

VANCOUVER FLAT TRACK CLUB

2018 RULES AND REGULATIONS

1 INTRODUCTION

1. Rules are subject to change without notice.
2. Rules are presented in order of precedence.
3. All participants have agreed to comply upon entry and must follow and conform to the set Rules and Regulations.

2 CLASSES

2.1 Administration

1. Classes may be added on the race day.
 - a. Riders may appeal to race organizers to have a class added.
 - b. Added classes should have 4 or more entrants.
2. Classes may be combined into one race.
 - a. Combined classes will be scored separately (there will be two first place finishers).
 - b. If a combined race spans multiple rows, one class will be chosen to start on the second row.
3. Exceptions may be made to class restrictions. It is recommended that you contact race organizers prior to the race day to obtain permission for an exception.
4. Riders may enter more than one class per race day except where restrictions apply (Novice, Intermediate, and Expert).

2.2 Class Structure

2.2.1 Beginners

1. New riders only
2. Any displacement
3. Any tires

2.2.2 Open Novice

1. Over 14 years old
2. Any displacement
3. Flat track spec, trials spec, or street spec tires only
4. Riders in this class are restricted from entering Intermediate or Expert classes

2.2.3 Open Intermediate

1. Any displacement
2. Flat track spec tire only

3. Riders in this class are restricted from entering Novice or Expert

2.2.4 Open Expert

1. Pros only
2. Any displacement
3. Flat track spec tires only
4. 16 years old and older
5. Riders in this class are restricted from entering Novice or Intermediate

2.2.5 Youth - Small Wheel

1. 50cc - 70cc displacement
2. up to 14yo
3. Any tires

2.2.6 Youth - Big Wheel

1. 65cc - 150cc displacement
2. up to 14yo
3. Any tires

2.2.7 Open Ladies

1. Any displacement
2. Any tires

2.2.8 Pro/Am

1. Any displacement
2. Pro and Intermediate riders only
3. Flat track spec tires only

2.2.9 Sportsman

1. Any displacement
2. Novice and Intermediate riders only
3. Flat track spec tires only

2.2.10 Vintage Lites

1. motor model year 1985 or earlier
2. up to 250cc/stroke or up to 400cc/4-stroke
3. flat track spec, trials spec, or street spec tires

2.2.11 Vintage Open Singles

1. motor model year 1985 or earlier
2. any displacement
3. flat track spec, trials spec, or street spec tires only

2.2.12 Vintage Open Twins

1. motor model year 1985 or earlier for twin cylinder
2. pre-2000 framer singles ok
3. any displacement
4. flat track spec, trials spec, or street spec tires only

2.2.13 *Vet 30+*

1. 30 years old and older only
2. any displacement
3. flat track spec, trials spec, or street spec tires only

2.2.14 *Super Senior 50+*

1. 50 years old and older only
2. any displacement
3. flat track spec, trials spec, or street spec tires only

2.2.15 *Hooligan*

1. over 750cc displacement
2. twin cylinder only
3. stock frame only
4. flat track spec or street spec tires only

2.2.16 *Open Knobbies*

1. any displacement
2. knobby spec tires only

2.2.17 *Mad Dog*

1. up to 150cc four stroke air cooled
2. pros ok

2.2.18 *Mini Bike*

1. 75cc or less
2. over 14 years old

3 RIDER EQUIPMENT

3.1 Statement

1. Motorcycle racing is **inherently dangerous and injuries are extremely likely**. The rider equipment laws are a means of due diligence of safety. The riders themselves are ultimately responsible for their equipment in the matters of safety.
2. Section 3.2 covers the most basic safety equipment required to satisfy legal obligations.
3. Section 3.3 covers equipment that is highly recommended for rider safety. Some item may become mandatory in years to come.

3.2 Mandatory Equipment

1. A full face style helmet that meets one of the following recognized standards (affixed certification label on the helmet must be clearly visible):
 - a. BSI: 6658 Type A
 - b. USA: Snell M2005/Snell M2010/Snell M2015
 - c. United Nations: Regulation ECE 22.05 P or J
 - d. Japan: JIS 8133:2000 / JIS 8133:2007

2. Shatter resistant goggles or visor
3. Full fingered gloves
4. Leather or plastic protection on the following contact points: knees, elbows
5. Boots of leather or plastic construction that cover the ankle

3.3 Highly Recommended Equipment

1. Rotational acceleration reducing helmet (6D Helmets, or MIPS by Bell, Fox, O'neal, etc.)
2. Neck brace
3. Thoracic protection*
4. Spine protection* (not usually required if using thoracic protection)
5. Knee pads or braces*
6. Elbow padding*
7. Leathers or kevlar on tracks over $\frac{3}{8}$ mile
8. Hot shoe of steel construction with hardfaced sole

3.4 Notes

1. Items with * are recommended at the CE Level II rating, although there are many products that do not meet this rating that are excellent and highly regarded in the motorcycle racing community. Do your own research to find what suits your needs best.
2. Although a "roost guard" may protect you from flying rocks, it offers little to no protection in an impact.

4 TECHNICAL REQUIREMENTS

4.1 Administration

1. Any motorcycle falling short of the technical requirements will not be allowed to start a race until the machine has been modified accordingly.
2. Exceptions may be granted on a per machine basis; please contact race organizers before event day if you have any concerns.
3. Technical requirements and technical inspection are a means of due diligence of safety. The riders themselves are ultimately responsible for their equipment in the matters of safety.

4.2 Motorcycles

1. All lights must be removed or taped.
2. Bar ends must be suitably covered by grip or plugged.
3. All foot pegs must have rubber tops & foot pegs must be able to fold.
4. Control levers must have ball ends.
5. Front brake must be inoperable.
6. Rear brake and pedal must be operable.
7. All kickstands must be removed.

4.3 Race Numbers

1. Race numbers must be positioned on the front and both sides of the machine.
2. Number plates should be at least 10 inches wide by 8 inches high or appropriately sized

and can be of any colour, but should not be multicoloured.

3. Numbers should be at least 5 inches high with a 1 inch stroke and in a highly contrasting colour with respect to the background colour.
4. The number plates must not have sharp corners.
5. Readily available white plastic 12 inch wide by 10 inch high number plates are recommended with black vinyl numbers.

4.4 Tires

1. Any motorcycle with incorrect tires fitted will not be allowed to start a race until the machine has been modified accordingly.
2. Regulations apply to the rear tire only.
3. Tire cutting or grooving is permitted.
4. Not all tires are permitted in all classes. See descriptions for tire specifications and the Class section for more information.

4.4.1 Flat Track Tire Specification

The following tires are permitted under the classification “flat track spec”, but not limited to:

1. Dunlop DT3/K180
2. Maxxis DTR-1
3. Shinko SR267/268
4. Goldentyre GT265/266/267/268
5. Mitas H-18/FT-18
6. Goodyear DT II
7. Michelin SM P18B (Supermoto Wet)

4.4.2 Trials Tire Specification

Trials tires are notable by a square block pattern and very soft compound. The following tires fall under the classification “trials spec”, but are not limited to:

1. Dunlop D803GP
2. Kenda Equilibrium
3. Michelin Trial X/Trial Lite
4. Pirelli MT 43
5. Shinko R505/SR421

4.4.3 Knobby Tire Specification

Knobby tires are typically found on motocross bikes and feature tall lugs with large spacing. The following tires fall under the classification “knobby spec”, but are not limited to:

1. Dunlop MX52/MX3S/AT81/D606
2. Michelin StarCross5/S12/M12/AC10
3. Pirelli Scorpion MX/Scorpion XC/MT21
4. Kenda K760/780/785/786

4.4.4 Street Tire Specification

Any DOT approved tire that does not fall into any of the above specifications. Dual sport tires considered greater than or equal to 50/50 (%street/%dirt) such as a 60/40 tire will be considered as falling under the classification “street spec” and include, but are not limited to:

1. Heidenau K60
2. Kenda K784

3. Shinko E805/705

5 ENTRY REQUIREMENTS

1. Participants must complete the following to be added to the start list:
 - a. sign waiver
 - b. register for day membership pass or hold a year long membership
 - c. register in desired classes
 - d. pass tech inspection
 - e. attend riders meeting
 - f. participate in practice
2. Any rider who suffered head trauma within the last year must have a note from a doctor approving the participation in motorsports. Riders are encouraged to get an annual baseline assessment at an ImPACT clinic.
3. Any riders involved in a serious crash on the day need to be assessed by EMS personnel. If the rider wishes to continue to participate in racing, they must be cleared by the EMS personnel as well as have their protective gear and motorcycle inspected and cleared by the officials.
4. All insurance and waiver forms must be completed and filled out truthfully. Any fraudulently filled out forms will result in disqualification.

6 RACING RULES

6.1 Flags / Lights

6.1.1 Operational

1. **Green Flag/Light:** Indicates the start of a session or clear track conditions.
2. **Checkered Flag:** Indicates the end of a race or practice session. Proceed around the course to the designated track exit.
3. **Red Flag/Light:** Indicates the race has been stopped. Reduce speed and proceed safely to the start/finish line or to where the Referee directs. Red flag overrules any other flag that may be displayed.
4. **Black Flag:** Indicates a problem with a motorcycle or a rider disqualification. A number board may be displayed with the flag indicating the rider being signaled. The indicated rider must carefully reduce speed and stop at the first suitable location off the course away from any potential impact zone. If the indicated rider disobeys the black flag it will result in a non-appealable disqualification and possible suspension.

6.1.2 Warning Flags / Lights

5. **Yellow Flag / Light:** Indicates a potentially hazardous situation on or near the track. Passing is **not** allowed in the caution area. Exercise caution.

6.1.3 Courtesy Flags

6. **White Flag:** Indicates the final lap of a race.
7. **White and Green Flags Crossed:** Indicates 1/2 total race distance.
8. **Blue Flag:** If the blue flag is displayed to a rider in a motionless manner, it means another rider is following or catching the flagged rider and may be trying to pass. If the blue flag is waved, the rider to whom it is displayed must give way to the rider trying to

pass. The blue flag is ordinarily used for a rider who is unaware of an overtaking or lapping rider or who is clearly obstructing another rider. Riders disregarding this flag may be subject to a penalty. The blue flag will not be shown during practice.

6.2 Administration

1. New or foreign riders with experience may be reclassified in the competition class after their first or second race. A recommendation has to be given by the Referee first.
2. Starting positions or gates are referred to as numbers, with the lowest number being the pole or starting position closest to the infield with starting position incrementing to the right.
3. A maximum gate width will be determined on a track by track, race by race, basis. Once the front row is filled to the maximum width, a new row will be added and filled incrementally in the same direction as the front row.
4. The maximum number of rows will be determined on a track by track, race by race, basis.
5. A penalty row will be established one row behind the last row.
6. The rider with pole position may choose to 'invert the grid'. This means pole position will start furthest away from the infield and the rest of the field will fill in incrementally to his/her left. Subsequent rows will fill in the same direction as the front row. If the rider with pole position chooses to invert the grid, he/she must notify the Pit Steward or Race Marshal before the staging.

6.3 Race Format

6.3.1 Order of Events

1. Practice
2. Heats
3. Dash for Cash (optional)
4. Main Events

6.3.2 Practice

1. Each rider is guaranteed at least one practice session.
2. The number of laps per session will be announced during the riders meeting, but may be reduced at any time during practice.
3. If a rider has multiple motorcycles and is registered in more than one class, an attempt will be made to have that rider practice on each machine, but it is not guaranteed.

6.3.3 Heats

1. A rider will participate in one heat for every class they are entered in.
2. Classes with many entrants will likely be divided, as evenly as possible, into multiple heats (Heat A, B, C, etc.) such that every rider will have a front row start.
3. A rider's starting position in the heats will be determined by the order of registration. If a class is divided into three heats, the first three registrants will get pole in Heats A, B, and C respectively.
4. Heat races will be timed from the start of the race to the first to cross the finish line. Timing will stop in the event of a red flag, and restart if the race resumes.
5. Results of divided heats will be combined into one. The winner of the fastest heat will fill the 1st position and winner of the 2nd fastest heat will fill the 2nd position. In the

case where a class was divided into two heats, the 3rd position will be filled with by the 2nd place finisher of the fastest heat, and the 4th position will be filled by the 2nd place finisher of the 2nd fastest heat. This will continue until all riders are classified, including any DNS riders.

6.3.4 Dash for Cash

1. The Dash for Cash race will be held at the discretion of the event promoter.
2. The top 4 riders from the Expert class heat races will be entered into the Dash for Cash race. Participation is not mandatory; if a rider opts out, the next highest qualifier will be entered. If the Expert class rider list is exhausted, top riders from the Intermediate class heat races will be selected.
3. Dash for Cash participants will be directed onto the track one at a time by the Pit Steward and will do one flying lap before taking the start line.
4. The Dash for Cash race will be a sprint race of 4 laps.
5. The winner will receive a sum of money as a prize. The amount will be determined on race day.

6.3.5 Main Events

1. A rider's starting position in the Main Event will be determined by their finishing position in their class heat.
2. If a class has more than 18 riders (or the maximum number of allowable riders for the track), an A Main, B Main, C Main, etc. will be structured. The slowest Main will be run first with the top two finishers will advance to the next Main event filling the last two positions on the grid. This will continue until the culmination of the A Main.
3. Results of divided Mains will be combined with riders ranked by their finishing position of the A Main followed by the finishing positions of the the B Main and so on.

6.4 Staging

1. Heat and Main staging order will be posted prior to the race.
2. A rider has 15 minutes to protest the staging order after it has been posted.
3. Riders must be staged and ready for their race in the staging area at least one race prior to their own.
4. If a rider cannot make it to the staging area when the bikes are about to go on the track, they are disqualified. A member of the rider's crew can inform the Pit Steward that the rider is having issues and will be up immediately. If so, the rider has 2 minutes starting the moment the staged motorcycles have been waved onto the track to make it to the starting location for the race start.

6.5 Starts

1. Riders will remain in the staging area until directed onto the track by the Pit Steward.
2. Riders will proceed to the start line and take their position as directed by the Referee.
3. A rider must have a running motorcycle to take the start line.
4. The Referee will position the front wheel at the start line, riders are not permitted to roll backwards a significant amount from this point.
5. A rider may appeal to the Referee if he/she thinks an error has been made in the start order, at which point the Referee will refer to the Race Marshal for the posted start order. In the event of a discrepancy, the posted order will be used.
6. Riders who have issues with their equipment on the start line MUST raise their hand and

waive it to signal to other riders who may be behind them and to capture the attention of the Referee.

- a. If the start hasn't taken place, the rider will be given a maximum of 2 minutes to resolve their issue. He/she may receive help from their mechanic on the start line or they may move the bike to the pit to work on. If the rider switches bikes, he/she must join the grid on the penalty line.
- b. If the start has taken place, they will be allowed a maximum of 10 seconds to get their bike started at which point they may immediately rejoin the race. They will not be permitted assistance. If they are unable to restart their bike on the starting line, they may push the bike to the sidelines where they will be permitted assistance. If they are able to restart their bike on the sidelines within the first lap, they **MUST** wait to be waived back onto the track by the Referee, Race Marshal, or Pit Steward. If they are unable to rejoin the race, they will be given a DNF.

6.6 Restarts

1. When a red flag is shown for a false start or a result of a crash that makes it too dangerous to continue racing, a restart must take place.
2. Riders who jump the start will restart from the penalty line.
3. Riders that crashed may re-enter the race on the penalty line.
4. Rolling the start before the green flag is waved will be considered the same as a false start, which will result in penalization.
5. If a race is restarted before 3 laps are completed by the race leader, a grid style restart takes place. Any penalized riders restart from the penalty line.
6. If a race is restarted after a full 3 laps are completed by the leader a 'staggered' restart takes place with the penalized riders at the back of the line.
7. All restarts finish the race with the number of laps left in the race; a restart must have a minimum of 2 laps; if there is less than 2 laps to go the referee has the option to call the race.
8. If a race is called before the total laps are complete, race standings revert to the previous lap with the penalized riders at the back.
9. In the situation that there are multiple penalized riders, they are placed in the order they were the lap before or how they were qualified, amongst each other.

6.7 Race Conduct

1. A rider must make an effort to perform a pass on another without making contact. Incidental contact is permitted, but intentional contact with a leading rider in order to complete a pass is prohibited and the offending rider may be black flagged. Repeat offenders may receive a suspension.
2. If a rider intends to pull off a course they must signal and never cut off another rider.

6.8 Results

1. Once the leader of the race crosses the finish line on the checkered flag the race will be considered complete for any subsequent riders as they cross the finish line (regardless of the number of laps completed). Rider and motorcycle must both cross the finish line.
2. If the leader of the race is approaching the finish line closely behind a slower rider, and the Referee is unable to clearly signal that the checkered flag is for the leader, the race will be considered complete for the slower rider at that point despite not being passed

by the leader before the finish line.

3. Riders will be ranked on the number of partial laps they have completed.
4. Any rider has a maximum of ONE minute to cross the finish line once the winner has taken the checkered flag.
5. Riders who start a race but are unable to complete a race due to mechanical incidents or crashes will receive a DNF.
6. Riders who qualified for a race but were unable to take the start will receive a DNS.
7. Riders who do not attempt to take the start of a race will be listed as DNS in the results behind active riders and riders listed as DNF. If more than one rider does not attempt to start a race, they will be listed as DNS in the starting order for that race. Riders listed as DNS in the results for a Main will not receive championship points.
8. DNF's count as points in their respective finishes regardless of entries. (ie; 12 entries, a last place DNF would count for 12th position points)
9. In the case where multiple riders DNF and/or riders have been lapped it will come down to who finished more fractional laps.
10. If two riders crashed together, then it would revert back to their respective positions the lap prior.
11. If more than one rider crashed in the first lap in the same location, then it would revert back to the starting order for that race.

6.9 Protests

1. A protest must be made within 15 minutes of the race in question.

7 POINTS SERIES

7.1 Administration

1. Races that are part of a track, provincial or national series will have points awarded to racers as listed in the Point Table. Results will be tabulated on a class by class basis.

7.1.1 Points Table

Finishing Position	Points Awarded
1	23
2	20
3	18
4	16
5	14
6	13
7	12
8	11
9	10
10	9

11	8
12	7
13	6
14	5
15	4
16	3
17	2
18	1

7.2 AUTHORITY

1. The authority of rules at the race events is to be regulated by the senior Referee and Race Marshal. Any other matters or scheduling of the event shall be consulted with the organizer.
2. Any race decision made by the Referee may be subject to protest.

7.3 REFEREES

1. Must complete all forms and hand in to VFTC office.
2. The referee has the authority to disqualify a rider, and flag them off the track, if the rider is considered to be riding dangerously.
3. The referee can remove anyone not following the rules from the event.
4. A referee can refuse a rider from entering the track if their bike hasn't passed tech inspection.
5. A referee cannot participate in any event that they're considered an official.
6. A referee, or organizer, can cut a program or laps short when the facility requires a predetermined end time.

7.4 CONDUCT

1. No rider, mechanic, pit crew or official may be under the influence of drugs or alcohol. There is a NO tolerance policy and an offender will be suspended from the event.
2. Rider and pit crew must conduct themselves in sportsmanlike manner.
3. Verbal or physical abuse will **NOT** be tolerated, and will receive a penalty or result in exclusion from the event.
4. Concerns must be addressed to the Referee or Race Marshal.
5. Parents and pit crew are considered the responsibility of the rider. Their actions are considered "guilty by association", therefore the rider is ultimately responsible for their actions, and can be penalized because of it.
6. All pets on the track property must be kept on leash; owners failing to abide will be asked to leave.

7.5 INSURANCE

1. All forms must be completed and filled out truthfully. Any fraudulently filled out forms will result in suspension at the discretion of organizers.
2. If there is any injury to spectators, property damage, or fatal injury, a full report must be

made with a visual diagram of the incident. Witnesses, with contact info, shall be included in report.

3. In case of fatality, the senior referee must contact the police.
4. A referee must fill out race report, as well as any injury report form, supplied by EMS.
5. All of the riders` helmet and equipment are to the responsibility of the rider as they deem safe. The rules, tech inspection, and equipment laws are a means of due diligence of safety. The riders themselves are ultimately responsible for their equipment in the matters of safety.

7.6 RULES COMMITTEE

1. The Rule Committee Is a board consisting of at least 3 (three) members that vote on issues that arise that could influence a rule change.
2. These members would vote on a rule change by majority.
3. Rule changes can be made week to week by committee. Any and all rule changes will be posted online and, if close to a race date, will be announced at the riders meeting.

7.7 SAFETY

1. Fire extinguishers must be present with Corner Marshals.
2. Corner Marshals must have a yellow and red flag.
3. Corner Marshals must be trained individuals, and know and understand the standard operating procedure of being a Corner Marshal.
4. The Race Marshal may interrupt the program at any time to have maintenance performed on the track.
5. Only authorized personnel are permitted on the track during an active race.

8 GLOSSARY

Corner Marshal: Also known as a flagger, or corner worker. These marshals monitor corners and wave caution flags to the riders on the track. They may also assist crashed riders safely off the track. Corner Marshals may make decisions to wave a yellow or red, or receive instructions via radio to wave said flags.

DNS: Did Not Start. An abbreviation used on a race result sheet to denote that a racer did not start a race.

DNF: Did Not Finish. An abbreviation used on a race result sheet to denote that a racer did not finish a race. Usually because of a mechanical issue or a crash.

EMS: Emergency Medical Service. Usually a crew of two attendees who are trained in administering first aid to an injured rider.

Pit Steward: The Pit Steward stages riders before they enter the track amongst other duties.

Race Marshal: The Race Marshal is responsible for running the race program. The Referee, Pit Steward, Corner Marshals and all other personnel report to the Race Marshal.

Referee: The Referee is responsible for starting the race, counting laps, and waving the checkered flag. The Referee will also assist the Race Marshal in administering the rules.