

2004

USGPRU
RULEBOOK

1st edition
9 November 2003

1. General Undertakings and Conditions

1.1. All riders, teams, and officials participating in the USGPRU Road Racing National Championship Grand Prix undertake, on behalf of themselves, their employees, and agents, to observe all the provisions of:

1. SPORTING REGULATIONS
2. TECHNICAL REGULATIONS

as supplemented and amended from time to time (hereinafter collectively referred to as the "USGPRU Road Racing National Championship Grand Prix Regulations").

1.2. It is the responsibility of the team to ensure that all persons concerned with its entry observe all the requirements of the USGPRU Road Racing National Championship Grand Prix Regulations. The responsibility of the rider, or any other person having charge of an entered machine during any part of the Event with respect to observance of the USGPRU Road Racing National Championship Grand Prix Regulations is joint and several with that of the team.

NOTE: The following regulations are those established by the USGPRU. If at any event, the host organization's rules conflict with those of the USGPRU, we will defer to the host organization's ruling. These rulings will be made by the Race Director for the event in coordination with the USGPRU Regional Steward.

SPORTING REGULATIONS

1.3. Introduction

A series of motorcycle races counting toward the USGPRU Road Racing National Championship Grand Prix for Riders will be organized.

1.4. Events

1.4.1. The Event shall be deemed to commence at the scheduled time for Technical and Sporting Checks and after all the races at the expiry of the deadline for the lodging of a protest and the time at which technical or sporting verifications have been concluded, whichever is the latest. The race control must remain operative with all equipment in place until the end of the period provided for the lodging of a protest, and all officials and marshals must remain at the circuit available to the Race Director and USGPRU Stewards during that period.

1.4.2. Events must be staged on race circuits that have been approved by the USGPRU for the Championship and comply with the USGPRU standards for road racing circuits.

1.4.3. All events in the Championship must cater to the 125cc and 250cc classes.

1.5. Officials

The following officials will be appointed to perform supervisory and executive roles. Except in cases of illness or Force Majeure the officials will be expected to be present at each event.

1.6. Race Director

Responsible for ensuring proper observance of the hosting organization's rules and regulations and efficient running of the practice and races. The Race Director is not a member of the USGPRU. He/she will be an employee of the hosting organization and is ultimately responsible for the weekends events. The Race Director shall have overriding authority in the following matters when it is deemed necessary to complete the full race events of the hosting organization:

- The control of practice and the race, adherence to the timetable
- The stopping of practice or the race if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.
- The starting procedure.
- The use of medical cars/fast interventions vehicles.

1.7. Technical Director

Responsible for ensuring that technical Regulations are correctly enforced and supervising scrutineering and protests of a technical nature.

1.8. Regional Stewards

1.8.1. Are appointed by the Chief Steward and are responsible for ensuring that the event is run within the USGPRU Road Racing National Championship Grand Prix Regulations. They

will have final approval and signature with time of provisional results (practices, warm-ups, starting grids and races) and presentation of reports to the Chief Steward.

1.8.2. Should a USGPRU Steward be indisposed during the event for any reason, the Chief Steward may appoint another person, conversant with the USGPRU Road Racing National Championship Grand Prix Regulations, to fill the vacancy for the period such USGPRU Steward is indisposed.

1.8.3. If the Chief Steward is indisposed during the Event then the Regional Steward will fill the vacancy and appoint another person, if possible, conversant with the USGPRU Road Racing National Championship Grand Prix Regulations, as Regional Steward to fill the vacancy for the period that the Chief Steward is indisposed.

1.9. Event Management

1.9.1. The management of the event will be carried out by the Event Management Committee which will comprise the following delegates:

- The Race Director
- The Technical Director
- The Regional Steward
- The Chief Steward (if available)
- Other Officials or persons needed to assist

1.9.2. All event-impacting issues will be brought before the Race Director for review and approval. The Race Director's decision is final and will be respected even if in conflict with USGPRU rules/regulations.

1.9.3. The duties of the Event Management Committee are:

- To ensure the smooth and efficient running of the event.
- To receive reports from the various Officials concerning scrutineering, practice and races.
- To make recommendations to the Race Director concerning any matter that is in contradiction of the rules and/or regulations.
- To report to the Race Director any infringements of the rules and/or regulations.
- To confirm the practices and races results.
- To impose penalties on riders for any infringements of the rules and/or regulations.
- To adjudicate any protest relating to the infringements of the rules and/or regulations.

1.10. The Calendar

The calendar of races counting for the Championships will be, in principle, published by no later than 30 days after all hosting organizations schedules have been released.

1.11. Classes

1.11.1. Classes will be for the following categories:

- 125GP: 125cc single cylinder 2-stroke
- 250GP: 125-250cc single or twin cylinder 2-stroke

1.11.2. Technical Regulations governing these two classes are provided in the USGPRU Grand Prix Technical Rules for the USGPRU Road Racing National Championship Grand Prix.

1.12. Eligible Competitors

1.12.1. In order to compete in the USGPRU, riders must be in possession of either a USGPRU License or a CCS/F-USA (Divisions of Clear Channel Entertainment) issued or affiliate license (LRRS, etc). Licenses are issued to riders designated by the USGPRU with the approval of CCS/F-USA. To receive a USGPRU license, the rider must be in possession of a nationally recognized road racing license or have attended a nationally recognized race school and can produce documentation to prove successful completion.

1.12.2. Licenses for riders are issued only when the minimum age has been attained as below:
125GP: 14 years
250GP: 16 years

1.13. Entries

1.13.1. Race entries shall be processed by the hosting organization. Pre-entry is preferred when available. Refund policies will be in accordance with hosting organizations rules/regulations. Special allowances may be given to USGPRU riders, but it is recommended that riders consult hosting organization rulebooks prior to the event.

1.13.2. A rider shall be deemed to have taken part in the event when he/she participates in at least one practice session.

1.13.3. A rider shall be deemed to have started a race when he/she participates in at least the first lap of the race.

1.14. Starting Numbers

Each rider accepted for the USGPRU Road Racing National Championship Grand Prix will be allocated a specific starting number that will be valid for the whole Championship. The top 10 numbers will be reserved for the top ten finishers of the previous season. Riders entering bikes in both classes will be required to run the same number in both classes.

1.15. Practice

1.15.1. Practice will be conducted in accordance with the hosting organization's rules and regulations. In general, practice groups will be combined with hosting organization groups.

1.15.2. Riders entering both 125GP and 250GP classes may practice on two motorcycles. If the same bike is used for both classes, the rider may only be allowed to practice in one practice group.

1.15.3. Practice will not be timed for the purpose of qualification or grid positions. In the instance when timing equipment fails during qualifying sessions (not the rider's fault), times from the most recent practice session may be used to set grid position for the race.

1.16. Qualification for the Race

1.16.1. During qualifying, all lap times of the competitors will be timed and count towards qualification for the race and grid positions.

1.16.2. To qualify for the race, a rider must achieve a time at least equal to 109% of the time recorded by the fastest rider of his class ; exceptions to this rule may be made at the discretion of the Event Management Committee.

1.16.3. After riders have completed the qualifying session, they must report immediately to the technical inspection area regardless of finishing order. Even if there is time left to qualify, they must either stay on the hot pit lane, or report to tech. If they fail to do so immediately, their qualifying times will be disqualified and the rider will be forced to start at the back of the race grid.

1.17. Grid Positions

1.17.1. Grid positions will be based on the fastest time recorded by the rider in the qualifying session. In the event of a tie, riders' second and subsequent best times will be taken into account. The grid will be arranged in accordance with the hosting organization's configuration for the event. The pole position, allocated to the fastest rider, will be determined according to host organization configuration.

1.17.2. In general, the final grid will be posted at least one hour prior to the race.

1.18. Races

The length of races will be according to the following parameters:

- Minimum 54 km Maximum 80 km
- The length of the race may be varied only by direction of the race director.

1.19. Start Procedure

All starting procedures will be in accordance with host organization rules and regulations for the event.

1.20. Stop and Go Procedure

All stop and go penalties will be conducted in accordance with host organization rules and regulations.

1.21. Behavior During Practice and Race

1.21.1. Riders must obey the flag signals, the light signals if used, and the boards that convey instructions.

1.21.2. Riders must ride in a responsible manner, which does not cause danger to other competitors or participants, either on the track or in the pit-lane. Riders must at all times adhere to the provisions of the Sporting Regulations.

- 1.21.3. Riders should use only the track and the pit-lane. However, if a rider accidentally leaves the track then he may rejoin it at the place indicated by the marshals or at a place which does not provide an advantage to him. This is subject to change based on host organization rules and or regulations.
- 1.21.4. The marshals may assist the rider to the extent of helping him to lift the machine and holding it whilst any repairs or adjustments are made.
- 1.21.5. Any repairs or adjustments must be made by the rider working alone with absolutely no outside assistance. The marshal may then assist him to re-start the machine.
- 1.21.6. If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals.
- 1.21.7. If the rider encounters a problem with the machine that will result in his retirement from the practice or the race, then he should not attempt to tour at reduced speed to the pits but should pull off the track and park his machine in a safe place as indicated by the marshals.
- 1.21.8. Riders who are returning slowly to the pits for remedial work should ensure that they travel as far as possible off the racing line.
- 1.21.9. Riders may enter the pits during the race to make adjustments to their machines or change tires. All such work must be carried out in the pit lane. Work is permitted during the intervals, if races are interrupted.
- 1.21.10. Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
- 1.21.11. Riders must not ride or push their motorcycles in the opposite direction of the circuit, either on the track or in the pit lane, unless doing so under the direction of an Official.
- 1.21.12. No signal of any kind may pass between a moving motorcycle and anyone connected with the motorcycle's entrant or rider, save for the signal from the time keeping transponder, from on-board cameras, legible messages on a pit board or body movements by the rider.

1.22. Finish of a Race and Race Results

- 1.22.1. When the leading rider has completed the designated number of laps for the race, he will be shown a checkered flag by an official standing at the finish line. The checkered flag will continue to be displayed to the subsequent riders.
- 1.22.2. In case of a photo-finish between two, or more, riders, the decision shall be taken in favor of the competitor whose front wheel leading edge crosses the plane of the finish line first.
- 1.22.3. In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.

- 1.22.4. The results will be based on the order in which the riders cross the line and the number of laps completed.
- 1.22.5. To be counted as a finisher in the race and be included in the results a rider must:
- Complete 50% of the race distance.
 - The rider must be in contact with his machine when crossing the finish line.
- 1.22.6. The riders placed in the first five positions in the race will be escorted by officials, as quickly as possible, to the podium for the awards ceremony. Participation in the podium ceremony by the first three riders is compulsory.
- 1.22.7. A rider can only establish a new lap record for a circuit during a race.

1.23. Interruption of a race

1.23.1. If the Race Director decides to interrupt a race, then red flags will be displayed at the finish line and at all marshals' posts. Riders must follow directions provided to them at the riders meeting. Procedures will vary based on host organization rules and or regulations.

1.23.2. The results will be taken at the last point where the leader and all other riders on the same lap as the leader had completed a full lap without the red flag being displayed calculated as in the principle set out in the following example:

- Example of a race consisting of 30 laps: If a Red Flag is shown when the leader is on his 10th lap after completing his 9th lap and all other riders have not completed the 9th lap, then the race result will be 8 laps completed, and the second part will consist of 22 laps.
- If a Red Flag is shown when the leader and all other riders on the same lap as the leader are on the 10th lap after completing the 9th lap, the race result will be 9 laps completed and the second part will consist of 21 laps.
- Exception: if the race is interrupted during the last lap, the following procedure will be followed:

For all the riders to whom the checkered flag was shown before the interruption, a partial classification will be established at the end of the last lap of the race.

For all the riders to whom the checkered flag was not shown before the interruption, a partial classification will be established at the end of the penultimate lap of the race.

The complete classification will be established by combining both partial classifications as per the lap/time procedure.

1.23.3. Case 1: If the results calculated show that less than three laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be null and void and a completely new race will be run. If it is found impossible to re-start the race, then it will be declared cancelled and the race will not count for the USGPRU Road Racing National Championship Grand Prix.

1.23.4. Case 2: If three laps or more have been completed by the leader of the race and all other riders on the same lap as the leader, but less than two-thirds of the original race distance, rounded down to the nearest whole number of laps, then the race will be re-started with the laps and times of the two races added together to arrive at a final result. If it is found impossible to re-start or to resume the race, then the race will be deemed to have been completed and full Championship points will be awarded.

1.23.5. If the results calculated show that two-thirds of the original race distance rounded down to the nearest whole number of laps have been completed by the leader of the race and by all other riders on the same lap as the leader, then the race will be deemed to have been completed and full Championship points will be awarded.

1.24. Re-Starting a race that has been interrupted

1.24.1. If a race has to be re-started, then it will be done as quickly as possible, consistent with track conditions allowing. As soon as the riders have returned to the pits the Race Director will announce a time for the new start procedure to begin which, conditions permitting, should not be later than 20 minutes after the initial display of the red flag.

1.24.2. When possible, the results of the first race should be available to teams before the second part of a race can be started.

1.24.3. The start procedure will be identical to a normal start.

1.24.4. Conditions for the re-started race will be as follows:

1.24.4.1. In the case of situation described in case 1 above:

- All riders may re-start.
- Motorcycles may be repaired or changed. Refueling is permitted.
- The laps will be the same as the original race distance.
- The grid positions will be as for the original race.

1.24.4.2. In the case of situation described in case 2 above:

- Only riders who are classified as finishers in the first race may re-start.
- Motorcycles may be repaired or changed. Refueling is permitted.
- The number of laps of the second race will be the number of laps required to complete the original race distance.
- The grid position will be based on the finishing order of the first race.

1.25. Check Area

1.25.1. At the end of the race, or the final part of a race that has been interrupted, the first five motorcycles plus any other motorcycles specified by the Technical Director, must be removed to a check area pending inspection by the Technical Scrutineers or potential protests.

1.25.2. Machines will normally be released from the check area 60 minutes after the finish of the race.

1.26. Championship Points and Classification

1.26.1. Riders will compete for the USGPRU Road Racing National Championship Grand Prix.
The points will be those gained in each race.

1.26.2. For each race, Championship points will be awarded on the following scale:

- 1st 50 points
- 2nd 40 points
- 3rd 32 points
- 4th 26 points
- 5th 22 points
- 6th 20 points
- 7th 19 points
- 8th 18 points
- 9th 17 points
- 10th 16 points
- 11th 15 points
- 12th 14 points
- 13th 13 points
- 14th 12 points
- 15th 11 points
- 16th 10 points
- 17th 9 points
- 18th 8 points
- 19th 7 points
- 20th 6 points
- 21st 5 points
- 22nd 4 points
- 23rd 3 points
- 24th 2 points
- 25th 1 point

5 Bonus points will be awarded to any rider that races in a single Can-Am only event in Canada (only awarded for one round.)

5 Bonus points will be awarded to any rider that races in the Jap-Am race in Japan (only awarded for one round.)

2.24.2 Regional Championships will be determined by adding all race results from the riders home region

- Home region will be declared on membership form or by location of riders home of residence.

2.24.3 National Championships will be determined by adding:

- Regional points (see above)
- Points from single “out-of-region” event
- Final round points
- Bonus points (see above)

2.24.4 In the event of a tie in the number of points, the final positions will be decided on the basis of the number of best results in the races (number of first places, number of second places

etc.). In the event that there is still a tie then, the date in the Championship at which the highest place was achieved will be taken into account with precedence going to the earliest result.

TECHNICAL REGULATIONS

3.1 Introduction

- 3.1.1 The USGPRU Road Racing National Championship Grand Prix is for motorcycles, i.e. vehicles with two wheels that make one track propelled by an internal combustion engine, controlled exclusively by one rider.
- 3.1.2 Providing that the following USGPRU Road Racing National Championship Grand Prix regulations are complied with, the teams are free to be innovative with regard to design, materials and overall construction of the motorcycle.

3.2 Classes

- 3.2.1 The following classes will be accommodated, which will be designated by engine capacity:
 - 125GP: 125cc – Maximum one cylinder
 - 250GP: 125cc up to 250cc – Maximum two cylinders

Note: Additional regulations may be applied in addition to the following rules or removed completely at the discretion of the Race Director in accordance with host organizations rules and regulations governing the event.

3.3 Engines

- 3.3.1 Engines may operate on the two-stroke principal only.
- 3.3.2 Engines are allowed mechanical forced induction if engine displacement is less than 60% of maximum allowed in the class.
- 3.3.3 Cubic capacity of the engine will be defined by the swept volume the cylinder, i.e. the area of the bore of the cylinder multiplied by the stroke. No tolerance on capacities is permitted.
- 3.3.4 Engine capacity must be measured at ambient temperature.

3.4 Gears

There may be a maximum of six gears.

3.5 Weights

- 3.5.1 The following are the minimum weights permitted :
 - 125GP: motorcycle + rider 300 lbs
 - 250GP: 1 cylinder motorcycle 160lbs,
2 cylinders motorcycle 220lbs
- 3.5.2 For both classes, a 5lb allowance will be made if weighed without fuel tank.
- 3.5.3 Ballast may be added to the motorcycle to achieve the minimum weights.

- 3.5.4 Weight may be checked at the initial technical control, but the main control of weight will be made at the end of qualifying session or at the end of the race. The weight of the motorcycle will be that measured in the form that the motorcycle participated, including oil, water and other fluids and all additional equipment attached to the motorcycle, for example timekeeping senders, camera equipment, electronic telemetry equipment etc.
- 3.5.5 For the 125cc class the weight checked will be the total of the rider with full protective clothing plus the weight of the motorcycle. Random weight controls may be carried out during practice in a designated weighing area.
- 3.5.6 To remove the variable element of the weight of any remaining fuel, motorcycles may be weighed without the fuel tanks for which a 5lb allowance will be made for all classes.

3.6 Fuel Tanks

- 3.6.1 Fuel caps must be leak proof and have a positive closing device.
- 3.6.2 Fuel tank breather pipes must include a non-return valve. Breather pipes must discharge into a suitable container with a capacity of at least 250cc.

3.7 Throttle Twist grips

Throttle twist grips must close automatically when released.

3.8 Steering

- 3.8.1 Handlebars must have a width of not less than 450mm and their ends must be solid or rubber covered. The width of the handlebar is defined as the width measured between the outside of the handlebar grips or throttle twist grips.
- 3.8.2 There must be at least 15 degrees of movement of the steering each side of the center line.
- 3.8.3 Stops must be fitted to ensure a clearance of at least 30mm between the handlebar and the tank when at the extremes of lock.

3.9 Brakes

- 3.9.1 Motorcycles must have a minimum of one brake on each wheel that is independently operated.
- 3.9.2 Only brake discs of ferrous materials are allowed.

3.10 Exhausts

- 3.10.1 The outlet of the exhaust must not extend behind a line drawn vertically through the rear edge of the rear tire.

3.11 Footrests

Footrests must have rounded ends with a minimum solid spherical radius of 8mm.

3.12 Handlebar Levers

Levers must not be longer than 200mm measured from the pivot point.

3.13 Bodywork

3.13.1 The windscreen edge and the edges of all other exposed parts of the streamlining must be rounded.

3.13.2 The maximum width of bodywork must not exceed 600mm. The width of the seat or anything to its rear shall not be more than 450mm (exhaust pipes excepted).

3.13.3 Bodywork must not extend beyond a line drawn vertically at the leading edge of the front tire and a line drawn vertically at the rearward edge of the rear tire. The suspension should be fully extended when the measurement is taken.

3.13.4 When viewed from the side, it must be possible to see:

- At least 180 degrees of the rear wheel rim.
- The whole of the front rim, other than the part obscured by the mudguard, forks or removable air-intake.
- The rider, seated in a normal position with the exception of the forearms.

Note: No transparent material may be used to circumvent the above rules.

3.13.5 No part of the motorcycle may be behind a line drawn vertically at the edge of the rear tire.

3.13.6 Mudguards are not compulsory. When fitted, front mudguards must not extend:

- In front of a line drawn upwards and forwards at 45 degrees from a horizontal line through the front wheel spindle.
- Below a line drawn horizontally and to the rear of the front wheel spindle.

3.13.7 All motorcycle lower fairing has to be constructed to hold, in case of an engine breakdown, at least half of the total oil capacity used in the engine.

3.13.8 The lower fairing should incorporate a maximum of two holes of 25 mm. These holes must remain closed in dry conditions and must be only opened in wet race conditions, as declared by the Race Director.

3.14 Clearances

3.14.1 The motorcycle, unloaded, must be capable of being leaned at an angle of 50 degrees from the vertical without touching the ground, other than with the tire.

3.14.2 There must be a clearance of at least 15mm around the circumference of the tire at all positions of the motorcycle suspension and all positions of the rear wheel adjustment.

3.15 Breather Pipes

Any breather pipe from the engine or gearbox must discharge into a suitable container with a minimum capacity of 250cc.

3.16 Materials

3.16.1 The use of titanium in the construction of the frame, the front forks, the handle-bars, and swinging arm spindles is forbidden. Wheel axles and axle nuts must be made of steel. The basic structure of the crankshaft must be made from steel or cast iron. Pistons, cylinder heads and cylinder blocks may not be composite structures which use carbon or aramid fiber reinforcing materials.

3.16.2 Brake calipers must be made from aluminum materials with a modulus of elasticity no greater than 80 Gpa.

3.16.3 No parts of the motorcycle or engine may be made from metallic materials which have a specific modulus of elasticity greater than 50 Gpa / (g/cm³).

3.17 Chain Guards

If motorcycle came factory equipped with chain guard, it must still be attached as originally installed. If an aftermarket guard is installed, it must be fitted in such a way as to prevent trapping extremities between the lower drive chain run and the final drive sprocket at the rear wheel. Motorcycles that did not come factory equipped with a guard will not be required to install one.

3.18 Tires and Rims

3.18.1 Racing tires must be used.

3.18.2 Maximum rim widths are as follows:

	Front	Rear
125cc	2.5"	3.5"
250cc	4.0"	5.5"

3.19 Numbers and Backgrounds

3.19.1 Racing numbers must be displayed in accordance with hosting organizations rules and regulations.

3.19.2 Novices will display yellow backgrounds, and experts will display white.

3.20 Fuel

3.20.1 Motorcycles will be permitted to run leaded or unleaded fuel. The fuel must be commercially available to all racers and may not be performance altered in any way other than with premix 2-stroke oil.

3.21 Protective Clothing and Helmets

3.21.1 Riders must wear clothing and helmet in accordance with host organization rules and regulations.

3.21.2 Helmet should be DOT and SNELL (M95 or newer) or BSI 6658 Type approved.

3.21.3 Leathers, boots, and gloves must be in good condition.

3.21.4 Back protector is mandatory.

3.22 Procedures for Technical Control

3.22.1 At each circuit an area must be designated as the Technical Checking Area. In this area, under the control of the Technical Scrutineer and the supervision of the Regional Steward, suitable equipment will be available to conduct the various tests:

- Weighing scales
- Instruments for measuring engine capacity.
- Rulers and gauges for measuring other dimensions.

3.22.2 The technical control procedure will be carried out in accordance with the schedule set for the event. The technical scrutineers must be available throughout the event to check motorcycles and equipment as required by the Technical Director.

3.22.3 Presentation of a machine will be deemed as an implicit statement of conformity with the technical regulations. A rider's presence at the technical control is not mandatory, except in the case of the 125GP class when the rider must be present together with his helmet and all protective clothing.

3.22.4 The technical scrutineers should inspect the motorcycle for obvious safety omissions and may also at their discretion choose to check the motorcycles for technical compliance with other aspects of the USGPRU Road Racing National Championship Grand Prix regulations.

3.22.5 The Technical Director will refuse any machine that does not have a correctly-positioned, positive transponder attachment. The transponder must be fixed to the motorcycle in the position and orientation as described by the host organization. Positive attachment of the transponder bracket consists of a minimum of two (redundant) methods. Examples include: tie-wraps, Velcro, duct tape, etc. The transponder retaining clip must also be secured by a tie-wrap when applicable.

3.22.6 The technical scrutineers must be available, based on instructions from the Technical Director or Regional Steward, to re-inspect any motorcycle for technical compliance during

the meeting or after the race and to supervise inspection of a motorcycle following a protest on a technical matter.

3.22.7 At the end of the race, the Chief Technical Scrutineer will ensure that the motorcycles placed in the first five positions, plus any other motorcycles designated, are placed in the Check Area for a period up to 60 minutes pending any protest. The motorcycles should be checked for compliance with the weight regulations, and any other technical requirement. The Technical Director or Regional Steward may require a team to provide such parts or samples as he may deem necessary.

3.23 Protest procedures

3.23.1 All protests must be brought to the attention of the Regional Steward within 30 minutes following the official end of qualifying or the race. All protests filed after that point will not be acted upon. Verbal notification must occur immediately, followed by formal written protest within the 30 min window.

3.23.2 Any protest filed that is deemed not in the interest of fair and safe competition, may be rejected at the Regional Steward's discretion. An example would be a protest filed based on the size of a competitors numbers.

3.23.2.1 The team that is being protested will be notified by the USGPRU Regional Steward immediately, and any suspected vehicle or gear will be impounded pending resolution.

3.23.2.2 Fuel violations

3.23.2.2.1 Any team accused of violating the fuel regulations will be required to immediately provide a sample taken directly from the gas tank of the vehicle in question. If insufficient fuel is available from the tank, a sample may be taken from the team's fuel supply or supplier if deemed by the USGPRU Regional Steward to be the same fuel used in the race bike.

3.23.2.2.2 The sample will be taken by the USGPRU Regional Steward, and sent to an approved fuel testing facility after the conclusion of the race weekend. Results will be posted on the official website (usgpru.net) as soon as they are available.

3.23.2.2.3 The accusing team will be required to provide \$100 cash to file the written protest. That money will be returned to the team if the protest stands. If the protest is rejected, the funds will not be returned and will be used to pay for shipping, testing, and handling.

3.23.2.3 Bike inspection

3.23.2.3.1 If bike disassembly is required to resolve the protest, the accusing team will be required to provide a disassembly fee to the USGPRU Regional Steward along with the written protest. That fee is \$150 for 125GP machines and \$300 for 250GP machines. Funds must be provided in U.S. dollars, no checks or credit. If the vehicle is cleared of the protest, the accused team will keep the entire fee. If the bike is found to be in violation, the accusing team will be refunded the entire fee.

3.23.2.3.2 The team being protested will be required to provide the mechanic and tools needed to conduct the disassembly. Disassembly will occur at the USGPRU Regional Steward pit area or at a location designated by the USGPRU Regional Steward. The only person, besides the mechanic, present during the disassembly will be the USGPRU Regional Steward and any other person the representative deems necessary to resolve the infraction in question.

3.23.2.4 Penalties

3.23.2.4.1 If it is determined that the accused team did in fact violate the rule that it was accused of, the following penalties will be enforced. If the infraction occurred during qualifying, the rider will be allowed to start in last position on the grid. If the infraction occurred during the race, the rider will be disqualified from the results and no points/prizes will be awarded to that rider. The only exception to this is a fuel violations found during qualifying will result in race results being disqualified.