



NATIONAL RULEBOOK GUIDELINES 2026



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RULEBOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events all participants are deemed to have complied with these rules.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF, OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The Director of Competition/Event Director shall be empowered to permit deviations from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements.

By signing an entry form and membership application, every competitor (including the rider, team member and/or bike owner) agrees to be subject to the rules of this book and any printed supplements.

Since it is impossible to anticipate every circumstance, the Series Official responsible for operation of each racing event will rule on any area of dispute that is not clearly covered by these rules.

Decisions will be rendered by focusing on the following: common sense, fair play and good sportsmanship. The word of the Referee/Race Director on these "grey areas" will be considered final.

CHAPTER 1: GENERAL DESCRIPTION

The Canadian Superbike Championship (CSBK) provides professional level racing classes designed to provide top ranked competition for Expert and experienced riders on various types of motorcycles. In all elements concerning the operation of a Canadian Superbike Championship event, the following will take priority: safety, sportsmanship and fair play.

The management of Canadian Superbike Championship intends to place the emphasis on “Professional” regarding the conduct of all elements involved in producing each Canadian Superbike Championship event.

Competitors and staff will work together to provide the highest standard of competition - participation in a Canadian Superbike Championship event is a PRIVILEGE, not a right.

While circuits and sanctioning bodies provide insurance applying to Canadian Superbike Championship events, each Canadian Superbike Championship competitor should review their personal insurance coverage to ensure that they are fully protected. Racers can obtain supplemental insurance in addition to the coverage purchased by the venue and organizing group.

MOTORCYCLE RACING IS DANGEROUS, EVERY COMPETITOR ASSUMES BY HIS/HER PARTICIPATION RESPONSIBILITY FOR ALL RISKS OF COMPETITION INCLUDING INJURY OR DEATH. EVERY COMPETITOR ASSUMES BY HIS/HER PARTICIPATION THE RESPONSIBILITY AND OBLIGATION TO ASSESS THE SAFETY ASPECTS OF FACILITIES AND INDIVIDUAL CONDITIONS AND MUST ASSUME ALL RISKS OF COMPETITION, INCLUDING INJURY OR DEATH.

Event staff will have complete control of all areas covered in these Rulebook guidelines.

The purpose of these rules is to run an orderly, competitive and fair competition, emphasizing safety for all involved.

The rules are not intended to allow a competitor to defeat another with the rulebook, rather than on the track.

The rules are not intended to allow one racer to harass another.

All protests must be made in writing and the person filing the protest must be prepared to identify themselves to the rider protested.

Protests deemed capricious may be denied at the time of submission. (revised April, 2022)

In the event this rule, which states the overall purpose and principles of this Rulebook, somehow is interpreted to conflict with another rule or statement, this rule shall prevail in its literal sense.

CHAPTER 2: RIDER CLASSIFICATION

- A)** All riders must obtain a CSBK Competition Membership prior to any track participation at a CSBK event.
Please note that racers must have an achieved competitor status through Rider School Graduation (with certificate of proof) and be approved for and use a valid racing competition membership (as documented online via sanctioning body) from one of the noted and approved Regional sanctioning groups. Please see csbk.ca. (Revised April, 2022)
- B)** Competitors who are currently ranked as Novice/Junior within their Regional series, will be classified as National Amateurs.
- C)** Competitors who are currently ranked as Amateurs within their Regional Series, will be classified as National Amateurs, unless that competitor has placed in the top three in a final overall season Series Points Standings, in a class for 600cc or larger, production based, multi cylinder (greater than twin) machinery. Then they will be subject to classification of rider level status by CSBK.
- D)** Competitors who achieve a top three result in the year end points standings for the Amateur Lightweight Sportbike category will be required to move to the Amateur Ninja ZX-4RR Cup, Amateur Twins Cup, Amateur Supersport or Amateur Superbike classes for the following competition season, and are no longer be eligible for Amateur Lightweight Sportbike. These top-three Amateur Lightweight Sportbike competitors will be eligible to compete in the Lightweight class, classified as a pro, and still maintain their Amateur status in the classes noted above. (revised December, 2022)
- E)** Competitors competing as amateur in Ninja ZX-4RR Cup, Twins Cup, Amateur Supersport or Amateur Superbike classes, excluding Lightweight Sportbike, will be moved to Pro Status the following season if they finish in the top three in overall points standing of a class. (Revised December, 2022)
- F)** Competitors who are currently ranked as Pro or Expert status within their Regional Series, will be subject to classification of rider level status by CSBK based on a review of previous racing experience.
- G)** Competitors ranked as Amateur in National competition by CSBK are subject to advancement at any time during the racing season.

CHAPTER 3: SERIES POINTS and RESULTS

A) POINT STRUCTURE (revised March, 2024)

- 1) Each of the National classes will award the following points per each final event: 1st: 25 points; 2nd: 20 pts.; 3rd: 16 pts.; 4th: 13 pts.; 5th: 11 pts.; 6th: 10 pts.; 7th: 9 pts.; 8th: 8 pts.; 9th: 7 pts.; 10th: 6 pts.; 11th: 5 pts.; 12th: 4 pts.; 13th: 3 pts.; 14th: 2 pts.; 15th: 1 pts.; (revised FIM standard in April, 2022)

B) OFFICIAL RACE FINISHER CLASSIFICATION

- 1) A competitor must be running at the completion of an event to be considered a finisher. Only finishers are eligible for series points. Finishers must complete a minimum of 70% of the actual race distance, and (by definition) cross the finish line within five minutes of the event winner.
- 2) In case of a tie in points, including final year-end standings, the rider with the best per race results (starting with 1sts, 2nds, etc.) will be ranked ahead. If this method of tie breaking does not separate the tie, then the rider with the best result in the final race will get the better year-end position.
- 3) In the case of a photo-finish between two or more riders, the decision shall be taken in favour of the competitor whose front wheel leading edge crossed the plane of the finish first.

In case the rider is not in contact with the machine, the finish time is determined by the first part of the rider or machine to cross the finish line, whichever arrives last.

In the case of ties, the riders concerned will be ranked in the order of the best lap time made during the race. (FIM guidelines) (revised 2025)

- 4) In Qualifying sessions, in the case of a tie, rider's second and subsequent best times will be taken into account. (FIM guidelines) (revised August, 2022).

C) RESULTS MADE OFFICIAL

The results for each session, race and Championship are provisional until the end of the time limit set for protests and appeals and the completion of all technical inspections. (April, 2022)

CHAPTER 4: EVENT REGULATIONS

A) QUALIFYING PROCEDURES

- 1) Crew/Riders are not permitted to bring their machines early in a hot pit lane while there is on-track activity, unless so approved or instructed by a National Event Official. Machines should be moved from the Paddock to the Hot Pit between sessions. (revised April, 2022)
- 2) On tracks of less than three kilometers total length:
 - a) A total of 30 competitors, not including up to a maximum of four "Promoter's Options" will be allowed to start the final. The final race grid will be established by the top 30 qualifiers from the Official Qualifying session or previous practice session if Official Qualifying is canceled.
 - b) A maximum allowable Qualifying Time of 112% of the pole sitter's official best lap time may be applied - at the discretion of the Director of Competition - such a decision would be announced at the Mandatory Riders' Meeting.
- 3) On tracks of three kilometers total length or greater:
 - a) A total of 34 competitors, not including up to a maximum of four "Promoter's Options" will be allowed to start the final. The final race grid will be established by the top 34 qualifiers from the Official Qualifying session or previous practice session if Official Qualifying is canceled.
 - b) A maximum allowable Qualifying Time of 112% of the pole sitter's official best lap time may be applied at the discretion of the Director of Competition - such a decision would be announced at the Mandatory Riders' Meeting.
- 4) Qualifying and Superpole Prequalifying Procedures
 - a) Once a machine enters pit road for a qualifying session, it is not allowed to return to the paddock without a National series official's approval.
 - b) No bodywork, including seat and tank, may be removed from a machine while on pit road during qualifying, unless deemed necessary, approved and supervised by a National series official.
 - c) At no time during qualifying will computers be allowed to hook up to machines, either by hard plug-in or remote, without prior approval of National Series Official (January, 2022) Competitors who require electronic access during a Q session will forfeit lap times set prior to the approved update. (Revised January, 2022)
 - d) Refueling will not be permitted at any time during qualifying, unless preauthorized by CSBK Officials. All track times set prior to refueling will be automatically forfeited.
 - e) Tires may be changed.
 - f) Minor suspension changes may be made.
 - g) Failure to adhere to any of these regulations may result in disqualification from qualifying.
 - h) The top five qualifiers, plus any randomly chosen machines will be subject to post qualifying inspection. This may include Technical Inspection, Dyno, Fuel Check, and weigh-in.
 - i) Failure in Superbike Prequalifying Dyno due to mechanical reasons will result in movement to the back of the "Top Ten" standings in Superpole.
- 5) Official Superbike Qualifying "Top 10/Final 10/15/20 minutes"
 - a) "Top 10/Final 10/15/20 minutes" may be applied in place of SuperPole (see below) During Official Timed Qualifying Sessions, only Superbike competitors listed in the top 10 of the first "A" session will be permitted on track during the second session.
In instances when delays or problems force the last minute shortening of such a final "Q" session, this rule will be reconsidered and potentially not used. In certain cases, this rule may also be applied to supporting class Qualifying sessions.

In cases where the final “Q” session is interrupted and not restarted, the initial lap times set in the session could be utilized for a final ranking, depending on the factors that lead to the early stoppage. (January, 2022)

- b) Changes may be made to the bikes in preparation for the “Top Ten Qualifying” but not before the checker flag has been shown to the first “A” session, and only with the approval of a National event staffer. (January, 2022)

B) GRIDGING PROCEDURES

- 1) Unless otherwise stated, competitors will be gridded based upon final timed qualifying and/or SuperPole results. Event schedules will specify which sessions will count toward establishing official grids. Grid sheets are official 30 minutes after posting; it is the responsibility of each competitor to review their entry and grid information prior to any on track session.
- 2) Pole Position on the front row of the grid (left or right) is determined by race direction during circuit inspection/setup. For all classes, the grid will be arranged in the “in echelon” 3-3-3 configuration. Each line will be offset. (updated 2024)

C) STARTING PROCEDURES

Riders’ Meetings will provide the specific starting procedures for each event, and therefore it is mandatory for all competitors to attend the entire Riders’ Meeting. A video explaining the Start Procedures is available to competitors on the CSBK website. (April 2023)

- 1) 20 minutes prior to the start of the event, the Race may be declared as a “Dry Tire” or “Open Tire” by the Director of Competition. If no declaration is made the event is automatically declared “Dry Tire” event.
- 2) Calls will be made prior to the pre-gridding for each race. A horn will sound five minutes prior to the anticipated start of the warm-up lap or laps.
- 3) Competitors who are not in the pre-grid or grid area when the first racers are sent on their warm-up lap may not be allowed to compete. Competitors should inform a series official prior to the sounding of the five-minute warning if they anticipate a problem making the scheduled start. IF they are allowed to start, they will be held in pit lane until after the start of the race and ALL competitors have passed the pit out location.
- 4) At a time designated by the Race Director and/or Referee, the grid will be closed. There is no financial relief or official penalty for failure to make the race.
- 5) It is the responsibility of the rider to report to the correct grid position in a timely manner. Riders starting from an incorrect grid position will be assessed a minimum penalty of four positions in the final results. A late rider may be able to, under specific instructions from a National series official, take a position at the rear of the grid.
- 6) When the field is lined up properly following the warm-up lap or laps, a signal will indicate that the race start is approaching (Starter’s Orders), procedures will follow those outlined at the Riders’ Meetings. A video is available covering Start Procedures on the CSBK website. (April, 2023)
- 7) The start lights have one start colour: red. When all the red lights come on the race start is imminent (approximately 2-3 seconds).
- 8) The Red lights will come on. The field is under “Starters Orders” prior to the lighting of the Red lights. When all the red lights are on there will be a random delay before all the lights go out and the race starts.
- 9) If for some reason the officials need to interrupt the start of the race, all red lights will stay on indefinitely and red flags will be waved at the head of the field. That is the signal for each competitor to stand down – the initial start has been aborted.
- 10) No crew member is permitted over the pit wall once the warm-up lap is started. Any competitor who experiences a problem on the warm-up lap must proceed to the pit lane or, at the minimum a secure, off track location.

- 11) Any competitor who encounters a problem while the grid is under “Starter’s Orders” must immediately and vigorously signal to officials. If necessary and possible, this competitor will be removed from the grid. This competitor MAY NOT RE-START until the other racers have left the grid area.
- 12) Any competitor who opts to return to Hot Pit Lane following the warm up lap (s) will start from Pit Lane at the specific guidance and control of a Series Official Standing in front of their machine. Riders starting from the Hot Pit Lane cannot start until the field is safely clear of the Start Line/area, as per Official. (April, 2021)

D) JUMP STARTS

- 1) Any jump starts by a competitor once the field is under “Starter’s Orders” will result in a jump start penalty of five seconds in the competitor’s overall race time and will apply regardless of any race stoppages, unless the stoppage results in a “New Race” as defined in RACE STOPPAGE.
- 2) Normal staging movement may occur up to the commencement of “Starter’s Orders” as defined in the previous chapter, however competitors must keep in grid position.
- 3) Jump start is defined as any forward movement during “Starter’s Orders”.
- 4) No “roll up,” creep space or clutch drag rules will apply.
- 5) This penalty is not subject to protest or appeal in any form.
- 6) The rider and teams will be notified by Sign Board at the start/finish flagging station indicating the rider number and “JUMP” on the first and second lap depending on the number of jump starts.
- 7) If a racer is aware of a potential Jump Start Penalty, they can choose to slow slightly and safely after their Race Start, so it is clear they have given up positions to equalize their standing in the active race field. If this action is clear and understood, the Starter can choose to defer a Jump Start Penalty. (April 2022)

E) ON TRACK REGULATIONS

- 1) Should a rider leave the course, he/she must make all efforts re-enter at the next safe location with no attempt to shorten the course. Riders who are deemed to have benefited from leaving the course will be penalized. Riders who re-enter the circuit without checking to see if their return is safe, or who cut-off or obstruct a competitor on course, will be disqualified.
- 2) Riders will re-enter the course under directions of the corner crew workers IF they are present in the area where the run off occurred.
- 3) Riders are permitted to crash and continue during races, but only after said competitor has thoroughly checked his/her machine to ensure it is still safe to compete. Competitors who are found to have continued on an unsafe/leaking motorcycle will be disqualified and penalized. Competitors are still subject to black flag procedures even if they believe their machine is safe to continue.
- 4) Any rider, who appears to be deliberately blocking another motorcycle attempting to pass, including weaving, will be penalized or disqualified. This is a judgment call by the Referee and is not subject to protest or appeal.
Weaving is defined as anything more than:
 - a) A pull out/pass/pull back in or
 - b) ONE change of line on a long (more than .5 km) straightaway.
- 5) In passing situations, the first or leading rider has choice, and a following rider wishing to pass must do so without contact. A following rider may not pass in such a manner as to leave his opponent without sufficient track space to safely complete the section of the track where the pass took place.
- 6) It is expressly prohibited to ride or push a motorcycle counter-race either on the track, verge or pit road, unless directed to do so by a National series official or corner marshal.
- 7) All riders must wear all their protective equipment at all times while on the track on a motorcycle.
- 8) Team members can communicate to racers via Pit Board from the Pit Lane only. Teams are not allowed to signal from areas other than the Pit Lane without prior permission. Radio communication between crew and on-track racer is not permitted. (April 2023)

F) RACE STOPPAGE

- 1) Where an event is stopped with less than two laps completed by the entire field, or if Timing and Scoring cannot produce an accurate field run down, a complete restart will be performed, using original grid positions. This will create a “New Race”, and events pertaining to the first start will not be reflected in the “New Race”, unless deemed safety related by the Director of Competition/Referee. Substitution of machinery will be permitted in this situation. Competitors who are entered and qualified but who failed to take part in the first start will be allowed to participate in the “New Race.”
- 2) Should a race be stopped with more than two laps completed, but less than two thirds (approx.) of the posted distance, the field will be re-gridded for the “Restart.”
- 3) Riders will be given credit for the laps completed as they cross the finish line in the lap preceding the lap in which the red flag has been displayed. The riders will be re-gridded as to the running order of that last complete lap. This means the position in the race, not the position on the track.
- 4) The remaining laps will be run, less credit for those completed, in an effort to complete the total distance posted. The subtraction of remaining laps to reflect fuel load and warm-up laps will be announced by the Director of Competition prior to the warm-up lap(s) for the restart.
- 5) Should the red flag be displayed in a race, which has seen more than 50% of the total posted laps completed the race MAY be considered complete.
- 6) Should the red flag be displayed in a race, which has seen more than 80% of the total posted laps completed, the race WILL be considered complete.
- 7) In the case of no restart, any rider(s) deemed to be the cause of the race-stopping incident (competitors who fell) will be placed in the active race standings, but at the back of their respective lap. If there is a “Restart”, any rider deemed to be directly involved in the race-stopping incident (competitors who fell and/or who caused a change of adhesion) will be placed at the back of the grid for the “Restart.”
- 8) Repairs or other service performed on the pit road proper or grid to entered motorcycles during any red flag delay may only take place with the express permission of a National series official, as outlined by the Race Director or any supplemental regulations for a particular event. Tires can only be changed if teams can prove those tires are damaged, not merely worn. Machines taken away from the main grid/pit lane area will be considered as DNF’s and will not be allowed to restart.
- 9) Machines may not be replaced during a red flag delay (except if less than two total laps.) Once a race is partially complete, substitution of machines will not be permitted.
- 10) An event will not be considered complete or “official”, regardless of lap count, until the race leader has been shown the checkered flag at the start/finish line, unless an event is red flagged and not restarted. In the case of a red flag and no restart, a National Race Official will inform competitors of all final results details and final position alterations caused by the red flag and related incidents.

If a Red Flag is show with less than two laps left to run by the race leaders, Timing and Scoring will make every effort to construct a result that accurately reflects the running order at the time of the final race stoppage. (Revised April, 2022)
- 11) Any competitor who falls during a race and wishes to continue at a restart must obtain approval from the Referee or Director of Competition. Event staff may require medical approval before allowing a competitor to continue. Teams must inform event staff of injuries that affect their rider, and it is the responsibility of National event staff to inform teams of any injury information or diagnosis that affect a competitor.

CHAPTER 5: RIDER, CREW AND FAMILY REQUIREMENTS

A) GENERAL REGULATIONS

- 1) The use of intoxicants or drugs of any nature which could affect the mental or physical abilities of any participant from his/her normal capabilities when in good mental and physical health are strictly prohibited. Failure to comply will result in punitive action.
- 2) Each rider is responsible for the behavior and actions of any personnel, either family or crew, who is attached to his/her racing effort. Any punitive actions required for crew behavior will be levied against the rider.
- 3) It is the responsibility of every competitor to notify race officials of any medical condition, including recent injury suffered at a previous event, which may be worsened by participation at that particular event. Permission to compete following such notification does not create an assumption of liability on the part of the officials or the sanctioning body.
- 4) Zero Tolerance Policy: profanity, verbal threats, physical threats, physical violence and aggressive behavior will not be tolerated. Event Staff are instructed to call local police immediately if threatened. (revised April, 2022)
- 5) Physical violence or verbal abuse of any other person within the boundaries of the racetrack will result in immediate suspension, a fine and prosecution through local law enforcement authorities.
- 6) It is the responsibility of each competitor to be aware of all information covered by the Rulebook, mid-season updates, supplemental regulations, series videos as well as information covered at any Riders' Meeting.
- 7) Right of Refusal - The promoters reserve the right to refuse participation in an event by any person for whatever reason they deem appropriate.
Any competitor who has ongoing legal action against the series, a series venue or another competitor will not be permitted to compete. (April, 2021)
- 8) No competitor, crew or family member may take part in any activity judged to be "Unsportsmanlike" by event staff.

B) RIDER REQUIREMENTS

- 1) All participants and spectators acknowledge that racing is dangerous and accept the inherent risks, including serious injury or death.
- 2) All riders must evaluate each facility for conditions and other matters related to their individual safety. All entrants and other race personnel must rely on their own judgment and assume all risks of participation in competition or working in competition in any manner. All riders and other participants are strongly urged to carry comprehensive medical insurance to supplement event coverage.
- 3) All riders must possess a current, valid CSBK Membership and sign an official entry form and release for each event, and no rider may practice or compete without such signature.
Participation of any form, which results in an unregistered rider on the track in either practice or a race event, will result in punitive action being levied against all parties involved.
- 4) Attendance at Riders' Meeting is MANDATORY.
- 5) Any competitor annoying or harassing an Official, infringing on the rights of other competitors or conducting themselves in any sort of unbecoming manner may be disqualified, suspended, fined or all three.
- 6) Any person within the confines of the racetrack whether in the spectator, pit or paddock areas must possess valid entrant pass at all times. These passes are to be obtained from an approved ticket vendor/seller and any fraudulent use of a pass by any person will be the responsibility of the rider with any pass.
- 7) Any person found consuming or under the influence of a substance that could create an abnormal state of mind shall be removed from and refused admittance to all restricted areas of the event premises at the discretion of the Officials. Any rider under these conditions will be immediately

disqualified from the event in progress and is subject to suspension, fines and criminal prosecution.

- 8) Each competitor is responsible for their crew's actions and will be penalized for their behavior.
- 9) All race personnel, officials, riders, mechanics, staff and photographers are required to display the proper credentials and passes. Photographers and Video crew should wear a reflective vest to help identify those permitted Trackside. (April 2021)
- 10) It is recommended that all competitors display the following information on the base of his/her helmet: name, drug allergies and blood type. It is also advisable to carry this information on a small card inside the leathers and add any other pertinent information such as epilepsy, diabetes, current medications and past medical problems.
- 11) It is the responsibility of the competitor to inform National Series Officials of any medical condition, which might be worsened by virtue of participation in an event.
- 12) All Entries must be signed by the rider prior to final approval at/by Technical Inspection. Under no circumstances may a person other than the rider sign the entry form. Failure to comply with this regulation may result in the rider being disqualified, suspended and/or fined. Digital sign in may also be available. (April, 2021)
- 13) Children under the age of 10 must be attended to at all times by a responsible adult. Pets must be on a leash at all times from the beginning of the racing program to the end of the racing program. Pets are prohibited from the hot pit lane at all times.
- 14) Children under 16 are prohibited from the hot pit lane, unless a licensed participant but must be accompanied by an adult who has the proper credentials.
- 15) No one may enter the track without proper credentials, registering, executing a Release and successfully passing Technical Inspection. Any rider who rides during any practice session without properly being registered, or rides in a class for which he/she is not registered, shall be subject to disqualification and/or suspension and/or, a fine, and/or probation. Any non-licensed person who rides on the track will be ejected from the premises and denied further entry. Any rider who permits or allows any person to ride his/her machine in violation of this section shall be subject to disqualification from the event, suspension and further penalty.
- 16) Pit bikes must have a number plate bearing the competition number of the rider to whom it belongs and must be operated responsibly including but not limited to speed limits, wheelies, etc.
- 17) Failure to follow these rules will result in impounding of the pit bike until the owner leaves the premises.
- 18) It is unlawful to physically abuse any party at any event. Guilty parties will be prosecuted to the full extent of the law. Non-licensed participants (crew members, guests etc.) are the responsibility of the licensee with whom they are associated and said licensee may suffer punitive action taken by officials.

C) PADDOCK AND/OR PIT REGULATIONS

- 1) No smoking is allowed on pit road.
- 2) Consumption of alcohol and possession of open alcoholic containers by any person is prohibited in the pit and paddock area during a race event. Each rider is responsible for their crew's actions and will be penalized for their behavior.
- 3) At no time shall anyone less than 16 years of age be allowed on pit road, unless that individual is a recognized, licensed participant. Children are allowed in the paddock area, but at all times must be under the supervision of an adult.
- 4) Pets may be kept in the paddock area only if they are properly restrained and do not create a menace or nuisance to any other participant. It is advisable to check with the management of each racing facility regarding their regulations on pets. Some facilities will not allow them on the premises. Proper compliance is the sole judgment of the Referee/Race Director.
- 5) Crewmembers are barred from the racing surface except for those giving assistance during pre-grid and roll out.

Crewmembers may not go to the aid of a competitor during the “Starter’s Orders” unless specifically instructed by an event staff member.

- 6) The Referee/Race Director at any time may limit the number of participants allowed on pit road.
- 7) It is recommended that all Pro competitors stage in the Hot Pit during each active day of competition. (April, 2022)
- 8) Participants must have a valid credential on their persons at all times. A valid credential is the one assigned that particular individual at registration. Loan of a credential to another party is considered fraudulent use of credentials and will be cause for punitive action.

CHAPTER 6: RELEASE

In consideration of being allowed to enter and by being issued credentials to a Canadian Superbike Championship event, the team owner, the rider, crewmembers and other holders of event credentials (the “participant”) agrees as follows:

- A)** CSBK, the race promoter or any series related staff shall not be held responsible for any damage incurred to a motorcycle that is being picked up, removed or transported for reason of crash return, DNF or mechanical failure. It is strongly recommended that a racer or representative of the team involved assist with removal of the machine.
- B)** All rights to advertising, promotion, filming, recording, merchandising, exhibition and other exploitations of the event, the participants and machines entered in the event, and their activities at the site of the event before, during and after the event and reasonably related to the event are reserved to CSBK and its assigns.
- C)** Participants hereby grant CSBK and its assigns (A) full and unconditional permission to make still or motion pictures and any other type(s) of audio or visual recordings of their machine’s participation in the event and their activities at the site of the event, before, during and after the event and reasonably related to the event; and (B) the exclusive, worldwide and perpetual rights to use the same together with their names, likeness, and date of, or relating to, their entered machine(s) for publicity, advertising, exhibition or exploitation, whether or not for profit, in print, audio, video or other distribution by any and all means now known or hereafter developed.
- D)** Participants agree: (A) that, without the prior consent of CSBK they shall not take any still or motion pictures or make any audio or visual recording of the event, other than for the personal, in-home use of the participant or cause or permit others to do so or to use the same; (B) that CSBK shall have exclusive, worldwide perpetual and universal use of pictures or recordings made or used in violation of this paragraph; and (C) that CSBK shall be irreparably harmed by the making or use of such pictures or recordings in such fashion without permission.
- E)** The use of on-board cameras and their placement must be approved by CSBK Technical Inspection. (April, 2021)

CHAPTER 7: FLAGS AND COMMUNICATION

A) OPERATIONAL FLAGS

- 1) Green Flag - indicates start of race or clear track conditions
- 2) Checkered Flag - indicates end of race or practice session- All riders are to reduce speed and proceed to pit lane.
- 3) Red Flag - indicates race has been stopped. All riders are to significantly reduce speed and proceed to pit lane. Specific instructions for red flag procedures will be issued at each riders' meeting.

B) WARNING FLAGS

- 1) Yellow with Red Stripes – Change of Adhesion – possible debris or fluid on track surface - exercise caution.
- 2) Stationary Yellow Flag - indicates a potentially hazardous situation on or near the track - passing is allowed - exercise caution.
- 3) Waving Yellow Flag - indicates hazards on or near the track of a serious nature. No passing is allowed from line of sight with the flag station(s) displaying the Waving Yellow Flag until the competitor is safely clear of the incident and any safety equipment or workers. Riders who violate this rule will be assessed a penalty, at the discretion of the Referee.
- 4) Black Flag – indicates instructions to one rider only. The rider must proceed to pit lane at the end of the current lap. The rider's team will be notified as to the reason why the rider was taken off the track.
- 5) Meatball flag (Black with orange circle) – indicates instructions to one rider only. This flag informs the rider that his motorcycle has mechanical problems likely to endanger himself or others, and that he must IMMEDIATELY leave the racing surface and report to an official.

C) COURTESY FLAGS

- 1) White Flag at Starter Position - indicates final lap.
- 2) Crossed Flags at Starter Position - indicates ½ announced race distance.

CHAPTER 8: PROTEST PROCEDURES

A) PROTESTS

- 1) Any competitor who wishes to file a protest must submit a written statement (or Official Series Protest Form) to that effect with CSBK Event staff within twenty (20) minutes after the results of the protested event has been posted. The posting time of each event will be listed on the Final Result Form for that event.
- 2) The protest form must specify the machine and rider protested by name, number and description, as well as list the same information for the rider filing the protest.
- 3) The Protest Form must be signed and accompanied by a \$200.00 protest fee. Depending on the type of protest, further funds may be required once the staff have reviewed the protest information.
- 4) The Protest Fee is refundable if the protest, less costs incurred, is upheld. If a protest is upheld, the protested rider is responsible for covering costs associated with the protest; if the protest reveals no error or omission, then the rider making the protest is responsible for any costs associated with the protest.
- 5) As an example of the above procedure, in the case of a technical protest, on Aug. 30, 2002 a series tribunal decided that Canadian Kawasaki Motors was required to pay the Blackfoot Suzuki team \$1,590 as compensation following the results of its protest of the Blackfoot Suzuki team's GSX-R600 cylinder and head. The motorcycle in question was found to conform to series rules and as a result Canadian Kawasaki Motors was instructed to pay a sum covering replacement parts, labour and inconvenience on behalf of Blackfoot Suzuki.
- 6) Protests will be determined at the event at which they occur and at the discretion of the Chief Technical Inspector and CSBK Event Staff. Such Staff has the right to impound motorcycle parts and equipment if further review and inspection by outside experts is required.
- 7) In the case of an Appeal, a binding decision will be rendered by a three-person board hosted by the MCC – the Motorcycle Confederation of Canada (or an approved MCC proxy). All appeals will be arbitrated by three pre-agreed by the MCC, non-affiliated individuals and/or reviewed for a decision based on all available information.
- 8) A Tribunal decision will be provided in writing within five days of the on-track event(s) in question. Failure to submit an appeal in writing within 20 minutes of the initial decision, will result in the initial decision being upheld.
- 9) Protests can only be made by a rider in the same event, unless in the case of injury.
- 10) The purpose of these rules is to run an orderly, competitive and fair race, emphasizing safety for all involved.
The rules are not intended to allow a racer to defeat another with this Rulebook, rather than on the track.
The rules are not intended to allow one racer to harass another.
- 11) All protests must be made in writing and the person filing the protest must be prepared to identify themselves to the rider protesting.
- 12) Protests deemed capricious may be denied, without appeal.
- 13) In the event these rules, which states the overall purpose and principles of the Rulebook, somehow is interpreted to conflict with another Rule or statement, this Rule shall prevail in its literal sense. (April, 2022)

B) PENALTIES

Penalties are assessed by CSBK Event Officials for any Rulebook or procedural infractions including but not limited to any of the following, including: behavior of the rider, Team Owner or his crew, non-use of series identification, passing under a waving yellow flag, paddock infractions, alcohol or controlled substances etc.

Penalties may range as follows:

- 1) Probation for a specified period; competitors under probation will be expected to avoid participating in events that could lead to further Official investigation. (February, 2022)
- 2) Loss of event result and/or points and/or purse and/or available contingencies at the event.
- 3) Loss of some/all points for all of season up to time of infraction.
- 4) Suspension of Competition Privileges. If a fine and suspension are both levied, the suspension will begin on the date the fine payment is received.
- 5) Permanent loss of Competition Privileges.
- 6) Monetary fines shall be at least \$500.00 and may be up to 100% of the offending rider's potential purse for the event in which the infraction occurred. Any points earned during the event in which the infraction occurs will be withheld until all fines are paid.

CHAPTER 9: NUMBER, DECAL AND PATCH REQUIREMENTS

A) NUMBERS

1. The purpose of race numbers is for quick and easy identification. Hence the need for clear numbers. They are used by staff, corner workers, fans and the media to distinguish riders. Clear numbers are critical when staff members must quickly report back to the rider crew and timing and scoring. It is in everyone's best interest to have large numbers that are legible at speed and at a distance.
2. Pro competitors must use black numbers with white backgrounds.
3. Amateur competitors must use black numbers with yellow backgrounds. (updated Jan 2026)
4. Numbers must be easily legible, in a clear simple font and contrast strongly with the background color. Backgrounds must be of one single color over an area large enough to provide a minimum clear area of 25 mm around and between the numbers (White - Pro Yellow - AM).

The sizes for all the front numbers are:

- Minimum height: 140 mm
- Minimum width: 80 mm
- Minimum stroke: 25 mm
- Minimum space between numbers: 10 mm
- All numbers are black only

The sizes for all the side numbers are:

- Minimum height: 120 mm
- Minimum width: 70 mm
- Minimum stroke: 20 mm
- Minimum space between numbers: 10 mm
- All numbers are black only

The allocated number (& plate) for the rider must be affixed on the motorcycle as follows: Once on the front, either in the center of the fairing or slightly off to one side; the number must be on a strongly contrasting background (White - Pro Yellow - AM).. No advertising is allowed within 25mm in all directions. Once on each side of the lower rear portion of the lower fairing. The number must be on a strongly contrasting background (White - Pro Yellow - AM). with no advertising within 25mm in all directions. Any outlines must be of

and the maximum width of the outline is 3mm. The background color must be clearly visible around all edges of the number (including outline). Reflective or mirror type numbers are not permitted.

All race bikes must carry at least 3 sets of numbers so that the bike can be identified from all around. Bikes with air scoops in the front center of the fairing may offset the numbers to one side of the front but must comply with the first section of this chapter. Side numbers must be behind the rider on the machine's tail section. Bikes with small or flattened tails may place a single rear number on top of the tail orientated to be viewed from the rear of the bike. If this option is used, numbers must be added on both sides to the LOWER fairing AND a number must be added to the under tail section. All final number approval is at the discretion of the tech inspector at any time. It is recommended that competitors display their approved competition plate number on each side of their helmet.

B) DECALS AND PATCHES

- 1) Series overall and class stickers as well as leather patches will be required in all National events. Failure to display specified decals and patches, unaltered and in the specified areas, during any official on track sessions (practice, qualifying, heats, finals) will result in the forfeiture of any series points or purse monies due to said competitor.
- 2) All riders must have the official CANADIAN SUPERBIKE series “pill” patch on the upper left chest area of the rider’s leathers. And the official tire sponsor’s patch (Bridgestone) must be on the uppermost right and left shoulder area of the rider’s leathers as well as across the lower back.

ALL CLASSES:

- Bridgestone/CSBK “pill” decal on fairing ears or bottom edge of wind screen, both sides
- Dynojet decal, upper half main fairing, each side.

Additional per Class specific Mandatory decal Representation, upper half of main fairing, each side:

Pro Superbike	Pro Supersport	Amateur Superbike	Amateur Supersport	Lightweight Sportbike	Ninja ZX-4RR Cup	Twins Cup
GP Bikes	TBA	AIM Insurance	EBC Brakes	Super Sonic School	TBD	Importations Thibault

CHAPTER 10: RIDER CLOTHING AND PROTECTIVE REQUIREMENTS

- A)** Helmets must be of the full-face type (one piece shell) and conform to one of the recognized international standards:
- 1) Europe ECE 22-06
 - 2) Japan JIS T 8133 (2015 type 2)
 - 3) USA SNELL M2020 and SA2020 or SNELL M2025D and SA2025
 - 4) FIM FRHPhe-01 and FRHPhe-02
- B)** Helmets are to provide protection and are not a platform to attach foreign objects. No foreign objects, including cameras, are permitted to be attached to the rider’s helmet.
- C)** All proper original certification stickers must be in place, damaged helmets will be revoked, thus requiring replacement. Helmets are subject to inspection at any time without notice; Helmets must be in new condition and generally within 5 years of manufacture date. “Tear Offs” are allowed.
- D)** Footwear must be no less than 8 inches in height and must be leather or similar approved material.
- E)** Gloves must be worn and while leather is preferred, combinations of Kevlar and leather are acceptable only if leather protects the fingers and palms.
- F)** Clothing must be leather or Kevlar. All suits must be a one-piece garment for racing. Separate jackets and trousers are acceptable only if they fully zip together to make one piece of clothing, pending approval of the Technical Inspector.
- G)** It is required that riders wear back protectors under their leather racing gear unless their racing gear is equipped with a CE rated back protector.

- H) In general, riders are encouraged to use any and all available protective material which does not restrict safe operation of their machine.

CHAPTER 11: GENERAL COMPETITION EQUIPMENT RULES

Approved motorcycles must be four-stroke production street-legal machines sold by the manufacturers and their dealers for street use via normal commercial retail channels in Canada.

All parts must originate from the same make/model, meaning no updating or backdating is permitted without prior approval. The intent is to continue to make these classes more production/stock oriented in the future.

Approved (homologated) motorcycles must meet certain minimum standards and be inspected and approved by the Technical Inspector. The primary emphasis of this inspection is race worthiness of the equipment used. The burden of complying with the rules regarding class suitability and minimum equipment standards rests with the entrant, and it is his/her responsibility to seek approval of the Tech Inspector of any areas of question regarding suitability. The Tech Inspector may request class suitability inspection as well as revoke approval of any machine at any time during the event. It is the sole responsibility of the entrant to select components, materials and/or fabricate the same so that the motorcycle components will perform safely in competition. The National Series' Technical Inspector's decision is final in all matters concerning machine safety, preparation, and presentation standards, class eligibility and legality.

The following is a list of minimum standards, in effect at all times for riders, teams and motorcycles. Refer to applicable class rules for specific standards (where contradictions occur, the specific class rules will be followed).

A) TECHNICAL INSPECTION

- 1) The rider/mechanic must bring each machine for Technical Inspection in a timely manner before any on track activity.
- 2) The motorcycle must be clean, presentable and prepared for on track activity.
- 3) The fairing lowers must be brought to Tech but must be removed from the motorcycle.
- 4) All necessary paperwork must be turned in when the bike is presented for Tech Inspection.
- 5) All required official series/sponsor decals must be displayed appropriately, unaltered, prior to Tech Inspection, or these stickers will be placed on each motorcycle during the Tech process. All decal presentation issues must be as directed and approved by Tech Inspection staff.
- 6) Self-made components (Sub-frame, foot pegs etc...) are allowed however they must be brought to the attention of the tech staff for inspection.
- 7) The official series Tech sticker must be displayed on the machine at all times once Technical Inspection is successfully completed.

B) REMOVAL OF PARTS

- 1) All lights, turn signals, and their mounting brackets must be removed.
- 2) Mirrors, horn, license plate frame, and brackets must be removed.
- 3) Centre and side stands, and luggage racks must be removed.
- 4) All lenses and instrument faces must be taped or removed.

C) SAFETY WIRE

- 1) For frequently disassembled components which require safety wire, wired safety clips may be used.
- 2) Front fork fluid drain screws must be safety wired, taped or siliconed.
- 3) All engine, transmission, coolant and final drive unit drain plugs and filter caps must be visibly safety wired. Oil filter bolts must be secured with safety wire and spin-on oil filters must be secured with a metal clamp and safety wire or other acceptable means. Fuel and radiator caps are exempt.
- 4) All coolant and lubrication carrying hoses or lines must be secured at all connecting points by clips, clamps, safety wire or other approved means.
- 5) Brake caliper mountings must be wire locked front and rear.
- 6) Front axle pinch bolts must be lock wired or secured by visible means.
- 7) Rear axle nut must be secured by an R-clip or by other approved means.

D) FLUIDS

- 1) The use of methanol based fuels is not allowed.
- 2) Nitrous oxide injection is not allowed.
- 3) Water cooled engines may use plain water, or water with Redline cooling system rust and corrosion inhibitor or similar product at 0.5 ounces per quart of plain water concentration. Glycol based antifreeze or water pump lubricants of any kind are strictly prohibited. Any other product must be submitted for testing.
- 4) Radiator overflow must be routed into a separate heat resistant catch can of at least 350cc capacity. Final approval of the catch can system rests with the Tech Inspector.
- 5) Crankcase ventilation must be routed into a heat resistant catch can of at least 350cc capacity or the air box.
- 6) If ventilation is routed into the air box, any drains from the air box must be sealed. If ventilation is routed to a catch can, the overflow tube from the catch can must be routed into the intake area so that any overflow from the catch can will be drawn into the engine.
- 7) Oil coolers must be securely mounted in a protected area. All connections must be safety wired or otherwise secured by acceptable means.

E) WHEELS AND BRAKES

- 1) Original Equipment wheels must be used.
- 2) All machines must have operational front and rear brakes.
- 3) A hand-operated rear brake can be installed on the left handlebar/clip-on with the permission and then approval of the Technical Inspector. (April, 2021)
- 4) Aftermarket brake pads and lines may be installed.
- 5) The front brake master cylinder may be substituted.
- 6) Aftermarket front brake rotors may be used as long as the rotors are the same size (diameter) as OEM equipment. Caliper mounts and hangers, front and rear, may not be modified or substituted, except where spacers are standard with radial mounted calipers. (April 2021)
- 7) Brake discs made of ceramic and/or carbon fibre are not permitted.
- 8) Front wheel spacers may be made "captive" at the approval of Tech Inspector to allow for faster front wheel changes.
- 9) At the rear wheel, stock parts must be used, including the caliper mount but not chain adjusters/blocks, and wheel spacers may be made "captive", and a caliper retaining device may be used, but must be approved by the Technical Inspector. Alternate chain adjusters must also be approved by Tech. (April, 2021)
- 10) Valve stem caps are required on both wheels.
- 11) Tires must be approved and in good condition (refer to Section O- TIRES).

- 12) It is required that a front brake lever guard or protector be installed on each machine.

F) FRONT SUSPENSION

- 1) Original front forks must be retained to include inner and outer tubes, fork bottoms, caliper mounts, axles and spacers.
- 2) Internal parts may be modified, including substitution of springs, change of shims, needles and/or spacers.
- 3) Addition of "Race Tech" kit/aftermarket type valving and/or complete cartridge kits, including enlarged and Gas Charged kits is permitted.
- 4) External compression adjusters may be modified/changed.
- 5) A steering damper may be installed; electronic dampers are permitted.
- 6) Aftermarket coatings may be applied to a maximum thickness of 0.1mm.
- 7) Aftermarket/custom Triple Clamps are permitted as long as their use requires no additional change to the machine.
- 8) Electronically-controlled suspension, front and rear, is permitted if standard on the original equipment homologated model. (February, 2022)

G) REAR SUSPENSION

- 1) The original model, stock swing arm must be retained, unchanged, except that the axle adjustment opening/slot may be lengthened, and the "link" changed, with the permission of the Tech Inspector.
- 2) Rear wheel stand brackets may be added to the rear swing arm by welding or by bolts. Brackets must have rounded edges, with a large radius. Fastening screws must be recessed. (February, 2022)
- 3) The rear shock may be modified or replaced.

H) FRAME AND GEOMETRY AND FASTENERS

- 1) The original frame must be retained with unaltered geometry.
- 2) Handlebars must be able to turn all the way to functional steering stops without hitting bodywork.
- 3) Sub frames can be substituted for aftermarket or self-made.
- 4) Unnecessary brackets may be removed.
- 5) Titanium Fasteners are not permitted except OE.
- 6) Oil containing engine covers cannot be secured with aluminum bolts.

I) ELECTRONICS

- 1) Traction Control is defined, for the purposes of this Rulebook, as an electronic management system that uses input from sensors on the bike to actively limit power delivery, thus eliminating or restricting wheel slip and controlling acceleration. Data acquisition for chassis or suspension is permitted only with the AIM Sports MXL STRADA, PISTA or EVO 4 systems. Data acquisition is only permitted as a gathering system, transmitting to and from a moving motorcycle is not permitted, with the exception of lap timing devices. Unknown Data Acquisition systems will be impounded. Electronic "quick shifters" are allowed. Manual "secondary" hand operated kill switch/quick shift are not allowed.
- 2) The original equipment "stock" battery, starter and charging system must be retained and working. Lightweight aftermarket batteries may be substituted. (April 2021)
- 3) No remote or wireless connection to the motorcycle for any data exchange or setting is allowed while the engine is running or the bike is moving.(February, 2022)

- 4) Any Software used to manipulate electronics, stock or otherwise on the bike MUST be made available to CSBK Tech officials with appropriate wiring and manuals. The use or possession of unsubmitted software, including altered or different versions of the same software, is strictly forbidden.
- 5) The ignition and E.C.U. must be stock, or made by the O.E.M. as an available kit.
- 6) A functioning 'rain light' must be fitted, rain light is required to be operated (switched) by the rider, in the riding position. Switch must be located on handle bar, top clamp or dash of motorcycle. (updated Feb 2025)

J) CONTROLS

- 1) All machines must have a self-closing throttle.
- 2) All machines must have an operational, well marked, handlebar mounted kill switch.
- 3) Aftermarket footpegs, footpeg brackets, clip-on bars and non-alloy fasteners may be used. Folding type footpegs must be spring loaded in the down position. The end of the footpeg must have at least an eight (8) mm solid spherical radius.

K) BODYWORK

- 1) Aftermarket, OEM-style bodywork and custom fairing mounts may be used. An oil retaining, "sealed" lower fairing is mandatory. Removable rain drainage plug is required at the lowest point. The hole must be 1/2" in diameter.
- 2) Neat and Clean. Motorcycles which are dirty or show potentially dangerous bodywork will not be approved.
- 3) Fairings must be securely mounted in at least three locations.
- 4) No streamlining may be attached to the rider or helmet. OE Leather suit "humps" and OE Helmet air management "fins" are allowed.
- 5) The front wheel must be clearly visible from both sides except for the portion covered by the fender. The rider must be visible from the side and above, while in the normal riding position and transparent material may not be used to allow for such visibility.
- 6) Rear fender or seat must extend to the rear of a line drawn vertically at the rear axle.
- 7) The stock gas tank must be used, without addition or modification, but aftermarket gas caps may be used. (April, 2022)
- 8) A front fender must be mounted.
- 9) The fairing must match the shape of the OEM machine in silhouette and profile. Tail sections may be increased in size to allow for legal sized number plates

L) ENGINE

Modifications are unlimited, except for the following:

- 1) Bore and Stroke must remain as stock.
- 2) Valve sizes must remain as stock.
- 3) Stock cases, barrels, and cylinder heads must be used, but may be altered.
- 4) Aftermarket exhaust systems may be used, but must be baffled and meet noise restrictions as specified by host circuits.
- 5) Clutch actuation may be modified to a racing "kit" type.
- 6) "Dry Clutches" are only permitted when used on the OE model.
- 7) Aftermarket "Slipper" clutches are permitted.
- 8) Aftermarket side covers are mandatory when available; when aftermarket covers are not available, a combination of frame sliders and/or reinforced covers will be required.
- 9) Competitors must ensure that the engine case side covers on their machines are as sturdy as possible and use case guards where available.

M) NOISE RESTRICTIONS/ENFORCEMENT

All machinery must have effective noise reduction/silencing, meaning “straight” pipes are not allowed. Machines must test in an open area of the paddock with someone seated on the running machine. With the engine running at half throttle in neutral, each competitor’s machine can measure no more than 106dB. The decibel meter is located .5 of a meter (20 inches) away and at a 45-degree angle from any muffler outlet.

N) AIR BOX/INTAKE/SCOOPS

- 1) The stock air box is required. A filter is required. The stock fuel tank and tank placement/mounts must be used.
- 2) Stock fuel injection systems must be used, velocity stacks may be altered or replaced. Injectors must be stock and unaltered from O.E.
- 3) Ram air systems, including ducts and scoops, must be identical in spec to O.E. fitment.
- 4) Supercharging including turbo charging is not allowed.

O) TIRES

For Complete Bridgestone SPEC Tire Information, please see the Bridgestone outline, online. Any tire for use in practice, qualifying or feature competition must be fully marked, i. e. must include a brand name, model number, size designation showing diameter, crown and sidewall height, a date of manufacture code and a compound code.

P) MANDATORY POST CRASH TECHNICAL INSPECTION

Following a crash, however minor, in any practice or qualifying session, heat or final race, the involved machine(s) must be presented for re-tech following repair, before they can participate in another on track session. Rider protective equipment must also be presented, repaired as necessary. During a heat or final, competitors may continue and complete the event before re-tech - see next item.

Q) CRASH AND CONTINUE RULE

In a heat race or final event, a competitor may crash and remount to complete the event before returning to the paddock to repair their machine and then re-tech. However, it is the responsibility of each competitor to examine their machine before returning to the track to ensure that it is still safe to ride, including checking all of the following:

- 1) All controls are still functional, especially brakes.
- 2) No damaged portion of the machine is dragging or rubbing.
- 3) No fluid is leaking from any area of the machine.
- 4) No debris of any sort is tracked on to the racing surface.

Competitors attempting to return to the race are still required to follow trackside turn workers’ instructions. If a rider who has crashed is black flagged, they must immediately report as per standard procedures, and may not continue to first complete the event.

In the case of competitors who return to the track and compete in violation of Q.1 – Q.4, as above, DQ and a severe penalty will be imposed post race without opportunity for appeal.

R) TRANSPONDERS

- 1) Each competitor must sign for and pick up a transponder before going on track at any time during a National event weekend. Transponders must be in position and active during all on-track sessions.
- 2) Transponders (with the exception of the hard-wired type) must be mounted using the specially designed bracket on a fork leg between the upper and lower triple. Transponders must not be mounted in an area where they are likely to be damaged in a crash.
- 3) A transponder is required at all times while on the racing surface.
- 4) All times used for official use must be generated by the on board transponder equipment. A rider generated time from an "on board" lap timer or a time generated by a crew person's stopwatch/computer cannot be used as an official time.
- 5) A rider must use their specific, assigned transponder only. Substitution is only allowed with permission, AND under the strict supervision of event staff in pit lane.
- 6) Series Tech staff will occasionally mount a secondary data gathering device to certain motorcycles to check on-track performance – failure to permit such activity will result in disqualification from that session.
- 7) Series Tech staff will occasionally require a "plug in" via lap top computer to data and ignition functions on selected motorcycles - failure to permit such activity will result in disqualification from that session.
- 8) Loaned/rented Transponders are the property of CSBK; a lost or broken transponder will result in a minimum \$600 charge. CSBK owned transponders must be returned at the completion of each event.

S) POST QUALIFYING/POST RACE TECH

- 1) Machines unable to make post qualifying or post race tech and complete their Dyno runs for any reasons, including running out of fuel, major crashes or major mechanical failures will be disqualified. Allowances will be made for minor mechanical failures that can be repaired, under strict supervision, in a reasonable amount of time and that do not have any bearing on performance or weight. Determination of 'minor' will be at the discretion of the Tech Inspector.
- 2) Time for repair will be limited. Pro Teams will have 15 minutes to make the motorcycle Dyno ready. The timing starts when the bike is first touched to effect repair, visual inspection and discussion is allowed before timed repair starts. At the end of 15 minutes the bike must be ready to hand over to the Dyno Operator for tech inspection. Amateur Teams will have a 20 minute time limit. Teams may solicit the help of others.
- 3) In the instance where a motorcycle on the Dyno produces one run where that motorcycle registers within one horsepower (greater than) of the horsepower limit, that motorcycle will be re-tested at the end of that class/group; If that motorcycle again reads beyond the standard, that machine will be penalized as per the Rulebook. If that machine reads within the guidelines in the Dyno re-test, no penalty will be assessed.
- 4) The dyno operator will bring the bike to operating temperature, then perform 5 pulls to establish a trend. After the 7th pull the operator would have to see more than a 1.0 HP increase from the 5th to 7th runs to continue (comparing the last run with the third last run). If there is less than a 1.0 HP increase AND the measurement is not within 4% of the official series class limit (5hp Pro Sport Bike, 7.5hp Pro Superbike etc.) officials would discontinue that machine's official dyno test session. Officials would then make the highest reading obtained during that session the official output number for the bike. However, if the highest obtained reading from that potentially concluded session is within 4% of the class limit we would continue the official dyno session until the HP failed to increase, regardless of the number of runs.
- 5) Final acceptance for dyno compliance rests with the Operator and the Technical Director.

- 6) **DOUBLEHEADERS:** In the case where a single qualifying session determines the starting grid for two separate Feature National events, one half of the specified penalty will be applied to each of the two events.

T) PENALTIES FOR HORSEPOWER OR WEIGHT INFRACTIONS

1) HORSEPOWER

a) Qualifying

- a. Competitors who have machines that produce more than the Horsepower limit of their class post qualifying on the official series Dynojet Dyno will be penalized one position for each Horsepower, in the final qualifying results. (eg. With a limit of 125 the competitor will be penalized 1 position for a reading between and including 125.01 and 126.00).
- b. Competitors who have machines that produce 4.01 or more horsepower, greater than the class standard/limit post qualifying on the official series Dynojet Dyno will be penalized 14 positions on the final grid.

b) Race

- a. Competitors who have machines that produce more than the Horsepower limit of their class post race on the official series Dynojet Dyno will be penalized two position for each Horsepower in the final race results.
- b. Competitors with machines measuring 4.01 or more horsepower above the limit post race will be disqualified.

These test numbers will be generated on the Dyno using the “smoothing” set on five, using an “SAE” horsepower calculation.

2) WEIGHT

a) Qualifying

- a. Competitors who have machines that measure less than the class weight limit on the CSBK scales when measured immediately post qualifying will be penalized one position for each pound. (eg. With a limit of 360 the competitor will be penalized 1 position for a reading between and including 359.9 and 359.0, 2 positions for a reading between and including 358.9 and 358.0).
- b. Competitors with machines reading 5.0 pounds (eg. 354.9 or less) or more below the limit will be placed at the back of the final race grid.

b) Race

- a. Competitors who have machines that measure less than the class weight limit on the CSBK scales when measured immediately post race will be penalized two positions for each pound. (e.g. with a limit of 360 the competitor will be penalized 2 positions for a reading between and including 359.9 and 359.0, 4 positions for a reading between and including 358.9 and 358.0).
- b. Competitors with machines reading 5.0 pounds (eg. 354.9 or less) or more below the limit will be disqualified from the final event.

CHAPTER 12: LIGHTWEIGHT SPORTBIKE

All machinery eligible to compete in Lightweight Sportbike must also adhere to the GENERAL COMPETITION EQUIPMENT RULES; in cases of conflict, these rules supersede the GENERAL COMPETITION EQUIPMENT RULES.

The Lightweight Sportbike class is a Pro-AM combined class, open to Amateur and Pro competitors.

Homologation:

For all manufacturers, 10 units of a specific street-legal model must be imported into Canada for that model to be approved for track use in CSBK.

In the matter of equivalency for models not legal by the letter of these Rules, approval is possible with a specific application (written request) to CSBK on a bike by bike basis.

APPROVED EQUIPMENT (revised Feb, 2025)

Aprilia 457

Kawasaki Ninja 250 and Ninja 300 – all years

Kawasaki 400 Ninja

Kawasaki Ninja 500

Honda CBR250R, CBR300R, CBR500R – all years

Yamaha YZF-R3 – all years

A) FRONT SUSPENSION

1. Aftermarket Fork Caps may be substituted.
2. Aftermarket “open” cartridges are permitted.
3. Aftermarket triple Clamps are NOT permitted.
4. Head Inserts to adjust rake are NOT permitted.
5. A Fork Brace may be installed IF no modifications to other components are required.
6. The total cost (Canadian MSRP) of modifications to the front fork, not including labor, can not exceed \$1,700 in Canadian Funds. (revised April, 2022)

B) REAR SUSPENSION

1. The rear shock linkage may not be altered or substituted.
2. The rear shock absorber may be substituted.
The total cost (Canadian MSRP) of the alternate rear shock can not exceed \$2,000 in Canadian funds. (revised April 10, 2021)

C) FRAME and GEOMETRY

No modifications to the frame or swing arm can be made.

The rear sub-frame may be substituted, if removable on the original OE unit – lightweight “kit” sub frames are not permitted.

NOTE: repairs/straightening to non-removable rear sub-frames is permitted with written request and specific, written permission from CSBK.

D) ELECTRONICS

Only Electronic items available directly from the OEM for that specific model are allowed.

Dynojet Tuning Products are permitted.

Flash Tune for the stock ECU is permitted and competitors are required to provide access code if requested by Tech (revised April 10, 2021)

OEM-supplied and Dynojet “Quick Shifter” products are permitted.

Traction Control in any form is not permitted.

E) DISPLACEMENTS/ENGINE MODIFICATIONS

All eligible equipment must compete with the stock displacement, with stock bore and stroke, except for Kawasaki Ninja 250 and 300s, and Honda CBR250R and CBR300R singles. For these specific Honda single models, bore and stroke may be altered using the OE castings.
(revised April 10, 2021)

Engine internals must remain stock in the case of all eligible equipment, with the exception of the Kawasaki Ninja 250 and 300, and Honda CBR250R and CBR300R.

Engine internals are NOT required to remain stock.

Compression may be increased (heads and/or barrels decked) and cam shafts degreed/replaced for all eligible equipment.

Cylinder heads may be ported – material may be removed from the head but not added.

Compression ratios may be increased.

No changes may be made to the Air box, complete filter assembly (OE type permitted) and fuel-injection system, except via approved electronic additions (Dynojet, Flash tune, Etc.)

For the Yamaha YZF-R3, it is permitted to slightly modify the stock air box (lid) and inlet air funnels, as specified in the Yamaha GYTR Engine Manual for the YZF-R3. Competitors must show a Technical Inspector their mods prior to any post-session mandatory inspection.

F) HORSEPOWER AND WEIGHT REQUIREMENTS/RESTRICTIONS

Immediately following each practice session, qualifying session or race, the top finishers plus other motorcycles chosen at random will be tested on the Official Series Dynojet Dyno to verify horsepower. Machines will also be weighed at this time.

Machines must weight no less than their listed limit in the same condition in which they finish the on-track session, including all fluids including water/coolant, oil and fuel. Weights will be checked immediately following on-track events. No fluid or weight-affecting device can be added prior to the determination of weight.

Switches and any other devices/methods designed to affect the horsepower readings during Dyno testing are strictly prohibited.

Lightweight Sportbike machines can register no more than 50 horsepower, post session, on the official series Dynojet Dyno, regardless of brand or model. All standard operation guidelines for Dyno use apply.

Lightweight Sportbike machines must weight a minimum of 305 pounds, post session.

G) FUEL

Spec Fuel is required for use by all CSBK competitors. Competitors must use BCR-supplied GULF unleaded racing fuel provided by the CSBK-approved at-track sole vendor: Brooklin Cycle Racing. Competitors are not permitted to use fuel additives or octane enhancing elements to any fuel. Random fuel tested will be conducted and zero tolerance given for any competitors using any type of non-approved or leaded fuel.

H) Tires – Spec Bridgestone race rubber as per Canadian Distributor Importations Thibault. Tire warmers are permitted.

A maximum of four new tires are permitted per competitor over the three-day National event weekend (Friday-Saturday-Sunday).

I) RULES UPDATES and REVISIONS

CSBK reserve the right to make small adjustments to the spec of competition equipment legal in this class as information becomes available throughout the season.

Rules changes will not typically occur during the course of any event/weekend/set of races at a specific venue.

J) RIDER STATUS/ACTIVITY

Pro racers who have not competed on any level of road race activity for a minimum of five years can apply to participate as an Amateur in the Lightweight class, with each competitor evaluated individually.

Lightweight Sportbike competitors ARE permitted to enter Pro or Amateur Supersport, Twins Cup, and Ninja ZX4-RR Cup.

Amateur riders who place first, second or third in the final, overall year-end points standings may not compete as an Amateur in the same class the following season. Exceptions will be considered in the case of injury or similar on a per-instance basis.

CHAPTER 13: SUPERBIKE AND SUPERSPORT RULES

Superbikes and Sportbikes must also adhere to the GENERAL COMPETITION EQUIPMENT RULES; in case of a conflict, these rules supersede the GENERAL COMPETITION EQUIPMENT RULES.

Homologation:

For Japanese manufacturers, 20 units per year of a particular model must be imported to Canada for that model to be approved for series track use in Canada.

For non-Japanese manufacturers, 10 units per year of a model must be imported to Canada for that model to be approved for series track use in Canada, but each such "limited" model's Manufacturer must apply for approval on a per-model basis. In the matter of equivalency for models not legal by the letter of the rules, approval is possible with application to CSBK on a model by model basis.

A) FRONT SUSPENSION

- 1) Aftermarket fork caps may be substituted.
- 2) Aftermarket triple clamps may be substituted.
- 3) A fork brace may be installed. (April, 2021)
- 4) Substituted spacers are permitted for radial mount front brake calipers, so that larger rotors can be fitted.
- 5) SUPERBIKE only:
 - a) Head inserts to adjust rake may be used as long as no part of the frame is modified.

B) REAR SUSPENSION

- 1) Motorcycles with a belt final drive may be converted to chain final drive.
- 2) The rear shock linkage may be substituted

C) FRAME & GEOMETRY

- 1) SUPERBIKE only, adjustable swing arm pivots are permitted, but no modifications to the frame or swing arm can be made to allow for this adjustability.

D) ELECTRONICS

- 1) SUPERSPORT may use Bazzaz ZFI, Z-Fi-TC and Adjust switch
- 2) SUPERBIKE may also use Bazzaz ZFI, Z-Fi-TC and Adjust switch.
- 3) Homologated machines coming from the factory with OEM traction control will remain be permitted to enhance and adjust stock traction control units with help of OEM or OEM-affiliated product suppliers.
- 4) Other aftermarket traction control units will be permitted with specific approval by Tech. (April, 2021)
- 5) Dynojet products may be used for both Supersport and Superbike classes.
- 6) Flashtune modifications to the stock ECU are permitted and competitors are required to provide internet access codes to Technical Inspectors for review as required.
- 7) SUPERBIKE only, the O.E. "stock" battery, starter and charging system may be removed.
- 8) SUPERSPORT only, may use the Metronik MKE7 ECU/dashboard/Harness. Use of this system must be declared at tech inspection.
'next gen' machines in Supersport, CSBK reserves the right to impose FIM Metronik control ecu/software.
(updated Feb 2025, clarified May 9, 2025)
- 9) SUPERBIKE only- Aftermarket electronics are permitted, ECU and Harness are open. -Must be consumer available product, team/rider to supply product info (invoice/retailer info etc) MoTeC, Metronik etc.
-Any systems other than OEM or 'OEM kit' must be declared at technical inspection, *competitor/team to provide info and access as requested by race direction.*
(updated Feb 2025)

E) DISPLACEMENTS

- 1) For the SUPERSPORT class, maximum displacements (O.E. bore and stroke in all instances except *) are:
 - a) four cylinder: 600-750cc (Kawasaki ZX-6R 636, Suzuki 750 accepted)
 - b) Twins: 1000cc (April, 2023)
 - c) Triples: 900cc (April, 2021)
- 2) For the Superbike class, displacement is unlimited, retaining stock bore and stroke.

F) HORSEPOWER AND WEIGHT REQUIREMENTS/RESTRICTIONS

1) HORSEPOWER

Immediately following each qualifying session or race, the top finishers plus other motorcycles chosen at random will be tested on the Official Series Dynojet Dyno to verify horsepower.

Pro & AM Superbike	210 HP
Pro & AM Supersport	125 hp

Switches or any other device designed to affect the horsepower readings during Dyno testing are strictly prohibited. Competitors who stop on course during or after an event (cool off lap) and alter, or attempt to alter, the performance of their machine will be disqualified.

NOTE: Free Dyno testing will be available at most National events from the National Dyno sponsor, Dynojet Research. All competitors must carry a provided Dynojet sticker on each side of their machine, clearly visible when the rider is in position.

2) WEIGHT LIMITS

Machines must weigh no less than their limit in the same condition in which they finish the race/qualifying session, including all fluids such as oil, water and fuel. Weights will be checked immediately following races. No fluid may be added prior to the determination of weight.

CLASS	CYLINDERS	WEIGHT LIMIT
Pro & AM Superbike	all	360 lbs *
Pro & AM Supersport	all	350 lbs

*** NOTE: 2, 3, or 4-cylinder Supersport machines may run Supersport weight limit when competing in Pro/Am Superbike if they do not have any "Superbike only" features on the bike.**

G) Fuel

Competitors must use GULF Racing Fuels spec unleaded racing fuel provided by the CSBK approved at-track sole vendor: Brooklyn Cycle Racing. Fuel must be purchased at-track during a National from BCR. Competitors may not add fuel additives or octane enhancing ingredients to any fuel. Random fuel tests will be conducted and zero tolerance will be given for competitors using any type of non-approved or leaded fuel.

CHAPTER 14: TWINS CUP RULES (February, 2023)

All machinery eligible to compete in Twins Cup must also adhere to the GENERAL COMPETITION EQUIPMENT RULES; in cases of conflict, these rules supersede the GENERAL COMPETITION EQUIPMENT RULES.

Homologation:

For all manufacturers, 10 units of a specific street-legal model must be imported into Canada for that model to be approved for Twins Cup track use in CSBK.

In the matter of equivalency for models not legal by the letter of these Rules, approval is possible with a specific application (written request) to CSBK on a bike by bike basis, if the machine is judged not to alter the "indexed" nature of this category.

These rules will be revised as the Twins Cup series develops. The Twins Cup is a Pro-AM combined class open to Amateur and Pro competitors.

APPROVED EQUIPMENT

Aprilia RS650

Kawasaki Ninja 650

Suzuki SV650 – all models – and 2023+ GSX-8S and GSX-8R

Yamaha YZF-R7 – all years, and parallel models including MT-07, subject to approval

1. FRONT SUSPENSION

1. Alternate OEM forks/wheels/brakes may be substituted.
2. Aftermarket Fork Caps may be substituted.
3. Aftermarket "open" cartridges are permitted.
4. Aftermarket triple Clamps are permitted.
5. Head Inserts to adjust rake are NOT permitted.
6. A Fork Brace may be installed IF no modifications to other components are required.

2. REAR SUSPENSION

1. Alternate OEM swing arms and wheel/brakes may be substituted.
2. The rear shock linkage may be altered or substituted.
3. The rear shock absorber may be substituted.

3. FRAME and GEOMETRY – all manufacturers

No modifications to the frame can be made.

The rear sub-frame may be substituted, if removable on the original OE unit – lightweight “kit” sub frames are not permitted.

NOTE: repairs/straightening to non-removable rear sub-frames is permitted with written request and specific, written permission from CSBK.

4. ELECTRONICS

Only Electronic items available directly from the OEM for that specific model are allowed.

Dynojet and Woolich Tuning Products are permitted.

Flash Tune for the stock ECU is permitted and competitors are required to provide access code when requested by Tech.

OEM-supplied and Dynojet “Quick Shifter” products are permitted.

Traction Control in any form is not permitted, unless available in the stock electronics package.

5. DISPLACEMENTS/ENGINE MODIFICATIONS

Aprilia models must compete with the stock displacement, with stock bore and stroke, and no cylinder heads modifications.

Yamahas must have stock bore and stroke, but cams can be substituted for kit type and cylinder heads can be modified/porting.

For both Aprilia and Yamaha, the stock injectors and airbox/intake must be used.

Kawasaki and Suzuki models do not require stock bore or stroke, and are not restricted in displacement.

Kawasaki and Suzuki models must use the stock injectors, but do not require a stock air box, or intake runners; but an airbox must be used.

For Kawasaki and Suzuki models, engine cylinder compression may be increased (heads and/or barrels decked) and cam shafts degreed/replaced.

Kawasaki and Suzuki cylinder heads may be ported – material may be removed from the head or added.

For all approved models, A complete air filter assembly (OE type permitted) is required.

6. HORSEPOWER AND WEIGHT REQUIREMENTS/RESTRICTIONS

Immediately following each practice session, qualifying session or race, the top finishers plus other motorcycles chosen at random will be tested on the Official Series Dynojet Dyno to verify horsepower. Machines will also be weighed at this time.

Machines must weight no less than their listed limit in the same condition in which they finish the on-track session, including all fluids including water/coolant, oil and fuel. Weights will be checked immediately following on-track events. No fluid or weight-affecting device can be added prior to the determination of weight.

Switches and any other devices/methods designed to affect the horsepower readings during Dyno testing are strictly prohibited.

1. For all approved Twins Cup machines, the maximum permitted Horsepower will be 90, and the minimum allowable weight will be 350 pounds on the Official Series scales.

2. It is recommended that all Aprilia competitors consider that their model is the CSBK “index” machine for the debut season of Twins Cup, and any mods could easily cause the Aprilia to perform beyond these Rules.

7. FUEL

Spec Fuel is required for use by all CSBK competitors. Competitors must use BCR-supplied GULF unleaded racing fuel provided by the CSBK-approved at-track sole vendor: Brooklin Cycle Racing. Competitors are not permitted to use fuel additives or octane enhancing elements to any fuel. Random fuel tested will be conducted and zero tolerance given for any competitors using any type of non-approved or leaded fuel.

8. TIRES

Spec Bridgestone slick race rubber as per Canadian Distributor Importations Thibault
Tire warmers are permitted, and recommended.
A maximum of six new tires are permitted per competitor over the three-day National event weekend (Friday-Saturday-Sunday).

9. RULES UPDATES and REVISIONS

CSBK reserve the right to make small adjustments to the spec of competition equipment legal in this class as information becomes available throughout the season.
Rules changes will not typically occur during the course of any event/weekend/set of races at a specific venue.

10. GRIDS

Twins Cup competitors will qualify and race with the ZX-4RR Cup.
Twins Cup competitors will be grided separately, two rows ahead of ZX-4RR Cup, and may start in a separate, secondary “wave” depending on size of entry and relative lap times at each venue.
Twins Cup will have their own, separate podium, results, points standings, and championship.

CHAPTER 15: Ninja ZX-4RR CUP

All machinery eligible to compete in the Ninja ZX-4RR Cup must also adhere to the GENERAL COMPETITION EQUIPMENT RULES; in cases of conflict, these rules supersede the GENERAL COMPETITION EQUIPMENT RULES.

The Ninja ZX-4RR Cup is a Pro-AM combined class open to Amateur and Pro competitors.

Homologation:

For all manufacturers, 10 units of a specific street-legal model must be imported into Canada for that model to be approved for track use in CSBK.

APPROVED EQUIPMENT

Kawasaki Ninja ZX-4R and ZX-4RR – all years

A) FRONT SUSPENSION

1. Aftermarket Fork Caps may be substituted.
2. Aftermarket “open” cartridges are permitted.
3. The total cost (Canadian MSRP) of modifications to the front fork, not including labor, cannot exceed \$1,700 in Canadian Funds.

B) REAR SUSPENSION

1. The rear shock linkage may not be altered or substituted.
2. The rear shock absorber may be substituted.
3. The total cost (Canadian MSRP) of the alternate rear shock cannot exceed \$2,000 in Canadian funds.

C) FRAME and GEOMETRY

1. No modifications to the frame or swing arm can be made.
2. The rear sub-frame may not be substituted,

NOTE: repairs/straightening of the non-removable rear sub-frame is permitted.

D) ELECTRONICS

1. Dynojet Tuning Products are permitted.
2. Flash Tune for the stock ECU is permitted and competitors are required to provide access code if requested by Tech
3. OEM-equipped "Quick Shifter" products are permitted.

E) DISPLACEMENTS/ENGINE MODIFICATIONS

1. All Ninja ZX-4RR Cup machines must compete with the stock displacement, no engine modifications of any type are permitted.
2. Engine internals must remain stock and unaltered.
3. Stock airbox and all related components must be installed and unmodified. Air filters may be replaced with aftermarket units, provided they replace the factory filter and are installed in stock location.

F) HORSEPOWER AND WEIGHT REQUIREMENTS/RESTRICTIONS

Immediately following each practice session, qualifying session or race, the top finishers plus other motorcycles chosen at random will be tested on the Official Series Dynojet Dyno to verify horsepower. Machines will also be weighed at this time.

Machines must weight no less than their listed limit in the same condition in which they finish the on-track session, including all fluids including water/coolant, oil and fuel. Weights will be checked immediately following on-track events. No fluid or weight-affecting device can be added prior to the determination of weight.

Switches and any other devices/methods designed to affect the horsepower readings during Dyno testing are strictly prohibited.

The maximum permitted Horsepower will be 75, and the minimum allowable weight will be 350 pounds on the Official Series scales.

Ninja ZX4-RR Cup machines can compete using a full racing exhaust system. Slip-on or stock exhaust is permitted.

G) FUEL

Spec Fuel is required for use by all CSBK competitors. Competitors must use BCR-supplied GULF classic race fuel provided by the CSBK-approved at-track sole vendor: Brooklin Cycle Racing. Competitors are not permitted to use fuel additives or octane enhancing elements to any fuel.

Random fuel tested will be conducted and zero tolerance given for any competitors using any type of non-approved or leaded fuel.

H) Tires

Spec Bridgestone race rubber as per Canadian Distributor Importations Thibault. Tire warmers are permitted.

A maximum of four new tires are permitted per competitor over the three-day National event weekend (Friday-Saturday-Sunday)

I) RULES UPDATES and REVISIONS

CSBK reserve the right to make small adjustments to the spec of competition equipment legal in this class as information becomes available throughout the season.

Rules changes will not typically occur during the course of any event/weekend/set of races at a specific venue.

J) RIDER STATUS/ACTIVITY

Amateur riders who place first, second or third in the final, overall year-end points standings in one year may not compete as an Amateur in the following year's Ninja ZX-4RR Cup. Exceptions will be considered in the case of injury or similar on a per-instance basis.