons are required to sign a release waiver before they will be allowed into the Pit area or areas.

## Section 12 - PROTESTS

### 12.1 Basic Types

The basic types of protests are:

- A. Scoring and/or Race Operations
- B. Class suitability - visual discrepancies
- C. Class suitability - internal discrepancies

### 12.2 Inspection Covenants

- A. By entering an event, each rider agrees to make each motorcycle on which he or she starts or joins a race available for inspection by the MRA Technical Inspection staff, whether the inspection is initiated by another rider entered in the class, or initiated by MRA officials. The rider is responsible for their motorcycle meeting class requirements as defined in Section 2 – Class Definitions.
- B. The rider agrees to keep his or her motorcycle available for protests or re-inspection for 45 minutes after leaving the racetrack in each class entered, and if such protest or re-inspection is ordered, for whatever time is necessary to complete the appropriate inspections.
- C. The rider further agrees to immediately make his/her motorcycle available for and to submit to inspection procedures involving disassembly of the motorcycle and collection of samples of fluids, materials and parts at the event when requested by MRA officials or designated officials.
- D. The rider has the right to be present, together with one additional person of his or her choosing, and to perform disassembly in the presence of and as requested by MRA officials, as well as to require that the MRA perform the disassembly.
- E. The MRA has the right to retain samples of fluids, materials and parts for up to 60 days.
- F. The rider assumes all responsibility for conserving items disassembled, for all damages occurring during disassembly, and for appropriate reassembly.
- G. With the consent of the rider, MRA officials may impound the motorcycle for later inspection at a mutually agreed on time and place.
- H. Failure to comply with these covenants may result in fines, suspensions, and/or forfeiture of any or all class points for the season, as well as the upholding of the protest(s) received. MRA officials may assess more severe penalties for failure to comply with these covenants than would be assessed if a protest were upheld or the motorcycle were found to not be in compliance with the applicable rules, standards and/or limits.

### 12.3 Procedures and Policies

- A. The purpose of this rulebook is to run an orderly, competitive and fair race series emphasizing safety of all involved. The rules are not intended to allow one racer to defeat another with the rulebook rather than on the racetrack. The rules are not intended to allow one racer to harass another in anonymity. Protests deemed capricious or found to involve something that would not reasonably be expected to affect the actual race outcome or cause safety problems may be denied, or assessed with a fine, rather than a penalty.
- B. Protests will not be accepted regarding safety or procedure violations by another competitor. These violations will only be acted upon at the instigation of officials and when there is confirmation by an official that the violation took place.
- C. The video equipment available at some tracks is not in place for instant replay. The MRA Board of Directors will make the determination if and when it is used to review an on track incident. A racer cannot make a request for review.
- D. Protests shall not be accepted on decisions of officials (Corner Marshals, Starter, Scorekeepers, and Tech personnel, as well as elected officers of the organization) with respect to the interpretation of MRA rules as they pertain to race procedures. Such decisions include, but are not limited to, the line up of the motorcycles, the start of the race, the control of the motorcycles, the election to stop or delay a race, the position of motorcycles on re-starts, and the assessment of lap penalties.
- E. All protests must be delivered in writing to an official within the time limits outlined below by the racer making the protest. Protests requiring a fee must be accompanied by the appropriate funding in cash or certified check.
- F. Protests must be delivered within 30 minutes after the race results have been posted. Except under extraordinary circumstances (as determined by the MRA board), protests will not be considered after the 30-minute period has elapsed and posted results will be considered final. The written protest must specify the rules or procedures that are in question, to include page number and item number from this rulebook. Scoring protests must be in writing, but do not need rule book references.
- G. Protests among participants are limited to those entered within the same class.
- H. Protests regarding equipment which do not require any mechanical disassembly, as well as protests of race operations, do not require payment of a fee.
- I. Scoring protests must be made in writing and accompanied by a \$25 protest fee.
- J. Should a scoring protest be upheld, the fee will be returned to the protesting rider.
- K. Class suitability protests concerning internal discrepancies initiated by a competitor require payment of fees as follows:

| Protest   | Fee       |
|---|-----------|
| Protests requiring removal of one or more cylinder heads, four cycle engine   | \$400     |
| Protests requiring removal of cylinder head(s), two cycle   | \$50/head |
| Protests requiring removal of one or more cylinder heads and cylinders  | \$500     |
| Protests requiring removal of cylinder head(s), cylinder(s), and disassembly of engine cases, or other internal engine components | \$750     |
| Protests requiring only the use of a borescope for inspection   | \$50      |
| Camshaft removal, inspection and measurement to compare to stock (four cylinder four-stroke)                                      | \$200     |

- L. In the event a rider is protested by another rider, regarding fuel type or content, the protesting rider shall pay all fees associated with the testing process of the protested rider's fuels through the MRA. If the protested rider's fuel is found to be illegal the protested rider shall reimburse all fees associated with the testing process to the MRA who will then reimburse the protesting rider. Should the protested rider's fuel deemed legal, then all monies posted by the protesting rider shall be forfeited to the MRA.
- M. Once made, a protest may not be withdrawn without permission of the Track Marshal.
- N. The protesting rider may, at their option, specify that this is an anonymous protest. The identity of the protesting rider will be kept confidential from everyone without a "need to know", including MRA officials.
- O. Should the protest be upheld, the protesting rider will be refunded the protest fee.
- P. Should the protest be deemed invalid, the protested rider will be awarded the protest fee.
- Q. Any legitimate expense to which the Track Marshal may be put, as a result of the protest must be paid by the protesting party and a deposit may be demanded in advance. If the protest is upheld, however, the protested party must reimburse such costs.
- R. It is the responsibility of the protested party to produce documentation regarding specifications of his/her motorcycle for use in determining class suitability. Such documentation must be produced within three days of notification to the protested party or the protest will be upheld.
- S. Participants in inspections as a result of class suitability protests are limited to the protesting rider, the protested rider, the Technical Inspectors, the Track Marshal, a representative of either of the riders involved, and/or an MRA Official chosen by the protesting rider.
- T. The MRA official receiving the protest must sign it and note the time in writing. Officials are the Track Marshal, Tech personnel, or any elected officer of the MRA.
- U. The VP of Rules and Tech will make the decision regarding any protest.
- V. The VP of Rules and Tech will make a decision regarding the penalty to be levied. In the event of an upheld protest, penalties will be assessed in accordance with Section 13. If the VP of Rules and Tech is unavailable the MRA Board along with his/her replacement will make the decision regarding protests and penalties.
- W. Appeals may be made as to the official's decision(s) in a protest as well as the penalties imposed.
- X. Within a period of 60 minutes following the decision on a protest, either the protesting rider or protested rider must give notice if he/she is exercising his/her right to an appeal.
- Y. Should the option to appeal be exercised, those awards which may be affected will be withheld, pending a final decision on the appeal.

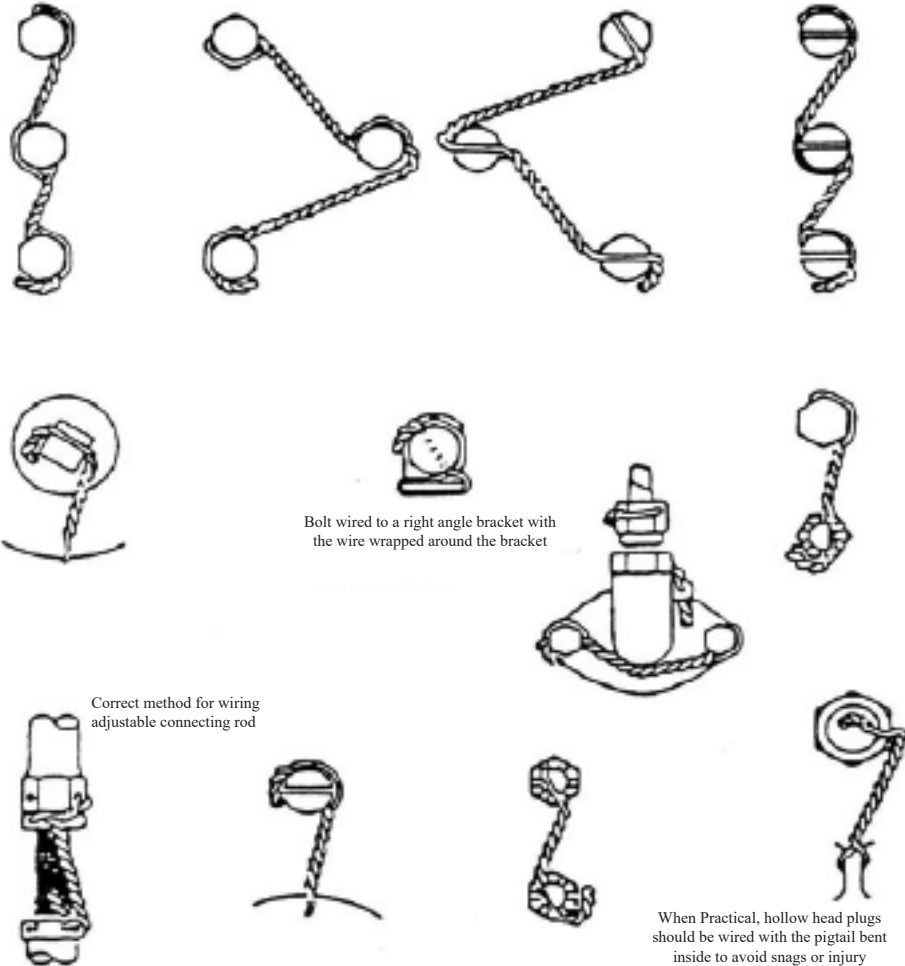
- Z. Appeals must be delivered at the race day, or mailed to MRA with a U.S. Government postal mark no later than 48 hours from the time of decision on the protest. All appeals must be accompanied with cash or certified funds in the amount of \$300. Within 10 days of the appeal, the appellant and the MRA officials involved in the protest decision must file statements and documents pertaining to their position on the matter. All filings are to be made to MRA offices.
- AA. Within two weeks of the appeal, the MRA Board of Directors shall appoint a three-member appeal board. The appellant will be given written notice of the location and time of the board hearing, and may appear on their own behalf. MRA officials will determine the time and place of the hearing.
- AB. The decision of the appeal board will be rendered within seven days of the hearing. The appeals board decision will be forwarded to the MRA Board of Directors. The MRA board will issue a decision, and this will be considered the final word on the matter. The decision is binding to all parties.
- AC. If the appeal is turned down, the \$300 fee will be forfeited. If the appeal is upheld, the fee will be returned.
- AD. MRA Officials reserve the right to subject any rider/motorcycle to any article in Section 12 without fees.

## Section 13 - PENALTIES

- A. It is the sole discretion of the VP of Rules & Tech to officially warn, levy fines, disqualify, dock laps, and/or suspend any rider for any violation of the rules of competition covered in Sections 2, 9, 10, and 11. Any MRA Official may officially warn, levy fines, disqualify, and/or suspend any rider for insubordination or any other conduct detrimental to the event. This rule supersedes all previous rules and any conflicting rules.
- B. Suspensions can be any length determined by MRA officials. Fines ranging from \$25 to \$1,000 may be levied. Fined riders are barred from further competition pending payment of the fine, unless there is an appeal in process.
- C. Penalty for license applications, loan of license to another party, participation in fraudulent use of credentials, including loaning of a license or associate membership card(s) for gaining access to an event or for member discounts, shall be cause for suspension of at least one year.
- D. Violations of technical and safety requirements as defined in Section 6 – Technical Inspection judged by MRA Officials to gain a performance advantage may result in the rider forfeiting points and monies earned in that class for that day, and/or all points earned previously that year in that same class. Violations judged to not enable a performance advantage may result in official warnings, fines, and/or suspension.
- E. Penalties assessed monetarily must be paid prior to participating in any MRA sanctioned event, regardless of when the penalty was assessed.

## Section 14 - SAFETY WIRING

Don't over twist your safety wire! The standard is 8 - 12 twists per inch for .032 diameter safety wire. Any more than that weakens the wire and could cause it to break under stress. Note that wire should always be applied so that tension is in the tightening directions. Below are a few examples of proper safety wiring procedures:



TIP - good safety wiring is important and one of the best safety preparations for a race bike. If you are unsure how to safety wire your motorcycle, reach out to someone who has been doing it for a while. Anyone who has worked with mechanical aircraft preparation is probably an expert at safety wiring.

## Section 15 - 4-HOUR ENDURANCE RULES

An endurance team consists of three segments:

- a) Registered Team Owner    b) Team Captain    c) Team Riders

All endurance teams are required to complete a team registration form and submit it to the MRA prior to competition. The MRA reserves the right to allow or disallow the Team to compete in the Series.

All points scored by a Team during an endurance race/season are owned by the registered Team Owner. The registered Team Owner has the option of being a rider.

A Team Captain must be designated by the Team Owner. It is at the owner's discretion to be the Team Captain or to name someone else. The Team Captain may be a Team Rider. It is mandatory that the Team Captain be present at all races entered by the Team during the season.

A Team (Pony Express and True Endurance) may have no more than four Team Riders during an endurance race/season. A Titanium Butt rider may have no more than one rider during the race/season. In the event a Team Rider is injured or becomes unable to compete, the Team Owner may petition the MRA board for special consideration to allow that rider to be replaced temporarily or permanently by one other rider. In the event a team fields two entries, their roster will allow five riders provided the same roster is shared by both teams.

If it becomes apparent during an event that a rider is only using an event for practice and is interfering with the competitive nature of the race that rider will be black flagged, and removed from the event at the discretion of the Track Marshal.

Endurance Series Classes will consist of:

- Pony Express - (Unlimited class) one transponder will be used as a baton between racers.
- Titanium Butt - (Unlimited class) - One bike per team of unlimited origin.
- True Endurance - (Unlimited class) - One bike per team of unlimited origin

Endurance race bike technical and safety requirements are the same as those for sprint machines with the exceptions listed below. Since more track time is involved, compliance to these regulations is critical. However, it is the intention of the MRA to encourage innovation in an endurance race bikes serviceability and safety. Quick release systems may be allowed by the MRA based on overall system integrity under race conditions. Requests for approval of quick-release systems must be submitted to the VP of Rules and Tech with the actual part, a design, sketches or photographs of the future design as needed to clearly explain the system in question. Until the MRA has allowed a quick-change system, all machines must conform to the rules for sprint bikes.

Endurance races will be conducted in the same manner as a traditional sprint race and will be gridded according to a qualifying time. Any team not having a qualifying time will be gridded by order of entry.

Crashed machines must undergo technical inspection prior to continuing in the event. If a Team/Solo rider does not bring a crashed machine to a Technical Inspector before continuing in the race, the Team/Rider will lose all laps subsequent to the crash until the machine is inspected. The Team/Rider may be fined and/or disqualified from that event entirely, at the sole discretion of the Track Marshal and/or MRA board. The Corner Marshals will not allow any racer/motorcycle that has fallen to re-enter the race surface, UNLESS the track marshal, crash cart, or an appointed individual "deems it safe" to ride in out of the race line. If these requirements are not met, a crash truck will retrieve disabled equipment in order of occurrence and/or in order of necessity as determined by race control. The rider, motorcycle and rider's safety apparel must be re-inspected by an MRA tech inspector prior to continuing in the endurance race or competing in any further events. Pony Express riders will only have their transponder transferred by or under the direction of an MRA official.

Pit lane (hot pit) is restricted to Teams actually involved in making a pit stop or signaling a rider on the track, or to photographers and journalists credentialed by the MRA. Pit stops may involve a maximum of four (4) people not including the rider(s). If a rider does anything to aid in the pit stop they count against the four (4) people. In the event an independent tire company representative is inspecting tire wear on a machine during a pit stop, but is not otherwise involved in the pit stop, that independent tire company representative will not be counted against a Team's maximum of four (4) people. Signals to riders may be given by only two crewmembers at a time unless the Track Marshal decides that having more than two people signaling is not a hazard and is not creating any problems. Pit members must refrain from sitting on pit wall and must only cross the hot pit in the pre-designated areas. Teams violating provisions of this rule will be subject to a penalty.

All crewmembers over the wall must be wearing shoes, long trousers and a shirt (no tank tops, cropped shirts, or Under Armour type material allowed unless otherwise instructed during the riders meeting). This does not include the person(s) signaling the riders. The crewmembers operating the fuel can, must be wearing all cotton clothing or fire retardant clothing (no open toed shoes). Nomex type fire resistant/proof gloves/sleeves are recommended.

No support vehicles will be allowed in the hot pit area. This includes trailers. Right of way during pit stops is to the rider entering the pits from the track. A racer leaving the pits must yield to racers on the track.

No machines may reenter the course once the checkered flag has been displayed. Each team must identify their pit area on the with their competition number to allow officials to quickly locate them.

Each team must have at least one fire extinguisher extinguishers in their pit at all time and they must be fully charged. Any team/pit area found without an operational fire extinguisher will be penalized. If your fire extinguisher gets used during a race contact a race official for help in obtaining temporary replacement.

All fuel must be stored behind pit wall, or in a designated fuel containment area, except during the refueling stop itself:

1. Engines must be off during refueling
2. Rider must be off machine during refueling;
3. All refueling cans must be hand-held with non-sparking (aluminum, brass or plastic) nozzles or fittings contacting the machine fuel tank. Towers and pressurized refueling rigs are not allowed. The VP of Rules and Tech must approve non-production fueling devices, before any use during a race or practice.
4. Exchanging machine gas tanks is not allowed as a refueling method.
5. Fire extinguisher must be readily available during refueling.
6. Machine must be on stand while refueling. The machine must be able to remain upright without any human intervention on the stand.

Only routine service and minor crash damage repair will be allowed on the hot pit road. Major rebuilding or repair must be done behind pit wall in the cold pits.

A race bike must be able to pass technical inspection at any time during the race. Failure to pass technical inspection may result in lost laps, fines and/or disqualification from that event. Machines not meeting those requirements may be pulled off the track at any time during a race or practice session.

Pit Marshals will be on duty to enforce rules. Endurance pit stop rules are enforceable by Pit Marshals. Violations must be observed by Pit Marshals or MRA board members; pit stop violations cannot be protested by riders or teams and will be governed under the normal penalty procedures.

A properly registered Team with a machine that has passed technical inspection may enter a race at any point after the start, with laps counted from point of entry.

All Team members, riders, crew members, guests, visitors, relatives, etc... are the responsibility of the Team Owner and punitive actions warranted by their behavior may be directed toward the Team and Team Owner as well as the individual in question.

When a Red Flag is thrown during an endurance race:

1. All scoring will cease. When the red flag falls scoring will be backed up to the race leader's last completed lap prior to the red flag, and all subsequent lap completion times will be dropped.
2. The clock will not be stopped, but will run continuously until the endurance time has been reached or the race has been declared complete by the Track Marshal.
3. The grid for the restart shall be based on the standings at the time of the red flag as determined by the transponder scoring system. A first, second and third call to the pre-grid shall be given and the race will be restarted. On a restart, the first lap to be scored shall be the first time machines cross the S/F line after the restart, any laps recorded during the red flag period shall not be counted as a scored lap. If a red flag situation is encountered towards the end of the race, the race will only be restarted if under direction of the Track Marshal

4. You may not service, fuel, adjust or repair an endurance machine during a red flag.
5. Bikes will be placed opposite each pit area towards the far pit wall during a red flag.

All work must cease on any machine in the pits at the time of the red flag. Any team who does not comply with this may be fined and could be docked laps depending on the severity of the infraction. Machines on the track at the time of the red flag will proceed onto pit lane and park directly across from their pit against the far wall. When the rider comes in due to a red flag - one crewmember is allowed across pit lane with the stand, more than one crewmember will result in fines. As soon as the bike is on the stand the rider and crewmember must immediately cross back to the other side of pit lane. You may put a cover over the bike (one crewmember - not at same time as the stand crewmember - if you need help ask an official). NO ONE (other than a race official) may touch any machine during the red flag other than to assist the unloading of a crashed bike from the crash truck or at the direction of an official, any bike brought in will be dropped either in the teams pit or across pit lane at the discretion of the officials. Tire reps are permitted to examine the tires of the machines across pit lane. When first call is given for the restart one crew member and the rider (you may switch riders) are allowed to cross to the machine and remove the stand/start the bike. If you need more than one crewmember to push start your machine - put a starter on it. All machines that were running on the track at the time of the red flag must take the restart (if you were actually racing at the time of the red flag you must complete one lap, before taking a pit stop) . You do not have to take the warm up lap. You do not have to take your grid spot (you can start from the back of the field or pit lane). Work on the bikes may begin/resume when the light drops for the restart of a race. Teams may prepare for this by having fuel cans, parts, tools etc. waiting (this includes prepping or stripping the “B” bike) but cannot touch the machine until the race starts. Any violation of this rule must be witnessed by an official for a penalty to be levied.

A Team’s last counted lap will be the last lap the Team is able to complete during the time frame of the endurance event. (i.e. last possible time to record in a 4-hour would be 3:59:59, in a 6-hour - 5:59:59 in a 24-hour- 23:59:59). When the checkered flag is displayed at start-finish the event is complete and no times are to be recorded.

The purpose of these rules is to run an orderly, competitive and fair Endurance race emphasizing safety of all involved. The rules are not intended to allow one racer or Team to defeat another with the Rulebook rather than on the race track. The rules are not intended to allow one racer or Team to harass another in anonymity. All protests must be in writing and all protest filers must be prepared to be identified to the protested person or Team. Protests deemed capricious or found to involve something that would not reasonably be expected to affect the actual race outcome or cause safety problems may be denied, or assessed with a fine, rather than a penalty.

These rules are only supplemental to the existing 2017 MRA rulebook, and that all the provisions of the 2017MRA rulebook will be enforced unless contradicted by this supplement. The MRA Board of Directors will address any discrepancies.



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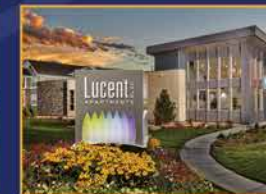


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