



GP-Pro Series Regulations

1.1 ROUNDS

There will be four two-day events in 2010.

6th & 7th March 2010 @ Mepal

8th & 9th May 2010 @ Culham

3rd & 4th July 2010 @ Foxhills

4th & 5th September 2010 @ Whitby

1.2 ELIGIBILITY, CLASSES and MACHINES,

The GP-Pro class is open to any adult rider holding a current Licence issued by ACU and SACU. Also open to riders holding a current national or international licence issued by a UEM FMN. All riders not holding an ACU or SACU licence must carry proof of Insurance and a written start permission document Issued by their FMN (Including MCUI).

One-day event licences will only be issued to riders not holding an ACU or SACU licence at a charge of £10 per day.

1.3 ENTRIES

The registration fee is £50.00, non-returnable. The registration form must be completed and returned to the Club by the closing date of 22nd February 2010. Cheques made payable to CJSC.

The closing date for entries is two weeks before the event and the entry fee is £50.00 per day, registered riders applying before the official closing date are guaranteed an entry in to the event.

Entry forms and fees should be forwarded to;

Mr C Browning MX Moto Ltd 12 Weeley Road Little Clacton Essex CO16 9EY Please make cheques payable to C.J.S.C. & on the reverse write your cheque guarantee number, address & rider's name.

1.3.1 Non Registered Riders.

Entries may be accepted from non-registered riders to compete in the championship races at a cost of £65.00 per day (One event Championship entry), if places are available, after the official closing date.

1.3.2 An entry by a rider entitles them to receive an official programme list free of charge.

1.3.3 Riders must present themselves at signing on and show their own licences. The licence photograph will be checked with the actual rider. Failure to adhere will render the rider disqualified from the meeting.

2. Technical Control

2.1 TECHNICAL CONTROL

Machines, maximum two per rider, must be presented to Technical Control, together with helmet and clothing. All must comply with ACU regulations. Random scrutineering will take place during the meeting. Riding numbers must be clearly displayed.

2.1.1 Registered riders will be issued with a front number plate background with allocated series number printed, which must be attached to the bike. Failure to do this may mean that points are forfeited in any race that the bike does not conform to this rule.

2.1.2 Technical control will be open from 7.00pm until 8.00pm on Friday and from 7.30am until 8.30am on Saturday. Sound Testing and Engine Measuring may be carried out during the meeting at the discretion of the Clerk of the Course.

2.1.3 Transponders

All registered riders must own their own transponder for which it is their responsibility to ensure that it is fully charged (14 hours as per the manufacturers instructions) and fitted to the machine used in all practices, qualifying sessions and races. The organisers and timekeepers will take no responsibility for the results of riders who fail to fit a charged transponder to their machine.

2.2 SOUND CONTROL

Sound Control after a race –Any rider whose machine is above the limit (dB/A 94 (fourstroke) and dB/A 96 (twostroke)+ *2dB/A post race tolerance*) – whether it be one of the riders chosen at random or any other rider whose motorcycle is controlled/verified – may be penalised by having 1 minute added to the race time of the race in question.

Should a machines silencer be lost or damaged in such a way that the entire baffling has been lost during a race a board displaying the word ‘NOISE’, along with their number, shall be shown to the rider in question at the finish line. The rider may only pass the board on two occasions and on the second occasion will be shown the Black Flag and disqualified from the race in question. Under these circumstances no Sound Test shall be undertaken.

2.3 RIDING NUMBERS

CJSC will allocate riding numbers to registered riders, please remember that riding numbers from the previous year are not automatically carried over.

2.4 NUMBER PLATES

The number plate must always display the number of the rider.

3. Running of the Meeting

3.1 BRIEFINGS

It is compulsory for Organisers to hold a Riders and Marshals Briefing at each meeting. The riders briefing will take place at 09.00am on Saturday morning.

3.2 FLAG SIGNALS

Red: ALL riders must stop - (riders must not pass a red flag unless authorised to do so and then only proceed at a slow pace.

Yellow Motionless: Danger, take care. Drive Slowly

Yellow Waved: Great Danger, prepare to stop, no overtaking

Blue: Warning, you are about to be lapped

Black with rider No: That rider to stop immediately

Green: Riders under Starting Orders White with Green Cross Medical attention necessary If a different flag is used to call attention it must be notified to the medical staff before the commencement of practice NB: "Waved" means a flag should be moved up and down through an arc of 45 degrees and not indiscriminately.

3.3 PROGRAMME OF EVENTS

Saturday

GP-Pro 5 mins free Practice & 15 mins Timed Qualification for gate positions.

Auto's 3 laps free Practice.

65's 3 laps free Practice.

Small Wheel 85's 3 laps free Practice.

Adults 3 laps free Practice.

Big Wheel 85's 3 laps free Practice.

Seniors 3 laps free Practice.

Race 1 Cobra Cup Challenge Auto 8 mins + 1 lap.

Race 1 Junior 8 mins + 1 lap.

Race 1 85SW 10 mins + 1 lap.

Race 1 GP Pro 25 mins + 1 lap.

Race 1 85BW 10 mins + 1 lap.

Race 1 Seniors 12 mins + 1 lap.

Race 1 Adults 12 mins + 1 lap.

Race 2 Cobra Cup Challenge Auto 8 mins + 1 lap

Race 2 Junior 8 mins + 1 lap.

Race 2 85SW 10 mins + 1 lap.

Race 2 GP Pro 25 mins + 1 lap.

Race 2 85BW 10 mins + 1 lap.

Race 2 Seniors 12 mins + 1 lap.

Race 2 Adults 12 mins + 1 lap.

Race 3 Cobra Cup Challenge Auto 8 mins + 1 lap

Race 3 Junior 8 mins + 1 lap.

Race 3 85SW 10 mins + 1 lap.

Race 3 85BW 10 mins + 1 lap.

Race 3 Seniors 12 mins + 1 lap.

Race 3 Adults 12 mins + 1 lap.

Sunday

GP-Pro 15 minutes of free Practice.

Auto's 3 laps free Practice.

65's 3 laps free Practice.

Small Wheel 85's 3 laps free Practice.

Adults 3 laps free practice.

Big Wheel 85's 3 laps free Practice.

Seniors 3 laps free Practice.

Race 1 Cobra Cup Challenge Auto 8 mins + 1 lap.

Race 1 Junior 8 mins + 1 lap.

Race 1 85SW 10 mins + 1 lap.

Race 1 GP Pro 25 mins + 1 lap.

Race 1 85BW 10 mins + 1 lap.

Race 1 Seniors 12 mins + 1 lap.

Race 1 Adults 12 mins + 1 lap.

Race 2 Cobra Cup Challenge Auto 8 mins + 1 lap.

Race 2 Junior 8 mins + 1 lap.

Race 2 85SW 10 mins + 1 lap.

Race 2 GP Pro 25 mins + 1 lap.

Race 2 85BW 10 mins + 1 lap.

Race 2 Seniors 12 mins + 1 lap.

Race 2 Adults 12 mins + 1 lap.

Race 3 Cobra Cup Challenge Auto 8 mins + 1 lap.

Race 3 Junior 8 mins + 1 lap.

Race 3 85SW 10 mins + 1 lap.

Race 3 85BW 10 mins + 1 lap.

Race 3 Seniors 12 mins + 1 lap.

Race 3 Adults 12 mins + 1 lap.

3.4 RACE DURATION

Auto 8 mins + 1 lap.

Junior 8 minutes + 1 lap.

SW 85 10 minutes + 1 lap.

BW 85 10 minutes + 1 lap.

Seniors 12 minutes + 1 lap.

Adults 14 minutes + 1 lap.

GP-Pro 25 minutes + 1 lap.

3.5 START POSITIONS

Riders will go to the line in order of their timed qualification position.

3.6 WAITING ZONE

The waiting zone will close when the first rider is called to the start line. Once in the waiting zone a machine cannot be exchanged for a spare.

3.7 CHOICE OF MACHINE

In order that an up-to-date programme may be available it is important that Organisers are informed of any changes to machines. A maximum of two machines is permitted. Riders have the possibility to change machines between races. The final choice of machine is made by the rider upon his entry of the Waiting Zone, which closes when the first rider is called to the start line. Once in the Waiting Zone a machine cannot be changed.

3.8 START

The start will be live engine, clutch type.

Once a rider has taken his position at the start gate, he cannot change it.

A rider is deemed to be under starters orders having been called to the start line, the starter will hold up a green flag from which moment the riders are under his control, until all riders are on the start line. When all the riders are on the start line, the starter will hold up a 15 second board for a full 15 seconds. At the end of the 15 seconds, he will hold up a 5 second board and the gate will drop between 5 and 10 seconds after the 5-second board is shown. Riders, who have mechanical problems in the waiting zone and do not succeed in repairing their motorcycle before this time, must remain in the waiting zone until the gate has dropped. Once the gate has dropped they can enter the starting area and resume the race. The penalty for violation of this regulation is disqualification from the race in question. Riders having mechanical problems at the starting gate must wait for assistance until the gate has dropped. Once the gate has dropped, their mechanic(s) may assist at the gate. The penalty for violation of this regulation is disqualification from the race in question. Mechanics can only access the start area from the waiting zone and cannot enter any other prohibited areas to carry out the task. No one except RIDERS and OFFICIALS shall be permitted to the area of the starting gate. Riders are allowed to groom the area behind the start gate only, provided no tools are used or outside assistance provided. All riders must be able to sit astride their machine with one foot firmly on the ground and must be able to control gear lever or the foot brake with the other foot.

3.9 FALSE STARTS

All false starts shall be indicated by waving a red flag. All riders will have to go back to the waiting zone and await further announcement regarding the re-start. A rider who has not been admitted in the initial start cannot be introduced after a false start. In the case that the restart will take place immediately riders may only exchange their machine in the

Waiting Zone. In the case that the re-start will not take place immediately riders will return to the waiting zone to be instructed if they can return to the paddock and if so a change of machine will be allowed. The final choice must be made 10 minutes before the restart, when the Waiting Zone will close.

3.10 STOPPING A RACE

The Clerk of the Course has the right, on his own initiative, for urgent safety reasons, or other cases of force majeure, to stop a race prematurely or cancel a part or the whole of a meeting. The Clerk of the Course may disqualify one or more riders, deemed to be at fault for the race being stopped, from taking part in the restart.

If a race is stopped after the leader has completed 50% of the race distance, rounded down to the nearest number of laps, it will be considered to have finished. The order of classification shall be based upon the order of the last crossing the finish line prior to the showing of the red flag and only competitors who are racing at the showing of the red flag and have completed 50% of the number of laps completed by the race leader will be classified. If a race is stopped after the leader(s) has taken the chequered flag they will be classified as having finished the race. The order of classification for those riders who have not taken the chequered flag shall be based upon the order of the last crossing

the finish line prior to the showing of the red flag, and only competitors who are racing at the showing of the red flag and have completed 50% of the overall race distance will be classified.

3.11 SIGNALLING AREA

The signalling area will be behind chestnut fencing. A driver who enters the paddock with his machine during the race will not be allowed to resume the race.

3.12 POINTS

| | | | |
|-----------------------|-----------------------|-----------------------|-----------------------|
| 1 st - 45 | 11 th - 30 | 21 st - 20 | 31 st - 10 |
| 2 nd - 43 | 12 th - 29 | 22 nd - 19 | 32 nd - 9 |
| 3 rd - 41 | 13 th - 28 | 23 rd - 18 | 33 rd - 8 |
| 4 th - 39 | 14 th - 27 | 24 th - 17 | 34 th - 7 |
| 5 th - 37 | 15 th - 26 | 25 th - 16 | 35 th - 6 |
| 6 th - 35 | 16 th - 25 | 26 th - 15 | 36 th - 5 |
| 7 th - 34 | 17 th - 24 | 27 th - 14 | 37 th - 4 |
| 8 th - 33 | 18 th - 23 | 28 th - 13 | 38 th - 3 |
| 9 th - 32 | 19 th - 22 | 29 th - 12 | 39 th - 2 |
| 10 th - 31 | 20 th - 21 | 30 th - 11 | 40 th - 1 |

To be classed as a finisher you must complete 75% (Rounded down) for the adult classes of the number of completed laps of the race winner. Riders do not need to pass the chequered flag to be classified as a finisher. If a rider does not complete their final lap within 5 minutes of the winner crossing the finish line, that lap will not count towards their score.

3.13 RESULTS

Results should be displayed on the official notice board after the finish of each race and qualifying session. The actual points accrued in the races at the meeting by riders will be carried forward for the overall Championship Results.

3.14 OVERALL WINNERS ON THE DAY

The overall winner on the day will be decided on the highest number of Championship Points over the day's races.

If a tie occurs in the overall standings for the day the following procedure will be used:

a) In favour of the rider scoring the highest points in the last race counting towards the championship at that event.

3.15 FINAL CHAMPIONSHIP STANDINGS

If a tie occurs in the final championship standings the following procedure will be used:

a) In favour of the rider gaining the greater number of first places, or if this fails to decide a tie, then a favour of the rider gaining the greater number of second places and so on down to 40th place.

b) If this fails to decide a tie, then it will be resolved by the rider scoring the highest points in the last race in which the riders rode together. All rounds will count towards Championship series.

3.16 OUTSIDE ASSISTANCE, COURSE CUTTING

Any outside assistance on the course is forbidden during the qualifying practice(s) and the race(s) unless it is carried out by a marshal appointed by the organiser to carry out his duty in the interests of safety. The penalty for violation of this regulation may be disqualification.

Marshals must not leave their point to assist fallen riders under any circumstances.

If for any reason a rider leaves the course, he must rejoin it as closely as possible to the point where he left the course, without any outside assistance. The rider must not gain an advantage. The penalty may be disqualification. Riders receiving signals from persons associated with them in prohibited areas may be disqualified.

3.17 TROPHIES

Trophies will be awarded down to 6th place in the GP-Pro Series championship based on the overall results on the day.

3.18 PRIZE MONEY

Prize money will be awarded for the following class on the overall series result.

| | | | |
|--------------------------|-------------------------|-------------------------|-------------------------|
| 1 st - £2,500 | 6 th - £200 | 11 th - £ 80 | 16 th - £ 55 |
| 2 nd - £1,000 | 7 th - £150 | 12 th - £ 75 | 17 th - £ 50 |
| 3 rd - £ 750 | 8 th - £100 | 13 th - £ 70 | 18 th - £ 45 |
| 4 th - £ 300 | 9 th - £ 90 | 14 th - £ 65 | 19 th - £ 40 |
| 5 th - £ 250 | 10 th - £ 85 | 15 th - £ 60 | 20 th - £ 35 |

All prize money up to and including fourth will be paid on the last Championship day of the event but if unforeseen circumstances arise, on the day, it must then be paid within 7 days of the meeting. In all cases prize money will be paid to the riders parent/guardian on production of the riders licence for identification.

3.19 CHAMPIONSHIP WINNERS PRESENTATION

The top three series winners will be presented with their awards at the Clubs annual presentation evening at a date to be announced.

4. General

4.1 CLASSIFICATION

At the end of the championship the rider with the highest number of points will be declared the: 2009 GP-Pro Series Champion.

4.2 PADDOCKS/CAR PARK/ENVIRONMENTAL ISSUES

Riding of machines in the paddock is strictly prohibited and warning signs should be erected. Machines should be pushed with engines dead. Riding of machines at a slow pace can be permitted if designated lanes protected from the public are used. Machines must be pushed upon exiting from any point on these lanes. Riding to and from the paddock – In exceptional circumstances and only if permitted by the Clerk of the Course, riders may ride their machines but must not exceed first gear idle when travelling to and from the paddock area and must always wear a helmet. Engines must not be started until permission is given.

SILENCE IN THE PADDOCK WILL BE CALLED AT 11.00pm

Used engine oil to be discarded in the oil drum provided by the organisers.

All dogs must be secured on a lead at all times. Riders must park in designated areas, riders will be asked to move their vehicles if they obstruct areas within the paddock, failure to move when requested may result in disqualification.

4.3 PARENTAL RESPONSIBILITY

It is the responsibility of parent / guardians to ensure that their children stay within the confines of the event site. Parents must not allow their children onto the circuit whilst heavy machinery is operating

4.4 WASHING OF MACHINES

If an area is provided for the washing of machines, this must be used and at the same time no detergents or bio-degradable products will be permitted.

4.5 CAMPING

There will be no camping fees payable to the organisers.

4.6 MARSHALLING

Riders will not be asked to supply Marshals at the events, however in unforeseen circumstances or situation of force majeure parents may be asked to assist with Marshalling duties.