

2011/2012 CRC National Sprint Supplementary Rules & Regulations

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SR 1. General Regulations

1.1. Title & Jurisdiction

- 1.1.1. The **2011/2012 CRC National Sprint** (the Championship) will be organized and administered by the Circuit Racing Club of Bahrain (CRC) in accordance with the National Sporting Code of the Bahrain Motor Federation (BMF) – incorporating the provisions of the International Sporting Code of the FIA and these Championship Rules & Regulations (R&R).
- 1.1.2. The Championship is a motor sport championship that will be carried out over a series of events in 2011/2012 for production based cars distributed into different categories based on eight different classes thereafter (see Technical Regulations).
- 1.1.3. These regulations have been approved by the BMF and have been given a Championship Permit Number: xxxxxxxx
- 1.1.4. The Organizers reserve the right to issue additional Official Bulletins clarifying items in the R&R from time to time and all such bulletins will be issued to registered Competitors by post to the address detailed on the Official Challenge Registration Form; this information may also be supplied electronically via web or e-mail.
- 1.1.5. The Organizers reserve the right to carry out necessary or required changes to these regulations which are due to "force majeure", or for safety reasons, or if requested by the authorities, by means of Official Bulletins. The Organizers further reserve the right to cancel or substitute events if necessary due to exceptional unforeseeable conditions, and are not liable for any damages so incurred as a result.
- 1.1.6. CRC Officials, are happy to advise Competitors on rules and regulations. Such advice may only be obtained from designated personnel within the CRC. With regards to technical or eligibility advice, Competitors should seek written rulings from such members in order to minimize disputes.

1.2. Competitor Eligibility

- 1.2.1. Competitors must be registered for the Championship, and acceptance of the registration is entirely at the discretion of the Championship Organizers.
- 1.2.2. Competitors competing in the Championship will be required to hold a minimum of BMF National "Class D" license.
- 1.2.3. All necessary documentation (Car registration, Insurance, etc.) must be

presented for checking at all rounds when signing-on.

- 1.2.4. Proof of ownership of cars or a letter of consent from the car's owner is also required.

1.3. Registration

- 1.3.1. All Competitors & Entrants must complete the official Championship Registration/Entry Form and return it to the CRC in order to enter the Championship. It should be clearly understood that by signature of the form, all Competitors acknowledge their agreement to be bound by the rules and regulations contained in the Championship R&R and those stipulated by the CRC and the BMF.
- 1.3.2. Entry fees are as follows:
 - 1.3.2.1. Entries received prior to the event will be BD20
 - 1.3.2.2. Early entries received on day of the event will be BD35
 - 1.3.2.3. Late entries will be BD 60
- 1.3.3. All fees to be payable to the CRC.
- 1.3.4. Where a car entered in the Championship by someone other than the Competitor, it will be necessary for that Entrant (registered owner of the vehicle) to complete the Registration Form along with, and nominating, their Competitor.
- 1.3.5. Only one Competitor may be nominated on each Registration Form.
- 1.3.6. Acceptance or rejection of registrations is entirely at the discretion of the Championship Officials.
- 1.3.7. Participants are allowed a maximum of 2 guests. Guests wishing to take a passenger ride in the **PRACTICE SESSION ONLY** must pay a fee of BD5.000 per person and follow the same rules and regulations. **Passengers must be 13 years of age and above!**

1.4. Championship Events

- 1.4.1. The Championship will consist of 7 rounds held throughout 2011/2012.
- 1.4.2. Championship dates are:
 - Round 1: 21st October, 2011**
 - Round 2: 18th November, 2011**
 - Round 3: 2nd December, 2011**
 - Round 4: 23rd December, 2011**
 - Round 5: 6th January, 2012**
 - Round 6: 10th February, 2012**
 - Round 7: 6th April, 2012**
- 1.4.3. The Championship Organizers reserve the right to cancel, postpone or substitute events in the Championship for reasons of "force majeure" and no responsibility will be accepted for loss or damage incurred.

1.5. Awards

- 1.5.1. Awards are to be provided by the Championship Promoters, and their associated sponsors.
- 1.5.2. All trophies/prizes will be presented to the Competitor(s).
- 1.5.3. All trophies/prizes will be presented to the Competitors of each category as follows:
1st, 2nd and 3rd Place.

Championship points per round will be allocated as follows:

Position	Points
1	25
2	20
3	17
4	13
5	10
6	7
7	5
8	3
9	2
10	1

- 1.5.4. Other awards may be announced in Championship Bulletins.
- 1.5.5. Note the requirements of SR.4. concerning penalties.
- 1.5.6. The Championship Organizers reserve the right to enter a guest car into any event. Any such entry will be not eligible for Championship points.
- 1.5.7. Eligibility for final awards, includes an undertaking of participating in at least three rounds of the Championship. Any Driver failing to take part in the minimum number of rounds in the Championship will forfeit all points.

SR 2. Judicial Procedures

2.1. Sporting Disputes

- 2.1.1. Disputes on the Sporting Regulations and their application by the Race Director which arise during the season will be settled by the Championship Stewards in accordance with the BMF & CRC Regulations, these Regulations and any Official Bulletins that have been issued. The case for any dispute must initially be submitted to the Secretary of the Meeting in writing together with the appropriate BMF protest or appeal fees.

The Championship Stewards' judgment will be subject only to the Right of Appeal to the BMF.

- 2.1.2. If it appears from any official video recordings or from any other evidence that there may have been a breach of driving standards or behavior, in a manner considered to have brought the Championship into disrepute, the Race Director will be entitled to request that the Championship Stewards consider the inception of an enquiry into the matter, notwithstanding that the Clerk of the Course or the Stewards of the Event, may or may not, have already investigated the incident. Penalties may include fines, event bans, loss of awards, or as far as exclusion from the Championship. The Championship Stewards' judgment will be subject only to the Right of Appeal to the BMF.
- 2.1.3. Note the requirements of SR.4.

2.2. Technical Disputes

- 2.2.1. The Eligibility Scrutineer/Event Chief Scrutineer, in consultation where necessary with the Technical Officers, reserve(s) the right to check or advise the removal of any suspect part(s) that appear(s) to be inconsistent with the Technical Regulations of the Championship. Failure to comply with such action may lead to a denial of entry into the event.
- 2.2.2. The Eligibility Scrutineer/Event Chief Scrutineer, in consultation where necessary with the Technical Officers, also reserve(s) the right to ban individual parts or the whole car.
- 2.2.3. Parts or cars removed for checking elsewhere will be marked by the Official CRC approved seals and a certificate of sealing will be handed to the Competitor or his/her agent.

2.3. Technical & Sporting Queries

- 2.3.1. Any technical or sporting query must be made to the CRC Office for the attention of the Race Director in writing. All queries will be answered in writing and all such answers will be published in Official Bulletins.

SR 3. Events & Procedures

3.1. Entries

- 3.1.1. The CRC will mail Championship Rules and Regulations/Entry Forms to all Registered

Competitors in sufficient time for entries to be made.

- 3.1.2.** Registered Competitors are responsible for sending in correct and complete entries to the CRC, prior to a closing date which will be as detailed in the Official Championship Bulletins.
- 3.1.3.** All entry fees for events in the Championship will be paid to the CRC.
- 3.1.4.** Any withdrawal of entry made after acceptance of any entry must be notified to the Secretary of the Meeting of an individual event.
- 3.1.5.** There will be no refund of entry fees.

3.2. Scrutineering

- 3.2.1.** The participating vehicles must be presented for scrutiny and practice at the times specified in the Championship Rules and Regulations. Competitors will be issued with a ticket to be attached to the car, indicating that the car has passed scrutiny. This must be displayed in the car throughout the event.
- 3.2.2.** The Race Director and/or Clerk of Course will report to the Event Stewards the failure of any Competitor to report for scrutiny as instructed. A penalty may be imposed at the discretion of the Event Stewards.
- 3.2.3.** After scrutiny, Competitors will be required to sign on, check licensing and other formalities with regards to the entry and eligibility.
- 3.2.4.** No car may compete in the event until it has been approved by the Championship Scrutineer.
- 3.2.5.** If, after scrutiny, any car is dismantled or modified in a way that may affect its safety or performance, or is involved in any accident which is likely to have a similar effect, or any aerodynamic device is added or removed, it shall be represented to scrutiny for approval. The entrant is responsible for seeking such fresh approval.
- 3.2.6.** Any car involved in an accident which is unable to proceed shall not be touched by any person other than the Officials of the Event without the specific approval of the Race Director and/or Clerk of the Course. Furthermore, the Competitor concerned may not drive again without the approval of the Medical Officer in charge.
- 3.2.7.** The Stewards, Race Director and/or Scrutineers may order that a vehicle be re-examined even if this involves stopping a vehicle whilst Practicing, Qualifying or Racing.

3.3. Briefings

- 3.3.1.** The Organizers will notify Competitors of the times and location for all briefings in the final instructions for the meetings or at the event. Competitors must attend all briefings or be subject to a penalty.

3.4. Practice & Familiarization Lap(s)

- 3.4.1.** The maximum period of practice or familiarization for each Competitor will be 1 lap. Should any practice session be disrupted, the Race Director and/or Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the Championship's criteria and the decision of the Race Director and/or Clerk of the Course shall be final.
- 3.4.2.** Familiarization laps will be conducted behind a safety car unless specific otherwise by Race Officials. Competitors are required to follow the safety car at all times and are forbidden from over-taking, racing, or launching.

3.5. Event Format

- 3.5.1.** Each Competitor will be allowed a minimum of two runs/heats or a maximum of three runs/heats. This depended on the available time slots during the race day.
- 3.5.2.** Competitors will complete 2 laps: the first will be a standing start lap and the second will a flying start lap.
- 3.5.3.** The event is based on Competitors achieving the fastest combined lap time during their run(s).
- 3.5.4.** The top 3 Competitors achieving the fastest lap times in their designated class/category will be declared the winners – each will receive an award according to his position.
- 3.5.5.** No passengers are allowed during competition onboard competing vehicles during official runs.
- 3.5.6.** At the designated time, Competitors will be signaled to leave the pit area where they will complete a "warm-up" lap, and stop at the staging area.
- 3.5.7.** The starting order will be in classes as determined by the organizers.
- 3.5.8.** A marshal/official will signal the Competitor to proceed to the start line.
- 3.5.9.** The start line official will indicate to the Competitor when the car may start. If the car does not start more than 5 seconds after the signal is given, the run will be aborted and a re-run may not be permitted.
- 3.5.10.** For safety purposes a safety gap will be maintained between cars.
- 3.5.11.** The finish will be a flying finish.

- 3.5.12.** After crossing the finish line, Competitors must slow down to a reasonable speed and proceed to the pits or designated area in the Paddock as instructed.
- 3.5.13.** Both the start and flying finish will be indicated by a line on the road surface and sign boards.
- 3.5.14.** In the case of a Competitor's run being disrupted by the presence of another car on track, the Race Director/Clerk of Course may order a re-start to the run.
- 3.5.15.** The finish will be a flying finish.
- 3.5.16.** After crossing the finish line, Competitors must slow down to a reasonable speed and proceed to the pits or designated area in the Paddock as instructed.
- 3.5.17.** Both the start and flying finish will be indicated by a line on the road surface and sign boards.
- 3.5.18.** In the case of a Competitor's run being disrupted by the presence of another car on track, the Race Director/Clerk of Course may order a re-start to the run.
- 3.5.19.** Any supplementary event procedures for the Championship will be distributed to Competitors by way of Official Bulletin; these should be read in conjunction with the Rules and Regulations which take precedence.
- 3.5.20.** Any supplementary event procedures for the Championship will be distributed to Competitors by way of Official Bulletin; these should be read in conjunction with the Rules and Regulations which take precedence.

3.6. Timing

- 3.6.1.** Timing will be to the one hundredths of a second.
- 3.6.2.** Results will be published and announced officially after the completion of all classes/categories in each run.
- 3.6.3.** Timing officials are not to be disturbed at all during the event.
- 3.6.4.** Ties shall be broken by comparing competitors 2nd best times. In the rarity that a tie is present in subsequent times, the Race Director and/or Clerk of Course, with permission from the Event Stewards, may order an extra run.

3.7. Paddock & General Track Regulations

- 3.7.1.** All participants must ensure that the paddock and pit area remain unobstructed and orderly throughout the event.
- 3.7.2.** Smoking is prohibited in the Pit area.
- 3.7.3.** No person representing (Crew) the Competitor/entrant is permitted in the start area or areas within the track. Crew access

is limited to the Pits or Paddock unless specified otherwise

- 3.7.4.** Any car unable to complete the course shall be stopped well clear of the course and shall not be moved without prior permission of the Race Director and/or Clerk of the Course.
- 3.7.5.** No car shall be driven in the reverse direction of the track except under official supervision.
- 3.7.6.** Refueling and work on the car may only take place in the paddock area unless the Race Director and/or Clerk of the Course specifically authorizes otherwise.
- 3.7.7.** Except while on the track no competing car may be driven in BIC facilities at a speed exceeding 20km/h. Pit lane speed will be limited to 60 km/h.

3.8. Competitor conduct

- 3.8.1.** Any competitor causing deliberate damage to BIC or CRC property or equipment will be liable for the cost of replacement or repair.
- 3.8.2.** Participants are expected to help with event organization by following all official instructions and maintaining a "safety-first" attitude.
- 3.8.3.** Re-runs are only allowed in case of Timer failure, obstruction on course, or official instructions and are not given for any mechanical breakdowns.
- 3.8.4.** Competitors who consistently go off-course or drive in an unsafe manner on the track or within the Event Complex will be subject to disqualification.
- 3.8.5.** Failure to obey any official instructions by the designated officials during the event will lead to disqualification from the event.

SR 4. Penalties

- 4.1.** Technical infringements arising from post Qualifying Scrutineering or Judicial Action: Minimum penalty as per the provisions of current CRC Regulations.
- 4.2.** Arising from post event scrutineering or Judicial Action: Minimum penalty as per the provision of the current BMF Regulations. For infringement deemed to be of a more serious nature the Race Director and/or Stewards of the Meeting are to invoke the provisions of the current CRC Regulations.
- 4.3.** Deliberate or repeated Technical Infringements will be referred to the Championship Stewards for consideration of exclusion from the Championship, of the Car, Competitor or Entrant.
- 4.4.** Infringements of non-technical Regulations of the Sporting Regulations issued for the

Championship in accordance with the current BMF Judicial Procedure Regulations; any such penalties may affect a Competitor's eligibility for awards.

- 4.5. To maintain standards of conduct, Championship Officials will monitor race official/observers reports for adverse behavior at race meetings. If any individual is included in two such reports during one race or practice session he will receive written notice from the Championship Officials, that his driving/behavior is to be specifically observed at subsequent events. Any further adverse reports could result in official BMF action and Championship Stewards' enquiry.
- 4.6. Competitors who claim to have received clarification or rulings on the Championship Regulations must be able to produce on demand written confirmation of such rulings.
- 4.7. Only the Championship Stewards are empowered to make rulings on Championship Regulations.

SR 5. Technical Regulations

It should be clearly understood that if the following texts do not clearly specify that you can make a modification you should work on the principle that you cannot. Competitors are advised to seek clarifications relating to technical regulations prior to the event. Such clarification should be submitted by the Competitor in writing.

5.1. Vehicles & Categories

Group A - Racing Cars:

A1: Up to and including 2,000cc.

A2: Over 2,000cc + Forced Induction Modified

Group B – Unmodified Forced Induction cars:

B1: Up to and including 2,000cc

B2: Over 2,000cc + modified N/A 8/+ cylinder vehicles

Group C - Modified Production Cars (4/5/6 cylinders):

C1: Up to and including 2,000cc

C2: Over 2,000cc + unmodified N/A 8+ cylinder cars

Group D - Unmodified Production Cars (4/5/6 Cylinders):

D1: Up to and including 2,000cc

D2: Over 2,000cc

- 5.2. The term "Modified" refers to modifications which include and not limited to engine, suspension, transmission, tires.

- 5.3. Refer to Appendix A for details.

5.4. Permitted Modifications

5.4.1. Unmodified Classes: Spare wheels and tools must be removed in case they are of a loose nature. Detachable wheel trims must be removed. There will be no loose impedimenta in the passenger compartment. External Lighting glass must be taped over. Multi point safety harness may be fitted.

5.4.2. Modified Classes: Engines, transmission, braking systems, suspension, may be freely modified to increase performance. Weight can be reduced by replacement of body parts, and other equipment as long as the original silhouette is unchanged. Seats, carpets etc. may be removed. Limited aerodynamic additions may be fitted.

5.4.3. Racing cars: Modifications are freely permitted within the principles of the original design.

5.5. Fuel

- 5.5.1. The use of nitrous oxide is not permitted.

5.6. General Vehicle Safety Recommendations

5.6.1. Tank fillers must not protrude beyond the bodywork or be positioned in the Competitor compartment. The caps must have an efficient locking action to reduce the risk of opening during an accident and must be designed to prevent escape of fuel should the vehicle be inverted. It is

recommended that a non-return valve is incorporated in the vent system.

- 5.6.2. It is strongly recommended that a head restraint in the form of a head rest be fitted, as near to the Competitors helmet as possible. The head restraint when fitted must be capable of restraining a mass of 17kg decelerating at 5g.
- 5.6.3. Batteries – precautions should be taken to reduce the possibility of acid burns from a battery in the case of accident. Batteries should be secured within a non – conductive leak – proof compartment.
- 5.6.4. Electrical system – all wiring should be secured and well protected to reduce the risk of fire from electrical short circuits.
- 5.6.5. Fuel tanks and pipes – every effort should be made to isolate fuel tanks and pipes from the Competitor compartment. The risk of spillage from accident damage can be reduced with the use of bag type tanks or by coating metal tanks with GRP. Tanks should be located so that they are given maximum protection by the structure of the vehicle. Vents should be designed to avoid spillage if a vehicle becomes inverted.
- 5.6.6. Steering wheels – the types least likely to inflict injuries due to breakage should be selected. Uncovered wooden rims should be avoided.
- 5.6.7. Radiator caps – These caps should be positioned and shielded in such a way that that hot water or steam cannot scald the Competitor of the vehicle if they become opened or broken in an accident.
- 5.6.8. As a general principle, Competitors are advised to replace any safety item, helmet, seats, safety harness etc. should they have been involved in a severe accident.

5.7. Competitor Safety

It should be clearly understood that if the following texts do not clearly specify and/or overlook all cases that may arise during competition. It represents the bare minimum requirements that ensure competitor safety. Event officials may report cases where vehicles and/or competitor safety are of a risk and the Event Stewards may refuse entry of Competitors

Competitors are advised to seek clarifications relating to safety regulations prior to the event. Such clarification should be submitted by the Competitor in writing.

- 5.7.1. **Crash helmets:** Full-faced or open-faced helmets must be worn at all times during practice and competition. Approval of helmets at scrutiny is also conditional upon: Condition, Fit and Security.

5.7.2. Clothing: Appropriate non-synthetic clothing must be worn throughout the whole event. Competitor wearing thobes, slippers, etc will be denied entry.

5.7.3. Seatbelts: Must be worn during practice and competition. Standard seatbelts may be used in all classes, except for open-wheelers and single-seaters which require a minimum of a 3-point homologated harness.

5.7.4. Roll-bars/roll-cages: are required on open-wheelers and single seaters.

5.8. Numbers & Championship Identification

- 5.8.1. Cars will be identified by competition numbers and/or markings which will be provided by the organizers. They must be visible on each side of the car so as to be visible to the timekeepers.

Appendix A – Details of Vehicles Categories

Group A – Racing Cars

A1: Up to & including 2000 cc

All baseline or non baseline model cars with full racing specifications running either naturally aspirated or forced induction. Car can be assembled by manufacturer or end user in modified or unmodified condition.

Examples: Caterham 7 K series, Formula Ford, Formula BMW etc.

A2: Over 2000 cc + Modified Forced Induction cars

All baseline or non baseline model cars with full racing specifications running either naturally aspirated or forced induction. Car can be assembled by manufacturer or end user in modified or unmodified condition + All forced induction baseline models assembled by the manufacturer modified either by manufacturer or end user.

Examples: Mitsubishi Lancer Evo MR, Porsche 911 GT3 etc.

Group B – Unmodified F/I Production Cars

B1: Up to & including 2000 cc

All forced induction baseline models assembled by the manufacturer.

Examples: Mercedes E200 Kompressor, VW Golf GTi, Mini Cooper S, Mitsubishi Lancer Evo etc.

B2: Over 2000 cc + Modified N/A 8/10/12 cylinder cars

All forced induction baseline models assembled by the manufacturer + All naturally aspirated 8/10/12 cylinder baseline models modified either by manufacturer or end user.

Examples: Mercedes E55 AMG, Porsche 911 Turbo, Ford GT, BMW M5, Mercedes C55 AMG, Subaru Impreza WRX, Chevrolet Corvette Z06, Dodge Viper GTS etc.

Group C- Modified N/A Production Cars (4/5/6 cylinders)

C1: Up to & including 2000 cc

All naturally aspirated baseline models modified either by manufacturer or end user.

Examples: Honda Civic TypeR, Toyota TRD models, Mini Cooper Challenge etc.

C2: Over 2000 cc + Unmodified N/A 8/10/12 cylinder production cars

All naturally aspirated baseline models modified either by manufacturer or end user + All naturally aspirated 8/10/12 cylinder baseline models assembled by the manufacturer.

Examples: BMW M3, Mercedes E500, VW Golf R32, Renault Clio V6, Porsche 911 Carrera S, Chevrolet Corvette C6, Dodge Viper SRT/10 etc.

Group D- Unmodified N/A Production Cars (4/5/6 cylinders)

D1: Up to & including 2000 cc

All naturally aspirated baseline models assembled by the manufacturer.

Examples: BMW 318, Mercedes E200, VW Golf 2.0, Mini Cooper, Mitsubishi Lancer, Toyota Corolla, Honda Civic, Honda S2000 etc.

D2: Over 2000 cc

All naturally aspirated baseline models assembled by the manufacturer.

Examples: BMW 330, Mercedes E320, Porsche 911 Carrera, Toyota Supra Twin Cam, Nissan 350Z, Lexus GS300 etc.

Appendix B -Supplementary Regulation for Motorbikes

B 1. General

- B 1.1.** The **2011/2012 CRC National Sprint** (the Championship) will be organized and administered by the Circuit Racing Club of Bahrain (CRC) in accordance with the National Sporting Code of the Bahrain Motor Federation (BMF) – incorporating the provisions of the International Sporting Code and these Championship Rules & Regulations (R&R).
- B 1.2.** These regulations have been approved by the BMF and have been given a Championship Permit Number: xxxxxxx
- B 1.3.** The following Appendix highlights the supplementary regulations used for Motorbike categories.
- B 1.4.** This appendix is to be read in conjunction with CRC National Sprint regulations.

B 2. Event format

- B 2.1.** CRC National Sprint Event format SR 3.5 will be maintained. In addition to the following:
 - B 2.1.1.** With the discretion of the Race Director and/or Clerk or Course - Motorbikes will be allowed an extra warm-up lap prior to starting their heat(s). In such a case the competitor will be signaled by starter to take ONE warm up lap in order to warm up motorbike's tires.
- B 2.2.** Burn-outs or wheelies are NOT allowed. Such actions will result in an immediate disqualification and possible ban from participation in future events.
- B 2.3.** In the event of any incident on track, the session will immediately be stopped by means of red flags or lights. All drivers should slow down and head to the pits.

B 3. Safety Regulation

- B 3.1.** It should be clearly understood that if the following texts do not clearly specify and/or overlook all cases that may arise during competition. It represents the bare minimum requirements that ensure competitor safety. Event officials may report cases where vehicles and/or competitor safety are of a risk and the Event Stewards may refuse entry of Competitors.
- B 3.2.** Competitors are advised to seek clarifications relating to safety regulations prior to the event. Such clarification should be submitted by the Competitor in writing.
- B 3.3.** Eligibility to enter CRC National Sprints entails having the following driver safety gear as a minimum:
 - B 3.3.1.** Full face helmet with visor (trail helmets with goggles not allowed)
 - B 3.3.2.** Full Length Gloves with gauntlets extending past the wrist
 - B 3.3.3.** Full Leather Race Suit (1 piece or two piece with zipper connecting them)
 - B 3.3.4.** Race boots with full ankle support. (no ¾ boots or low cut boots)
 - B 3.3.5.** Back protection recommended but not required.

B 4. Bike Classifications

- B 4.1.** All baseline model bikes running normally aspirated stock engines.
- B 4.2.** Four stroke and two stroke engines allowed. Two strokes will fall into four stroke category double their engine size e.g. 400cc two stroke engines would fall in 750cc four stroke class.
- B 4.3.** Air intake, Brake system, Electronic Ignition, Exhaust, Race tires and Suspension upgrades are allowed in each class.
- B 4.4.** Nitrous is strictly prohibited.
- B 4.5.** All bikes must pass scrutineering before being allowed on track by BMC/CRC officials. Any bike deemed unsafe for racing will not be allowed to race.
- B 4.6.** All bikes must possess an easily accessible engine kill switch (stock bikes already have them.)
- B 4.7.** Bike classifications subject to change by officials should special circumstances arise.

B 4.8. The following Motorbike Classes will be utilized:

600cc Class: All 600cc bikes to fall in this class to include those such as the Kawasaki Ninja 636.

750cc Class: All 750cc class bikes.

1000cc Class: All 1000cc bikes also to include any 900cc bikes and the new 1098 Ducati.

1200cc+ Class: All 1200 and above bikes fall into this category such as the Kawasaki ZX-12,
Suzuki Hayabusa and Kawasaki ZX-14

V-Twin Class: (examples- Ducati Monster, Buell, BMW Boxer, etc)

Open Class: (Supercharged or Turbo system, Stroked Engine, Oversized Pistons, Etc.)