



2022 Rule Book

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RULEBOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events all participants are deemed to have complied with these rules. **NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF, OR COMPLIANCE WITH THESE RULES AND/OR 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 a participant, spectator or official. The Director of Competition and/or Race Director shall be empowered to permit deviations from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements.

By signing an entry form, a membership application, a racing license and event or seasonal waiver, every competitor (including the rider, team member and/or bike owner) agrees to be subject to the rules of this book and any printed supplements. Since it is impossible to anticipate every circumstance, the Series Officials responsible for operation of each racing event will rule on any area of dispute that is not clearly covered by these rules. Decisions will be rendered by focusing on the following: common sense, fair play and good sportsmanship. The word of the Director of Competition and/or Race Director on these “grey areas” will be considered final.

By participating at Pro 6 GP events, riders, crew and family members acknowledge the inherent risk involved in motorcycle road racing activities. Participants will be required to obey and follow all guidelines, rules and regulations, relating to health and safety standards. This will include any and all procedures set forth by the organizers of Pro 6 GP events; Calabogie Motorsports Park; and the Ontario Ministry of Health. Participants, crew, racers, and family members are required to review and obey all rules and guidelines that may be supplied by the above-mentioned authorities. For example, waivers, concussion protocols and Covid-19 restrictions.

CHAPTER 1: GENERAL DESCRIPTION

Pro 6 GP events provide both amateur and professional level racing classes designed to provide top ranked competition for EXPERT/PRO and AMATEUR riders on various types of motorcycles. In all elements concerning the operation of a Pro 6 GP event, the following will take priority: safety, sportsmanship and fair play.

The management of Pro 6 GP events intend to place the emphasis on professionalism regarding the conduct of all elements involved in producing each event. Competitors and staff will work together to provide the highest standard of competition. Participation in a Pro 6 GP event is a PRIVILEGE, not a right.

While the track and sanctioning bodies provide insurance, that applies to Pro 6 GP events, each competitor should review their personal insurance coverage to ensure that they are fully protected. Racers can obtain supplemental insurance in addition to the coverage purchased by the venue and organizing group.

Motorcycle racing is dangerous. Every competitor assumes by their participation responsibility for all risks of competition, including injury or death. Every competitor assumes by their participation the responsibility and obligation to assess the safety aspects of facilities and individual conditions and must assume all risks of competition, including injury or death.

Event staff will have complete control of all areas covered in these Rulebook guidelines.

The purpose of these rules is to run an orderly, competitive and fair race, emphasizing safety for all involved. The rules are not intended to allow a racer to defeat another with the rulebook. The rules are not intended to allow one racer to harass another. All protests must be made in writing and the person filing the protest must be prepared to identify themselves to the rider protested. Protests deemed capricious may be denied. In the event this rule, which states the overall purpose and principles of the Rulebook, somehow is interpreted to conflict with another rule or statement, this rule shall prevail in its literal sense.

CHAPTER 2: RIDER CLASSIFICATION

- A. All riders must obtain a Pro 6 GP Membership and/or Pro 6 GP License prior to any track participation at a Pro 6 GP event. Please note that racers may be allowed to provide a membership and/or license from another approved sanctioning body as proof of racing experience but will still be required to purchase the required membership/license. In the absence of prior approved racing experience then the applicant must provide an approved racing school certificate, with their license application.
- B. Competitors who are currently ranked as NOVICE within their regional series, will be classified as Pro 6 GP AMATEURS.
- C. Competitors who are currently ranked as AMATEURS within their regional series, will be classified as Pro 6 GP AMATEURS, unless that competitor has placed in the top three in a final overall season series points standings, in a class for 600cc or larger, production based, multi cylinder (greater than twin) machinery. Then they will be subject to reclassification of rider level status by Pro 6 GP.
- D. Competitors who are currently ranked as PRO or EXPERT status within their regional series, will be subject to reclassification of rider level status by Pro 6 GP based on a review of previous racing experience.
- E. Competitors competing in AMATEUR Superbike or Sport Bike will be moved to PRO status the following season if they finish in the top three in overall points standing of a class.

CHAPTER 3: SERIES POINTS and RESULTS

A. POINT STRUCTURE

1. Each of the classes will award the following points per each final: 1st: 50 points; 2nd: 42 pts.; 3rd: 37 pts.; 4th: 32 pts.; 5th: 29 pts.; 6th: 27 pts.; 7th: 25 pts.; 8th: 23 pts.; 9th: 21 pts.; 10th: 19 pts.; 11th: 17 pts.; 12th: 15 pts.; 13th: 13 pts.; 14th: 12 pts.; 15th: 10 pts.; 16th: 8 pts.; 17th: 6 pts.; 18th: 4 pts.; 19th: 2 pts.; 20th: 1 point.
2. Each of the classes will award points for qualifying/heat race results order as follows: 1st: 3 points; 2nd: 2 pts; 3rd: 1 point.

B. OFFICIAL RACE FINISHER CLASSIFICATION

1. A competitor may be scored having only completed a portion of the number of laps of the original scheduled race distance. A competitor must have crossed the timing loop for that lap to be considered complete. In the situation where the rider has entered the pit lane prior to the official conclusion of the race, then the lap will be counted if the rider and machine cross the finish line that extends into the hot pit lane. A maximum of 10 km per hour pit lane speed must be observed at all times. The rider may push their bike in this situation if necessary.
2. In case of a tie in points, including final year-end standings, the rider with the best per race results (starting with 1sts, 2nds, etc.) will be ranked ahead. If this method of tie breaking does not separate the tie, then the rider with the best result in the final race will get the better year-end position.

CHAPTER 4: EVENT REGULATIONS

A. QUALIFYING and RACE PROCEDURES

1. Crew/riders may be permitted to bring their machines early into a hot pit lane(s) while there is on-track activity, if so approved or instructed by a Series Official.
2. On tracks of less than two miles total length:
 - a. A total of 30 competitors, not including up to a maximum of four “Promoter’s Options” will be allowed to start the final. The final race grid will be established by the top 30 qualifiers from the official qualifying session or previous practice session if official qualifying is canceled. Current point standings may be used in order to set the grid for a race final if the previous methods are deemed invalid.
 - b. A maximum allowable qualifying time of 120% of the pole sitter’s official best lap time may be applied at the discretion of the Director of Competition and/or Race Director.
3. On tracks of two miles total length or greater:
 - a. A total of 34 competitors, not including up to a maximum of four “Promoter’s Options” will be allowed to start the final. The final race grid will be established by the top 34 qualifiers from the official qualifying session or previous practice session if official qualifying is canceled. Current point standings may be used in order to set the grid for a race final if the previous methods are deemed invalid.
 - b. A maximum allowable qualifying time of 120% of the pole sitter’s official best lap time may be applied at the discretion of the Director of Competition and/or Race Director.
4. Qualifying Process
 - a. Only riders officially entered may participate in any qualifying session.
 - b. Riders must have an approved functioning transponder.
 - c. Transponders must be affixed in an approved location.
 - d. The improper use of a transponder does not guarantee official results.
 - e. Riders may not change bikes during an official session without approval from a Series Official.
 - f. The Series Officials may choose to modify the allotted time for qualifying based upon conditions.
 - g. In the situation where the scheduled qualifying sessions cannot be used, then the series may use the morning practice sessions in order to establish qualifying positions.
 - h. Official timed qualifying procedures will be used for all Pro 6 GP classes.
 - i. If more than one class is active in a session, then the results will be separated accordingly. (i.e., PRO and AM Lightweight Sport bike)

B. GRIDDING PROCEDURES

Unless otherwise stated, competitors will be gridded based upon final timed qualifying results. Event schedules will specify which sessions will count toward establishing official grids. Grid sheets are official 30 minutes after posting; it is the responsibility of each competitor to review their entry and grid information prior to any on track session.

C. STARTING PROCEDURES

It is mandatory for all competitors to attend the entire riders' meeting. Starting procedures and flag demonstration(s) may be made available through a video demonstration and will be required information. However, competitors will still be required to attend any riders' meetings.

1. It is the responsibility of all riders to determine what tire they choose for any on track activity.
2. The series organizers will attempt to provide warnings/call ups for the next on track session.
3. Prior to the start of the race the competitor with pole position may elect to swap positions to the opposite position on the grid. The rider must inform a Series Official of the intended change, prior to the warmup lap. No other position changes are permitted.
4. Competitors who are not in the pre-grid or grid area when the first racers are sent on their warm-up lap may not be allowed to compete. Competitors should inform a Series Official prior to the official pre-grid if they have an issue that may impede their prompt arrival at pre-grid. If they are allowed to start, they will be held in pit lane until after the start of the race and ALL competitors have passed pit out.
5. At a time designated by the Director of Competition and/or Race Director and/or Series Official, the grid will be closed. There is no financial relief or official penalty for failure to make the race.
6. It is the responsibility of the rider to report to pre-grid in a timely manner.
7. Once competitors have completed their warm-up lap it is their responsibility to arrive in the proper grid position. In any event that a rider starts from the wrong grid position, then that rider will be assessed the appropriate penalty in their final result (one position for every grid position out of place).
8. When the field is lined up properly following the warm-up lap(s), a signal will indicate that the race start is approaching, procedures will follow those outlined in the starting procedures and/or the riders' meetings.
9. The start lights have two colors: 5 red. 1 yellow. When the yellow light comes on the race start procedure is imminent (approximately 2-3 seconds).
10. The 5 Red lights will come on in succession until all are lit. The field is under starters orders when the assistant starter leaves the starting grid. When all the red lights are on there will be a computer controlled random delay before all the lights go out and the race starts.
11. If for some reason the Series Officials need to interrupt the start of the race, all red lights will stay on indefinitely and red flags will be waved at the head of the field. That is your signal to stand down – the initial start has been postponed.
12. No crew member is permitted over the pit wall once the warm-up lap is started. Any competitor who experiences a problem on the warm-up lap must proceed to the pit lane or at the minimum a secure, off track location.
13. Any competitor who encounters a problem while the grid is under starter's orders must immediately and vigorously signal to Series Officials. If necessary and possible, this competitor will be removed from the grid. This competitor MAY NOT RE-START until the other racers have left the grid area.
14. In the absence of starting lights or a malfunction of the starting lights then the starter will defer to a waved flag start. Once the red flag is lowered then the official start of the race will be indicated by the dropping of the Canadian flag or a green flag.

15. In any situation where it becomes necessary to utilize a two light only system, then there would be a single red light and a single green light. Riders will be held with the red light and red flag simultaneously. The starter will then lower the red flag, which indicates the start is imminent. Within approximately 2-4 seconds the green light will be activated to signal the start of the race.

D. JUMP STARTS

1. Any jump starts by a competitor once the field is under starter's orders will result in a jump start penalty (at the discretion of the series official) in the competitor's total race time and will apply regardless of any race stoppages, unless the stoppage results in a new race as defined in Chapter 4, Section F - Race Stoppage.
2. Normal staging movement may occur up to the commencement of starter's orders as defined in the previous chapter, however competitors must remain in grid position.
3. A jump start is deemed to have taken place if any of the Series Officials determine that a rider has gained an advantage.
4. In any situation where a rider has jumped the start, they can administer their own penalty by allowing the appropriate riders to regain their position.
5. Any penalty applied to a jump start cannot be protested.
6. The Series Officials will attempt to make the rider/teams aware of any jump start by means of a sign board.

E. ON TRACK REGULATIONS

1. Should a rider leave the course, they must re-enter at the next safe location with no attempt to shorten the course. Riders who are deemed to have benefited from leaving the course will be penalized at the discretion of Series Officials. Riders who re-enter the circuit without checking to see if their return is safe, or who cut-off or obstruct a competitor on course, will be disqualified.
2. Riders will re-enter the course under directions of the corner marshals IF they are present in the area where the runoff occurred. In any situation where the marshal feels that the riders re-entering the course poses a danger then they will indicate this to the rider.
3. Riders are permitted to crash and continue during qualifying or races, but only after said competitor has thoroughly checked their machine to ensure it is still safe to compete. Competitors who are found to have continued an unsafe/leaking motorcycle will be disqualified and penalized. Competitors are still subject to black flag procedures even if they believe their machine is safe to continue.
4. Any rider, who appears to be deliberately blocking another motorcycle attempting to pass, including weaving, will be penalized and/or disqualified. This is a judgment call by a Series Official and riders may not protest this decision. Weaving is defined as anything more than:
 - i. A pull out/pass/pull back in or
 - ii. ONE change of line on a long (more than .5 km) straightaway.
5. In passing situations, the first or leading rider has choice, and a following rider wishing to pass must do so without contact. A following rider may not pass in such a manner as to leave their opponent without sufficient track space to safely complete the section of the track where the pass took place.

6. It is expressly prohibited to ride or push a motorcycle counter-race either on the track, verge or pit lanes, unless directed to do so by a Series Official or corner marshal.
7. All riders must always wear all their protective equipment while on the track on a motorcycle.
8. In any situation where a rider has had a crash or mechanical failure the rider must always keep their helmet on while they are on the track side of the guardrail/barrier areas during a live session.

F. RACE STOPPAGE

1. Where an event is stopped with less than two laps completed by the entire field, or if timing and scoring cannot produce an accurate field run down, a complete restart will be performed, using original grid positions. This will create a new race, and events pertaining to the first start will not be reflected in the new race, unless deemed safety related by the Director of Competition and/or Race Director. Substitution of machinery will be permitted in this situation. Competitors who are entered and qualified but who failed to take part in the first start will be allowed to participate in the new race.
2. Should a race be stopped with more than two laps completed, but less than two thirds (approximately) of the posted distance, the field may be re-gridded for the restart.
3. Riders will be given credit for the laps completed as they crossed the finish line in the lap preceding the lap in which the red flag has been displayed. The riders will be re-gridded as to the running order of the last completed lap. This means the position in the race, not the position on the track.
4. The remaining laps will be run, less credit for those completed, to complete the total distance posted. The subtraction of remaining laps is to reflect fuel load and warm-up lap(s) will be announced by the Director of Competition and/or Race Director prior to the restart.
5. Should the red flag be displayed in a race, which has seen more than 50% of the total posted laps completed the race may be considered complete at the discretion of the Director of Competition and/or Race Director.
6. Should the red flag be displayed in a race, which has seen more than 70% of the total posted laps completed, the race will be considered complete.
7. In the case of no restart, any rider(s) deemed to be the cause of the race-stopping incident (competitors who fell or experienced serious mechanical issues) will be placed on the results, but at the back of their respective lap. If there is a restart, any rider deemed to be directly involved in the race-stopping incident (competitors who fell and/or who caused the situation) may be placed at the back of the grid for the restart.
8. In any situation where it is deemed that the rider(s) are directly responsible for the session stoppage they may not benefit from this action. A rider may not gain position or improved results having deemed to have caused a red flag.
9. Repairs or other service performed on the pit lane(s) proper or grid to entered motorcycles during any red flag delay may only take place with the express permission of the Director of Competition and/or Race Director, as outlined by the Director of Competition and/or Race Director or any supplemental regulations for a particular event. Tires can only be changed if teams can prove those tires are damaged, not merely worn. Machines taken away from the main grid/pit lane

area will be considered as Did Not Finish (DNF's) and will not be allowed to restart.

10. Machines may not be replaced during a red flag delay. Once a race is partially complete, substitution of machines will not be permitted.
11. An event will not be considered complete or official, regardless of lap count, until the race leader has been shown the checkered flag at the start/finish line, unless an event is red flagged and not restarted. In the case of a red flag and no restart, the Director of Competition and/or Race Director will inform competitors of all final results and final position alterations caused by the red flag and related incidents.
12. Any competitor who falls during an event and wishes to continue from a restart must obtain approval from the Director of Competition and/or Race Director. Series Officials may require medical approval before allowing a competitor to continue. Teams must inform event staff of injuries that affect their rider, and it is the responsibility of the Director of Competition, Race Director, Series Officials or Technical Director to inform teams of any injury information or diagnosis that affect a competitor.

CHAPTER 5: RIDER, CREW and FAMILY REQUIREMENTS

A. GENERAL REGULATIONS

1. The use of intoxicants or drugs of any nature which could affect the mental or physical abilities of any participant from their normal capabilities when in good mental and physical health are strictly prohibited. Failure to comply will result in punitive action. Although Federal laws have de-regulated (legalized) the use of marijuana: the above rule will still apply. Please note that Calabogie Motorsports Park (CMP) is private property and has a zero-tolerance policy for drugs. All illegal drugs including marijuana are strictly prohibited on the property.
2. Each rider is responsible for the behaviour and actions of any personnel, either family or crew, who is attached to their racing effort. Any punitive actions required for crew behaviour will be levied against the rider.
3. It is the responsibility of every competitor to notify Series Officials of any medical condition, including recent injury suffered at a previous event, which may be worsened by participation at this event. Permission to compete following such notification does not create an assumption of liability on the part of the Series Officials or the sanctioning body.
4. Physical violence or verbal abuse of any other person within the boundaries of the racetrack will result in immediate suspension, a fine and possible prosecution through local law enforcement authorities.
5. It is the responsibility of each competitor to be aware of all information covered by this Rulebook, mid-season updates, supplemental regulations as well as information covered at any Riders' Meeting.
6. Right of Refusal - The promoters reserve the right to refuse participation in an event by any person for whatever reason they deem appropriate.
7. No competitor, crew or family member may take part in any activity judged to be unsportsmanlike by Series Officials.

B. RIDER REQUIREMENTS

1. All participants and spectators acknowledge that racing is dangerous and accept the inherent risks, including serious injury or death.
2. All riders must evaluate each facility for conditions and other matters related to their individual safety. All entrants and other race personnel must rely on their own judgment and assume all risks of participation in competition or working in competition in any manner. All riders and other participants are strongly urged to carry comprehensive medical insurance to supplement event coverage.
3. All riders must possess a current year, valid Pro 6 GP membership/license and 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 on the track in either practice, qualifying or race event, will result in punitive action being levied against all parties involved.
4. Attendance at every Riders' Meeting is **MANDATORY**.
5. Any competitor annoying or harassing a Series Official, infringing on the rights of other competitors or conducting themselves in any sort of unbecoming manner may be disqualified, suspended, fined or all three.
6. Any person within the confines of the racetrack whether in the spectator, pit lane(s) or paddock areas must poses a valid pass at all times.
7. Any person found consuming or under the influence of a substance that could create an abnormal state of mind shall be removed from and refused admittance to all restricted areas of the event premises at the discretion of the Series

Officials and/or track management. Any rider under these conditions will be immediately disqualified from the event in progress and is subject to suspension, fines and criminal prosecution.

8. Each competitor is responsible for their crew's actions and will be penalized for their behaviour.
9. All race personnel, officials, riders, mechanics, staff and photographers are required to display the proper credentials and passes.
10. It is recommended that all competitors display the following information on the base of their helmet: name, drug allergies and blood type. It is also advisable to carry this information on a small card inside the leathers and add any other pertinent information such as epilepsy, diabetes, allergies, current medications and past medical problems.
11. It is the responsibility of the competitor to inform Series Officials of any medical condition, which might be worsened by virtue of participation in an event.
12. All entries must be signed in ink or by approved electronic entry prior to final approval at/by technical inspection. Under no circumstances may a person other than the rider sign the entry form. Failure to comply with this regulation may result in the rider being disqualified, suspended and/or fined.
13. Children under the age of 10 (if allowed to attend events) must always be attended to by a responsible adult. Pets (if allowed to attend) must always be on a leash. Pets are prohibited from the pit lane(s). Pet owners will be required to pick up after their pets.
14. Current laws may require further restrictions on attendees due to health-related issues. (Covid-19)
15. Children under 16 are prohibited from the hot pit lane(s), unless a licensed participant but must be accompanied by an adult who has the proper credentials.
16. No one may enter the track without proper credentials, registering, executing a release and successfully passing technical inspection. Any rider who rides during any practice session without properly being registered, or rides in a class for which they are not registered, shall be subject to disqualification and/or suspension and/or, a fine, and/or probation. Any non-licensed person who rides on the track will be ejected from the premises and denied further entry. Any rider who permits or allows any person to ride their machine in violation of this section shall be subject to disqualification from the event, suspension and further penalty.
17. Pit bikes must have a number plate bearing the competition number of the rider to whom it belongs and must be operated responsibly including but not limited to speed limits, wheelies, etc.
18. Failure to follow these rules will result in the impounding of the pit bike until the owner leaves the premises.
19. It is unlawful to physically abuse any party at any event. Guilty parties will be prosecuted to the full extent of the law. Non-licensed participants (crew members, guests etc.) are the responsibility of the licensee with whom they are associated and said licensee may suffer punitive action taken by Series Officials.

C. PADDOCK AND/OR PIT REGULATIONS

1. No smoking is allowed on pit lanes.
2. Consumption of alcohol and possession of open alcoholic containers by any person is prohibited in the pit lane(s) and paddock area during a race event.

Each rider is responsible for their crew's actions and will be penalized for their behaviour.

3. At no time shall anyone less than 16 years of age be allowed on pit lanes, unless that individual is a recognized, licensed participant. If children are permitted to attend the facility, they will be required to remain in the paddock area and always under the supervision of an adult.
4. Pets may be kept in the paddock area only if they are properly restrained and do not create a menace or nuisance to any other participant. It is advisable to check with the management of each racing facility regarding their potential restrictions on pets. Some facilities will not allow them on the premises. Proper compliance is the sole judgment of the Director of Competition and/or Race Director or Series Officials.
5. Crew members are barred from the racing surface except for those giving assistance during pre-grid and roll out.
6. The Director of Competition and/or Race Director at any time may limit the number of participants allowed on pit lane(s).
7. Participants must always have a valid credential on their person. A valid credential is the one assigned that individual at registration. Loan of a credential to another party is considered fraudulent use of credentials and will be cause for punitive action.

CHAPTER 6: RELEASE

In consideration of being allowed to enter and by being issued credentials to a Pro 6 GP event(s), the team owner, the rider, crew members and other holders of event credentials (the "participant") agrees as follows:

- A. Pro 6 GP, the race promoter or any series related staff shall not be held responsible for any damage incurred to a motorcycle that is being picked up, removed or transported for reason of crash return, Did Not Finish (DNF) or mechanical failure. It is strongly recommended that a racer or representative of the team involved assist with removal of the machine.
- B. All rights to advertising, promotion, filming, recording, merchandising, exhibition and other exploitations of the event, the participants and machines entered in the event, and their activities at the site of the event before, during and after the event and reasonably related to the event are reserved to Pro 6 GP and its assigns.
- C. Participants hereby grant Pro 6 GP and its assigns:
 1. full and unconditional permission to make still or motion pictures and any other type(s) of audio or visual recordings of their machine's participation in the event and their activities at the site of the event, before, during and after the event and reasonably related to the event; and
 2. the exclusive, worldwide and perpetual rights to use the same together with their names, likeness, and date of, or relating to, their entered machine(s) for publicity, advertising, exhibition or exploitation, whether or not for profit, in print, audio, video or other distribution by any and all means now known or hereafter developed.
- D. Participants agree:
 1. that, without the prior written consent of Pro 6 GP they shall not take any still or motion pictures or make any audio or visual recording of the event, other than for the personal, in-home use of the participant or cause or permit others to do so or to use the same.
 2. that Pro 6 GP shall have exclusive, worldwide perpetual and universal use of pictures or recordings made or used in violation of this paragraph: and
 3. that Pro 6 GP shall be irreparably harmed by the making or use of such pictures or recordings in such fashion without permission.
- E. Any type of picture taking device may not be mounted to a riders' helmet at any time. Any camera and/or video equipment must get approval from the Director of Competition and/or Race Director before being allowed on any race bike.
- F. All rules and regulations pertaining to the series guidelines and procedures regarding concussion protocols are mandatory and must always be adhered to. As well any guidelines and procedures/laws as outlined by any health organizations will be strictly enforced. Participants/crew/family members/staff/volunteers will be required to acknowledge their acceptance of these rules.

CHAPTER 7: FLAGS and COMMUNICATION

A. OPERATIONAL FLAGS

1. Green Flag - indicates start of race or clear track conditions
2. Checkered Flag - indicates end of qualifying, race or practice session - proceed around the course to the designated track exit. Should the checkered flag be displayed prior to the published or announced race distance or time, the race will be considered complete. For example, should the checkered flag be displayed to the leader on lap four of a five-lap race, the race would be considered complete. Should the checkered flag be displayed beyond the published race distance, the results will be determined by position at the completion of the laps when the checkered flag was displayed to the leader, regardless of total laps.
3. Red Flag - indicates the race has been stopped. All riders are to significantly reduce speed and proceed safely to the next manned marshal station - then obey marshal's instructions. Specific instructions for red flag procedures may be issued at each riders' meeting or contained within the rulebook and/or pre-recorded video.

B. WARNING FLAGS

1. Yellow with Red Stripes – change of adhesion – possible debris or fluid on track surface - exercise caution.
2. Yellow with Red Stripes - pointed upwards, indicates rain.
3. Stationary Yellow Flag - indicates a potentially hazardous situation on or near the track - passing is allowed - exercise caution.
4. Waving Yellow Flag - indicates hazards on or near the track of a serious nature. No passing is allowed from line of sight with the flag station(s) displaying the waving yellow flag until the competitor is safely clear of all incidents', any safety equipment and/or workers. Riders who violate this rule will be assessed a penalty, at the discretion of Series Officials.
5. White Flag - indicates that a safety or emergency vehicle is on the course - exercise caution.
6. Black Flag – indicates instructions to one rider only. In this situation the rider must return to the hot pit lane(s) at the conclusion of that lap and report to a Series Official. Where it becomes necessary to remove the competitor from the track surface urgently, then the corner marshals can indicate a black flag to that rider. It may become necessary for that rider to stop at a manned marshal station for safety reasons. In all situations regarding a black flag: it is the riders' responsibility to ensure that their bike does not pose a danger to themselves or other riders by completing the lap.

C. COURTESY FLAGS

1. White & Blue Flag at starter position - indicates final lap.
2. Green & Blue Crossed at starter position - indicates ½ race distance has been completed.

CHAPTER 8: PROTESTS and PENALTIES

A. PROTESTS

1. Any competitor who wishes to file a protest must submit an official series protest form that can be obtained from technical inspection and can include a written statement, to the Director of Competition and/or Race Director or Technical Inspector within twenty (20) minutes after the results of the protested event have been posted. The posting time of each event will be listed on the posted results for that event. The protest form must specify the machine and rider protested by name, number and description, as well as list the same information for the rider filing the protest.
2. The protest form must be signed and accompanied by a \$100.00 (CDN) fee (minor) and \$250.00 (CDN) fee (major) depending on the type of protest. Further funds may be required once the staff have reviewed the protest information. For example, a minor protest could apply to a point of procedure (disobeying of flags). A major protest would apply to (rider/bike eligibility).
3. The protest fee is refundable if the protest, less costs incurred, is upheld. If a protest is upheld, the protested rider is responsible for covering costs associated with the protest. If the protest reveals no error or omission, then the rider making the protest is responsible for any costs associated with the protest.
4. Protests will be determined at the event at which they occur and at the discretion of the Director of Competition and/or Race Director. Series Officials have the right to impound motorcycle parts and equipment if further review and inspection by outside experts is required.
5. Protests can only be made by a rider in the same event, unless in the case of injury a protest will be accepted from a crew member.
6. The purpose of these rules is to run an orderly, competitive and fair race, emphasizing safety for all involved. The rules are not intended to allow a racer to defeat another with this rulebook. The rules are not intended to allow one racer to harass another. All protests must be made in writing and the person filing the protest must be prepared to identify themselves to the rider protested. Protests deemed capricious may be denied, at the discretion of the Series Officials. In the event this rule, which states the overall purpose and principles of the rulebook, somehow is interpreted to conflict with another rule or statement, this rule shall prevail in its literal sense.
7. The results of any protests cannot be appealed.

B. PENALTIES

1. Penalties are assessed by Series Officials for any rulebook or procedural infractions including but not limited to any of the following:
 - i. behaviour of the rider, team owner or their crew,
 - ii. passing under a waving yellow flag,
 - iii. paddock infractions,
 - iv. alcohol or controlled substances etc.
2. Penalties may range as follows:
 - i. Probation for a specified period.
 - ii. Loss of event result and/or points and/or purse and/or available contingencies at the event.
 - iii. Loss of some/all points for all of season up to time of infraction.
 - iv. Suspension of competition privileges. If a fine and suspension are both levied, the suspension will begin immediately.
 - v. Permanent loss of competition privileges.

- vi. Monetary fines shall be at least \$250.00 (CDN), and a larger fine may be assessed at the discretion of the Series Officials. Any points earned during the event in which the infraction occurs will be withheld until all fines are paid.

CHAPTER 9: NUMBER, DECAL and PATCH REQUIREMENTS

A. NUMBERS

1. The purpose of race numbers is for quick and easy identification. Hence the need for clear numbers. They are used by Series Officials, corner marshals, fans and the media to distinguish riders. Clear numbers are critical when Series Officials must quickly report back to the crew of a fallen rider. It is in everyone's best interest to have large numbers that are legible at speed and at a distance.
2. PRO competitors must use black numbers with white backgrounds. With preapproval from Pro 6 GP, PRO teams may use other dark contrasting colors (except for any shade of red) that work better with team/sponsor colors. A request to use different colors must be made in writing including a color picture of the number. The final approval decision will be made after the Technical Inspector sees the number at or prior to the start of the season.
3. AMATEUR competitors must use red numbers with white backgrounds.
4. All race bikes must carry at least 3 sets of numbers so that the bike can be identified from all around. Bikes with air scoops in the front center of the fairing may offset the numbers to one side of the front but must use as much real estate as needed to comply with this rule. Side numbers may be behind the rider on the machine's tail section. Bikes with small or flattened tails may place a single rear number on top of the tail orientated to be viewed from the rear of the bike. If this option is used, half size numbers must be added on both sides to the fairing close to the rider's calf and a number must be added to the underside of the tail section. In any variation of number placement there must be a clearly visible set of numbers that can be seen from the side of the bike that are adhered to the side of the bike. All final number approval is at the discretion of the Technical Inspector at any time.
5. It is mandatory that competitors display their approved competition plate number on each side of their helmet.

B. DECALS AND PATCHES

1. Overall series and class stickers as well as certain leather patches will be required in all Pro 6 GP events. Failure to display specified decals and patches, unaltered and in the specified areas, during any official on track sessions (practice, qualifying, heats, or finals) may result in the forfeiture of any series points or purse monies due to said competitor.
2. All riders must have the official Pro 6 GP patch in the approved location on the rider's leathers. It is to be located in the upper chest area on either side in a well visible location.
3. The Pro 6 GP decals must be placed in a clearly visible location in the upper part of the front fairing on either side. Additional smaller decals may be required in a secondary location if requested/provided by the series.



CHAPTER 10: RIDER CLOTHING and PROTECTIVE REQUIREMENTS

- A. Acceptable full-face helmets for on track use in 2021 must meet one or more of the following standards:
 - 1. (European Standard) ECE R 22 – 05; ECE 22-12
 - 2. (Great Britain Standard) BS 6658 Type A
 - 3. (Japan) JIS T 8133: 2010
 - 4. (North American Standard) Snell M 2015
 - 5. Helmets must be manufactured in 2012, or later
- B. All proper original documentation must be in place for helmet inspection at each event and damaged helmets will have approval revoked, thus requiring replacement. Helmets are subject to inspection at any time without notice; riders using other than approved and inspected helmets will be penalized. The use of tear offs is permitted. Open faced and dirt bike style helmets are not allowed. Medical information stickers must be placed in the appropriate location in the chin or cheek area on the exterior of the helmet.
- C. Footwear must be no less than 8 inches in height and must be leather or similar approved material.
- D. Gloves must be worn and while leather is preferred, combinations of nylon and leather are acceptable only if leather protects the fingers and palms.
- E. Clothing must be leather. All suits must be a one-piece garment for racing. Separate jackets and trousers are acceptable only if they fully zip together to make one piece of clothing, pending approval of the Technical Inspector.
- F. It is mandatory that riders wear back protectors under their leather racing gear unless their racing gear is equipped with a back protector. In general riders are encouraged to use all available protective material which does not restrict the safe operation of their machine.

CHAPTER 11: GENERAL COMPETITION EQUIPMENT

Approved motorcycles may be four-stroke production street-legal machines sold by the manufacturers and their dealers for street use via normal commercial retail channels in Canada. Certain GP style two stroke machines are eligible as well as certain vintage era race bikes. Any irregular/rare/limited/custom-made race bike must have prior approval from the Series Officials before participating in any Pro 6 GP events.

All production-based street legal machines must have parts that originate from the same make/model, meaning no updating or backdating is permitted without prior approval. The intent is to continue to make these classes more production/stock oriented in the future.

Approved motorcycles must meet certain minimum standards and be inspected and approved by the Technical Inspector. The primary emphasis of this inspection is race worthiness of the equipment used. The burden of complying with the rules regarding class suitability and minimum equipment standards rests with the entrant, and it is their responsibility to seek approval of the Technical Inspector of any areas of question regarding suitability. The Technical Inspector may request class suitability inspection as well as revoke approval of any machine at any time during the event. It is the sole responsibility of the entrant to select components, materials and/or fabricate the same so that the motorcycle will perform safely in competition. The Technical Inspector's decision is final in all matters concerning machine safety, preparation, presentation standards, class eligibility and legality.

The following is a list of minimum standards for riders, teams and motorcycles.

Refer to applicable class rules for specific standards (where contradictions occur, the specific class rules will be followed).

A. TECHNICAL INSPECTION

1. The rider/mechanic must bring each machine for technical inspection in a timely manner before any on track activity.
2. The motorcycle must be clean, presentable and prepared for on track activity.
3. The lower fairings must be brought to technical inspection but must be removed for inspection.
4. All necessary paperwork must be turned in when the bike is presented for technical inspection.
5. All required official series/sponsor decals must be displayed appropriately, unaltered, prior to technical inspection, or these stickers will be placed on each motorcycle during the technical inspection process. All decal presentation issues must be as directed and approved by technical inspection staff.
6. Self-made components (sub-frame, foot pegs for example) are allowed however they must be brought to the attention of the technical inspection staff for inspection.
7. The official series technical inspection sticker must always be displayed on the front fender of the machine once the machine has successfully completed technical inspection.

- An approved working rain light must be presented at Technical Inspection. Rain lights are required to be mounted in an approved/visible location underneath the tail section. Rain lights are required for all wet track sessions including practice/qualifying and races.

B. REMOVAL OF PARTS

- All lights, turn signals, and their mounting brackets must be removed.
- Mirrors, horn, license plate frame, and brackets must be removed.
- Centre and side stands, and luggage racks must be removed.
- All lenses and instrument faces must be taped or removed, except tachometer.

C. SAFETY WIRE

- For frequently disassembled components which require safety wire, wired safety clips may be used.
- Front fork fluid drain screws must be safety wired, taped or silicone may be used if approved by the Technical Inspector.
- All engine, transmission, coolant and final drive unit drain plugs and filter caps must be visibly safety wired. Oil filter bolts must be secured with safety wire and spin-on oil filters must be secured with a metal clamp and safety wire or other acceptable means. Fuel caps are exempt.
- All coolant and lubrication carrying hoses or lines must be secured at all connecting points by clips, clamps, safety wire or other approved means.
- Brake caliper mountings must be wire locked front and rear.
- Front axle pinch bolts must be lock wired or secured by visible means.
- Rear axle nut must be secured by an R-clip or by other approved means.



Figure 1-1

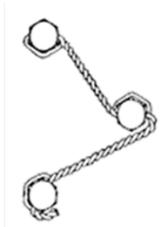


Figure 1-2



Figure 1-3



Figure 1-4



Figure 1-5



Figure 1-6



Figure 1-7



Figure 1-8



Figure 1-9



Figure 1-10

Correct method for wiring bolts in different planes. Note that wire should always be applied so that tension is in the tightening direction



Figure 1-11

When practicable hollow head plugs shall be wired as shown with the digital bent inside the hole to avoid snags and possible injury



Figure 1-12

Correct application of single wire to closely spaced multiple group

D. FLUIDS

1. The use of methanol-based fuels is not allowed.
2. Nitrous oxide injection is not allowed.
3. Water cooled engines may use plain water, or water with redline cooling system rust and corrosion inhibitor or similar product at 0.5 ounces per quart of plain water concentration. Glycol based antifreeze or water pump lubricants of any kind are strictly prohibited. Any other product must be submitted for testing.
4. Radiator overflow and battery vent tubes must be routed into a separate catch can which need not be vented into the intake area. Final approval of the catch can system rests with the Technical Inspector.
5. Crankcase ventilation must be routed into a heat resistant catch can of at least 350cc capacity or the air box.
6. If ventilation is routed into the air box, any drains from the air box must be sealed. If ventilation is routed to a catch can, the overflow tube from the catch must be routed into the intake area so that any overflow from the catch can will be drawn into the engine.
7. Oil coolers must be securely mounted in a protected area. All connections must be safety wired or otherwise secured by acceptable means.

E. WHEELS AND BRAKES

1. Original Equipment Material (OEM) wheels must be used; exception for PRO and AM Superbike – permitted to utilize carbon wheels.
2. All machines must have operational front and rear brakes.
3. Aftermarket brake pads and lines may be installed.
4. The front brake master cylinder may be substituted.
5. Aftermarket front brake rotors may be used if the rotors are the same size (diameter) as OEM equipment. Caliper mounts and hangers, front and rear, may not be modified or substituted.
6. Brake discs made of ceramic and/or carbon fibre are not permitted.
7. Front wheel spacers may be made captive at the approval of Technical Inspector to allow for faster front wheel changes.
8. At the rear wheel, stock parts must be used, including the caliper mount but not chain adjusters, and wheel spacers may be made captive, and a caliper retaining device may be used, but must be approved by the Technical Inspector.
9. Valve stem caps are required on both wheels.
10. Tires must be approved and in good condition (refer to Chapter 11 - Section O) TIRES).
11. It is mandatory that a front brake lever guard or protector be installed on each machine. Homemade brake guards are not permitted.

F. FRONT SUSPENSION

1. Original front forks may be changed and/or modified subject to approval by the Technical Inspector.
2. Internal parts may be modified, including substitution of springs, change of shims, needles and/or spacers.
3. Addition of race tech type kits/aftermarket type valving and/or complete cartridge kits, including enlarged and gas charged kits is permitted.
4. External compression adjusters may be modified/changed.
5. A steering damper may be installed.

6. Aftermarket coatings may be applied to a maximum thickness of 0.1mm.
7. Aftermarket/custom triple clamps are permitted as long as their use requires no additional change to the machine.

G. REAR SUSPENSION

1. The original model, stock swingarm must be retained, unchanged, except that the axle adjustment opening/slot may be lengthened, and the link changed, with the permission of the Technical Inspector.
2. The rear shock may be modified or replaced.

H. FRAME GEOMETRY and FASTENERS

1. The original frame must be retained with unaltered geometry.
2. Handlebars must be able to turn all the way to functional steering stops without hitting bodywork.
3. Sub frames can be substituted for aftermarket or self-made.
4. Unnecessary brackets may be removed.
5. Titanium fasteners are not permitted except OEM.

I. ELECTRONICS

1. Traction control is defined, for the purposes of this rulebook, as an electronic control system that uses input from sensors on the bike to actively limit power delivery, thus eliminating or restricting wheel slip and controlling acceleration.
2. Data acquisition for chassis or suspension is permitted only with the AiM Sports MXL STRADA, PISTA or EVO 4 systems. Data acquisition is only permitted as a gathering system, transmitting to and from a moving motorcycle is not permitted, except for lap timing devices. Unknown data acquisition systems will be impounded. Electronic quick shifters are allowed. Manual secondary hand operated kill switch/quick shift are not allowed.
3. The original equipment stock battery, starter and charging system must be retained and working. Two stroke machines exempt.
4. Any software used to manipulate electronics, stock or otherwise on the bike MUST be made available to Pro 6 GP technical officials with appropriate wiring and manuals. The use or possession of un-submitted software, including altered or different versions of the same software, is strictly forbidden.
5. The ignition and engine control unit (ECU) must be stock or made by the OEM as an available kit.

J. CONTROLS

1. All machines must have a self-closing throttle.
2. All machines must have an operational, well indicated handlebar mounted kill switch.
3. Aftermarket foot pegs, foot peg brackets, clip-on bars and fasteners may be used. Folding type foot pegs must be spring loaded in the down position.

K. BODYWORK

1. Aftermarket, OEM-style bodywork and custom fairing mounts may be used. An oil retaining, sealed lower fairing is mandatory. A removable rain drainage plug is required at the lowest point. The hole must be 1/2" in diameter.
2. Neat and clean. Motorcycles which are dirty or show potentially dangerous bodywork will not be approved.
3. Fairings must be securely mounted in at least three locations.
4. No streamlining may be attached to the rider or helmet. OEM leather suit humps and OEM helmet air management fins are allowed.
5. The front wheel must be clearly visible from both sides except for the portion covered by the fender. The rider must be visible from the side and above, while in the normal riding position and transparent material may not be used to allow for such visibility.
6. Rear fender or seat must extend to the rear of a line drawn vertically at the rear axle.
7. The stock gas tank must be used, but aftermarket gas caps may be used.
8. A front fender must be mounted.
9. The fairing must match the shape of the OEM machine in silhouette and profile.
10. Tail sections may be increased in size to allow for legal sized number plates.

L. ENGINE

Modifications are unlimited, except for the following:

1. Bore and stroke must remain as stock.
2. Valve sizes must remain as stock.
3. Stock cases, barrels, and cylinder heads must be used, but may be altered.
4. Aftermarket exhaust systems may be used but must be baffled and meet noise restrictions as specified by host circuits.
5. Clutch actuation may be modified to a racing kit type.
6. Dry clutches are only permitted when used on the OEM model.
7. Aftermarket slipper clutches are permitted.
8. Aftermarket side covers are mandatory when available; when aftermarket covers are not available, a combination of frame sliders and/or reinforced covers will be required.
9. Competitors must ensure that the engine case side covers on their machines are as sturdy as possible and use case guards where available.

M. NOISE RESTRICTIONS/ENFORCEMENT

All machinery must have effective noise reduction/silencing, meaning straight pipes are not allowed. Machines must test in advance of any on track activities, in an open area of the paddock with someone seated on the running machine. With the engine running at half throttle in neutral, each competitor's machine can measure no more than 98dB. The decibel meter is located .5 of a metre (20 inches) away and at a 45-degree angle from any muffler outlet.

Every bike participating in a Pro 6 GP event at CMP must pass the required sound test prior to any track activity. Riders must receive the official sound check pass/decal. At CMP the sound test area is usually located near the canteen.

N. AIR BOX/INTAKE/SCOOPS

1. The stock air box is not required, but an air box is required. A filter is not required. Larger air boxes may be fitted, but the stock tank and tank placement/mounts must be used.
2. Stock carburetor bodies or fuel injection systems must be used, but carburetor internals and velocity stacks may be altered or replaced. Injectors must be stock and unaltered from OEM.
3. Ram air systems, including ducts and scoops, must be identical in specs to OEM fitment.
4. Supercharging including turbo charging is not allowed.

O. TIRES

Pro 6 GP events are open to multi-brand tire manufactures. At all times the tires must be in good wear condition prior to track use and may be subject to technical inspection to ensure that the tire in question meets a minimum required standard. It is recommended that all tires used by the competitors be of a readily available manufacture, and that any modified/unusual/rare type of tire will be subject to technical approval.

Any tire for use in practice, qualifying or feature competition must be fully marked, i.e. must include a brand name, model number, size designation showing diameter, crown and sidewall height, a date of manufacture code and a compound code.

P. MANDATORY POST CRASH TECHNICAL and MEDICAL INSPECTION

Following a crash, however minor, in any practice, qualifying/heat or final race, the involved machine(s) must be presented for re-tech following repair, before they can participate in another on track session. The rider is required to present themselves for medical evaluation before being allowed to continue riding. Rider protective equipment must also be presented and repaired, as necessary. During a heat or final, competitors may continue and complete the event before re-tech - see Section Q below.

Q. CRASH and CONTINUE RULE

In a heat/qualifying or final event, a competitor may crash and remount to complete the event before returning to the paddock to repair their machine and then re-tech. However, it is the responsibility of each competitor to examine their machine before returning to the track to ensure that it is still safe to ride, including checking all the following:

1. All controls are still functional, especially brakes.
2. No damaged portion of the machine is dragging or rubbing.
3. No fluid is leaking from any area of the machine.
4. No debris of any sort is tracked on to the racing surface.

Competitors attempting to return to the race are required to follow marshal instructions. If a rider who has crashed is black flagged, they must immediately report as per standard procedures, and may not continue to first complete the event.

In the case of competitors who return to the track and compete in violation of this section, a severe penalty will be imposed post-race without opportunity for appeal.

R. TRANSPONDERS

1. Each competitor must use an approved AMB MyLaps Transponder for every on-track session. The yellow AMB units designed for go karting are not allowed.
2. Transponders (except for the hard-wired type) must be mounted using the specially designed bracket on a fork leg between the upper and lower triple clamps. Transponders must not be mounted in an area where they are likely to be damaged in a crash.
3. A transponder is always required while on the racing surface.
4. All times used for official use must be generated by the on-board approved transponder equipment. A rider generated time from a lap timer or a time generated by a crew person's stopwatch/computer cannot be used as an official time.
5. A rider must use their specific, assigned transponder only. Substitution is only allowed with permission, and under the strict supervision of Series Official in pit lane(s).
6. Series Officials will occasionally mount a secondary data gathering device to certain motorcycles to check on-track performance – failure to permit such activity will result in disqualification from that session.
7. Series Officials will occasionally require a plug in via lap top computer to data and ignition functions on selected motorcycles - failure to permit such activity will result in disqualification from that session.
8. Any transponders that are loaned or rented from the series organizers remain the property of the organizers and may require a sufficient deposit. Any damaged/lost/stolen transponders will require the rider to cover the full cost of replacement.

S. POST QUALIFYING/POST RACE TECHNIAL INSPECTION

1. Machines unable to make post qualifying or post- race technical inspection including running out of fuel, major crashes or major mechanical failures may be disqualified. Allowances will be made for minor mechanical failures that can be repaired, under strict supervision, in a reasonable amount of time and that do not have any bearing on performance or weight. Determination of minor will be at the discretion of the Technical Inspector.
2. The Series Officials reserve the right to inspect any bikes/rider(s) (post track session). This may include scrutineering for official decals/patches/sponsor logos/rain lights/numbers/technical requirements/lock wire/helmets/restrictor plates/safety items/weight limits/bike legality/transponders. etc. Any violation of rules will result in certain penalties being assessed at the discretion of the Series Officials.

T. PENALTIES FOR WEIGHT INFRACTIONS

1. Qualifying
 - i. Competitors who have machines that measure less than the class minimum weight on the series scales when measured immediately post qualifying will be penalized one position for each lb. (e.g., with a

minimum of 360 lbs. the rider will be penalized one position for a reading between and including 359.0 and 359.9,) (two positions for a reading between and including 358.0 & 358.9)

- ii. Riders with machines reading 5 lbs. (354.9 or less) or more below the minimum will be placed at the back of the final grid.

2. Race

- i. Competitors who have machines that measure less than the class minimum weight on the series scales when measured immediately post-race will be penalized two positions for each lb. (e.g., with a minimum of 360 lbs. the rider will be penalized two positions for a reading between and including 359.0 & 359.9.) Four positions for a reading between and including 358.0 & 358.9)
- ii. Riders with machines reading 5 lbs. (e.g., 354.9 or less) or more below the minimum will be disqualified from the event.

CHAPTER 12: SUPERBIKE and SPORT BIKE

Superbikes and Sport Bikes must also adhere to Chapter 11 – GENERAL COMPETITION EQUIPMENT; in case of a conflict, these rules supersede the Chapter 11 references.

Homologation:

For Japanese manufacturers, 40 units per year of a particular model must be imported to Canada for that model to be approved for series track use in Canada.

For non-Japanese manufacturers, 10 units per year of a model must be imported to Canada for that model to be approved for series track use in Canada, but each such “limited” model’s manufacturer must apply for approval on a per-model basis. In the matter of equivalency for models not legal by the letter of the rules, approval is possible with application to Pro 6 GP on a model-by-model basis.

The above rules may not apply to certain two stroke machines and vintage era bikes.

A. FRONT SUSPENSION

1. Aftermarket fork caps may be substituted.
2. Aftermarket triple clamps may be substituted.
3. Superbike only:
 - i. A fork brace may be installed.
 - ii. Head inserts to adjust rake may be used if no part of the frame is modified.
 - iii. Aftermarket forks are permitted.

B. REAR SUSPENSION

1. Motorcycles with a belt final drive may be converted to chain final drive.
2. The rear shock linkage may be substituted.

C. FRAME and GEOMETRY

1. Superbike only, adjustable swing arm pivots are permitted, but no modifications to the frame or swing arm can be made to allow for this adjustability.
2. Superbike only, aftermarket swing arms are permitted.

D. ELECTRONICS

1. Superbike and Sport Bike may use Bazzaz ZFI, Z-Fi-TC and adjust switch
2. Homologated machines coming from the factory with OEM traction control will be allowed to enhance and adjust stock traction control units with the help of OEM or OEM affiliated product suppliers.
3. No other aftermarket traction control units will be permitted.
4. Dyno jet products may be used for both Sport Bike and Superbike classes.

5. Superbike only, the OEM stock battery, starter and charging system may be removed.
6. Aftermarket fueling modules; Rapidbike and Healtech are permitted.

E. DISPLACEMENTS

1. For the Sport Bike class, maximum displacements (OEM bore and stroke in all instances):
 - i. four cylinders: 600cc (Kawasaki ZX-6R 636 accepted)
 - ii. Twins: 750cc
 - iii. Triples: 675cc
 - iv. Unlimited for BMW twins, and Buell liquid cooled Twins.
2. For the Superbike class, displacement is unlimited, retaining stock bore and stroke.

F. WEIGHT REQUIREMENTS/RESTRICTIONS

Machines must weigh no less than their minimum weight in the same condition in which they finish the race/qualifying session, including all fluids such as oil, water and fuel. Weights may be checked immediately following races. No fluid may be added prior to the determination of weight.

CLASS	CYLINDERS	WEIGHT
PRO/AM Superbike	-	360**
PRO/AM Sport Bike	2	385
PRO/AM Sport Bike	3-4	350

*** 3-4-cylinder Sport Bike machines may run Sport Bike minimum weight when competing in PRO/AM Superbike if they do not have any Superbike only features on the bike including slicks.*

CHAPTER 13: PRO and AM LIGHTWEIGHT SPORT BIKE

All standards from existing rulebook, Chapter 11, GENERAL COMPETITION rules apply. This means the general preparation rules for equipment on each bike are the same as with other Sport Bike classes.

As per Chapter 11, there is no specific restriction for:

- Bars, levers, frame guards, reinforced covers, bodywork (must retain fluid and provide for drain in the wet), exhaust systems (except noise), sprockets, chains, etc.
- An approved front brake lever guard, rear rain taillight and shark fin swing arm protector are required.

Homologation: For all manufacturers, 10 units of a specific model must be imported into Canada for that model to be approved for track use. In the matter of equivalency for models not legal by the letter of these rules, approval is possible with application to Pro 6 GP on a bike-by-bike basis, if the bike is judged not to alter the indexed nature of this category.

APPROVED EQUIPMENT

Kawasaki Ninja 250 and Ninja 300 – all years

Kawasaki 400 Ninja

Honda CBR250R, CBR300R, CBR500R – all years

Yamaha YZF-R3 – all years

KTM 390

380 cc Four Stroke multi or twin

400 cc Four Stroke Single

500 cc Four Stroke Air Cooled (vintage legal)

Compression may be increased (heads and/or barrels decked) and cam shafts degreed/replaced for all eligible equipment.

Cylinder heads may be ported – material may be removed from the head but not added.

No changes may be made to the air box, complete filter assembly (OEM type permitted) and fuel injection system, except via approved electronic additions (e.g., Dyno jet)

A. FRONT SUSPENSION

1. Aftermarket fork caps may be substituted.
2. Aftermarket open cartridges are permitted.
3. Aftermarket triple clamps are NOT permitted.
4. Head inserts to adjust rake are NOT permitted.
5. A fork brace may be installed IF no modifications to other components are required.

6. The total cost (Canadian MSRP) of modifications to the front fork, not including labor, cannot exceed \$1,300 in Canadian Funds.

B. REAR SUSPENSION

1. The rear shock linkage may not be altered or substituted.
2. The rear shock absorber may be substituted. The total cost (Canadian MSRP) of the alternate rear shock cannot exceed \$1,800 in Canadian funds.

C. FRAME and GEOMETRY

1. No modifications to the frame or swing arm can be made.
2. The rear sub-frame may be substituted, if removable on the original OEM unit – lightweight kit.
3. Sub-frames are not permitted.

NOTE: repairs/straightening to non-removable rear sub-frames is permitted with a written request and specific, written permission from Pro 6 GP.

D. ELECTRONICS

1. Only electronic items available directly from the OEM for that specific model are allowed.
2. Dyno jet tuning products are permitted.
3. OEM-supplied and Dyno jet quick shifter products are permitted.
4. Traction control in any form is not permitted.

E. DISPLACEMENTS/ENGINE MODIFICATIONS

1. All eligible equipment must compete with the stock displacement, with stock bore and stroke, except for Honda CBR250R and CBR300R singles. For these specific Honda single cylinder models, bore and stroke may be altered using the OE castings.
2. Engine internals must remain stock in the case of all eligible equipment, except for the Honda CBR250R and CBR300R.
3. For the Kawasaki 400s' restrictor plates are mandatory.

F. HORSEPOWER and WEIGHT REQUIRMENTS/RESTRICTIONS

1. Immediately following each practice session, qualifying session or race, the top finishers plus other motorcycles chosen at random, may be tested for legalities as outlined in the rulebook.
2. Machines must weight no less than their listed minimum weight in the same condition in which they finish the on-track session, including all fluids such as water/coolant, oil and fuel. Weights will be checked randomly following on-track events. No fluid or weight-affecting device can be added prior to the determination of weight.

G. WEIGHTS

1. For the following machines, the minimum permitted weight will be 310 lbs. Kawasaki (except Ninja 400), Honda single cylinder, and Yamaha
2. For the Honda CBR500R twin, the minimum allowable weight will be 350 lbs.
3. For the 2018-2021 Kawasaki Ninja 400, the minimum allowable weight will be 320 lbs.

H. MISCELLANEOUS

1. The 2018-2021 Kawasaki Ninja 400 can compete using a full racing exhaust system. There is no specific rev limit restriction imposed, although competitors are free to limit RPMs to meet the class rules/standards if that is their preferred method.
2. It is recommended that all Kawasaki Ninja 400 competitors consider a Pro 6 GP approved inlet restriction unit to control/limit performance and allow competitors to more easily meet the standards established for the class.
3. Tire warmers are permitted.

I. RULE UPDATES and REVISIONS

1. Pro 6 GP reserve the right to make adjustments to the specifications of competitive equipment legal in this class as information becomes available throughout the season.
2. Rule changes will not typically occur during any event/weekend/set of races at a specific venue.

J. RIDER STATUS/ACTIVITY

1. PRO and AM Superbike (primary class) racers are not permitted in the Lightweight Sport Bike categories.
2. PRO and AM Sport Bike riders may be permitted to enter the PRO and AM Lightweight Sport Bike classes.
3. Pro 6 GP regional Sport Bike & Lightweight Sport Bike riders may have certain restrictions on their class entries in any combined Canadian Superbike Series (CSBK) and Pro 6 GP event. Please consult with officials prior to submitting your entries for these events.
4. Riders who place first, second or third in the final, overall year-end point standings in regional or national competition may have their status adjusted accordingly. Any requests for a change or stay in riders' status must be made in writing to the Series Officials. Certain exemptions may be given/considered in the case of injury or similar circumstances. All requests will be made on a per person basis.

CHAPTER 14: MIDDLEWEIGHT CHALLENGE

Open to both PRO and AM riders. Must adhere to rules outlined in Chapter 11. Certain exemptions for rider & bike eligibility, and allowable modifications, must be requested in advance, prior to official rider entry. The Pro 6 GP Officials reserve the right to adjust; create rules; and modify items not already listed in this rulebook.

Riders in this class will be scored in two categories based upon their age prior to the official start of the season.

Junior Middleweight Challenge (Ages 30-49)

Senior Middleweight Challenge (Ages 50 +)

Not open to current nationally ranked Superbike competitors.

Approved Equipment

Up to 1200 cc 4-stroke twin cylinder, air cooled any year

125 GP any year, 250 GP air cooled any year

Up to 600 cc 4-stroke multi cylinder, any year

Up to 650 cc 4-stroke, liquid cooled twins

Unlimited multi cylinder, two stroke, air cooled

Certain vintage era bikes (check with officials)

CHAPTER 15: HEAVYWEIGHT CHALLENGE

Open to both PRO and AM riders. Must adhere to rules outlined in Chapter-11. Certain exemptions for rider & bike eligibility, and allowable modifications, must be requested in advance, prior to official rider entry. The Pro 6 GP Officials reserve the right to adjust; create rules; and modify items not already listed in the rule book.

Riders in this class will be scored in two categories based upon their age prior to the official start of the season.

Junior Heavyweight Challenge (Ages 30-49)

Senior Heavyweight Challenge (Ages 50 +)

Not open to current nationally ranked Superbike riders.

Approved Equipment

600 cc and over 4-stroke multi cylinder

250 GP 1990 and Older

651 cc and over 4-stroke twin cylinder, liquid cooled

Unlimited twin cylinder, air cooled, any year

CHAPTER 16: CANCELLATION POLICY – REFUNDS – CREDITS

In any situation where a rider has participated in official practice then a partial credit may be issued (if they are unable to continue in the remaining activities) at the discretion of the Director of Competition and/or Race Director or Pro 6 GP Management.

Riders who have taken part in any official qualifying session and/or race are not entitled to any credit or refund under any circumstances.

Riders must notify the Series Officials in advance if they choose not to participate in any event or session that they have registered for.

In the event of certain weather or track conditions and medical delays that do not allow the continuation of activities the Series Officials reserve the right to post pone the scheduled event(s). Riders are not entitled to a refund under any of these circumstances. In the situation where the event is re-scheduled then the class entries may be transferred to the official replacement event or race. Under these circumstances' credits/refunds will not be issued towards any other scheduled events or races.