



Super Series

**PRELIMINARY VERSION**

2020 Rules and Regulations

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# 1. About SUPER SERIES

## 1.1 Contact Information

RACE Events Inc.  
7047 Old Highway #2, PO Box 259  
Shannonville, Ontario, K0K 3A0

[www.super-series.ca](http://www.super-series.ca) / [www.raceevents.ca](http://www.raceevents.ca) / Tel: 613-9696-1906

## 1.2 Sanctioning

The SUPER SERIES is sanctioned by RACE Events Inc.

## 1.3 Rules and Regulations

- 1.3.1 In case of dispute between specifications and measurements stated in Imperial and Metric, the Metric measurement shall be considered as being authentic and will prevail.
- 1.3.2 The SUPER SERIES and the sanctioning body competition bulletins shall be considered a part of, and have the same validity as these Regulations.
- 1.3.3 As of the first day of January of each year, the SUPER SERIES Regulations for that year supersede all versions from previous years.
- 1.3.4 As of the first day of January of each year, all SUPER SERIES bulletins from the previous year are void.
- 1.3.5 The official language of SUPER SERIES is English.

## 1.4 Hierarchy of Regulations

- 1.4.1 The hierarchy of regulations is as follows;
- 1.4.2 RACE Events Inc.
- 1.4.3 SUPER SERIES Rules and Regulations.
- 1.4.4 SUPER SERIES Bulletins from SUPER SERIES Officials. Bulletins are effective immediately when posted on the SUPER SERIES website or the SUPER SERIES bulletin board at events.
- 1.4.5 Supplementary regulations for each event.
- 1.4.6 Instructions from Track / SUPER SERIES Officials.

## **1.5 Licensing**

All Canadian competitors shall hold a RACE Events Competition Licence. Competitors from outside Canada must hold a minimum of a Regional recognized racing organization.

## **1.6 Advertising and Promotion Release**

Each Competitor, by participating in SUPER SERIES, grants to SUPER SERIES, its duly authorized agents and assigns, an exclusive license to use and sublicense his or her name, likeness and performance, including photographs, images and sounds of such Competitor and/or any vehicle(s) with respect to which the Competitor competes in the SUPER SERIES, in any way, medium or material (including but not limited to broadcasts by and through television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions / streaming over the internet, public and private online services authorized by SUPER SERIES, sales and other commercial projects, and the like) for promoting, advertising, broadcasting, recording or reporting of SUPER SERIES events before, during and after such event, and each Competitor relinquishes to SUPER SERIES exclusively and in perpetuity all rights thereto for such purposes.

## **1.7 Broadcast and Other Rights**

Each Competitor, by participating in SUPER SERIES, acknowledges that SUPER SERIES, and its licenses and assigns, exclusively and in perpetuity owns any and all rights to broadcast, transmit, film, tape, capture, overhear, photograph, collect or record by any means process, medium or device (including but not limited to television, cable television, radio, pay-per-view, closed circuit television, satellite signal, digital signal, film productions, audiotape productions, transmissions / streaming over the internet, public and private online services authorized by SUPER SERIES, sales and other commercial projects, and the like), whether or not currently in existence, all images, sounds and data (including but not limited to in-bike audio, in-bike video, in-bike radio, other electronic transmissions between bikes and crews, and timing and scoring information) arising from or during any SUPER SERIES Event or the Competitor's performance in the Event, and that SUPER SERIES is and shall be the sole owner of any and all copyrights, intellectual property rights, and proprietary rights worldwide in and to these works and in and to any works, copyrightable or otherwise, created from the images, sounds and data arising from or during a SUPER SERIES Event and the Competitor's performance in the Event. Each Competitor agrees not to take any action, nor cause others to take any action, nor enter into any third-party agreement which would contravene, diminish, encroach or infringe upon these SUPER SERIES rights.

RACE Events retains the rights from all aspects of SUPER SERIES events, including all images attained from in-bike cameras. Any re-broadcasting or use of on-board camera footage of SUPER SERIES events without the express written permission of SUPER SERIES is prohibited.

### **Media & Communication Contact**

No company or individual may speak to the media on behalf of SUPER SERIES or RACE Events without written permission from RACE Events. Enquiries should be directed to Dominique Bondar ([dominique@raceevents.ca](mailto:dominique@raceevents.ca)).

## 2. Registration

### 2.1 Application

- 2.1.1 A competitor must submit a SUPER SERIES Licence Registration and be accepted by SUPER SERIES before participating in an Event.
- 2.1.2 All Registration forms are available on the SUPER SERIES website.
- 2.1.3 An Event Entry Form for each Bike / Rider must be completed with proper payment of the Event Entry Fee.
- 2.1.4 Each entered Rider shall be allowed up to two (2) crew members per weekend. The names of the crew members shall be provided to the SUPER SERIES Registrar at the beginning of the weekend.
- 2.1.5 SUPER SERIES reserves the right, without notice, to accept or decline any Application for any reason and may change or limit the number of Applications accepted.
- 2.1.6 Acceptance of the Application/Event Registration is not intended to be, nor shall it be considered in any way a contractual offer.

### 2.2 Fees

- 2.2.1 The SUPER SERIES Licence Application Fee should be received by SUPER SERIES no later than April 15, 2020.
- 2.2.2 The SUPER SERIES Licence Application Fee is non-refundable.
- 2.2.3 The SUPER SERIES Event Entry Fee must be received by SUPER SERIES by the due date shown on the Event Entry Form.
- 2.2.4 The SUPER SERIES Event Entry Fee may be refunded based on the following criteria;
  - 2.2.4.1 100% of Event Entry Fee with written notice to SUPER SERIES seven days or more prior to the first day of the event.
  - 2.2.4.2 80% of Event Entry Fee with written notice to SUPER SERIES less than seven days prior to the first day of the event.
  - 2.2.4.3 No refund is available once a wheel is turned in an official SUPER SERIES Event Session.
  - 2.2.4.4 The SUPER SERIES Preseason Discount Package is non-refundable.
- 2.2.5 Payment shall be made through the SUPER SERIES website or by cheque payable to RACE Event Inc.
- 2.2.6 The Fee for NSF cheques or late payment shall be \$100. Failure to satisfy outstanding payments may impede acceptance of entries at SUPER SERIES Events.

## **2.3 Licence**

Upon acceptance of the Licence Application, the competitor is eligible to;

- 2.3.1 Participate in SUPER SERIES Events, including promotional activities.
- 2.3.2 Receive SUPER SERIES decals and patches when applicable.
- 2.3.3 Receive schedules, announcements and SUPER SERIES news sent by email.
- 2.3.4 Any rider providing his/her racing license to another individual will be subject to any penalties at the discretion of the Official Staff.
- 2.3.5 Any rider found to be in possession of a false License or providing false information in order to obtain a License will be subject to any penalties at the discretion of the Official Staff.

## **2.4 Entry Restrictions**

- 2.4.1 SUPER SERIES reserves the right to limit the number of participants in a SUPER SERIES Event.
- 2.4.2 When the number of participating motorcycles is limited, SUPER SERIES shall give preference to Competitors who have accumulated SUPER SERIES points, then those registered with the Preseason Discount Package.

## **2.5 Plate/Bike Number Request**

- 2.5.1 The desired plate/Bike number and two alternate choices shall be submitted on the SUPER SERIES Licence Application Form.
- 2.5.2 Plate/Bike numbers will be issued to returning riders that register by March 31, 2020 on a priority basis followed by new entries.
- 2.5.3 Plate/Bike numbers shall be between 2 and 999 unless approved by SUPER SERIES.

## **2.6 Events**

### **2.6.1 Team Representative**

Each team shall designate one person to act as the team representative. If none is designated, the responsibility shall default to the rider. This person is the only person who may speak for the team OFFICIALLY, including filing verbal scoring or other inquiries and making changes and additions to the team's credential list. If this person must be changed during the event, the SUPER SERIES Race Director must be notified in writing.

## 2.6.2 Mandatory Attendance

2.6.4.1 Competitors shall attend all riders' meetings and autograph sessions as directed by the SUPER SERIES.

2.6.4.2 Exceptions must be confirmed in advance with a SUPER SERIES Official.

2.6.4.3 The minimum penalty for not attending shall be of \$200.00 payable to RACE Events Inc.

## 2.7 Code of Conduct

All SUPER SERIES participants shall conduct themselves in a professional and respectful manner particularly in relations with other participants, officials, sponsor partners and the general public. All SUPER SERIES participants shall maintain the highest level of behaviour and sportsmanship and shall ensure that their actions are not detrimental to SUPER SERIES or motorsports in general. All SUPER SERIES participants are responsible for the conduct and behaviour of their crew and guests at all times. A penalty may be applied to a rider for misconduct by crew or a guest. See **Appendix B** for Social Media Policy.

## 2.8 Alcoholic Beverages

Consumption of alcoholic beverages by any Participant is expressly prohibited until all Competitions are concluded for the day. The presence of alcohol in a Rider's body during a Competition is prohibited. Any action taken, or penalty applied by the Chief Referee/Steward in this regard is not subject to appeal.

## 2.9 Narcotics and Drugs

The use of any narcotic or illegal substance, as defined in law, or the improper use of legal substance, by any participant is prohibited. The Chief Referee/Steward may prohibit participation if it is suspected that any substance has been consumed. Such action is not subject to appeal.

## 2.10 Submission to Testing

SUPER SERIES reserves the right to require any participant to submit to and complete; breath, blood, urine or other tests designed to determine the presence of alcohol, narcotics, dangerous drugs, illegal substances or the inappropriate use of legal substances. Such action is not subject to appeal.

## 2.11 Medical Condition

2.11.1 It is the responsibility of every competitor to inform the staff of any physical condition that might prevent the safe control of a motorcycle under race conditions, as well as, any medical condition that could be worsened by virtue of competition in an event (i.e. concussion).

2.11.2 Failure to report any medical conditions that could affect a rider's ability could result in that rider being penalized or not allowed to compete in Super Series events.



- 2.11.3 It is mandatory that all riders must fill a medical form with Emergency Medical Information. This medical information, if needed, shall be updated as soon as new information arise.

Any rider may be required to show proof of medical fitness (mental or physical) in order to compete in any sanctioned event. In any situation where the Super Series deems that a rider's medical condition is at a higher than accepted risk (i.e. concussion) then that rider will not be able to compete and shall get a proof of medical fitness from their general practitioner before returning to competition.

### **3. Competitors/Team Clothing Requirements**

#### **3.1 Team apparel**

- 3.1.1 Team members must wear suitable body and leg covering clothing while in the pits (pot box, pit lane, pit area). Closed shoes, long pants and a shirt with sleeves (short sleeves accepted) are required in pit lane.

#### **3.2 Competitor apparel**

- 3.2.1 Any rider competing in an event must use a full face helmet legally bearing a SNELL M 2015 Standard Sticker or an Officially Approved helmet, see for reference: <https://www.frhp.org/circuit%20helmets/homologated-helmets>
- 3.2.2 Rider's helmet must be in new condition, free from any damage.
- 3.2.3 A non-damaged visor must be fitted and secured in a down position on the helmet at all times.
- 3.2.4 All clothing must be made of leather and be in good repair. One-piece special purpose racing suits are recommended.
- 3.2.5 If the leathers are two-piece, the top and bottom must be safely and securely joined together (full zipper.)
- 3.2.6 Leather boots, in good condition, and of at least eight (8) inches in ankle height must be worn.
- 3.2.7 Leather gloves must be worn and cover the cuff of the leather sleeve.
- 3.2.8 No skin should be visible on the rider's body when that rider has their equipment on and is in a racing position, except at the rider's neck.
- 3.2.9 All of the riders' equipment mentioned above must be worn whenever they are on the track.
- 3.2.10 All of the rider's personal equipment shall be inspected at technical inspection before the rider can take part in any on-track activity.
- 3.2.11 It is strongly recommended that all competitors wear Velcro-type protective kidney belts and back brace/protector underneath their racing leathers.

- 3.2.12 If any of the clothing or machinery shows excessive damage, the series Official might reject that piece of gear from racing use.
- 3.2.13 Any action taken, or penalty applied by the Chief Referee/Steward in section 3 is not subject to appeal.

## **4. Awards**

### **4.1 Year-End awards and recognition**

- 4.1.1 At the end of the season, competitors classified in the first, second and third position in their Class shall be recognized for their achievement.
- 4.1.2 Competitors (or a team representative) are required to attend the award ceremony in order to claim their award/prize.
- 4.1.3 Awards/prizes will not be delivered to competitors.

## **5. Participant Credentials**

### **5.1 Visible at all times**

- 5.1.1 All registered riders and crew members shall wear their Official SUPER SERIES Credential in a visual manner during SUPER SERIES race events
- 5.1.2 Two (2) crew members designated ONLY by the Rider will be allowed in the pits (pit box, pit lane and pit area). They shall obtain the appropriate weekend credentials from the Series' Registrar.
- 5.1.3 Non-compliance will result in a penalty

## **6. Competition / Event Procedures**

### **6.1 General**

- 6.1.1 Events will be held rain or shine.
- 6.1.2 Races may be canceled or postponed due to serious weather conditions (i.e. excessive rain, lightening, unsafe track conditions).
- 6.1.3 Due to safety reason, or any reason deemed necessary, The Clerk of the course or the Race Director may stop a session before its official time. The CHECKERED flag will be waved, and the session will end as completed. Final scoring will revert to the last completed lap.

- 6.1.4 Only the Race Director shall determine whether a race will be restarted. The Race Director may choose to do a single file formation.
- 6.1.5 If the event is restarted, the original scheduled distance might be shortened.
- 6.1.6 A rider entering or leaving the pits must ride in the designated entrance and exit lanes or face a possible disqualification penalty. Any rider entering the pits must signal with their hand and when leaving the pits competitors must wait for the appropriate official to wave them out.
- 6.1.7 Competitors arriving late will be placed at the back of the grid in the order that they arrive and will not be allowed to take their grid position. Riders who are not ready to proceed on to the track when the grid is released shall be positioned at the back of the grid or shall start the race from pit lane as instructed by the Race Director.

## **6.2 Session Length**

- 6.2.1 All classes competing during a SUPER SERIES event shall be comprised of all mandatory sessions: practice, qualifying, heat race and race.
- 6.2.2 A typical Practice session shall be of 20 minutes
- 6.2.3 A typical Qualifying session shall be of 15 minutes
- 6.2.4 A typical Heat Race session shall be of 15 minutes (Optional)
- 6.2.5 A typical Race session shall be of 20 minutes
- 6.2.6 Session Times mentioned above are for information purposes and are subject to change with no prior notice.

## 7. Flags

The following is a list of flags and signals that are commonly used at trackside during all events. It is the responsibility of every rider to be aware of all flags and be prepared to act accordingly at any time.

### 7.1 GREEN Flag



A waved green flag, a waved Canadian flag or start lights announce the Start of the Race

### 7.2 YELLOW Flag



**Any YELLOW flag is a signal of danger of any nature at or beyond the station displaying the flag. Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.**

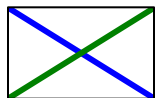
- 7.2.1 **Single motionless:** Reduce your speed, **do not overtake**, and be prepared to avoid an incident. There is a hazard beside or partly on the track.
- 7.2.2 **Double waved:** Reduce your speed significantly, **do not overtake**, and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track and / or marshals working on or beside the track. At an emergency area, there may be multiple motorcycles involved in an incident. **Proceed to start finish for restart of race.**
- 7.2.3 **SIDECAR:** A Yellow Flag pointed at the driver indicates that the driver has lost the passenger.

### 7.3 WHITE Flag



A WHITE flag will prevail on the racetrack whenever it becomes necessary to dispatch an ambulance or other service vehicle onto the racing surface. Whenever possible, WHITE flags will be displayed from flag stations around the circuit. **Do not overtake.**

#### 7.4 BLUE & GREEN Crossed



A BLUE & GREEN flag means halfway of the race. As an alternative, a BLUE and a GREEN flag can be used together (crossed).

#### 7.5 YELLOW/RED Vertical Stripes



Indicates a hazard on the track ahead: debris, rain, oil, water, gas, dirt or motorcycle parts are beside or on the track or in the impact zone ahead. This condition requires extreme caution. Reduce your speed and be prepared to avoid the debris. A pointing motion should accompany this flag from the corner worker directing competitors to the riders right or left.

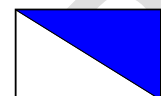
YELLOW/RED Flag will be displayed until the debris is cleared.

#### 7.6 Black Flag



Indicates that there is something wrong with the rider or their machinery. Slow down with caution, do a visual check and then proceed if safe to do so. **Riders shall complete the current lap, proceed to their pits and report to a Series Official.**

#### 7.7 BLUE & WHITE Flag



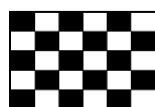
Indicates last lap; one lap to go to the finish.

## 7.8 RED Flag



- 7.8.1 Should a decision be made to stop any track session, including a race, because of an accident or an incident, a RED flag will be shown at the Start/Finish line and simultaneously at each corner post.
- 7.8.2 It is the responsibility of all riders to stop racing immediately, slow down, exercise extreme caution, be prepared to stop, **riders shall complete the current lap, proceed to their pits and wait for further instructions.**
- 7.8.3 Riders, unless instructed by a Series Official, are not to leave the pits. Leaving the pits or pit lane without permission from a Series Official will result in penalties or disqualification.

## 7.9 CHECKERED Flag



Completion of the race. Racing must stop and all riders must slow down, complete their current lap and return to their pits or other designated area. Do not overtake during the cooldown lap.

## 8. Paddock Safety

### 8.1 General Provision

- 8.1.1 Team vehicles of any kind are to be driven in a safe manner at all times when at the race facility and no vehicle shall be driven faster than 15 km/hr in the paddock, or otherwise stipulated.
- 8.1.2 No person shall ride in or on any vehicle in an unsafe manner.
- 8.1.3 When a motorcycle is being re-fueled, or a device is being used that could precipitate a fire, such as a welding system, a crew member shall stand-by with a fire extinguisher.
- 8.1.4 Animals of any kind are not permitted in the pits or on the racetrack. Animals in the paddock must be restrained at all times.
- 8.1.5 The Regulations in this section, and any penalties applied, are not subject to appeal.

## **9. Competitor Conduct on the Racetrack**

### **9.1 General**

- 9.1.1 Engines must be started by means of an on-board starter using an on-board power supply, with or without a supplementary power supply.
- 9.1.2 It is not permitted to drive a race bike, at any time, in the opposite direction of race traffic without the permission of the Clerk of the Course. Infractions of the Regulation may mean immediate exclusion.
- 9.1.3 If a rider is forced to stop on the track it is the rider's duty to place the motorcycle as far as possible off the traveled portion of the track to cause the least obstruction to other competitors, and preferably on the side of the track least used by race traffic.
- 9.1.4 If a machine breaks down on the course, only the rider can repair it. The rider can have assistance pushing and/or starting the machine, but their crewmembers may not go trackside during an event to do so.

### **9.2 Conduct During Race Starts**

- 9.2.1 Entrants, riders or crew members, who demonstrate a lack of compliance with race starting procedures are subject to penalty.
- 9.2.2 A false start shall be deemed to occur when a rider at any time under Starter's orders, unless instructed by an official, moves from the prescribed position, forward, backwards, or sideways in relation to the field before the display of the GREEN flag, or GREEN light, indicating the start of a race.
- 9.2.3 Attempting to make or making a false start is subject to penalty.
- 9.2.4 Penalties applied under this Regulation are not subject to appeal.

### **9.3 Push-Starting a Bike**

- 9.3.1 Push-starts on the racetrack are not permitted.

### **9.4 Conduct on the Racetrack**

- 9.4.1 Only the marked racetrack surface and any curbing may be used by riders during any track session.
- 9.4.2 Riders shall ride in a manner compatible with general safety respecting at all times the right of competitors to space marked on the racetrack.
- 9.4.3 It is the responsibility of all riders to avoid physical contact between motorcycles on the racetrack.

- 9.4.4 Riders shall follow the marked track during a competition and shall not gain an advantage from an off-course excursion.
- 9.4.5 Any rider who has left the marked track must respond so as to regain control of the bike, stop if necessary, and, without driving against the direction of the racetrack, rejoin the track at the nearest point to that where the exit occurred, compatible with safety, and obey the directions of the track marshals in the area.
- 9.4.6 A rider who goes off the marked track, in the presence of track marshals or not, and attempts to return to the track and in doing so causes a disadvantage to another competitor is subject to penalty.
- 9.4.7 The repetition of serious mistakes or the appearance of a lack of control over the motorcycle (i.e, leaving the marked track) may entail exclusion or other penalty of the rider involved.
- 9.4.8 The Race Director may, during any practice, qualifying or race session, order any motorcycle to be removed from the racetrack which, in the opinion of the Race Director constitutes a hazard to other competitors because of insufficient speed, fluid spilling, or any other reason. Such action is not subject to protest or appeal.
- 9.4.9 All major body components shall remain in the normal position throughout the competition. Loss of bodywork may result in a motorcycle being BLACK-flagged on instruction from the Race Director.
- 9.4.10 In any situation where a rider has had equipment malfunction, he/she must signal and move to the side of the track off the racing line. In the case where machinery is leaking any fluids then that rider must ensure that they do not continue to circulate around the track. The rider must move off the racing line, signal, leave the racing surface and contact the nearest Marshal or Official as soon as possible.
- 9.4.11 A rider who crashes and then attempts to rejoin the race must ensure that their machine is in proper mechanical condition in order to continue racing. It is the sole responsibility of the rider to perform a thorough inspection of their machine before re-entering the race.
- 9.4.12 A rider that crashes during an event is automatically required to report for a mandatory medical assessment upon returning from trackside to the pit lane (medical room and/or paramedic area).
- 9.4.13 Reasonable power wheelies exiting corners under normal racing situations are allowed. However, any prolonged or deliberate wheelie at any time (within 200 ft. of another rider) will result in penalties being assessed to that rider and/or team. Riders may be given a meatball flag (black with orange circle in the center) as a warning that their riding is hazardous, erratic or dangerous. Repeated violation will result in a full black flag and disqualification from any on track session. The Officials will reserve the right to further penalize the rider at their discretion.
- 9.4.14 Any penalty under these situations cannot be protested.



## **9.5 Passing on the Racetrack**

- 9.5.1 Corners, or curves, as well as the entry and exit zones thereof may be negotiated by riders as they wish, within the limits of the marked track.
- 9.5.2 The responsibility for the decision to pass another motorcycle rests with the overtaking rider. However, this will not relieve the overtaken rider from the responsibility for the safe passing of another motorcycle.
- 9.5.3 The overtaken rider shall not block.
- 9.5.4 Riders are obliged to heed the flag signals displayed around the track. Failure to respond to a flag signal is a violation of these Regulations.
- 9.5.5 Any rider riding in a manner which, even if unintentionally, appears to hinder or discourage another rider seeking to pass, or appearing to ignore the BLUE flag, may be given a penalty. Systematic or repeated offences may result in exclusion.
- 9.5.6 The same penalty shall be applied to riders who swing from one side of the track to the other side of the track in order to prevent other competitors from overtaking.

## **9.6 Pre-grid / Grid Procedure**

Racing vehicles arriving after the 3-minute board has been displayed will be placed at the back of the grid in the order that they arrive and will not be allowed to take their grid position. Riders who are not ready to proceed onto the track when the grid is released shall be positioned at the back of the grid or shall start the race from pit lane as instructed by the SUPER SERIES Race Director.

## **9.7 Pit Lane Procedure**

- 9.7.1 During any track session, only crewmembers and/or riders will be allowed along the pit wall if they have a proper pit signaling board for their rider. Only one (1) person per team with a pit board will be allowed in the pit lane. Hand signals or any other type of gesturing is not permitted along the pit wall. The above rules apply.
- 9.7.2 It is explicitly not allowed to anyone to be at pit wall at the start of any race. Any violation of the above rules will result in severe penalties at the discretion of the Officials.
- 9.7.3 Pit Lane speed limit is of 50 km. A penalty regarding a pit lane speed violation may not be protested or appealed.
- 9.7.4 When a bike stops at its pit at any time during qualifying or race sessions, work or service on the bike is permitted;
- 9.7.5 Any team member in the working pit, provided that they are well identified and wear the appropriate credential may work on the bike.

- 9.7.6 One jack, tools, service equipment and wheels/tires may be placed over the pit wall into the servicing pit during the lap on which the bike is pitting, and must be placed back behind the pit wall immediately after the motorcycle's departure.
- 9.7.7 The addition of any fluids during a race is prohibited, except during endurance races.
- 9.7.8 It is the responsibility of the crew to notify SUPER SERIES Officials immediately of any liquid spills and to assist in their clean-up.
- 9.7.9 All vehicles and competitors shall not leave the pit lane during any track session without permission from a SUPER SERIES Official.
- 9.7.10 Penalties applied for violation of this Regulation are not appealable.

## **9.8 Qualifying for a race**

- 9.8.1 It is the machine that qualifies for a race.
- 9.8.2 A rider may not qualify a bike that will be used in a race by another rider, except in the case where the event race format specifies a requirement for a rider change.
- 9.8.3 In the case of one bike and two riders, only the nominated riders for the bike may drive the bike in qualifying sessions. The official qualifying time will be the fastest time recorded by either rider. Should SUPER SERIES officials determine that a qualified bike was not qualified by the nominated rider, the bike will be moved to the back of the starting grid for the race.
- 9.8.4 A rider change may only take place in the official pit lane area. A violation of this rule will result in exclusion of the riders from the session or race. Such a penalty is not subject to protest or appeal.
- 9.8.5 Ties in qualifying times between competitors shall be broken by taking the next fastest time for each competitor until the tie is broken.
- 9.8.6 Riders who do not achieve a qualifying time may be permitted to start in the last positions on the starting grid only after receiving permission from the Race Director and provided the maximum number of starters is not exceeded.
- 9.8.7 A rider shall not drive another rider's bike in a qualifying session or a race unless prior approval has been received from the Race Director. The penalty for violating this Regulation is exclusion of both riders from the session. No appeal is allowed for penalties applied in this regard.

## **9.9 Starting Position**

- 9.9.1 Unless specified otherwise, competitors shall be positioned on the starting grid in the order of their qualifying times.
- 9.9.2 The pole position shall always be as follows:

- 9.9.3 When the first turn after the start is to the right, the pole position shall be on the right.
- 9.9.4 When the first turn after the start is to the left, the pole position shall be on the left.
- 9.9.5 After the bikes have left the pre-grid for their starting positions on the grid, assigned starting positions must be maintained. Vacant places on the starting grid shall remain vacant up to the display of the GREEN flag at the start of the race, unless otherwise instructed by the Race Director.
- 9.9.6 Bikes having departed the pre-grid to take a position on the grid that are unable to maintain their position for any reason or are unable to respond promptly to the Starter's instructions, must abandon their starting position when so instructed.

## 10. Scoring

### 10.1 General Provisions

- 10.1.1 To qualify as a finisher and score finishing position points, a competitor shall have completed no less than 50% of the total race laps by the leader of that competitor's class at the chequered flag.
- 10.1.2 Timing and scoring shall not commence until the starting signal is first given by the Starter.
- 10.1.3 Races shall be of a timed length or of a pre-established distance.
- 10.1.4 A qualifying session shall determine the starting positions for the first race of an event. The fastest lap time achieved during the first race of the event shall determine the starting position for the second race unless a second qualifying session is scheduled.
- 10.1.5 Should a qualifying session be cancelled or unavailable, vehicles shall be gridded according to current points standing by class or another method as determined by SUPER SERIES.

### 10.2 Competitor Points

- 10.2.1 Competitors shall be awarded points based on the results in each round and/or qualifying session within the championship.
- 10.2.2 Vehicles/competitors excluded from the results of a SUPER SERIES race for any given reason will lose all finishing position points and bonus points earned in that particular race, and all competitors will score points based upon the new results.

### 10.2.3 Competitor Finishing Position Points

Finishing points shall be awarded for each round as follows;

1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
100	95	90	85	80	75	70	65	60	55
11th	12th	13th	14th	15th	16th	17th	18th	19th	20th
50	45	40	35	30	25	20	15	10	5

### 10.3 Competitor Bonus Points

- 10.3.1 Five (5) additional points shall be awarded to the competitor who sets the fastest official qualifying time in a Qualifying session in each category if there is more than one category per class during the same race.
- 10.3.2 One (1) additional point shall be awarded to each competitor for each lap completed in each round.

## 11. Motorcycle Eligibility and Modifications

### 11.1 Underlying Principle

UNLESS THE REGULATIONS STATE THAT YOU CAN DO IT, YOU CANNOT.

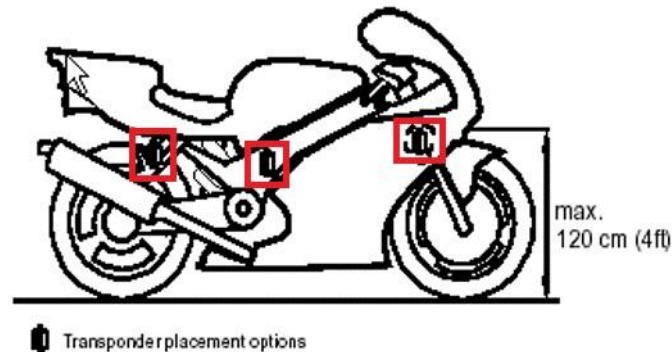
### 11.2 Sound limit

- 11.2.1 The decibel limit is 106 dbA with the reading taken at fifty percent (50%) of the maximum R.P.M., 36 inches and 45 degrees from the end of the exhaust system. Machines that fail to meet these standards will not be allowed to compete.
- 11.2.2 Only sound level readings taken by SUPER SERIES are official.

### 11.3 Transponder

- 11.3.1 The transponder position on the bike influences whether the transponder will receive with sufficient signal strength and whether the system will be able to determine an accurate passing time. A transponder position therefore should be determined with great care and should obey the following restrictions:
- 11.3.2 Metal or carbon fiber parts may absorb or block the magnetic transponder signal; therefore, the transponder should be mounted with no metal or carbon fiber parts beneath it.

- 11.3.3 For the decoder to be able to determine an accurate passing time for the received transponder signal, the transponder should be mounted vertically. Whether the printed transponder number actually is pointed forwards, backwards or to the side is not important.
- 11.3.4 The figure below shows the recommended transponder position and the maximum height. The transponder signal is limited in strength, a maximum mounting height should be obeyed. Higher transponder positions (or positions blocking the signal) will dramatically reduce the received signal strength.



- 11.3.5 It is recommended that you attach the transponder to your upper fork area (left or right side) with tie wraps. For safety reasons you will need to secure the open end of the cotter pin with lock wire.
- 11.3.6 Racers may rent a transponder from SMP at an additional charge.
- 11.3.7 Racers are responsible for their transponder. Those whose transponders are not working during any on-track session may not be timed.

#### 11.4 Machine Appearance

- 11.4.1 All SUPER SERIES participating machines shall be neat and clean in appearance.
- 11.4.2 Any modifications to a bike shall be done in a way that maintains this requirement.
- 11.4.3 SUPER SERIES reserves the right to prohibit a bike from appearing on course due to its appearance, including, but not limited to, damage sustained from an on-track incident at the current, or any previous, event.

#### 11.5 Decals

- 11.5.1 All images/icons/writing and similar decals appearing on the motorcycle must be in good taste.

- 11.5.2 The display of all required SUPER SERIES decals at all times during a SUPER SERIES event is an eligibility requirement for SUPER SERIES machines.
- 11.5.3 All required decals must be placed and displayed in the locations and positions specified by SUPER SERIES. No other decals may be within 50mm of the SUPER SERIES Mandatory Decals.
- 11.5.4 SUPER SERIES Mandatory Decals must not be modified, cut, or trimmed in any way.

## **11.6 Number requirements**

- 11.6.1 Each machine competing in an event must carry complete number identification comprising of three (3) number (plates, areas) one on the front of the machine and one number (plate, area) on each side.
- 11.6.2 The number plates must be securely and safely fastened to the machine in a manner deemed acceptable by the Technical Inspector. The number plate must be rectangular and must be finished in white with a non-glare surface. The plate itself must be at least 11 inches wide and 9 ½ inches high. Numbers must be at least 8 inches high and 1 inch wide and be legibly displayed in the manner listed below with non-glare colours.
- 11.6.3 Novice / Amateur - RED NUMBERS ON WHITE PLATE
- 11.6.4 Professional - BLACK NUMBERS ON WHITE PLATE
- 11.6.5 Number plates may not have sharp edges or corners.
- 11.6.6 On Grand Prix machines the numbers must be applied to the fairing and/or tailpiece in a similar size and manner to that specified for the number plates of Production and Superbike machines.
- 11.6.7 The number plate or shall be free of any decals of any kind and shall be clearly visible at all times.
- 11.6.8 Violations will be subject to penalties.

## **12. Technical Inspections**

### **12.1 General Provisions**

Every machine competing in a SUPER SERIES event must be fully inspected and judged race worthy. It shall meet the necessary standards and be approved by the Technical Scrutineer.

- 12.1.1 The Technical Scrutineer will approve a machine by placing the appropriate sticker on the machine.

12.1.2 At any time during a race weekend, a Series Official may recall a machine for further inspection if they have any doubts concerning that machine's safety.

12.1.3 Any machine that crashes over the course of a competitive weekend must be presented again for inspection before it can be released for the following session.

## **12.2 Post Race Inspection**

12.2.1 During a Series weekend, a competitor may receive an unannounced post-race inspection and, if required, teardown. The rider will be responsible for performing any post-race disassembly ordered by the officials. Riders will also be responsible for any reassembly and the resulting expenses.

12.2.2 Immediately after finishing their victory or cool-off laps, certain competitors and their machines may be directed to a designated area as they exit the track into the pits.

12.2.3 At the designated area, the bike(s) will be inspected for full rule compliance. If any of the riders do not present their bike immediately for post-race technical inspection, they will face immediate disqualification from that event.

12.2.4 Any bike having a speed related modification (an illegal change to the bikes specifications that would make it physically faster) will face immediate disqualification from that event.

12.2.5 A bike with a strictly cosmetic rule infraction (changing the appearance, but not the speed or safety of the bike) will receive a \$50.00 fine.

## **12.3 Safety Requirements**

12.3.1 All machines must have lock wire in the appropriate areas, see **section 12.4** for details.

12.3.2 Fork drain plugs must be securely fastened with lockwire, or silicone.

12.3.3 Any breather type fluid line must drain into a heat resistant, non-combustible catch can of at least five (5) ounces displacement, attached in a safe and secure manner (this does not apply to carb overflow lines).

12.3.4 All machines must have a well-marked (with red tape) operational engine kill button or switch mounted on or adjacent to handlebars or clip-ons, within easy reach of the rider.

12.3.5 All machines must have fully operational front and rear brakes.

12.3.6 All side and centre stands must be removed.

12.3.7 Carriers, mirrors, turn signals and any touring style fairings must be removed. Engine guards may be retained if approved by the Technical Scrutineer.

12.3.8 All lenses (both reflective and headlight) must be removed.

- 12.3.9 Either the rear fender or seat must extend rearward past a line drawn vertically through the rear axle.
- 12.3.10 No part of the fairings may extend forward of a line drawn vertically through the front axle, unless produced by the original equipment manufacturer.
- 12.3.11 The front wheel, but not the tire, must be visible from the front and side.
- 12.3.12 The rider, in racing position, must be fully visible from the side and top; transparent material cannot be used to circumvent this rule.
- 12.3.13 No aerodynamic augmentation accessories may be attached to the rider or the rider's helmet. Front fenders are exempt from this rule.
- 12.3.14 No part of the machine may extend past a line drawn vertically through the rearmost part of the rear tire.
- 12.3.15 A motorcycle having a radiator must have a heat resistant catch can (overflow) attached to its breather hose. Only water or a Series approved additive may be used in the radiator.
- 12.3.16 Un-baffled or "Open Exhaust" systems are not allowed.
- 12.3.17 Any motorcycle that comes equipped with a stock front fairing and/or nose cone, as well as, rear tail section and/or rear mounted fairing must have these in place prior to technical inspection. They also must be mounted at all times.
- 12.3.18 Metal-fairing mounts may not be exposed at any time. Padding and duct tape may not be used to cover up exposed fairing mounts to lessen a possible dangerous situation.
- 12.3.19 If the side fairing obstructs the technical inspection of certain areas, the Technical Scrutineer may request to remove any bodywork to properly complete the inspection.
- 12.3.20 Regardless of the make or model, all competing machine must have an oil retaining system with their lower fairing.
- 12.3.21 Break Lever Guards are mandatory for all solo bikes. Riders must use an approved break lever device from an authorized manufacturer. Each device is subject to inspection. Homemade devices are not allowed.
- 12.3.22 The use of Anti-Freeze is not allowed. Minimum fine is \$250.00.

#### **12.4 Safety Wire System (Lockwire)**

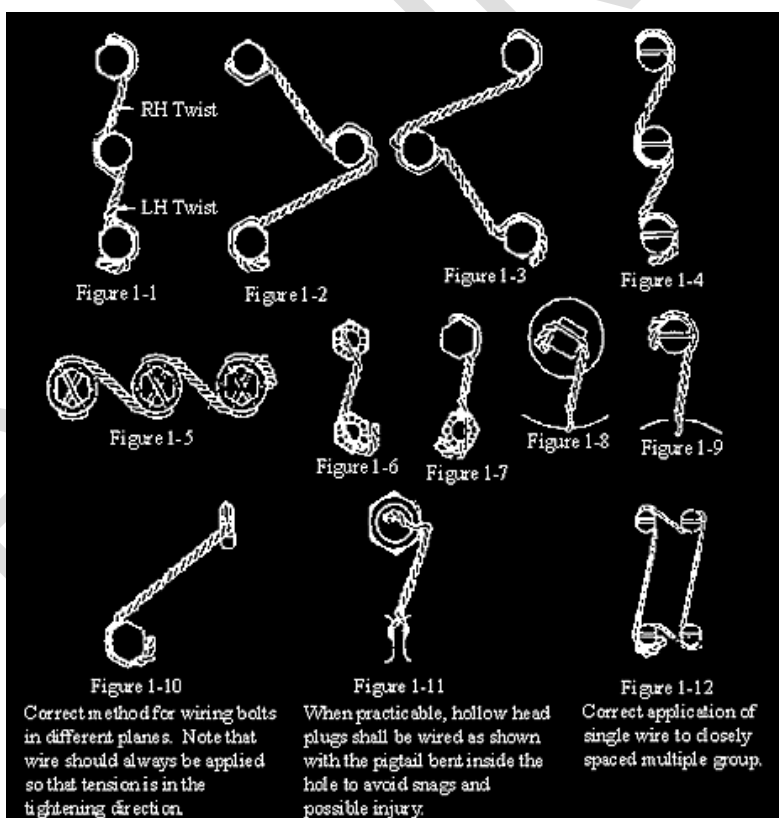
A Safety wire or Lockwire is a type of positive locking device that prevents fasteners from loosening or falling out due to vibration and other forces. The following items must be firmly attached with lockwire.

- 12.4.1 Engine oil drain plug.



- 12.4.2 Gearbox oil drain plug.
- 12.4.3 Any bolt that, if removed, will release oil (especially oil-cooled Suzuki GSX-Rs).
- 12.4.4 Front axle pinch bolts or cap nuts.
- 12.4.5 Brake caliper bolts and torque arm mounts.
- 12.4.6 Spin on type oil filters must be hose clamped and lock wired in the direction of tightening.
- 12.4.7 Drain bolts on forks must be securely fastened with wire, tape or silicone.
- 12.4.8 All hose clamps must be securely fastened with lock wire to keep the hose clamp from falling away from the bike should it break or fail.
- 12.4.9 Triple Clamp - main bolt.
- 12.4.10 The lockwire must be new (not re-used).

Various examples of lock wiring are shown in Figures 1-1 through 1-12. Figure 1-12 shows the single-strand method, while the other figures show the two-strand or double-twist method.



# **APPENDIX A**

## **Rider Classification**

There are three (3) classifications of riders: Novice, Amateur and Professional. These classifications are meant to designate the difference between various riders' abilities, making for fair and exciting competition.

### **NOVICE CLASSIFICATION:**

A Novice rider is a beginner. It is a rider that has never raced before.

A Novice rider will be easily identified on the racetrack:

- by wearing a reflective vest; or
- using a reflective bright coloured tape, will mark a large X on their back.

Novice riders will compete only in specified AM or open classes and will be monitored to make sure their racing skills and on-track behavior meet the series' safety standards.

### **AMATEUR (AM) CLASSIFICATION:**

An Amateur rider is someone who has an intermediate level of racing experience. A Novice rider that successfully meets the necessary racing skills and safety requirements will be promoted to an Amateur classification.

A rider may hold an Amateur classification for as long as deemed necessary.

A rider may request a change in status if that rider feels their current status is holding them back in their career progression. The rider's results and experience will be assessed in order to determine if a status change shall be granted.

A rider might be required to upgrade to a Professional classification if it becomes obvious that his/her racing skills reveal outstanding results and significant speed differential. For the safety of others, a status change might be required during the current season.

Amateur riders will compete only in specified AM or open classes.

### **PROFESSIONAL (PRO) CLASSIFICATION:**

A Professional rider is someone who has an expert level of racing experience. An Amateur rider that successfully meets the necessary racing skills and safety requirements will be promoted to a Professional classification.

Once a rider is promoted to a Professional classification, he/she may not return to an Amateur classification.

Professional riders will compete only in specified PRO or open classes.

A rider judged for mandatory advancement can protest their change in status by presenting evidence showing why they should remain in their current rider classification group. A Minor Protest Fee of \$75.00 applies.

## APPENDIX B

### Competition Classes

**AM & PRO SUPERBIKE**  
**SPORTSMAN LIGHTWEIGHT - MIDDLEWEIGHT - HEAVYWEIGHT**  
**LIGHTWEIGHT PRODUCTION**  
**LIGHTWEIGHT SUPERBIKE**  
**AM & PRO SPORTBIKE**  
**TWINS LIGHTWEIGHT - HEAVYWEIGHT**  
**SPRINT CUP**  
**SIDECARS**

The number of registered riders in any given class may determine whether or not it will be included in any weekend's activities. A minimum of three (3) riders is required in order to be considered.

<b>AM &amp; PRO SUPERBIKE</b> The AM & PRO Superbike class will be for motorcycles: <ul style="list-style-type: none"> <li>• Over 240cc, 2-stroke, G.P. style</li> <li>• 600 cc and over 4-stroke</li> <li>• 1200 cc Twin Liquid Cooled Four Stroke</li> <li>• Unlimited Air-Cooled Twin Four Stroke</li> </ul>	
<b>Wheels</b> <ul style="list-style-type: none"> <li>• 16.5- or 17-inch diameter</li> <li>• Front max width 3.5-inch, Rear max 6.5 inch</li> <li>• Un-restricted construction material</li> </ul>	<b>Bodywork</b> <ul style="list-style-type: none"> <li>• Must appear stock in style</li> <li>• Double Bubble style windshield permitted</li> <li>• Must have liquid retaining lowers or damming of stock lowers to handle bikes fluid capacity</li> </ul>
<b>Front Suspension</b> <ul style="list-style-type: none"> <li>• Aftermarket forks permitted</li> <li>• Adjustable triple clamps permitted</li> <li>• Fork Brace permitted</li> <li>• Modified or aftermarket internals permitted</li> <li>• Slider coating treatments permitted</li> </ul>	<b>Charging System</b> <ul style="list-style-type: none"> <li>• May be modified or deleted</li> </ul>
	<b>Controls</b> <ul style="list-style-type: none"> <li>• Unrestricted</li> </ul>
<b>Rear Suspension</b> <ul style="list-style-type: none"> <li>• Unrestricted</li> </ul>	<b>Exhaust</b> <ul style="list-style-type: none"> <li>• Must not end past rear wheel</li> </ul>
<b>Frame</b> <ul style="list-style-type: none"> <li>• Must be an OEM Homologated design or accepted prototype</li> <li>• May be braced and gusseted</li> <li>• Adjustable swing arm pivot permitted</li> <li>• May be deluged</li> </ul>	<b>Electronics</b> <ul style="list-style-type: none"> <li>• CDI may be replaced with aftermarket or modified</li> <li>• Traction control may be used</li> <li>• Wheelie control may be used</li> <li>• Launch control may be used</li> <li>• ABS and linked brake systems may be used</li> <li>• EFI Custom control mapping and multiple maps accepted</li> <li>• Data acquisition may be used</li> <li>• Electronic shifting cutoff may be used</li> </ul>

<p><b>Brakes</b></p> <ul style="list-style-type: none"> <li>• Aftermarket calipers permitted</li> <li>• Aftermarket rotors permitted (must be manufactured using ferrous materials)</li> <li>• Steel/Kevlar brake lines permitted</li> <li>• Aftermarket master cylinders using remote adjustment permitted</li> <li>• Brake pad material without restriction</li> </ul>	<p><b>Fuel System</b></p> <ul style="list-style-type: none"> <li>• No Nitrous Oxide injection</li> <li>• Must remain normally aspirated</li> <li>• Fuel is not restricted</li> <li>• Fuel tank must appear stock, but construction material is unrestricted may utilize dry break hardware</li> </ul>
<p><b>Engine</b></p> <ul style="list-style-type: none"> <li>• Must retain cases, stock crankshaft, cylinder head (Crankshafts may be modified but must start with original OEM piece)</li> <li>• Camshafts may be changed</li> <li>• Adjustable cam gears may be used</li> <li>• 1mm overbore permitted</li> <li>• Cylinder head may be ported, and oversized valves permitted</li> <li>• Oil and cooling systems may be upgraded</li> <li>• Pistons and connecting rods without restriction</li> <li>• Transmission gears may be undercut</li> <li>• Transmission gears may alter ratio</li> <li>• Slipper style clutch accepted</li> <li>• Timing control permitted</li> </ul>	

## SPORTSMAN CLASSES

The sportsman classes were designed to combine some of the various classes that did not have very large entries. The process of simplifying several classes was intended to have larger grids on the track. The Pro and Am Lightweight Superbike, Pro and Am Twins and Club Cup along with several of the Vintage Class motorcycles have been combined to create the Sportsman Classes listed below.

These classes are open to AM and PRO.

All Sportsman classes will allow for slick tires to be used.

<p><b>Lightweight</b></p> <ul style="list-style-type: none"> <li>• Up to 550cc 4-stroke twin cylinder, any year</li> <li>• Up to 400cc 4-stroke multi cylinder, any year</li> <li>• Unlimited 4-stroke single cylinder, any year</li> <li>• Unlimited 2-stroke single/twin, twelve (12) model years or older production based (excluding GP)</li> <li>• Some vintage bikes.</li> </ul>	<p>Example bikes competing:</p> <ul style="list-style-type: none"> <li>➤ Hawk, CB1, CBR 500, CBR 250, CBR 300</li> <li>➤ Kawasaki GPZ 550, EX 500, EX 250 EX 300, EX 400</li> <li>➤ Suzuki GS 500, GS 550, KTM 390</li> <li>➤ Yamaha RD 350, RZ 350, RD 400, FZR 400</li> </ul>
<p><b>Middleweight</b></p> <ul style="list-style-type: none"> <li>• Up to 1200 cc 4-stroke twin cylinder, air cooled any year</li> <li>• Up to 600cc 4-stroke multi cylinder, twelve (12) model years or older</li> <li>• Unlimited multi-cylinder, two stroke twelve (12) model years or older</li> <li>• 250 GP 12 model years or older</li> <li>• 125 GP any year</li> <li>• Some vintage bikes</li> </ul>	<p>Example bikes competing:</p> <ul style="list-style-type: none"> <li>➤ BMW Boxer Cup Style – certain model years</li> <li>➤ Ducati / Cagiva 650 Pantah, 750 SS, M750 (Other Ducati Models subject to Series Official Approval)</li> <li>➤ Honda RS 125, CBX 550, CBR 600 up to (2005), CB 900 F, CB 1100 F, GT 650 Hawk</li> <li>➤ Kawasaki KZ /GPZ 750, 1000, 1100, ZX 600 R (up to 2005)</li> <li>➤ Suzuki SV 650, GS 1000, 1100, GSXR 600 (up to 2005) GSX 600</li> <li>➤ Katana Yamaha, TZ 125, FZR600, YZF 600 (up to 2005)</li> </ul>
<p><b>Heavyweight</b></p> <ul style="list-style-type: none"> <li>• 651cc and over 4-stroke twin cylinder, any year</li> <li>• 601cc and over 4-stroke multi cylinder, twelve (12) model years and older</li> </ul>	<p>Example bikes competing:</p> <ul style="list-style-type: none"> <li>➤ Aprilia RSV Mille, Ducati M900, M1000, 900 / 1000 SS 748, 749, 916, 996, 998, 999</li> <li>➤ BMW Boxer Cup Style – certain model years</li> <li>➤ Honda RS 250, RS 500, CBR 900, (up to 2005), RC 51</li> <li>➤ Kawasaki ZX7R &amp; RR (up to 2005), ZX9R (up to 2005)</li> <li>➤ Suzuki SV 1000, GSXR 750 /1100 (up to 2005) TL &amp; TLR 1000</li> <li>➤ Yamaha TZ 250, FZ 750 YZF 750 /1000 (up to 2005)</li> </ul>

<p><b>LIGHTWEIGHT PRODUCTION</b></p> <p>The Lightweight Production class will be for motorcycles:</p> <ul style="list-style-type: none"> <li>• Any year Kawasaki EX 250, EX 300, EX 400,</li> <li>• Any year Hyosung 250 GT, Yamaha R3, KTM 390</li> <li>• Any year CBR 250, CBR 300, CBR 500</li> <li>• 380cc Four stroke multi or twin</li> <li>• 400cc Four stroke single</li> <li>• 500cc Four stroke air cooled (vintage legal)</li> </ul>	
<p><b>Wheels</b></p> <ul style="list-style-type: none"> <li>• Must be of stock design and type</li> </ul>	<p><b>Bodywork</b></p> <ul style="list-style-type: none"> <li>• Must appear stock in style</li> <li>• Double Bubble style windshield permitted</li> <li>• Must have liquid retaining lowers or damming of stock lowers to handle bikes fluid capacity</li> </ul>
<p><b>Front Suspension</b></p> <ul style="list-style-type: none"> <li>• Aftermarket fork caps permitted</li> <li>• No aftermarket triple clamps</li> <li>• Fork Brace permitted</li> <li>• Head inserts are not permitted</li> <li>• Aftermarket open cartridges are permitted</li> </ul>	<p><b>Charging System</b></p> <ul style="list-style-type: none"> <li>• Must remain installed and operational</li> </ul>
	<p><b>Controls</b></p> <ul style="list-style-type: none"> <li>• Must use original throttle set up (no quick turn)</li> <li>• Levers may be changed to aftermarket style</li> <li>• Rear sets may be fitted</li> </ul>
<p><b>Rear Suspension</b></p> <ul style="list-style-type: none"> <li>• May be upgraded to aftermarket unit</li> </ul>	<p><b>Exhaust</b></p> <ul style="list-style-type: none"> <li>• May be changed out for aftermarket</li> <li>• Must not end past rear wheel</li> </ul>
<p><b>Frame</b></p> <ul style="list-style-type: none"> <li>• Must be an OEM</li> <li>• May be deluged and fitted with bung for damper</li> </ul>	<p><b>Electronics</b></p> <ul style="list-style-type: none"> <li>• CDI and wire harness must be OEM of street design</li> </ul>
<p><b>Brakes</b></p> <ul style="list-style-type: none"> <li>• Lines may be upgraded to steel braided</li> <li>• Calipers and master cylinder must remain stock</li> <li>• Pads/shoes may be upgraded to track grade</li> <li>• Rotors must remain stock</li> </ul>	<p><b>Fuel System</b></p> <ul style="list-style-type: none"> <li>• Fuel control device may be used</li> <li>• Stock bikebs if fitted must be used and may be re-jetted</li> <li>• Stock T/B must be used if fitted</li> <li>• Air box must be retained but may be modified and used with or without air filter</li> </ul>
<p><b>Engine</b></p> <ul style="list-style-type: none"> <li>• TBD</li> </ul>	

<p><b>LIGHTWEIGHT SUPERBIKE</b></p> <p>The Lightweight Production class will be for motorcycles:</p> <ul style="list-style-type: none"> <li>• 650cc Four stroke, liquid cooled twins</li> <li>• 500cc Four stroke, liquid cooled multis</li> <li>• 650cc Four stroke single</li> <li>• 500cc Street based two strokes</li> <li>• 250cc GP based two stroke 2005 Year model or older</li> <li>• 125cc GP based two strokes, any year</li> </ul>	
<p><b>Wheels</b></p> <ul style="list-style-type: none"> <li>• 16.5- or 17-inch diameter</li> <li>• Front max width 3.5-inch, Rear max 6.5 inch</li> <li>• Un-restricted construction material</li> </ul>	<p><b>Bodywork</b></p> <ul style="list-style-type: none"> <li>• Must appear stock in style</li> <li>• Double Bubble style windshield permitted</li> <li>• Must have liquid retaining lowers or damming of stock lowers to handle bikes fluid capacity</li> </ul>
<p><b>Front Suspension</b></p> <ul style="list-style-type: none"> <li>• Aftermarket forks permitted</li> <li>• Adjustable triple clamps permitted</li> <li>• Fork Brace permitted</li> <li>• Modified or aftermarket internals permitted</li> <li>• Slider coating treatments permitted</li> </ul>	<p><b>Charging System</b></p> <ul style="list-style-type: none"> <li>• May be modified or deleted</li> </ul>
	<p><b>Controls</b></p> <ul style="list-style-type: none"> <li>• Unrestricted</li> </ul>
<p><b>Rear Suspension</b></p> <ul style="list-style-type: none"> <li>• Unrestricted</li> </ul>	<p><b>Exhaust</b></p> <ul style="list-style-type: none"> <li>• Must not end past rear wheel</li> </ul>
<p><b>Frame</b></p> <ul style="list-style-type: none"> <li>• Must be an OEM Homologated design or accepted prototype</li> <li>• May be braced and gusseted</li> <li>• Adjustable swing arm pivot permitted</li> <li>• May be deluged</li> </ul>	<p><b>Electronics</b></p> <ul style="list-style-type: none"> <li>• CDI may be replaced with aftermarket or modified</li> <li>• Traction control may be used</li> <li>• Wheelie control may be used</li> <li>• Launch control may be used</li> <li>• ABS and linked brake systems may be used</li> <li>• EFI Custom control mapping and multiple maps accepted</li> <li>• Data acquisition may be used</li> <li>• Electronic shifting cutoff may be used</li> <li>• Launch control permitted</li> </ul>
<p><b>Brakes</b></p> <ul style="list-style-type: none"> <li>• Aftermarket calipers permitted</li> <li>• Aftermarket rotors permitted (must be manufactured using ferrous materials)</li> <li>• Steel/Kevlar brake lines permitted</li> <li>• Aftermarket master cylinders using remote adjustment permitted</li> <li>• Brake pad material without restriction</li> </ul>	<p><b>Fuel System</b></p> <ul style="list-style-type: none"> <li>• No Nitrous Oxide injection</li> <li>• Must remain normally aspirated</li> <li>• Fuel is not restricted</li> <li>• Fuel tank must appear stock, but construction material is unrestricted may utilize dry break hardware</li> </ul>
<p><b>Engine</b></p> <ul style="list-style-type: none"> <li>• Must retain cases, stock crankshaft, cylinder head (Crankshafts may be modified but must start with original OEM piece)</li> <li>• Camshafts may be changed</li> <li>• Adjustable cam gears may be used</li> <li>• 1mm overbore permitted</li> <li>• Cylinder head may be ported, and oversized valves permitted</li> <li>• Oil and cooling systems may be upgraded</li> <li>• Pistons and connecting rods without restriction</li> </ul>	

- Transmission gears may be undercut
- Transmission gears may alter ratio
- Slipper style clutch accepted
- Timing control permitted

<p><b>AM &amp; PRO SPORTBIKE</b>          The AM &amp; PRO Sportbike class will be for motorcycles:</p> <ul style="list-style-type: none"> <li>• 600cc Multi Cylinders Four Stroke</li> <li>• 850cc Liquid Cooled Twin Four Stroke</li> <li>• 1350 cc Air Cooled Twin Four Stroke</li> <li>• Triumph 675 and MV Agusta F3 675 Triples and Kawasaki ZX636 are legal</li> </ul>	
<p><b>Wheels</b></p> <ul style="list-style-type: none"> <li>• 16.5- or 17-inch diameter</li> <li>• Front max width 3.5-inch, Rear max 6.5 inch</li> <li>• Un-restricted construction material</li> </ul>	<p><b>Bodywork</b></p> <ul style="list-style-type: none"> <li>• Must appear stock in style</li> <li>• Double Bubble style windshield permitted</li> <li>• Must have liquid retaining lowers or damming of stock lowers to handle bikes fluid capacity</li> </ul>
<p><b>Front Suspension</b></p> <ul style="list-style-type: none"> <li>• Aftermarket forks permitted</li> <li>• Adjustable triple clamps permitted</li> <li>• Fork Brace permitted</li> <li>• Modified or aftermarket internals permitted</li> <li>• Slider coating treatments permitted</li> </ul>	<p><b>Charging System</b></p> <ul style="list-style-type: none"> <li>• May be modified or deleted</li> </ul>
	<p><b>Controls</b></p> <ul style="list-style-type: none"> <li>• Unrestricted</li> </ul>
<p><b>Rear Suspension</b></p> <ul style="list-style-type: none"> <li>• Unrestricted</li> </ul>	<p><b>Exhaust</b></p> <ul style="list-style-type: none"> <li>• Must not end past rear wheel</li> </ul>
<p><b>Frame</b></p> <ul style="list-style-type: none"> <li>• Must be an OEM Homologated design or accepted prototype</li> <li>• May be braced and gusseted</li> <li>• Adjustable swing arm pivot permitted</li> <li>• May be deluged</li> </ul>	<p><b>Electronics</b></p> <ul style="list-style-type: none"> <li>• CDI may be replaced with aftermarket or modified</li> <li>• Traction control may be used</li> <li>• Wheelie control may be used</li> <li>• Launch control may be used</li> <li>• ABS and linked brake systems may be used</li> <li>• EFI Custom control mapping and multiple maps accepted</li> <li>• Data acquisition may be used</li> <li>• Electronic shifting cutoff may be used</li> </ul>
<p><b>Brakes</b></p> <ul style="list-style-type: none"> <li>• Aftermarket calipers permitted</li> <li>• Aftermarket rotors permitted (must be manufactured using ferrous materials)</li> <li>• Steel/Kevlar brake lines permitted</li> <li>• Aftermarket master cylinders using remote adjustment permitted</li> <li>• Brake pad material without restriction</li> </ul>	<p><b>Fuel System</b></p> <ul style="list-style-type: none"> <li>• No Nitrous Oxide injection</li> <li>• Must remain normally aspirated</li> <li>• Fuel is not restricted</li> <li>• Fuel tank must appear stock, but construction material is unrestricted may utilize dry break hardware</li> </ul>



**Engine**

- Must retain cases, stock crankshaft, cylinder head (Crankshafts may be modified but must start with original OEM piece)
- Camshafts may be changed
- Adjustable cam gears may be used
- 1mm overbore permitted
- Cylinder head may be ported, and oversized valves permitted
- Oil and cooling systems may be upgraded
- Pistons and connecting rods without restriction
- Transmission gears may be undercut
- Transmission gears may alter ratio
- Slipper style clutch accepted
- Timing control permitted

<p><b>TWINS LIGHTWEIGHT</b> The Twins Lightweight class will be for motorcycles:</p> <ul style="list-style-type: none"> <li>• Up to 650 cc Single / Twin Unlimited Four Stroke Singles</li> <li>• Air Cooled or Liquid Cooled</li> <li>• Certain Two Stroke Production Based Bikes</li> <li>• 250 G.P. Style 2005 Model Year or Older</li> <li>• 125 G.P. Style Any Year Model</li> </ul>	<p><b>TWINS HEAVYWEIGHT</b> The Twins Heavyweight class will be for motorcycles:</p> <ul style="list-style-type: none"> <li>• 800 cc Liquid Cooled</li> <li>• 1400 cc Liquid Cooled Multi Valve</li> <li>• 1650 cc Air Cooled OHV</li> <li>• Unlimited Pushrod</li> </ul>
<p><b>Wheels</b></p> <ul style="list-style-type: none"> <li>• 16.5- or 17-inch diameter</li> <li>• Front max width 3.5-inch, Rear max 6.5 inch</li> <li>• Un-restricted construction material</li> </ul>	<p><b>Bodywork</b></p> <ul style="list-style-type: none"> <li>• May use any suitable styled bodywork</li> <li>• Double Bubble style windshield permitted</li> <li>• Must have liquid retaining lowers or damming of stock lowers to handle bikes fluid capacity</li> </ul>
<p><b>Front Suspension</b></p> <ul style="list-style-type: none"> <li>• Aftermarket forks permitted</li> <li>• Adjustable triple clamps permitted</li> <li>• Fork Brace permitted</li> <li>• Modified or aftermarket internals permitted</li> <li>• Slider coating treatments permitted</li> </ul>	<p><b>Charging System</b></p> <ul style="list-style-type: none"> <li>• May be modified or deleted</li> </ul>
	<p><b>Controls</b></p> <ul style="list-style-type: none"> <li>• Unrestricted</li> </ul>
<p><b>Rear Suspension</b></p> <ul style="list-style-type: none"> <li>• Unrestricted</li> </ul>	<p><b>Exhaust</b></p> <ul style="list-style-type: none"> <li>• Must not end past rear wheel</li> </ul>
<p><b>Frame</b></p> <ul style="list-style-type: none"> <li>• Must be an OEM design</li> <li>• May be braced and gusseted</li> <li>• Adjustable swing arm pivot permitted</li> <li>• May be delugged</li> </ul>	<p><b>Electronics</b></p> <ul style="list-style-type: none"> <li>• CDI may be replaced with aftermarket or modified</li> <li>• Traction control may be used</li> <li>• EFI Custom control mapping and multiple maps accepted</li> <li>• Data acquisition may be used</li> <li>• Electronic shifting cutoff may be used</li> <li>• Launch control permitted</li> <li>• Wheelie control accepted</li> </ul>

<p><b>Brakes</b></p> <ul style="list-style-type: none"> <li>• Aftermarket calipers permitted</li> <li>• Aftermarket rotors permitted (must be manufactured using ferrous materials)</li> <li>• Steel/Kevlar brake lines permitted</li> <li>• Aftermarket master cylinders using remote adjustment permitted</li> <li>• Brake pad material without restriction</li> </ul>	<p><b>Fuel System</b></p> <ul style="list-style-type: none"> <li>• Ram Air System may be modified or added if not stock</li> <li>• No Nitrous Oxide injection</li> <li>• Must remain normally aspirated</li> <li>• Fuel is not restricted</li> <li>• Fuel tank must appear stock, but construction material is unrestricted dry break accepted</li> </ul>
<p><b>Engine</b></p> <ul style="list-style-type: none"> <li>• Must retain cases, cylinder head</li> <li>• Camshafts may be changed</li> <li>• Adjustable cam gears may be used</li> <li>• 1mm overbore permitted</li> <li>• Cylinder head may be ported, and oversized valves permitted</li> <li>• Oil and cooling systems may be upgraded</li> <li>• Pistons and connecting rods without restriction</li> <li>• Transmission gears may be undercut</li> <li>• Transmission gears may alter ratio</li> <li>• Slipper style clutch accepted</li> <li>• Timing advance permitted</li> <li>• Wheelie control accepted</li> </ul>	

**SPRINT CUP**

The Sprint Cup class is open to all competition motorcycles from most classes. Participants must be able to lap at no less than 125% of the pole sitter's pace (to be determined according to qualifying times). All motorcycles must meet the requirements of the pre-established series' classes.

Open to both AM & PRO riders. Novice riders are not eligible.

**SIDECARS**

Will participate in Super Series rounds based on Sidecar Racing Association (SRA) guidelines / rules.

## **APPENDIX C**

### **Violation of Regulations**

#### ***Breach of Regulations***

- In addition to any other offences, the following offences shall be deemed to be a breach of these Regulations;
- Bribery or attempt to bribe anyone connected with the competition, and the acceptance of or offer to accept a bribe.
- Any action having as its objective participation in the competition of a person or bike known to be ineligible.
- Any fraudulent proceeding or act prejudicial to the interests of RACE Events, SUPER SERIES or of motorsport in general.
- Refusing to cooperate with, interfering with or obstructing the action of an official.
- Abusing another competitor or official. Unsportsmanlike conduct.
- Infractions as defined in these Regulations.
- Repeated breaches of these Regulations are subject to an increase in severity of the penalty imposed for each subsequent occurrence.
- In cases of incidents that involve multiple violations, consecutive penalties may be imposed, and combinations of penalties may be assessed.
- Probation may be imposed by the Chief Steward/Referee, or result from a Disciplinary Action or Appeal Proceedings;

#### **Publication of Penalties**

SUPER SERIES reserves the right to publish all penalties and state the reasons. The persons or body referred to in the notice shall have no right of action against the SUPER SERIES, or its officials, or against any person publishing or printing such notice, and may incur further penalties if such action is taken.

#### **The Right to Protest**

- The right to protest lies solely with entrants and riders who may consider themselves aggrieved by any decision, act or omission of a promoter, organizer, official, entrant, driver, or other person connected with any competition in which they are taking part, except that there shall be no right to protest against refusal of an entry, nor where otherwise expressly prohibited by these Regulations.
- The burden is at all times on the entrant or rider, as the protestor, to establish the exact terms of the protest.
- The right to protest shall be predicated only on a protest being well-founded. The Chief Steward/Referee shall review submitted protests and deem them well-founded or not.
- A well-founded protest is defined as being reasonable, logical, based on relevant facts and supported by relevant evidence.
- A fact is defined as something that can be proven, and evidence is defined as that which supports fact, logic or reason.

- Protests that are deficient in reason, logic, facts or evidence may be deemed as not well-founded, and may be denied by the Chief Steward/Referee and the protest fee retained.
- Hearsay, conjecture and unsupported opinion may be considered vexatious. Vexatious is defined as; of little or no significance or importance, annoying, disturbing.
- Protests that are deemed not well-founded, may also be vexatious and may be denied. In such instances the protest fee shall be retained, and further penalties may be applied.
- Competitors must remain at a competition and be easily contacted until any protest period relating to their competition has elapsed. No substitute representation is permitted.
- Participants involved in a dispute or protest shall remain at the racetrack for the protest period, and for any reasonable period of time beyond as may be requested by the Series Chief Steward/Referee.
- Competitors who do not comply or cannot be easily contacted, are subject to judicial proceedings and penalties being applied in their absence. In such cases where penalties are applied, the possibility of appeal is forfeited. Any penalty applied shall remain in force.
- Nothing in this Regulation shall affect or prejudice the right and duty of any official to take such action as deemed proper in any circumstance, regardless of whether a protest has been lodged.

#### **Decisions of any Judge of Fact are non protestable.**

- Decisions of the Chief Steward/Referee are not subject to protest, only an appeal.
- It is the protestor's responsibility to understand and comply with these Protest procedures, and no claim for misunderstanding of any kind will be accepted.

#### **Time Limits for Protests**

The Chief Steward/Referee may extend a time limit but only for reasons of force majeure. Otherwise, for a protest to be considered it must be lodged with the Chief Steward/Referee in accordance with the following time schedule;

#### **Eligibility of a Racing Motorcycle**

- When the alleged ineligibility of a bike, or a component of a bike is apparent;
  - Within 30 minutes after the end of the track session in which the alleged infraction is observed.
- When the alleged ineligibility is not apparent, but it is alleged that the bike is performing in a manner which suggests that it is ineligible;
  - Within 30 minutes after the end of the track session in which the infraction is alleged to have occurred.

#### **On-Track Conduct**

A protest against any occurrence or irregularity while a practice, qualifying or race session was in progress;

- Within 30 minutes of the end of the track session in which the Infraction is alleged to have occurred.

## Results

- A protest concerning the results of a qualifying session;
  - Within 30 minutes of the posting of the results of the session.
- A protest concerning the provisional results of a race;
  - Within 30 minutes of the posting of the provisional, results of a race.

## Videotape Evidence

- If a competitor wishes to submit videotape of an incident in support of a protest, it shall be surrendered in its original, unedited format to the Chief Steward/Referee;
  - Within 30 minutes of the end of the session in which an incident is alleged to have occurred.
- If a competitor wishes to submit videotape of an incident in defense of a protest, it shall be surrendered in its original, unedited format to the Chief Steward/Referee;
  - Within 30 minutes of the notification of the protest to the competitor.
- Competitors submitting videotape shall provide at the same time the means to view the videotape or the videotape shall not be allowed as evidence.
- The Series Chief Steward/Referee reserves the right to preview videotape and decide on its acceptance as evidence. This decision shall be final and binding on all parties for the purposes of a protest.
- Should a videotape be considered as valid evidence the competitor and/or entrant involved shall be allowed to view the videotape, only in the presence of the Chief Steward/Referee.
- Once a videotape has been submitted as evidence it shall be impounded, whether accepted as evidence or not, until the time limit for giving Notice of Intention to Appeal has passed and such notice has not been given.

## Protest of a Racing Motorcycle

- Only entrants and riders entered in an event may protest the eligibility of another bike.
- In such cases the protestor shall clearly state the exact Regulation(s) alleged to have been violated and shall additionally stipulate the component(s) that are to be inspected.
- The protestor shall be required to post a cash bond with the SUPER SERIES in the amount determined by the Chief Steward/Referee, which amount shall be sufficient to cover the cost of any disassembly, inspection and reassembling by a qualified service technician.
- Such Inspections shall be performed under the supervision of the SUPER SERIES.
- If a decision based on the inspection gives rise to an appeal by either party to the protest, the cash bond shall be retained until a final decision is made.
- If the bike is found not to conform to these Regulations, the cash bond shall be returned to the protestor and all inspection costs shall be borne by the entrant and/or driver of the inspected bike.
- If the bike is found to be in conformity, the protestor will forfeit the cash bond to the SUPER SERIES, to cover the inspection costs involved. Any amount remaining after payment of costs will be returned to the protestor.
- Failure of the entrant and/or driver of a protested bike to allow inspection under the terms of this Regulation shall result in immediate exclusion and other penalties.

- A protest under this Regulation may be reduced in scope by the protestor, but not added to, at the time the bond is set. Once a bond is posted, the stipulated inspections must be completed, except if entirely or partially withdrawn by the protestor before the inspection begins.
- If a protest under this Regulation is withdrawn completely by the protestor prior to the commencement of the inspection, the Chief Steward/Referee shall return the cash bond to the protestor less an amount to be determined by the Chief Steward/Referee, but in no case shall the retained amount be less than \$500.

### **Lodging a Protest**

Every protest shall be made in writing using the appropriate SUPER SERIES Protest Form, and;

- Specifying which part(s) of these Regulations or Event Supplementary Regulations considered to have been violated and by whom,
- Providing names of witnesses, if any, providing videotape evidence if involved,
- Signed by the entrant or driver making the protest,
- Accompanied by a protest fee of \$250 payable to RACE Events.
- Delivered to the Chief Steward/Referee within the time limit specified within these Regulations.

### **Hearing of a Protest**

- The Chief Steward/Referee shall hear all protests. All parties concerned shall be given notice of the time and location of the hearing.
- The Chief Steward/Referee shall determine if the protest was submitted in full accordance with these Regulations. Failure of the protestor to comply with all of these conditions shall result in the return of the protest without hearing and the retention of the protest fee by the SUPER SERIES.
- The burden is always on the protestor to properly present a protest, and no claim based on lack of knowledge of these or Event Supplementary Regulations shall be allowed.
- Protestors at a hearing shall themselves (or with the assistance of a designated translator if language difficulties exist) state their case in person and are entitled to call witnesses and shall be responsible for the prompt availability of any witnesses called.
- Should a protestor designate a translator for purposes of stating or arguing a protest, the words of the translator shall be deemed to be those of the protestor.
- In the absence, or undue delay in attendance, of any party to a protest, judgement may proceed by default.

### **Penalties**

Penalties may include but are not limited to:

- Repositioning on the starting grid.
- Loss of 1 or more fastest lap(s).
- Loss of event points.
- Exclusion from event results (DQ).
- Licence Suspension or Revocation.
- Monetary fine of up to \$1,000.

## **APPENDIX D**

### **Social Media Policy**

#### **Media Retention Policy**

RACE Events retains the rights from all aspects of SUPER SERIES events, including all images attained from on-board cameras. Any re-broadcasting or use of on-board camera footage of SUPER SERIES events without the express written permission of SUPER SERIES is prohibited.

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Social Media includes all means of electronic communication or posting of information and/or content of any sort on the Internet. This includes posting to your own or someone else's web blog, journal or diary, personal website, social networking or affinity website, web bulletin board or a chat room, whether or not associated or affiliated with RACE Event or SUPER SERIES. This specifically includes Facebook, Twitter, Instagram, LinkedIn, YouTube and any other social media platform.

Although forums may seem informal, individuals are solely responsible for anything posted online, whether by themselves or allowing others the ability to post online content for them. Before creating online content, individuals should consider the risks involved. Any social media interaction or contribution that adversely affects RACE Events or SUPER SERIES members, officials, drivers, participants, or others may result in disciplinary action against individuals, up to and including exclusion from the SUPER SERIES series.

This responsibility applies to all drivers, entrants, family members, crew, associates, manufacturers or any other individuals or entities who are RACE Events or SUPER SERIES members and participate competitively in an event. Additionally, the responsibility applies to any and all affiliated RACE Events or SUPER SERIES officers, employees, agents, representatives and subcontractors.

Inappropriate postings including (but not limited to) social media statements, photographs, video or audio recordings with discriminatory remarks or negative defamation are prohibited.

Discriminative remarks or defamations includes any content that could be reasonably viewed as malicious, obscene, threatening or intimidating, that denigrates others or that might constitute harassment or bullying is prohibited.

The posting of online rumours, speculation or information about RACE Events or SUPER SERIES or any other until an official announcement, press release or other post by official social media accounts is published is prohibited and is subject to disciplinary action.

Information shared to individuals may be confidential as well as the intellectual property of others. Always obtain consent of the owner of the said intellectual property or copyrighted materials and consider whether the material is suitable for use online. This extends especially to any confidential knowledge or incidents or injuries which could be sensitive or legally privileged.

Individuals must not use social media to comment on the identities, condition or other medical information of any driver, crew member or other involved in an incident prior to an official update from RACE Events or SUPER SERIES.

Retaliations is prohibited. RACE Events and SUPER SERIES prohibits taking negative action against any member, driver, crew, participant or official for reporting or for cooperating in a policy investigation. This type of behaviour will be subject to disciplinary action, up to an including exclusion from the SUPER SERIES series.

The social media policy is not meant to discourage teams and participant from exercising their rights to use social media. Social media plays an important role in reaching out to growing fan bases, engagement, marketing and promotion. It is a way to give fans direct interaction with SUPER SERIES drivers, teams, partners and sponsors. This policy, if used correctly, will only enhance this experience for all parties involved.

The removal of posts does not remove them from the record, or any liability associated with the posts or content.