



## 2009 InsideRACING Cup (IR CUP) Key Racing Rules

### 1. Title and General

The first INSIDERACING CUP is conceptualized, organized and promoted exclusively by CAMBA MOTOHAUS, INC

INSIDERACING CUP is a short track competition event where the final winners of each class are determined via short elimination heat races.

INSIDERACING CUP is designed to promote motorcycle road racing by holding intimate, fast-paced, and action packed races designed to make casual spectators into enthusiastic race fans.

### 2. General Sporting Regulations

- The classes racing in the IR CUP are the following:

Open, 115Open, Automatic Open, Juniors 115Open, Juniors Automatic Open

- Junior115Open and Junior Automatic Open are limited to **Beginners and Novice** riders \* Based on NAMSSA Rider Classification at the start of 2009.

- Open, 115Open, Automatic Open are open to **Novice and Expert Riders only**.

- The **maximum age in the Juniors classes is 21 years**: The limit for the maximum age starts on the date of the rider's birthday up to the race day. Riders under 18 must submit a written and signed consent from parent/guardian consent.

- **A single machine/motorcycle can only enter a maximum of one (1) class**

- **A rider can only enter three (3) race classes maximum**

- All riders must wear protective gears comprising of a certified helmet (no open face or modular), leather suit with body armor, riding boots and leather gloves

- All motorcycles entered must be in good racing condition and must be presentable, aesthetically pleasing and wearing official team colors.

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- For commercial purposes, the Promoter has the right to deny entry of motorcycles deemed not presentable and/or not suitable.
- **All participating teams must have a working fire extinguisher bottle present at all times in the pit area.**
- **MAXIMUM** riders per class that will be accepted are **eighteen (18) for Open** classes and **twelve (12) for Juniors** Classes
- No rider will be admitted to enter the race track in any session without proper registration/documentation, payment of required fees and signing of event waiver.
- A rider shall be deemed to have taken part in the event when he participates in, at least, one practice session of the race event. A rider shall be deemed to have started a race when he participates in, at least the first lap of the race.
- For IR CUP identity, All **wheels or rims requested to be colored BLACK** and all **numbers requested to be YELLOW FONT on BLACK background**)

### 3. Time Table

The time table will be published in the supplementary regulations of the event, in accordance to the following scheme, however please note that the following are just guidelines and are subject to change:

Registration	12:00pm - 2:30 pm
Practice Heats	3:00 pm – 4:45 pm
Elimination/Qualifiers/Semi-Final Heats	5:00 pm – 8:40 pm
Final Heats	8:50 pm – 9:30 pm

### 4. HEAT scoring

#### Juniors (12 riders)

- Elimination HEATS : Top 2 move to Final, 2<sup>nd</sup>-5<sup>th</sup> will run Semi Final. 6<sup>th</sup> will end
- Semi Final HEAT : Top 2 move to Final HEAT

#### Open (18 riders)

- Elimination HEATS : Top 2 move to Semi-Final, Bottom 4 will run Qualifiers
- Qualifier HEATS : Top 3 move to Semi-Final
- Semi Final HEATS : Top 3 move to Final HEAT

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## 5. Start Procedure, Practice, Qualifying and Race HEATS

- HEATS (Practice, Qualifiers, Semifinals and Finals) will always be run in six (6) – rider groups
- ALL riders must use only ONE MACHINE per class. MACHINE CHANGE IS FORBIDDEN during the meet. **Machines shall be marked by an IR CUP Official at the end of first the Elimination Heats.**
- Approximately 5 minutes before the rider's HEAT start of the race, they must line-up in the pit-lane.
- For all classes, the Grid will be arranged in the 1x6 configuration **determined by drawing of lots.**
- Riders will be given 1 lap warm-up before each race HEAT except during practice.
- HEATS will be from 4 to 6 laps depending on the lap time of the course.
- NO refueling or adjustments on the machines can be done on the grid.
- In the interest of safety, should a rider stall his machine on the warm-up, he may be assisted to restart by the official marshals. If, after a reasonable period, the engine does not start, then the rider will be pushed into the center and will not be permitted to join the HEAT.
- The event schedule can only be varied during the event by the Race Direction.

## 6. Jump Start

A red light will be displayed for between 2 and 5 seconds. The red light will go out to start the race.

Any rider who anticipates the start will be **penalized by 1 position at the finish.** Anticipation of the start is defined by the spindle of the front wheel of the motorcycle crossing the line which marks the front of that rider's grid position before the red light goes out.

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If, after the start of the race, a rider stalls his machine, then he may be assisted by being pushed along the track until the engine starts. If, after a reasonable period, the engine does not start, then the rider will be pushed into the pit lane and classified as a DNF.

Any person who, due to his behavior on the grid is responsible for a "start delayed", may be penalized with one of the following penalties: fine – 1 position – or disqualification from the event.



## 7. Interruption and Re-Starting of a Race

- For safety reasons, the Race Director can decide to interrupt a race. Riders must immediately slow down and return to the start line.
- If the red flag is caused by a crashed rider(s), the **said rider(s) CAN NOT re-start** the heat and will automatically be scored as a DNF.
- The heat will be **re-started based on the original starting grid** and will run for the remaining laps or minimum of three (laps) whichever is longer.

## 8. Racing Numbers

- The organizer WILL NOT supply racing numbers. The competitor shall be responsible for providing his/her assigned number on his machine in the right position (front, left and right portion of the tail) and readable and contrasting color (**yellow font on black background**)

## 9. Advertising

- Competitors may affix any kind of advertising to their machines, provided that:  
it is allowed by national laws, and IR Cup rules
- it is not likely to give offense

## 10. Protest and Appeal Procedures

- Any protest must be submitted in writing and signed by the competitor concerned to the IR CUP Clerk of Course within thirty (30) minutes of the incident or from the time the provisional HEAT results are known (In IRCUP that is after the chequered flag is waived).
- Protest Fee is P15,000 cash, refundable if protest is successful.

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- Protests can only be made by registered competitors who are directly affected.

- A protest against the ELIGIBILITY of the rider, team or a machine must be made before the start of the official Practice heats.

- An Appeal on a penalty may be filed by the rider incurring the penalty submitted in writing and signed by the competitor concerned to the IR CUP Management within three (3) days of the result.

- Appeal Fee is P15,000 cash.



## 11. General Obligations for Competitors and Team

- Only the registered rider will be admitted to the track entrance.
- All registered riders are required to **attend Riders Briefing** held at pre-determined time before official practice.
- **Improper conduct** by riders and/or team members during the event shall be dealt with a penalty that may go as far as exclusion from the event
- **It is forbidden to participate in the event under the influence of alcohol or drugs.** Infringement of this rule will result in a penalty of exclusion.
- **Consumption of alcohol by any team member is prohibited during the event.** The team manager or rider named in the entry form will be held solely responsible for all the liabilities and obligations of his entire team.
- The use of **prohibited drugs is not permitted** at any time. Violation of this guideline will result in a penalty of exclusion for the person concerned.
- Riders are **obliged to follow the instructions of marshals** and/or officials in charge of any area. Failure to observe this may lead to exclusion at the discretion of the Stewards of the Event.

## 12. Actions Detrimental to the INSIDERACING CUP

Any participant or a member of a team who performs an act or participates in actions deemed by IRGP officials as detrimental to the IR CUP or to InsideRACING, the rider or team will be penalized by a cash fine, and/or disqualification, and/or loss of finishing position, and/or indefinite suspension from further participation in the IR CUP and future IR organized events.

They include:

- Falsification of documents
- Intentional use of machines not complying to the IR Cup rules and regulations
- Assaulting or threatening to do bodily harm to an IR Cup Official
- Using alcohol or illegal drugs during the event
- Fighting on race premises
- Assaulting with a weapon on race premises
- Refusing to follow an IR Cup official

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### **13. Reservations, Amendments, and Bulletins**

The organizer reserves the right to add to these Supplementary Regulations or to issue additional conditions or instructions, which will form an integral part of them. Participants shall be informed of any amendments or additional conditions as soon as possible via dated and numbered information bulletins, which shall be posted on the official notice board

The Clerk of the Course is charged with the application of the present regulations and their provisions during the running of the event. Nevertheless, he must inform the Stewards of the Event of any important decision he has had to take in application of the said regulations.

Any protests against said decisions will be sent to the Stewards of the Event for deliberation.

Similarly, any case not provided for in the aforementioned regulations will be studied by the Stewards of the Event, who alone have the power to decide.

### **14. Responsibility and liability renunciation of organizers and participants.**

Participants (entrants, competitors, riders, proprietors, support crews/mechanics and owners of vehicles) take part in the event at their own risks. They carry sole civil and criminal responsibility for any damage or injury caused by them or the vehicles they use.

With the submission of the entry, each participant agrees to save harmless and to keep indemnified the following:

- InsideRACING CUP management and officials
- Camba Motohaus Inc.
- Event Venue owners and management
- The Local Governments and agencies of the event venue
- The Official Sponsors of the Event

Their respective officials, representatives, servants and agents, from and against all losses, actions, claims, expenses and demands in respect of death, injury, loss or damage to the person or property of each participant, mechanic, support crew or of any other person or party whatsoever, howsoever caused, arising out of or in connection with the entry of each participant taking part in the event, notwithstanding that such death, injury, loss or damage may have been contributed to or caused by the negligence of the

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the organizer, the association or the Government or the Official Sponsors or the Carmona owners or of any of their respective officials, servants, representatives or agents or by any other person or organization involved in the event.

The organizers, promoters and sponsors decline liability in any accident caused by or to competitors, crew and the competing motorcycles and support vehicles during the whole of the event. Competitors shall be held responsible for any accident or breach of the laws on which they may be involved and shall declare to the organizers the particulars of any incident from which liability may arise and shall have no claim against the organizers, sponsors and promoters arising out of any action of the organizers, promoters, sponsors, their servants, officials or agents, during the course of the event.

## InsideRACING CUP Machine Regulations

### 1. CUP RACE CLASSES

Classes	Max. Displacement *	Engine Type	Max. No. of cylinder	Max. Carb size	Level of Modification
Juniors 115OPEN	Up to 115CC (2-Valve only)	4-stroke	1	20mm	Open
Juniors Auto OPEN	Up to 130CC (2-Valve only)	4-stroke	1	24mm	Open
Automatic OPEN	Up to 180CC (4-Valve)	4-stroke	1	28mm	Open
	Up to 190cc ( 2-Valve)	4-stroke	1	30mm	Open
115OPEN	Up to 115CC (2 valve only)	4-stroke	1	28mm	Open
OPEN	Up to 165CC (4-Valve)	4-stroke	1	28mm	Open
	Up to 200cc ( 2-Valve)	4-stroke	1	28mm	Open

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**\* Tolerance of +1.0 cc for measurement**



## 2. GENERAL SPECIFICATIONS

2.1 Motorcycles must be underbone-type, non-CVT for Juniors 115 Open, 115 Open and Open classes and scooters/hybrid CVT type with wheels less than 16-inch for Juniors Automatic Open and Automatic Open. Must correspond to motorcycles of current production by registered local manufacturers/importer available for retail before the event.

2.2 Motorcycles must have 75% of stock bodywork. Compliance shall be determined by the IR Cup Technical Chief. Leg shield may be shaved at the edge from the standard size only for cornering purposes. (fiberglass replacement of same the shape is allowed. Expensive materials like carbon fiber or kevlar bodywork are not allowed).

2.3 Aside from maximum displacement rule and those stated in Article 1, the modifications for the classes are FREE

2.4 Fuel NO Restrictions

## 3. The following will be **PROHIBITED** in all classes in any case.

3.1 Light alloy in the construction of front and rear wheel spindle (shaft).

3.2 Unthreaded Slicks, or hand cut or rain tires

3.3 Nitrous Oxide System (NOS)

3.4 Supercharger or Turbocharger

3.5 E.F.I. or any type of fuel injection

3.6 Titanium engine parts

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