

2008



RULEBOOK

5th edition
10 July 2008

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.

2. SPORTING REGULATIONS

2.1. Introduction

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

2.2. Events

The Event shall be deemed to commence at the scheduled time for Technical and Sporting Checks and conclude 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.

2.3. 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.

2.4. 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 (unless no hosting organization is used). He/she will be an employee of the hosting organization and is ultimately responsible for the weekend's 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.

2.5. Chief Steward

Responsible for ensuring that the event requirements are properly coordinated before, during and after the event. The Chief Steward will adjudicate any appeals to rules that cannot be adequately addressed by the technical scrutineer or regional stewards. The Chief Steward is also responsible for the following activities:

- Establishing series schedule
- Updating the rulebook

- Coordinating sponsorship
- Coordinating advertising and media
- Other duties as required

2.6. Technical Scrutineer

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

2.7. Regional Stewards

- 2.7.1. 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.
- 2.7.2. 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.
- 2.7.3. 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.

2.8. Event Management

- 2.8.1. 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 Scrutineer
 - The Regional Steward
 - The Chief Steward (if available)
 - Other Officials or persons needed to assist
- 2.8.2. 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.
- 2.8.3. 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.

2.9. 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.

2.10. Classes

2.10.1. Classes will be for the following categories:

- 125GP: up to 125cc single cylinder 2-stroke
- up to 250cc single cylinder 4-stroke
- 250GP: 124-250cc single or twin cylinder 2-stroke
- MD250H: Moriwaki MD250H Powered by HONDA

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

2.11. Eligible Competitors

2.11.1. In order to compete in the USGPRU, riders must be in possession of either a USGPRU License, a CCS/ASRA issued or affiliate license (LRRS, CCS Florida, Roadrace Southwest, etc), or a host organization license. Licenses are issued to riders designated by the USGPRU with the approval of CCS/ASRA. 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.

2.11.2. Licenses for riders are issued only when the minimum age has been attained as below:

125GP: 14 years

(Riders 12 and 13 years old will be allowed by exception. Riders must petition Chief Steward no later than 1 week prior to event. Race resume must be provided and approved by Chief Steward.)

250GP: 16 years

(Exceptions to be based on proven performance in 125gp class – petition by rider must be made to Chief Steward no later than 1 week prior to event)

MD250H: 12-16 years

Riders must be at least 12 years old, by the day of the event in which they are participating. All new riders under the age of 14 must provide a race resume (showing substantial 2-wheel race experience) to the Chief Steward for approval no later than 1 week prior to event.

Note: Hosting organizations have the right to deny entry to youths based on their individual requirements. The USGPRU will try and have these requirements outlined ahead of time but the sole responsibility is on the parent or legal guardian to insure that the proper paperwork is filed with the hosting organization.

2.12. Entries

2.12.1. 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.

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

2.12.3. A rider shall be deemed to have started a race when he/she starts the first lap of the race.

2.13. Starting Numbers

2.13.1. 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 starting w/ results of 2007 season (#1 will be awarded to top points finisher, etc.) Ties will be broken based on highest combined class point totals. Riders entering bikes in multiple classes will be required to run the same number in all classes.

2.13.2. Riders possessing a USGPRU license must use their assigned number for all USGPRU events. If a rider is found to be in violation of this during qualifying they will be gridded behind all qualifiers for the race. If a rider is found to be in violation of this during the race, that rider's results will be disqualified and no refund will be given. Exceptions to this rule may be granted based on host organization timing/scoring system limitations or if pre-coordinated with the USGPRU officials.

2.13.3. If a rider is using a hosting organization license and does not have a USGPRU license they are eligible to run their number provided that it does not conflict with a USGPRU issued number. In the event that there is a conflict, the non-USGPRU rider will run their number with an X.

2.14. Practice

2.14.1. 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.

2.14.2. Riders entering multiple classes may practice on multiple motorcycles. If the racer is racing a single bike in multiple USGPRU races, and the host organization charges full price for the second race, the rider will be allowed to enter both class practice sessions on the same bike. If a discount is given for the second event, they may only be allowed to enter one practice group. This will be coordinated where possible, but host organization rules take precedent.

2.15. Qualification for the Race

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

2.15.2. If a rider does not attach or if the rider is at fault from proper maintenance of a transponder, and no lap time is recorded during qualifying, the rider will be gridded at the back.

2.15.3. In the event that the transponder does not register through no fault of the rider, the rider will be gridded based on lap times from any scoring system (stopwatch, lap timer, etc) that can be verified immediately by an official. Qualifying position will be determined by the 3rd best-recorded and verified time.

2.15.4. 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) and no other means of timing were available

during the session, times from the most recent practice session may be used to set grid position for the race. Such a determination will be at the discretion of the race steward.

2.15.5. In the event that there is a total failure of the scoring system, race grid positions will be determined by a 3-5 lap qualifying "heat" race. The grid position for the heat race will be determined first by points and next by order of entry.

2.15.6. Any rider deemed by any official to be riding in an unsafe manner will be disqualified from the event.

2.15.7. After riders have completed the qualifying session, they must report immediately to the holding area (usually somewhere on hot pit lane) regardless of finishing order. Even if there is time left to qualify, they must report to the holding area if not going back on track during that session. If they fail to do report to the holding area immediately, their qualifying times will be disqualified and the rider will be forced to start at the back of the race grid.

2.16. Grid Positions

2.16.1. 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.

2.16.2. In the event of multiple riders without any times (getting gridded 'at the back'), their grid position will be determined based on current point standing first and if no points or a tie, then by order of entry for the event.

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

2.17. 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.

2.18. Start Procedure

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

2.18.2 When pre-grid is used, riders are required to be in their assigned grid position at the time directed by the USGPRU official. When released for the warm-up lap, the racers will be sent on track row-by-row, starting at the front of the grid. Failure to report to grid position at the designated time will result in the rider starting from the hot pit after all other participants have cleared the start.

2.19. Stop and Go Procedure

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

2.20. Behavior During Practice and Race

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

2.20.2. 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.

2.20.3. Any rider, who appears to be deliberately blocking another motorcycle attempting to pass, including weaving (more than 1 motion across the track), will be penalized or disqualified. This is a judgment call by the Chief Steward and is not protestable.

2.20.4. 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 that does not provide an advantage to him or her. This is subject to change based on host organization rules and or regulations.

2.20.5. The marshals may assist the rider to the extent of helping the racer to lift the machine and holding it whilst any repairs or adjustments are made.

2.20.6. During the race, 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. During practices, the mechanic may assist the rider with minor repairs and adjustments.

2.20.7. If the rider intends to retire, then he must park his motorcycle in a safe area as indicated by the marshals.

2.20.8. 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.

- 2.20.9. Riders may enter the hot pit lane 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.
- 2.20.10. Riders who stop their engines in the pits may be assisted to re-start their motorcycle by the mechanics.
- 2.20.11. 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.
- 2.20.12. Any riders deemed to be not conducting themselves in a sportsman like manner will be disqualified from the event and may be banned from future participation in USGPRU events. Decision can be made by any USGPRU or host organization official. The Chief Steward will adjudicate any appeals to this ruling.

2.21. Finish of a Race and Race Results

- 2.21.1. When the leading rider has completed the designated number of laps for the race, he/she 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.
- 2.21.2. 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.
- 2.21.3. In case of ties, the riders concerned will be ranked in the order of the best lap time made during the race.
- 2.21.4. The results will be based on the order in which the riders cross the line and the number of laps completed.
- 2.21.5. To be counted as a finisher in the race **and awarded points**, a rider must:
- Complete 50% of the race distance.
 - The rider must be in contact with his machine when crossing the finish line.
- 2.21.6. Officials will escort the riders placed in the first five positions in the race, as quickly as possible, to the tech inspection area and then to the podium for the awards ceremony. Participation in the podium ceremony by the first three riders is compulsory. Following the ceremony, the top 5 bikes and riders are required to report directly to technical inspection for weight check.
- 2.21.7. A rider can only establish a new lap record for a circuit during a race.

2.21.8. If a rider (or group of riders) is assessed by the host organization as being the cause of a red flag during the race, they will be automatically disqualified from the results.

2.22. Interruption of a race

2.22.1. 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.

2.22.2. 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.

2.22.3. 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.

2.22.4. 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.

2.22.5. 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.

2.23. Re-Starting a race that has been interrupted

2.23.1. 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 hot pit lane 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.

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

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

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

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

- All riders may re-start.
- Motorcycles may be repaired or changed. Refueling (with help from mechanic) is permitted.
- The laps will be the same as the original race distance.
- The grid positions will be as for the original race.
- If motorcycle is exchanged for a different motorcycle, a new grid position will be assigned at the back of the grid.

2.23.4.2. 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 (with help from mechanic) 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.
- If motorcycle is exchanged for a different motorcycle, a new grid position will be assigned at the back of the grid.

2.24. Championship Points and Classification

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

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

1st	50 points
2nd	43 points
3rd	37 points
4th	32 points
5th	28 points
6th	25 points
7th	22 points
8th	20 points
9th	18 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

2.24.2 Regional Championships will be determined by totaling the points from the top 5 points paying events accumulated by the rider from events within a single region. Riders may compete for multiple regional championships. The region in which the rider accumulates the most points, will be designated as their home region.

2.24.3 National Championships will be determined by adding:

- Regional points from rider's home region (see above)
- Highest points scored from single out-of-region (not home region) event
- National Championship round points

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

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.

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 (except in the case of the MD250H class).

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.

3.2 2-Stroke Classes

3.2.1 The following classes will be accommodated, which will be designated by engine capacity:

- 125GP: up to 125cc – Maximum one cylinder 2-stroke
: MD250H class-legal motorcycles
- 250GP: 124cc up to 250cc – Maximum two cylinders 2-stroke

3.2.2 Engines

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.

Engine capacity must be measured at ambient temperature.

3.2.3 Gears

There may be a maximum of six gears.

3.2.4 Weights

The following are the minimum weights permitted:

- 125GP: motorcycle + rider = 300 lbs
- 250GP: 1 cylinder motorcycle 160lbs,
2 cylinders motorcycle 225lbs

Ballast may be added to the motorcycle to achieve the minimum weights. Maximum ballast to be added to any machine will be 20lbs. If still under the minimum weight, no additional ballast will be required. Any ballast must be fastened securely and may not interfere with the movement of any moving part of the machine. No ballast may be attached to the wheels, or any un-sprung or partially un-sprung part of the suspension of the machine.

Weight may be checked at the initial technical control, but the main control of weight will be made at the end of qualifying session and 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.

For the 125GP 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.

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.

All ballast must be inspected by the USGPRU technical scrutineer for acceptable installation prior to the vehicle heading out on track. Ballast will be specifically marked as such prior to the event. With ballast removed, vehicle must still meet all other technical requirements as outlined in this rulebook.

3.2.5 Fuel Tanks

Fuel caps must be leak proof and have a positive closing device.

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.

3.2.6 Throttle Twist grips

Throttle twist grips must close automatically when released.

3.2.7 Steering

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.

There must be at least 15 degrees of movement of the steering each side of the centerline.

Stops must be fitted to ensure a clearance of at least 30mm between the handlebar and the tank when at the extremes of lock.

3.2.8 Brakes

Motorcycles must have a minimum of one brake on each wheel that is independently operated.

Only brake discs of ferrous materials are allowed.

3.2.9 Exhausts

When viewed from the side, the outlet of the exhaust must not extend behind a line drawn vertically through the rear edge of the rear tire.

3.2.10 Handlebar Levers

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

3.2.11 Bodywork

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

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).

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.

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.

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

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.

In case of an engine breakdown, all motorcycle lower fairing must be constructed to hold at least half of the total oil capacity used in the engine.

3.2.12 Clearances

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.

3.2.13 Breather Pipes

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

3.2.14 Materials

The use of titanium in the construction of the frame, the front forks, the handlebars, the swinging arm spindles, and the wheel spindles is forbidden. For wheel spindles, the use of light alloys is also forbidden. 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 that use carbon or aramid fiber reinforcing materials.

Brake calipers must be made from aluminum materials.

3.2.15 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.

3.2.16 Tires and Rims

Racing tires must be used.

Maximum rim widths are as follows:

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

3.2.17 Numbers and Backgrounds

Racing numbers must be displayed in accordance with hosting organizations rules and regulations. For USGPRU events, numbers must be legible and able to be read from 50ft away at 140 mph.

3.2.18 Fuel

2-stroke 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.

Fuel samples may be taken at the Regional Stewards discretion. Samples will be analyzed and results reported to Chief Steward. Failure to supply requested sample will result in automatic disqualification from the event. Failure to pass fuel tests will result in disqualification from event.

3.3 4-Stroke MD250H Class

The following class will be accommodated:

- MD250H: Moriwaki MD250H Powered by HONDA only

Note: Due to the newness of this class, these rules may be changed to accommodate safety or in the spirit of fair competition (with minimal notice) as deemed necessary by the race officials.

NO vehicle modifications will be permitted except as allowed below.

3.3.1 Weights

The following are the minimum weights permitted:

- MD250H: motorcycle + rider = 300 lbs

Ballast may be added to the motorcycle to achieve the minimum weights. Maximum ballast to be added to any machine will be 20lbs. If still under the minimum weight, no additional ballast will be required. Any ballast must be fastened securely and may not interfere with the movement of any moving part of the machine. No ballast may be attached to the wheels, or any un-sprung or partially un-sprung part of the suspension of the machine.

Weight may be checked at the initial technical control, but the main control of weight will be made at the end of qualifying session and 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.

For the MD250H 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.

- 3.3.2 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.

All ballast must be inspected by the USGPRU technical scrutineer for acceptable installation prior to the vehicle heading out on track. Ballast will be specifically marked as such prior to the event. With ballast removed, vehicle must still meet all other technical requirements as outlined in this rulebook.

3.3.3 Jetting

Carburetor jets will utilize stock size jetting for all events. The Chief Steward may make exceptions to this rule based on track conditions (altitude, temp, etc) in the interest of bike and rider safety. If a change is permitted, the setting will be relayed to all participants as a single alternate setting. Riders will then be allowed to run either the stock settings or the alternate as designated by the Chief Steward.

Needle clip positions may be adjusted as well as any 'screw type' carb adjustments based on rider preference.

Stock Jetting is defined as follows:

Needle: NCYR

Main Jet: #160

Slow Jet: #42

Slow Air Jet: #100

Leak Jet: #70

By-Starter Jet: #68

3.3.4 Fuel

4-stroke motorcycles will only be permitted to run unleaded fuel. The fuel must be commercially available to all racers and may not be performance altered in any way.

Fuel samples may be taken at the Regional Stewards discretion. Samples will be analyzed and results reported to Chief Steward. Failure to supply requested sample will result in automatic disqualification from the event. Failure to pass fuel tests will result in a penalty or disqualification from event.

3.3.5 Starting system

Original electric starting system must remain on the bike and be in working order.

3.3.6 Suspension

Fork and shock bodies must remain stock. Fork internals, shock internals, and suspension springs may be modified. Friction reducing coatings are specifically disallowed.

3.3.7 Controls

Rearsets and foot levers may be altered or replaced to accommodate rider size.

3.3.8 The following additional items may be replaced with aftermarket units of similar form, fit, and function:

- Chains and sprockets
- Brake pads
- Engine and suspension fluids
- Tires
- Muffler (not the exhaust system)

3.3.9 Modifications allowed

One, 3-inch hole may be made in the top of the tank cover to ease access to the fuel filler cap.

A notch may be made in the top of the airbox to ease sparkplug access.

Frame and axle sliders may be added. Their weight may be counted as additional ballast to meet the weight minimum.

Rear fender may be added.

3.3.10 Bodywork

Replacement bodywork must be stock or stock replica.

Tail section position and seat pad may be adjusted to accommodate rider size.

Lower fairing must be able to contain 1 liter of fluid.

Numbers and Backgrounds

- Racing numbers must be displayed in accordance with hosting organizations rules and regulations. For USGPRU events, numbers must be legible and able to be read from 50ft away at 140 mph.

3.4 Protective Clothing and Helmets

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

Helmet should be DOT and SNELL approved.

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

Back protector is mandatory.

3.5 Procedures for Technical Control

3.5.1 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.
- Dynamometer (if available)

- 3.5.2 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.
- 3.5.3 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 and MD250H classes when the rider must be present together with his helmet and all protective clothing.
- 3.5.4 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.
- 3.5.5 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 of the following methods: tie-wraps, Velcro, or duct tape. The transponder retaining clip must also be secured by a tie-wrap when applicable.
- 3.5.6 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.
- 3.5.7 At the end of the race, the Technical Scrutineer will ensure that the motorcycles placed in the first five positions, plus any other motorcycles designated, after the podium ceremony may be placed in the Check Area for a period up to 60 minutes pending any protest. The motorcycles may 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.
- 3.5.8 In the case where a dyno is available, any bike may be selected as a spot-check for conformance to a standard horsepower. Dyno readings will be taken from the rear wheel. Readings will be compared against the average of all bikes tested at that event. Minimum # of bikes that must be tested to determine the average is 5. The following criteria will be used:

Bike Rear Wheel HP	Result
Greater than 105% of average reading	Tear down and inspection

Greater than 110% of average reading	Disqualification
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Failure to report to the dyno for testing when directed will result in disqualification from the rest of the event.

3.6 Failure to Meet Technical Requirements

3.6.1 When it is determined than a competitor has broken the technical rules in the MD250H class, the punishment will be determined based on the following criteria:

3.6.1.1 Infringements that do not provide any performance advantage (as determined by technical scrutineer) will be penalized with up to a \$100 fine per infraction.

3.6.1.2 Infringements that do provide a performance advantage (as determined by technical scrutineer) will be much more harshly penalized. The racer will be disqualified from the event, and will forfeit all points and purse for that event. Additionally, it will be assumed that the racer has been cheating all season, and will also be penalized with the loss of 25% of all points earned to date as well as a fine equivalent to 25% of the purse earned to date that season. (Exception: Weight infringements will only be penalized with disqualification and loss of single event points and purse.)

3.6.1.3 Racers that fail to pay the financial penalty will not be allowed to enter any other races until fine is paid in full.

4 PROTESTS

4.1 PROTEST TYPES - The basic types of protests are:

- Scoring and/or Race Operations
- Class suitability - visual discrepancies
- Class suitability - internal engine discrepancies
- Fuel - properties of fuel used in competition.

4.2 SAFETY OR PROCEDURE PROTEST - Protests will not be accepted regarding safety or procedure violations by another competitor. Those violations will only be acted upon when there is official confirmation that the violation took place.

4.3 PROTEST TIME PERIOD - All protests must be delivered, in writing, to an official within the time limits outlined below. Protests requiring a fee must be accompanied with the appropriate funding in cash or certified check.

4.3.1 Protests must be delivered within 30 minute of posting of the race results.

4.3.2 Protests will not be considered after the 30-minute period has elapsed and results will be considered final. Once final results are submitted for points updates, no changes can be made to results or points for that event.

4.3.3 The official receiving the protest must sign it, and note the time in writing.

4.4 PROTEST REQUIREMENT - Protests among participants are limited to those within the same class.

4.5 SCORING PROTEST - Scoring protests must be made in writing and accompanied by a \$25.00 protest fee. Scoring protests do not need rule book references.

4.5.1 Should a scoring protest be upheld, the fee will be returned to the protesting rider.

4.5.2 Should a scoring protest be denied, Championship Cup Series will retain the fee.

4.6 CLASS SUITABILITY PROTEST - Participants in class suitability protests are limited to the protesting rider, the protested rider, the Technical Inspector, the Referee/Race Director or a representative of either of the riders involved.

4.6.1 The written protest must specify the rules or procedures that are in question, to include page number and item number from this rulebook.

4.6.2 Protests regarding equipment, which does not require any mechanical disassembly, only visual inspection, do not require payment of a fee.

Class suitability internal protests require payment of fees as follows:

- \$25.00 For protests requiring removal of body work, including but not limited to fuel tank, fairing, seat cowling and air box cover.
- \$75.00 For protests requiring removal of valve cover.
- \$300.00 For protests requiring removal of cylinder head or cylinders.
- \$500.00 For protests requiring disassembly of cases

4.6.3 Should the protest be upheld, the protesting rider will be refunded the protest fee.

4.6.4 Should the protest be denied, the protested rider will be awarded the protest fee.

4.6.5 At the discretion of the Chief Tech Inspector, either the protested party or USGPRU personnel will perform all required disassembly.

4.6.6 USGPRU personnel or subcontractors will make all required measurements.

4.6.7 Official inspections or protests by the Referee or Race Director are exempt from any required fees.

4.7 FUEL PROPERTIES - Competitors may protest the fuel utilized by another competitor by sub-mitting a protest in writing, accompanied by a \$100.00 deposit.

4.7.1 Protesting party must agree to reimburse USGPRU for the costs of analysis if the fuel is found to be legal. If the fuel is found to be illegal, the \$100.00 deposit will be refunded and the protested party will be fined an amount at least equal to the cost of analysis.

4.7.2 A fuel sample will be drawn by USGPRU personnel and if necessary, submitted for laboratory analysis. The finding of the USGPRU personnel or laboratory will be considered final.

4.8 PROTEST WITHDRAWAL - Once made a protest may not be withdrawn without permission of the Referee/Race Director. The protesting party must pay any legitimate expense, to which the Referee/Race Director may be put as a result of the protest, and a deposit may be demanded in advance. If the protest is upheld, however, and the machine found to be illegal, such costs must be reimbursed by the protested party.

4.9 PROTEST DOCUMENTATION - It is the responsibility of the protested party to produce documentation regarding specifications of his/her machine for use in determining class suitability. Such documentation must be produced within 60 minutes of notification to the protested party or the protest will be upheld.

4.10 NON-ACCEPTABLE PROTESTS - Protests shall not be accepted on decisions of officials with respect to the interpretation of the rules as they pertain to race procedures. Such decisions include, but are not limited to, the line up of the motorcycles, the start of the race, the control of the motorcycles, the election to stop or delay a race, the position of motorcycles on restarts, and the assessment of lap or stop & go penalties.

4.11 FRIVOLOUS PROTESTS - The Referee/Race Director will not accept any protest they determined to be frivolous or malicious.

4.12 PROTEST DECISIONS - the Referee/Race Director will make Decisions regarding any protest.

4.12.1 The Referee/Race Director will make a decision regarding the penalty to be levied in the event of an upheld protest.