



2026 FLAT TRACK CANADA NATIONAL/PROVINCIAL RULES & REGULATIONS STANDARDS



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All updates are highlighted. See summary of changes on the last 2 pages

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SECTION 1: INTRODUCTION

1. Rules are subject to change with notice.
 - a. Changes will be announced at the riders meeting day of race and/or,
 - b. Changes will be published on the FTC or club websites/Facebook pages.
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.

SECTION 2: CLASSES

PROVINCIAL CLASSES	NATIONAL CLASSES
Open Novice	'Entry Level'
Open Intermediate	Open Novice
Open Expert	Open Intermediate
Ladies	Open Expert
Vintage Twins	Production Frame (DTX) Novice
Vintage Lite	Production Frame (DTX) Intermediate
Open Vintage	Production Frame (DTX) Expert
Veteran 30+	50cc
Veteran 50+	65cc
*Hooligan	85cc
*ATV Production	Youth 250
*ATV Open	Vintage Lite
	Open Vintage
	Veteran 40+
	Open ATV
	Production ATV
	ATV Youth
	Speedway

**Subject to local ruling, please contact promoter*

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 in levels of performance (Novice, Intermediate, and Expert).

2.2 Class Structure

2.2.1 'Entry Level'

1. Entry Level Class will be a classification intended for beginners to flat track.
2. Stock suspension setups from supermoto & motocross to compete in the class.
3. Engine displacements must be a minimum of 249cc & a maximum of 650cc.
4. 18", 19", & 21" approved flat track tires. Dunlop K180 comes in 18" & 21". We will also allow 17" supermoto tires that are non- slick compound, no knobbies
5. If a rider competes in this class, they cannot compete in any other class.

2.2.2 Open Novice

1. Engine displacements must be a minimum of 249cc & a maximum of 1149cc.
2. Flat track spec, trials spec, or street spec tires only (reference section 4.5)
3. Riders in this class are restricted from entering Intermediate or Expert classes.
4. Minimum age 13 years old (year of)

2.2.3 Open Intermediate

1. Engine displacements must be a minimum of 249cc & a maximum of 1149cc.
2. Flat track spec tire only
3. Wheel rim size must be 19"
4. Riders in this class are restricted from entering Novice or Expert
5. Minimum age 14 years old (year of)

2.2.4 Open Expert

1. Pros only, must apply for expert license.
2. Engine displacements must be a minimum of 249cc & a maximum of 1149cc.
3. Flat track spec tires only
4. Wheel rim size must be 19"
5. Riders in this class are restricted from entering Novice or Intermediate
6. Minimum age 15 years old (year of)

2.2.5 Production Frame Class/DTX (Novice, Intermediate, Expert) Classes

1. Modifications are allowed but limited to the requirements of engine displacement, minimum 249cc.
2. Restrictions are limited to the manufactured size of capacity i.e.. KTM 530, CRF450, YZF250 etc.
3. Stroker kits, or and any cc over-bore must not exceed more than 5% of OEM.
4. The model of bike must be in current production, but not limited to year.
5. The frame must remain stock to OEM specifications without modifications.
6. Flat track spec tire only
7. DTX Novice: minimum age 13 years old (year of)
8. DTX Intermediate: minimum age 14 years old (year of)
9. DTX Expert: minimum age 15 years old (year of)
10. Riders are restricted to only entering their own ability category.
11. Wheel rim size must be a 19" wheel for Intermediate and Expert classes.

2.2.6 50cc

1. Up to 50cc displacement
2. Tolerance of 5% overbore
3. Any tires
4. 50cc Shaft - no modifications to the bike except tires and comfort mods (e.g. handle bars and grips)
5. If registered in the 50cc class (either shaft or chain), riders can also participate in the other 50cc class (either shaft or chain) and/or the 65cc class. They cannot participate in any other youth classes.
6. Ages:

- a. Shaft: Minimum age 4 years old (year of)
- b. Chain: Minimum age 5 years old (year of)

2.2.7 65cc

1. Up to 65cc displacement
2. Tolerance of 5% overbore
3. Any tires
4. 70cc air cooled will race with 65cc. 110cc air cooled will race with 65cc.
5. If registered in the 65cc class, riders can also participate in the EITHER the 50cc class(es) (shaft and/or chain) OR the 85cc class. They cannot participate in the Youth 250 class.
6. Minimum age: 7 years old (year of)

2.2.8 85cc

1. Up to 85cc 2 stroke / Up to 150cc 4 stroke displacement
2. Tolerance of 5% overbore
3. Any tires
4. If registered in the 85cc class, riders can also participate in the EITHER the 65cc class OR the Youth 250 class. They cannot participate in any other youth classes or any adult classes, including the Novice class.
5. Minimum age: 9 years old (year of)

2.2.9 Youth 250

1. Minimum requirement: 85cc 2 stroke/ 150cc 4 stroke displacement. Maximum: 250cc 2 stroke or 4 stroke
2. Tolerance of 5% overbore
3. Any tires
4. If registered in the Youth 250 class, riders can also participate in EITHER the 85cc class OR Novice (as long as age requirements are met). They cannot participate in any other youth classes.
5. Minimum age: 9 years old (year of)

2.2.10 Ladies

1. Any displacement
2. Any tires

2.2.11 Vintage Twins

1. Motor model - at least 35 years old
2. Any displacement
3. Can be single cylinder or twin cylinder engine.
4. Flat track spec, trials spec, or street spec tires only (section 4.5)

2.2.12 Vintage Lite

1. Designed for 500 or smaller in the pre 1980's era
 - Air cooled 2 strokes
 - 250/350 Honda 4 strokes
 - XT/TT 500 2 Valve Yamaha
 - Triumph 500
 - Motorcycles must have a rear brake

Pre 1970's design with rigid rear section, brake optional

- Harley Aermacchi 250/350
 - Ducati 250/350
 - Honda 250/350 Twin
2. Flat track spec, trials spec, or street spec tires only (section 4.5)

2.2.13 Open Vintage

1. Designed for 4 valve 500cc or larger motorcycles 1980 or newer.
 - liquid cooled 2 strokes must be 1990 or older
 - 4 valve 500/600 Honda Engines
 - 650 Yamaha Twin
 - 650/750 Triumph Twin
 - Rotax 500/600
 - Motorcycles must have a rear brake
2. flat track spec, trials spec, or street spec tires only (section 4.5)

2.2.14 Veteran 30+

1. 30 years old and older only
2. Engine displacements must be a minimum of 249cc & a maximum of 1149cc.
3. Flat track spec, trials spec, or street spec tires only (section 4.5)

2.2.15 Veteran 40+

1. 40 years old and older only
2. Engine displacements must be a minimum of 249cc & a maximum of 1149cc.
3. Flat track spec, trials spec, or street spec tires only (section 4.5)

2.2.16 Veteran 50+

1. 50 years old and older only
2. Engine displacements must be a minimum of 249cc & a maximum of 1149cc.
3. Flat track spec, trials spec, or street spec tires only (section 4.5)

2.2.17 Hooligan

1. Over 750cc displacement
2. Twin cylinder only
3. Stock frame only
4. Flat track spec or street spec tires only (section 4.5)
5. Over 16 years old

ALL ATV's / Quads:

1. *The emergency contact cutter wire (Killswitch) is mandatory.*
2. *Must have "Cotter Pins" on wheel hubs or lock nut secured.*
3. *Nerf bars footrests are required*
4. *Maximum width 52 "*
5. *The engines must come from a quad or a motorcycle. No airplane turbine. No snowmobile engines.*
6. *No ethanol / methanol, nitromethanol, or alcohol style gasoline will be allowed. Oxygenated gasoline is permitted.*
7. *The use of original OEM chassis is required. They can be strengthened.*

2.2.18 Open Pro

1. *Accepted engines must come from a quad or motorcycle.*
2. *2 strokes or 4 strokes.*
3. *Turbo accepted.*
4. *No turbine engine.*
5. *Must use a REQUIRED flat track style tire.*
6. *1149cc max*
7. *Minimum age: 16 years old (year of)*
8. *Number plate Front and Rear*

2.2.19 ATV PRO-AM 4-STROKE

1. *Accepted engines must be 4-stroke type.*
2. *Must use a REQUIRED flat track style tire.*
3. *Amateur drivers must have a recognized racing experience or authorization from the Race Direction and the Pilot Representative.*
4. *Minimum age: 16 years old (year of)*
5. *Number plate Front and Rear*

2.2.20 ATV PRO-AM Production 2 and 4 stroke

1. *Must be OEM Chassis*
2. *Must be a production based ATV engine with matching frame*
3. *Must have flat track style tires*
4. *2 stroke 370 cc limit 4 stroke 550cc limit*
5. *Only gasoline*
6. *Minimum age: 16 years old (year of)*
7. *Number plates on front and rear*

2.2.21 AMATEUR OPEN

1. *Tires with regular crampons and flat-track tires are accepted.*
2. *Original OEM chassis use is required. They can be strengthened.*
3. *Engine limit: 2 Strokes 500cc 4 Strokes 750cc*
4. *Minimum age: 13 years old (year of)*
5. *Number plate front and Rear*

2.2.22 ATV YOUTH

1. *250cc and less*
2. *All kinds of tires*
3. *original chassis*
4. *Age: 8-12 years (year of)*

SECTION 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 items may be mandatory in certain race events or all future events.

3.2 Mandatory Equipment

1. A full-face style or MX 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 **M2020** (Notice: in 2027, this will change to Snell2025)
 - c. United Nations: Regulation ECE 22.05 or ECE 22.06 P or J - manufactured within a 5 year period
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 and shinbone. Boots must be intended for use of competitive motorcycle riding.
6. Riding gear:
 - a. Motocross apparel which includes MX style of jersey and pants
 - b. Leather or Kevlar suit on tracks larger than 3/8 mile

3.3 Highly Recommended Equipment

1. Leather or Kevlar suit
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. Hot shoe of steel construction with hard-faced sole
8. Secondary tape over on hot shoe strap
9. Hearing protection
10. Tear aways or roll offs to protect visuals

SECTION 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. Referees or Tech Inspection manager will be using sections 4.2 and 4.3 as a checklist guide while processing the motorcycle through tech.

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 and foot pegs must be able to fold.
4. Control levers must have ball ends.
5. Front brake must be inoperable or removed.
6. Rear brake and pedal must be operable.
7. All kickstands must be removed.
8. Catch cans must be made of a rigid, heat resistant material.
9. Wheel Bearings must have no major movement or side to side play.
10. Spoke(s) must not be loose or missing.
11. Throttle controls must have good response time and not stick.
12. Rotors must be free of cracks.
13. Swing arm pivot must have no free play or be loose.
14. Exhaust must be tight and mounted in at least two location points (promote safety wiring)
15. Accessories considered dangerous by the inspector must be removed.
16. Make sure mounting brackets on fuel tanks are securely fastened and tight.
17. All sign in stickers must be placed at the top of the number plate.
18. Any contingency programs will be inspected and regulated at tech inspection.

4.3 ATV

1. Total ATV width cannot exceed 52”.
2. A working kill switch tether must be equipped.
3. Nerf bars must be equipped.
4. Cotter pins must be in place on wheel bearing ends and tie rods and ball joints.

4.4 Race Numbers

1. Race numbers may require registration; contact local race promoter for availability.
2. Race numbers must be positioned on the front and both sides of the machine.
3. Number plates should be at least 10 inches wide by 8 inches high.
4. The number plates must not have sharp corners.
5. Numbers should be at least 5 inches high with a 1 inch stroke.
6. Letter suffix should be 3 inches with 3/4 inch stroke.
7. Letter suffix is required when competing in the National Series or outside of registered district as outlined on Table 1.
8. The background colour of the number plate must be a solid colour and cannot be a holographic/iridescent style

Table 1: District Letter Suffixes

District	Letter Suffix
British Columbia	B
Alberta	A
Saskatchewan	S
Manitoba	M
Ontario	T
Quebec	Q

9. The National Series competition requires specific colour combinations based on class (as outlined in Table 2).

Table 2: National Number Plate Colour Requirement

Class	Text Colour	Background Colour
Novice	Red	White
Intermediate	White	Black
Expert	Black	White
All other classes	Black	White
Current Expert Champion	White or Silver	Red

The background colour of the number plate must be a solid colour and cannot be a holographic/iridescent style

10. Riders competing in Provincial Series are recommended to follow the colour combinations outlined in Table 2, but any high contrast colour combination will be accepted.

4.5 Tires

- Any motorcycle with incorrect tires fitted will not be allowed to start a race until the machine has been modified accordingly. Not all tires are permitted in all classes. See Section 2.2 Class Structure for more information.
- Regulations apply to the rear tire only (provincial level). Regulations apply to front and rear (national level).
- Tire cutting or grooving is permitted.
- Tire doping is permitted.
- Tire warmers are permitted.

4.5.1 Flat Track Tire Specification

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

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

4.5.2 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:

- Dunlop D803GP
- Kenda Equilibrium
- Michelin Trial X/Trial Lite
- Pirelli MT 43
- Shinko R505/SR421

4.5.3 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

4.5.4 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

4.6 Fuel

1. All engines must be naturally aspirated unless specifically stated otherwise
2. No methanol, No Nitro, No Alcohol fuels (excluding speedway)
3. Race Fuels Permitted
4. Aviation Fuels Permitted
5. Oxygenated Race Fuels Permitted

SECTION 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 an annual membership
 - c. Register in desired classes
 - d. Pass tech inspection
 - e. Attend riders meeting
 - f. Participate in practice
2. A rider is required to be in good medical standing and should not race or practice with a pre- existing condition that can cause further harm to themselves or anyone else by participating during the practice or race.
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.
5. Riders are encouraged to get an annual baseline assessment at an IMPACT clinic.
www.impacttest.com

SECTION 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 at the referees discretion.

6.1.2 Warning Flags / Lights

1. **Yellow Flag / Light:** Indicates a potentially hazardous situation on or near the track. Passing is not allowed in the caution area. Exercise caution. If passing occurs a rider may be subject to a penalty of 3 positions.
2. If a rider accidentally passes another rider in the caution zone, he may give the opportunity for the rider to pass back immediately to avoid penalty.
3. **Medical Flag:** When a rider is down and requires EMS. It is the same as a Red Flag/Light. The race stops. Functional Riders are to proceed to Hot Box by staging.

6.1.3 Courtesy Flags

1. **White Flag:** Indicates the final lap of a race.
2. **Blue and Green Flags Crossed:** Indicates 1/2 total race distance.
3. **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/gates are referred to as numbers, the lowest number being the pole or starting position closest to the infield with starting position increment to the right.
3. 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. Maximum number of rows is determined on a track by track, race by race, basis.
5. A penalty row will be the 4th row, regardless of the number of qualifying rows.
6. At National Series events, a maximum of 18 riders will race in a main event; grid form, 6 riders per row, with 3 rows plus a penalty row. Rider count may be reduced based on track conditions, which will be stated in the riders meeting.

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. Practice sessions will be grouped by class
4. A rider must ride the motorcycle correlating to the particular class in which he/she signed up for. Failure to do so will result in a penalty of the rider starting on the penalty line for their heat race for that class.
 - a. The exception to this is if they have been granted permission from the referee to practice in a different class. Permission must be granted before their practice begins.

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 based on the points standings.
4. Heat races will be timed from the start of the race to the first to cross the finish line.
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.
 - a. If the rider has a DNF or a DNS in a heat, they will be allowed to race in the final, but they must start from the penalty row. DNF riders will get first pick on the penalty row, followed by DNS riders. If multiple riders DNF in their heats, the rider who finished the most laps in their heat will get first pick, and the rider who finished the least number of laps in their heat will get last pick. (This will only occur if there are available positions for them in the final. See [rule 6.2 #6](#) regarding the maximum number of racers (18 riders)).
6. In the event where more than 18 Riders are signed up for a class, the top 12 riders qualify from their heat races, the remaining riders transfer to an LCQ. The top 6 finishers from the LCQ transfer to the Main Event. If the track cannot facilitate 18 riders, then there won't be an LCQ.

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 6 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. The Dash for Cash race will be a sprint race of 4 laps.
4. The winner receives 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 track cannot facilitate 18 riders which can vary based on track size or conditions, 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 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 30 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.

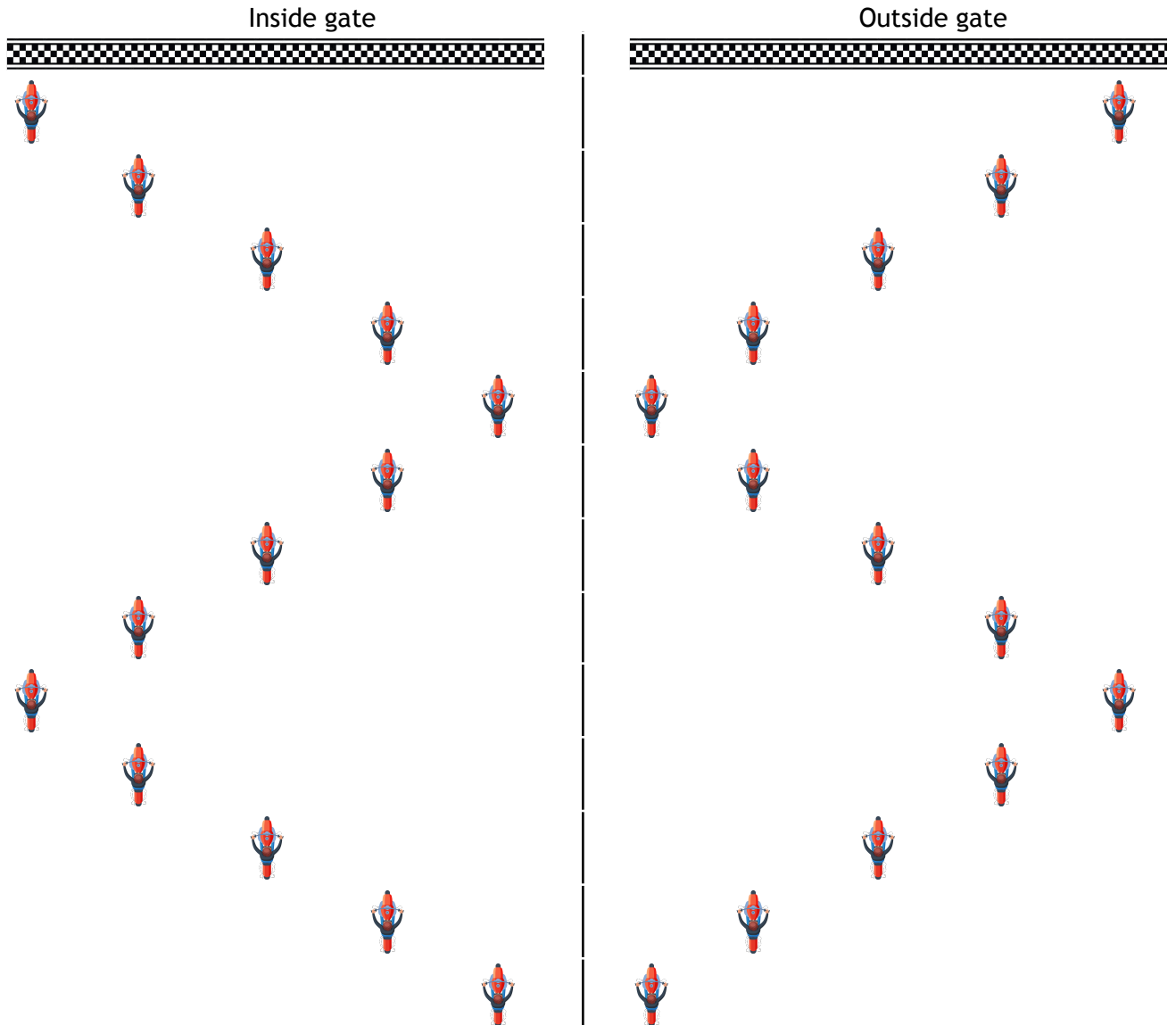
6.5 Starts

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. Any non-running motorcycles will be scored as a DNS. If this occurs under a restart, it will be scored as DNF.
4. The Referee will position the front wheel at the start line, riders are not permitted to roll backwards 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. The Main event posted order allows riders to choose their gate positions in the order they are posted. e.g. Race order has riders 53, 22, 73, 49... rider 53 has first choice, 22 has second choice, 73 has third choice etc.
7. Riders must start a main event on the same bike they finished on in their heat race. If they switch bikes, they must notify the Referee and will start from the penalty line. Failure to notify the referee could result in a disqualification.
8. 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 has not taken place, the rider will be given a maximum of 2 minutes to resolve their issue. He/she may receive help from their mechanic. The motorcycle may leave the track during these 2 minutes (if the race has not yet been started with a green light). If the rider is not back on the start within the 2 minutes he/she will receive a DNF.
 - 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. As per Rule 6.2 #5, “A penalty row will be the 4th row, regardless of the number of qualifying rows.”
3. If a rider jumps the start a second time, the rider will receive a DNF.
 - a. If this occurs in a heat, the rider is still eligible to join the final (if there is no LCQ). They will start on the penalty row.
 - b. If this occurs in an LCQ, the rider will not be eligible to join the final.
 - c. If this occurs in a final, the rider will be disqualified and not receive any points.
4. Riders that have crashed must restart from the penalty line if they choose to rejoin the race.
5. Rolling the start before the green light will be considered the same as a false start, which will result in penalization.
6. If a race is restarted with 2 or fewer laps completed by the race leader, a grid style restart takes place. Any penalized riders restart from the penalty line.
7. If a race is restarted with 3 or more laps completed by the race leader, a ‘staggered’ restart takes place with the penalized riders at the back of the line.
 - a. The staggered starting line will have individual starting positions that run backward at an angle from the pole position (inside or outside) to position 5 on the opposite side of the designated starting area. Following a zig-zag pattern, positions 5 through 9 will then be placed in an angle backwards in the opposite direction, and this pattern will repeat until all positions have been placed.



- b. The rider in position 1 will decide if they want to start in the inside or outside gate position.

- c. Each rider will line up behind and approximately 3 feet to the side of the rider in front of them and with the leading edge of their front wheel in line with the trailing edge of the rear wheel of the rider in front of them.
 - d. If the width of the track does not allow for the staggered start to have 5 riders across the track, the number will be reduced.
8. If a restart was grid style, then the restart is completed with the full number of laps. If the restart was a staggered start, then the restart is finished 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.
 9. 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.
 10. 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, among each other.
 11. If multiple riders cause a false start, multiple riders are penalized.
 19. A rider is not permitted to switch motorcycles on a restart.
 20. Riders awaiting a crashed rider to return to a race may perform maintenance such as add fuel, add tear offs, or fix flat tires; riders are not permitted to change tires. The motorcycle is not permitted to leave the track during a red flag; doing so may result in disqualification of the rider. The Referee will give riders a 2 minute warning to be at the start line, riders not ready after the 2 minutes will receive a DNF.

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 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.
7. 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). The exception would be if the rider has been disqualified; in that case, no points are earned.
8. In the case where multiple riders DNF and/or riders have been lapped it will come down to who finished more fractional laps.
9. If two riders crashed together, then it would revert back to their respective positions the lap prior.

10. 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.
11. In the event of a tie, prize money and points will be tallied together and divided evenly between the two riders.
12. If a class is run, points will be awarded. There is no minimum number of riders that need to be registered in the class for points to be awarded.

6.9 Protests

1. A protest must be made within 15 minutes of the race in question and can be made verbally or written to the main race referee. (provincial)
2. On a National Level;
 - a. A protest must be made in writing and handed in to the chief referee within 30 minutes of the race in question.
 - b. A protest must have the subsections in reference to the infraction which clearly help define the infraction.
 - c. Rule Infraction Protest is subject to a \$50 fee.
 - d. External Bike Infraction Protest is subject to a \$50 fee
 - e. Engine Infraction Protest (150cc or less) subject to a \$250 fee
 - f. Engine Infraction Protest (249cc or higher where applicable) subject to \$450 fee
 - g. Rider that is protested will be awarded \$200 (150cc or less) or \$400 if they pass and meet specifications.
 - h. Fees will be refunded if protest is upheld.

SECTION 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

7.1.2 Tie Breakers

1. In the event of a tie for the Championship (or any other position) at the end of the season, the tie will be broken using the following criteria:
 - a. The rider with the most 1st place finishes in the season.
 - b. If they have the same number of 1st place finishes, then it is the rider who won the final race of the year.
 - c. If neither rider won the final race of the year, then it is the rider who had the best finish at the final race of the year.

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 Referee

1. Must complete all forms and hand in to club 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. A referee or FTC authorized rules official may penalize a rider based on their actions. Penalties may be subsequent of championship points and/or a fine, and/or a suspension.

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 or suspension.
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/ incident and hand them into club office, 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 4 (four) 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. The committee is pre-selected delegate officials made up from across Canada.
4. 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 or be present in designated zones.
2. Corner Marshals must have a yellow and red cross 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 for the safety of riders.
5. Only authorized personnel are permitted on the track during an active race.

SECTION 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.

LCQ

Last Chance Qualifier - Which is a consolation final to allow riders to transfer from this race to their main event.

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 among 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.

Summary of Rule Changes (2025 vs 2026)

- [2.2.6](#) (50cc class):
 - Added rule 5: If registered in the 50cc class (either shaft or chain), riders can also participate in the other 50cc class (either shaft or chain) and/or the 65cc class. They cannot participate in any other youth classes.
 - Add rule 6: Ages:
 - Shaft: Minimum age 4 years old (year of)
 - Chain: Minimum age 5 years old (year of)
- [2.2.7](#) (65cc class):
 - Added rule 5: If registered in the 65cc class, riders can also participate in the EITHER the 50cc class(es) (shaft and/or chain) OR the 85cc class. They cannot participate in the Youth 250 class.
 - Add rule 6: Minimum age: 7 years old (year of)
- [2.2.8](#) (85cc class):
 - Added rule 4: If registered in the 85cc class, riders can also participate in the EITHER the 65cc class OR the Youth 250 class. They cannot participate in any other youth classes or any adult classes, including the Novice class.
 - Add rule 5: Minimum age: 9 years old (year of)
- Added section [2.2.9](#) for Youth 250 class
 - Minimum requirement: 85cc 2 stroke / 150cc 4 stroke displacement. Maximum: 250cc 2 stroke or 4 stroke
 - Tolerance of 5% overbore
 - Any tires
 - If registered in the Youth 250 class, riders can also participate in EITHER the 85cc class OR Novice (as long as age requirements are met). They cannot participate in any other youth classes.
 - Minimum age: 9 years old (year of)
- [3.2](#), rule 1b:
 - Changed from: USA: Snell M2015
 - Changed to: USA: Snell M2020
- [4.4](#), rule 8:
 - Added: The background colour of the number plate must be a solid colour and cannot be a holographic/iridescent style
 - Reason: *the holographic plates become very hard to read at night and create a visibility issue for lap scoring and officials*
- [6.2](#), rule 5:
 - Changed from: A penalty row will be established one row behind the last row.
 - Changed to: A penalty row will be the 4th row, regardless of the number of qualifying rows.
- [6.3.2](#), rule 4:
 - Added section a: The exception to this is if they have been granted permission from the referee to practice in a different class. Permission must be granted before their practice begins.
- [6.3.3](#), rule 5:
 - Added section a: If the rider has a DNF or a DNS in a heat, they will be allowed to race in the final, but they must start from the penalty row. DNF riders will get first pick on the penalty row, followed by DNS riders. If multiple riders DNF in their heats, the rider who finished the most laps in their heat will get first pick, and the rider who finished the least number of laps in their heat will get last pick. (This will only occur if there are available positions for them in the final. See [rule 6.2 #6](#) regarding the maximum number of racers (18 riders)).

- Reason: *racers who qualified for the final should have an advantage over racers who did not finish their heat.*

As a result of changes to 6.2, rule 5, the following rules have been updated for consistency:

- [6.6](#), rule 2:
 - Change from “Riders who jump the start will restart from the penalty line. The penalty line is 1 row behind the last qualifying row (e.g. if there are riders on the 1st and 2nd rows, the penalty line is the 3rd row for that race).”
 - Change to: “Riders who jump the start will restart from the penalty line. As per Rule 6.2 #5, the penalty row will be the 4th row, regardless of the number of qualifying rows.”

As a result of changes to 6.3.3, the following rules have been updated for consistency:

- [6.6](#), rule #3a:
 - Change from: “If this occurs in a heat, the rider is still eligible to join the final (if there is no LCQ) and will get the last gate position.”
 - Change to: “If this occurs in a heat, the rider is still eligible to join the final (if there is no LCQ). They will start on the penalty row.”

Changes to class structure:

- Eliminated classes that have not run in years

Upcoming Rule Changes for 2027

[3.2](#), rule 1b: Snell certification will change from Snell2020 to Snell 2025