

STEEL CITY RIDERS COMPETITION CLUB



RIDER HANDBOOK RULE BOOK DISCLAIMER

The rules and/or regulations that are set forth herein and as published on the Steel City Riders website are designed to facilitate an orderly conduct and execution of club facilities usage and club sanctioned racing events. These rules are not absolute but shall provide governance over the club facility and all club events. By holding a club membership in good standing, it will be implied that the members have available to them or have received a copy of this handbook and have read, understood and signed the release of liability, waiver of claims, acknowledgement and assumption of risk and indemnity agreement which can be referenced in this handbook. It is implied that conduct of the member will be guided by and in adherence of the rules and regulations set out in handbook and any contravention of these rules and regulations may subject the member to suspension and/or revocation of his/her club membership.

The race director or a quorum of the Directors of the Board shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements and are in the best interest of the general membership. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the race officials or in absence thereof and superseded by a quorum of the Board of Directors made up from a minimum four (6) Directors. Their decision is final.

STEEL CITY RIDERS' COMPETITION CLUB INC.

www.steelcityriders.ca

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For Executive Contact information please visit our website: www.steelcityriders.ca

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MISSION STATEMENT

Courtesy and sportsmanship are the "order of the day" every day. We are a family club created for the enjoyment of our sport by all. We are considerate, a role model to our children, and we set the highest standards for the sport.

We practice SPORTSMANSHIP and we define it as: Fairness, respect for one's opponent, and graciousness in winning or losing.

1.0 MEMBERSHIP INFORMATION

- 1.1 Current Membership Fees can be located on the SCR Website (steelcityriders.ca)
- 1.2 Annual memberships expire 30 days after the availability of the next year's membership renewal.
- 1.3 Family membership qualifies for immediate family members only consisting of parent(s) and child(s) or siblings under the age of 18.
- 1.4 Family members between the age of 18 and 22 can qualify within a family membership if actively attending school with a permanent residence of the parent membership holder. Proof of student enrolment (valid student card) may be required to qualify. Children between the age of 18 and 23 not in school are considered an independent adult and will require an individual membership.
- 1.5 Lifetime Member: A Steel City Rider's lifetime membership will be awarded upon completion of 25 years of uninterrupted membership in good standing. Family membership qualifies. Proof of uninterrupted SCR membership is the responsibility of the member, not the club.
- 1.6 Every member must have a waiver completed and a work day issued to be active.
- 1.7 Membership includes access to club facilities and participation in the Fun Day and MX School nights. Race fees are not included.
- 1.8 New members must undergo an orientation session at the Club Track prior to using the facilities

2.0 RIDERS' RESPONSIBILITIES

- 2.1 All riders using SCR club property or participating in any SCR event must have read, understood and signed the Rider Indemnity Waivers and each must have an active SCR membership card with them at all times.
- 2.2 All bikes must have an SCR Track Access sticker visibly displayed. Preferred location is on the front number plate. Fork tube is acceptable. Your membership placard is to be hung on the rear view mirror or placed on the dash of your transport vehicle any time you are at the club track for practice. This is in order to help identify you in the event of an incident and make it easier to identify trespassers. It is also highly recommended that your placard is displayed at racing events to make emergency contact information available should the need arise.
- 2.3 Number Plates: All members MUST clearly display their own uniquely assigned number on the front and both side number plates of their motorcycle any time they are at the Club Track or at any SCR event. This is to help identify you for safety and security reasons. This applies to Leisure Riders and Racers alike. We understand there could be a rare occasion that you borrowed a bike to complete an event, if so notify the Race Officials.
- 2.4 Respect our Landowner! Members speeding in excess of 5km/h between the road and past the barns will be subject to severe disciplinary action! Speed in excess of 20km/h is prohibited in all other areas. If your guests are speeding, you will also be held liable so be sure to inform them. Any form of disrespect to our landowners will result in disciplinary action.
- 2.5 Each rider is responsible for the actions of his or her family and pit crew. Unnecessary problems caused by a rider or a rider's family or crew on an open practice day or at an organized event may result disciplinary action.
- 2.6 All race personnel, officials, photographers, volunteers, spectators and riders during open practice or an event, must not consume or be under the influence of alcohol or drugs. Violators of this rule may be subject to disciplinary action.
- 2.7 All riders are expected to know and follow the guidelines outlined in this booklet and on the website, and to be courteous and safe when riding at the club or at any venue. Always enter or exit the track at the appropriate spot and speak with your fellow riders about directions or track layout and conditions prior to riding. A Sighting Lap must always be performed by each rider at the club track before riding on the track or trails that day.
- 2.8 Each member is responsible to complete a designated volunteer work day at a club or competition event. This may involve flagging, marshalling or scoring at a race or volunteering with time at the track for maintenance or other event execution. EVERY member is required to have a full work day completed as part of their membership, regardless of age. (The normal workday requirement for members under 7 years old at the start of 2016 will be waived for the 2016 season on a trial basis.) During online membership registration, work day selection is available on a first come first served basis. All flaggers must be a minimum of 14 years old for liability purposes. A parent may substitute for and complete a child's work day. **If a member**

misses their scheduled work day, the member's SCR privileges will be immediately suspended. The member will not be permitted to utilize club property or participate in events for the balance of the season or until the work day requirement has been satisfied. **If you do not sign in at the yellow trailer by 8am on your workday, your workday will be considered missed.** We need all volunteers on time for assignments! Training for flaggers will be provided. Memberships not in good standing at year end are not eligible for renewal.

- 2.9 Membership eligibility is to be in adherence with the membership rules as set out in this guide or on the website. Non-compliance or intentional misappropriation of information will result in refusal of membership renewal or indefinite suspension of membership with no refund.

3.0 CLUB FACILITY USAGE RULES

3.1 ENTER/EXIT THE TRACK AT THE PROPER SPOT

Always go to the 'start' area so you can see who is where and in which direction they are going. Do not enter directly from the parking lot area. When you're ready to ride, wait at the proper entrance to the track for a rider to follow around. Following a rider around the track ensures that you are following the proper track layout. Probably the most dangerous thing that could happen is someone going the wrong way. Escort your children to the mini-track as well to ensure that they also follow the correct track layout and direction.

3.2 OPEN PRACTICE DAYS

Track direction and layout is determined by the first riders at the track on any practice day. All riders arriving after that point must follow the lead of the riders already there to get orientated with the layout. Never ride in the opposite direction or put in short cuts if someone else has set up the track. **NEVER SHORT CUT THE TRACK.** Follow the track layout. Failure to do so may mean a collision with another rider. Never veer off the given track layout – If a new one is agreed upon through-out a practice day the track must be changed (barriers, cones, etc) and communicated to all riders present. If the track layout is too challenging for young beginner riders on a small wheel bikes they may utilize the pee wee track. Safety is the responsibility of all riders at the track. Blind jumps should only be used if you have someone acting as a flag person or the blind jump should be rolled over with caution. If this becomes a risk or problem, any blind jumps will be removed for open practice days! **Do not ride alone - always ride with a buddy.**

3.3 PIT ETIQUETTE

First gear in the pits only, no doubling and absolutely no riding without a helmet. When you are headed to the line or coming off from the track, go **slow**. This rule applies to race and practice days.

3.4 TRAILS – FOLLOW THE ARROWS

Trails are one-way only. Don't go in unmarked areas. If "you use/we lose"! Always be aware of possible local ATV riders who may be passing through. Always be aware and cautious.

3.5 MACHINERY ON TRACK

Get permission! A section may be off limits if being worked. Use common sense! If the construction/machinery sign is up upon arriving to the track, equipment is likely on the track or trails.

3.6 GARBAGE

Take out what you brought in or USE THE CANS! Always leave the grounds clean which means pick up after yourself. IF YOU HAVE ROOM TO BRING IT WITH YOU I AM SURE YOU CAN TAKE IT HOME! It takes a large volunteer effort to empty those cans, time that could be better spent improving the track and trails! **Never dump oil in the pit area.**

3.7 TRACK SHARING

Small children or/on smaller bikes have the access to the adult Club Track on the hour, every hour for 15 minutes, absolutely no bikes bigger than 100cc big wheel are permitted on the track during this time. It is imperative to communicate with all other riders if you are utilizing this option. Exception to the small bikes: Parents are encouraged to ride with their children at this time. Keep an eye on your child and watch out for others that may not be fortunate enough to have Mom or Dad riding with them!

3.8 MX SCHOOL

When scheduled during the summer, specific days/times at the club track are reserved exclusively for the MX School. Any riding that is not part of the school should only be done with approval of the school instructors.

3.9 ACCIDENT REPORTING

Any time there is an incident that requires medical follow up at a Hospital, the Club's Safety Officer must be notified. Accident reports must be filled out. Please be sure to record the date and time, names of people at the track, what happened and who witnessed it. Blank Report forms are kept in the sign-in trailer.

4.0 GOLDEN RULES OF MOTOCROSS

We have compiled this list of track etiquette in hopes of clearing up some questions new riders may have. We have had far too many close calls regarding these seemingly obvious rules. We think it is warranted that we make sure people have been advised and understand them. This list has been generated by the members of this club who have chosen to participate.

- 4.1 Treat the track officials the way you expect to be treated. They are riders, club members and volunteers, just like you and you may be in their shoes one day.
- 4.2 When you approach a jump, if you don't plan to clear it, stay to one side.
- 4.3 Always remember which ever line you choose, you own that line until you are well clear of the landing.
- 4.4 Be respectful of lapped riders. If you're fast enough to put a lap on them, you should be skilled enough and courteous enough to leave them some room on the pass. Don't bully them out of their line.
- 4.5 Lapped riders, be respectful of the faster riders. If you see the leaders coming up from behind, don't try to race them, **hold your line**, and let them do their thing.
- 4.6 Respect the rules of the flags.
- 4.7 Don't enter the track without first making sure it is clear and safe to. If you are stopping to watch a jump or a corner, and how other riders do it, get well out of the way.
- 4.8 Always enter the track from the starting gate area and exit where indicated.
- 4.9 Always raise your left hand before pulling off the track.
- 4.10 If you have or your bike has a problem, raise your left hand to let the other riders know. Never pull off the track without checking for oncoming riders first.
- 4.11 If there are small children out there, be sure you are responsible when passing them and make sure you watch for them. They are harder to see than the big bike riders.
- 4.12 NEVER pass the kids at or during obstacles such as jumps – kids are easily scared – if it means you miss hitting the big one this lap, so be it!
- 4.13 Sighting laps – respect the reason we have them which is to inspect the track before we race it.
- 4.14 Attempt only the obstacles that are within your limits (both yourself and the machine you are on)
- 4.15 Stop and help a fellow downed rider instead of roosting him/her.
- 4.16 If you have a good battle with a fellow rider, take the time to give a thumbs up after the moto, show that you appreciate them keeping you honest, and having a fun clean battle.

5.0 SCR CLASS STRUCTURE COMPETITION

The Class Review Committee (CRC) is a volunteer group committed to ensuring safe, fair and competitive racing in all classes. On occasion, it may be necessary to adjust the class size in the interest of fairness or for a more balanced distribution of rider skill among classes.

**** The CRC reserves the right to make any class and rider adjustments as required ****

5.1 Mini Bike Classes:

In order to maintain fairness as young riders develop in skill and increase in age, these guidelines will be followed for the Mini Bike classes (50cc to 85cc). If a rider is a 50cc class rider and competes

in a second class, that rider can participate in the 65 Class (must be 7 years old for 65; transponder required if intending to be scored). Likewise, a 65 rider can ride in the 85B class as his second class. 85B riders have the choice of 85A OR GP mini. Any 'A' rider will compete in the next displacement 'B' Class. **Since this may not be the appropriate path of progression for all circumstances and all riders, the Class Review Committee will be reviewing all races throughout the season.**

GP Mini: This class is intended to offer a second class option for the 85A riders and an alternate/additional option for all riders 7-16 years old, riding small or big-wheel minis with minimum displacement of 60cc 2-stroke/80cc 4-stroke up to a maximum displacement of 105cc 2-stroke/150cc 4-stroke. This class is not restricted by skill level, only by age and bike displacement so is open to both A and B riders.

5.2 Big Bike Classes:

A big bike is defined as any motorcycle having a rear wheel diameter of 16 inches or larger. Racers must be minimum 13 years old as of race day to ride any big bike classes.

All riders are expected to ride their most correct skill class (Novice, Junior, Intermediate, or Expert) unless the rider is above the age of 30, where an age class should be selected as the primary class. Second class options are that the riders ride up a level. This means that Novice would ride Junior, Junior would ride Intermediate and Intermediate would ride Expert. Age Classes are expected to ride up a class as well, meaning +30C rides +30B and +30B rides +30A.

5.3 General Guidelines:

All Club members must attempt to pick their correct skill or age class at the beginning of the race season. Returning riders are eligible to compete in their previous year's class provided they have not been promoted. Any new or existing riders determined to be in a class above or below their riding ability, may be moved at the discretion of the Class Review Committee. In this case, accumulated points will be calculated based on a predetermined formula. Additional classes must be an appropriate class option as specified. Only Expert or +30A skill level riders are eligible to ride the Pro class to compete for the overall #1 plate. A +30A class rider may not ride a skill class below Expert.

If a rider wishes to change his/her primary class up or down, they may write an appeal to the class review committee for consideration. The appeal should include reasoning for the request that the CRC can base its decision on. The CRC has up to 2 weeks from the date receipt of the request to make a decision.

5.4 Promotion Criteria:

The Class Review Committee is a volunteer group committed to ensuring safe, fair and competitive racing in all classes. Rider promotion will be based on independent member review of riders and group consensus on which riders and how many will be promoted up a class at year end. Promotion decisions will consider improvement of skill, and the number of class promotions may vary.

6.0 CLASS DESCRIPTIONS AND REQUIREMENTS for MX Racing

6.1 *Mini Bike Classes*

50cc

5 to 9 years old as of race day

Up to 50cc 2-stroke or 70cc 4-stroke, stock wheel size only

Transponders not required

The 2nd class for a 50 rider would be 65B (7+ years of age; Transponder required for scoring)

65cc

7 to 12 years old as of race day

Up to 65cc 2-stroke or 95cc 4-stroke
Transponders Required
The 2nd class for a 65 rider would be 85B.

85cc A & B

7 to 16 years old as of race day
Up to 105cc 2-stroke or 150cc 4-stroke
B class is for beginner, slower, less experienced riders
Transponders Required
The 2nd class 85B riders would be 85A or GP Mini and 85A would be the GP Mini class

GP Mini

7 to 16 years old as of race day
No skill classification required
Up to 105cc 2-stroke or 150cc 4-stroke
Transponders Required

6.2 *Skill Classes – Big Bikes*

Transponders required for all Big Bikes in order to be scored

Novice

Beginner riders typically with less than 2 years of racing experience
Riders advancing to the next displacement class after 85B will move to this class
Riders being promoted from this class will go to Junior
The 2nd class for Novice would be Junior
The minimum age is 13 years old as of race day with no maximum age limit

Junior

Junior riders typically have two or more years of racing experience
This is the entry class for 85A riders graduating up to the next displacement class
Riders being promoted from this class will go to Intermediate
The 2nd class for Junior would be Intermediate
The minimum age is 13 years old as of race day with no maximum age limit

Intermediate

Intermediate riders are more competitive racers with a few to several years of racing experience
This class is for the faster rider who may have been promoted from Junior
The 2nd class for Intermediate would be Expert
The minimum age is 13 years old as of race day with no maximum age limit

Expert

Expert is for experienced, advanced skill riders with speeds to match
This class is suited to the fastest riders in the club
The 2nd class would be the Pro/Open
The minimum age is 13 years old as of race day with no maximum age limit

6.3 *Open Classes*

Pro

This class is open to Expert, +30A skill level riders
If riding one class only, a qualified rider can select this as their only class
*****The winner of this class will be crowned the Club MX Series Champion*****

Ladies

A class for all women who are at least 13 years old as of race day with no maximum age limit
Minimum bike size of 85cc 2-stroke
No upper age limit or bike size
The 2nd class is a skill-level class, an open class or an age-appropriate class

6.4 *Age Classes*

+30C

New or less experienced beginner-level riders of 30 years of age or older
The +30C class should be your primary class
The 2nd class would be +30B with a 3rd class option of a skill based class (Novice or Junior)

+30B

This class is for promoted C riders and new members who are experienced with a little speed
The +30B class should be your primary class
The 2nd class is the +30A with a 3rd class option of Intermediate or Pro/Open

+30A

This is for the 30-plus Expert rider with speeds matching the fastest riders in the club
The +30A class should be your primary class
The 2nd class is the Pro/Open with a 3rd class or alternate option of Expert

+50

This class is for riders 50 years of age or older
Additional classes could be the +30C, +30B, +30A, an appropriate skill class.

+60

This class is for riders 60 years of age or older
Additional classes could be the +30C, +30B, +30A, an appropriate skill class.

6.5 *Multi-class Guide*

Following is a guide for multiple class entries as determined by rider ability:

FIRST CLASS	SECOND CLASS	THIRD CLASS	TIME
50	65B / 65A		10 min +1
65	85B / 85A		10 min +1
85B	85A	GP MINI	10 min +1
85A	GP MINI		10 min +1
NOVICE	JUNIOR		10 min +1
JUNIOR	INTERMEDIATE		10 min +1
INTERMEDIATE	EXPERT		10 min +1
EXPERT	PRO		10 min +1
GP MINI			10 min +1
PRO			20 min +2
+30A	PRO / EXPERT		10 min +1
+30B	+30A	EXPERT/INT	10 min +1
+30C	+30B	NOVICE / JR	10 min +1
+50/+60	+30 A/B/C	ANY SKILL	10 in +1

*{for years with both A and B 50 cc classes.}

7.0 CLASS DESCRIPTIONS AND REQUIREMENTS for Off Road Series

7.1 *Mini Bike Classes*

50cc

5 to 9 years old as of race day
Up to 50cc 2-stroke or 70cc 4-stroke, stock wheel size only

65cc

7 to 12 years old as of race day
Up to 65cc 2-stroke or 95cc 4-stroke (new small wheel 110cc air cooled 4 strokes allowed)

85cc

7 to 16 years old as of race day
Up to 105cc 2-stroke or 150cc 4-stroke

7.2 Skill Classes – Big Bikes

C Class

Beginner riders typically with minimal racing experience
Riders being promoted from this class will go to B Class
The minimum age is 13 years old as of race day with no maximum age limit

B Class

B Class riders are more competitive racers with a few to several years of racing experience
This class is for the faster rider who may have been promoted from C Class

A Class

A Class is for experienced, advanced skill riders with speeds to match
This class is suited to the fastest riders in the club

8.0 Vintage MX Racing: Please review the current schedule to see where the Vintage Rounds are taking place.

- 8.1 Post Vintage Racing: Motorcycles 25 years old or older. Can be water cooled engines, mono shock and have disk brakes.
- 8.2 Vintage Racing: Twin Shocks only (early YZ Mono shock excepted), Drum Brakes, Air Cooled. Generally, bikes prior to 1983.
- 8.3 Both classes race together but are scored separately. (May be combined with an existing class as well.) If you are uncertain of what class your bike falls into contact Claude via email: clevasseur@steelcityriders.ca
- 8.4 Transponders are required if you wish to be scored.
- 8.5 All MX Racing Rules apply.

9.0 GENERAL RULES & GUIDELINES

- 9.1 **Race Schedule:** The annual race calendar is posted on the SCR website and will be updated as required.
- 9.2 **Racing Series:**
 - 9.2.1 MX Series: The MX Series will consist of multiple rounds with 2 scheduled motos (races) per class. Typically, depending on the annual schedule there will be 4-5 throw away motos. (The number determined for the current season will be posted on the SCR website after the release of the final schedule.) The throwaways allow rider's the ability to fulfill their membership work day requirements without impacting the rider's championship efforts.
 - 9.2.2 Off-Road Series: The series typically includes the Bill Braden Memorial 1 Hour, the TT Challenge, and the Hare Scramble. The Jim Kelly Memorial 6 Hour is a separate off-road event. See the SCR Website Schedule for number of events and dates.
- 9.3 **Rain Dates:** Weather permitting, all rounds will be completed. If an away race is rained out or cancelled, efforts to reschedule at that location will be made but if necessary the club track will be substituted. In the event that all rounds cannot be completed, the number of motos counting for the championship will be adjusted, and throwaways will also be adjusted as required.
- 9.4 **Trophies:** There are no daily trophies for the Competition Series. Trophies for a minimum of 1st, 2nd and 3rd place for each class will be awarded at the season end awards banquet. There must be at least 3 riders in a class for trophies to be awarded. Awards for the Off Road Series will be based on participation. The 6 Hour, 1 Hour, and Hare Scramble events may have individual event awards. All riders who start in at least 70% of the scheduled motos and have completed their assigned workday will receive a custom plaque.
- 9.5 **Entry Fees:** All Competition series race fees for an individual or family membership are posted on the SCR web site. Refunds will not be offered once you have paid for the day. We respect our elders at Steel City Riders Competition Motorcycle Club. Members 70 years of age and over are

- not required to pay race day fees.
- 9.6 **Race Day Sign-in:** Unless specified for special events, sign in is from 7:45 to 8:30am. Don't be late or you won't ride!
- 9.7 **Riders Meeting:** Attendance is **mandatory**. There will be a 5 rider roll call selected at random and if you are not present you **DO NOT RIDE**.
- 9.8 **General Equipment:**
- 9.8.1 *Motorcycles* must be in proper working condition and have no sharp protruding objects and exhaust systems must have a silencer properly maintained to minimize excessive noise. Unsafe motorcycles determined by officials may be disqualified at the starting line or Black Flagged during a race.
- 9.8.2 *Numbers* can be of any colour but must be in a contrasting colour from the background to permit them to be easily identified. Please ensure you have proper number plates and properly sized numbers that can be read easily from a distance. Duplicate numbers among different riders will not be permitted. Assigned numbers from the prior year are reserved for 1 season of non-membership and will be released for selection to anyone registering once memberships open on the 2nd year. If you are a NEW member and require a number, available numbers are viewable during online registration. Failure to have easily read numbers on the front and both sides of the bike may result in you not being scored. Even with transponder scoring this must be followed so we know who is on the track at any time in the event of an accident or rule infraction. If you borrow a bike let officials know.
- 9.8.3 *Rider equipment* must include an approved helmet, (must be approved by recognized standard, DOT, ECE, SNELL) protective boots above the ankle at a minimum, protective long pants, a jersey and gloves. SCR recommends full proper motocross designed protective gear including a chest protector/body armour and a neck brace.
- 9.8.4 *Transponders:* Transponders are mandatory for scoring on the big track during MX Races. This means any bike other than 50cc requires a transponder in order to be scored. You can still come out and try racing without a transponder but SCR will not be supplying rental units. SCR is using the MyLaps system. Transponders are available for sale online at Mylaps.com and via MMRS.ca. Transponders may be shared within or among families but we will not hold the starting gate to allow for transponder sharing during back to back motos. If your family's motos end up scheduled back to back, we suggest you purchase another transponder. It is your responsibility to ensure your transponder is sufficiently charged prior to race day. Off Road Series Events will continue to be manually scored.
- 9.9 **MX Series Scoring:** 1st = 25pts, 2nd = 23pts, 3rd = 22pts, 4th = 21pts, 5th = 20 points and decreasing by 1 point per position to 20th which is awarded 5pts. 21st and after will receive 1 point and those starting but not finishing will be scored in position if more than 1 lap was completed. Points are awarded per moto. A rider that lines up and takes the start of the race, but does not complete a full lap, must notify lap scoring to ensure that the rider receives their 1 point.
- 9.10 **OR Series Scoring:** 1st = 50pts, 2nd = 46pts, 3rd = 44pts, 4th = 42pts, 5th = 40 points and decreasing by 2 points per position to 20th which is awarded 10pts. 21st and after will receive 2 points and those starting but not finishing will be scored in position if more than 1 lap was completed
- 9.11 **Rule Infractions:**
- 9.11.1 If a rider leaves the track and does not re-enter safely, with or without advancement, that rider will receive a 5 position penalty applied to the final race result. The Race Official has the last word! A rider is not allowed to switch motorcycles during a moto. If a rider needs to use another motorcycle for the next moto, he/she must get permission from the Official first, and if the rider number is not the same, scoring must be notified.
- 9.11.2 Failure to respect the flags, especially the yellow or medic flag, will be considered Dangerous riding. See penalties outlined in Rough and/or Dangerous Riding below.
- 9.11.3 Rough and/or dangerous riding as determined by Race Officials and/or SCR Board of Directors.

1st offence: verbal warning and possible 5 position penalty applied

2nd offence: written warning and a loss of points for the event

3rd offence: penalty of series points, possible suspension from club races and/or membership privileges revoked

- 9.11.4 ANY abuse of Officials or Scorekeepers and or any other club member, verbal or physical may result in a loss of points, race suspension, or membership suspension with no option to renew. This may apply to and include ANY and ALL family members that are part of the family membership.
- 9.11.5 Club property is for the USE of SCR Club Members **only**. No member is allowed to bring a non-member to the property to ride under any circumstances. This may result in suspension for the member or permanent expulsion from the club.
- 9.11.6 In the event of a discrepancy or incident not described in these rules, the appointed Referee or Board of Directors may refer to the CMA rules and regulations for guidance and/or governance.
- 9.11.7 Riding on club property without a helmet at any time will result in disciplinary action.
- 9.12 **AGM:** Any proposed amendments to the current SCR Club Bylaws must be submitted in writing 60 days prior to the advertised date of the AGM.
- 9.13 **Protests:** SCR is a recreational club and meant primarily for fun and enjoyment. We are serious about safety, organization, and the continued longevity of the club but while the racing can be close and competitive, we are not intensely strict about minor technicalities. We do not for example allow protests of winning riders' equipment nor perform engine teardowns to confirm displacement. This is one of the reasons why only our mini-bike classes are displacement based. That said, please respect the honour system.
- 9.14 If you feel there is a problem with the way a racer or racers are riding, approach the racer in question with your concerns only if you feel you are able to communicate in a positive sportsmanlike way. Otherwise bring the matter to the attention of the Referee or a Director of the Board who will deal with the matter. We expect racers to be safe and sportsmanlike so please avoid overly aggressive riding or getting caught up in the heat of the moment. **This goes for racing and for practice at the club track.** Both can and will result in disciplinary action as required. This has rarely been necessary in the past, and we don't want it to happen again in the future.
- 9.15 Scoring errors do happen. A racer might not be scored when crossing the line or a racer may cut the course. If you witness something, bring the situation to the attention of the race official as soon as possible.
- 9.16 **Flags and their meanings:** The following flags shall be used.
- GREEN - Race is on
GREEN & WHITE CROSS (or GREEN CROSS) - Race is half over
WHITE - One lap to go. Last lap
BLACK & WHITE CHECKER - Race is finished
YELLOW - Caution. Danger on track. All riders are to exercise caution and hold their position until clear of the danger or downed rider. NO jumping an obstacle that is in the yellow flag zone.
WHITE WITH RED CROSS – Caution, injured rider. Medics needed and may be on site. Slow down and hold positions. NO Jumping. Continued racing in red cross zone will result in penalties being applied.
RED - Race is stopped immediately. Proceed safely and slowly to the start. No jumping or high speeds.
BLACK - Disqualification. The participant's bike may have a problem or the rider may have performed an infraction. Report to the Referee at once.

10.0 SCR Race Day Schedule

Check the steelcityriders.ca for the current Schedule

Sign in: 7:45 - 8:30 (all riders)

Flaggers Meeting: 8:00 Sharp

Rider's Meeting: 8:35 See the website for more information

Copy of Corporate By-Laws and copy(ies) of the "Release of Liability" you have signed are available upon request.