



BRL RACE CLASS & ELIGIBILITY OVERVIEW

Currently The Bagger Racing League (BRL) has fifteen (15) classes of racing:

1. Bagger GP
2. Pro-Stock Bagger
3. Super-Street Bagger
4. Air-Cooled Twins
5. Liquid Twins
6. American Twins Unlimited (ATU)
7. Lightweight Superbike
8. Middleweight Superbike
9. Open Next Generation Superbike
10. Unlimited Superbike
11. Metric V-Twin Bagger
12. Open Metric Bagger
13. Lightweight Adventure X
14. Middleweight Adventure X
15. Heavyweight Adventure X

Bagger GP eligible racers must have an Expert Road Racing License. To achieve expert plates a racer must race as an amateur and acquire enough points to advance on to an expert place with a sanctioned race organization or club. *See Section 3.1 Bagger GP for detailed Equipment Standards & Technical Specifications.*

Pro-Stock Bagger, Super-Street Bagger, Super-Street Bagger, Air-Cooled Twins Liquid Twins, American Twins Unlimited, Lightweight Superbike, Middleweight Superbike, Open Next Generation Superbike, Unlimited Superbike, Lightweight Adventure X, Middleweight Adventure X, and Heavyweight Adventure X eligible racers must have a Novice Road Racing License, completion of a New Racer or New Rider School (NRS), and a minimum of two (2) track days prior to NRS. **See each respective class Section for Race Class Technical Specifications: 3.2 Pro-Stock Bagger, 3.3 Super-Street Bagger, 3.4 Air-Cooled Twins, 3.5 Liquid Twins, 3.6 American Twins Unlimited (ATU), 3.7 Lightweight Superbike, 3.8 Middleweight Superbike, 3.9 Classic Superbike, 3.10 Next Generation Superbike, 3.11 Unlimited Superbike, 3.12 Metric V-Twin Bagger, and 3.13 Open Metric Bagger*

Disclaimer, the below and included Bagger Racing League rules are subject to change as the sport and organization is new and will keep evolving as the sport increases. The rules have been created for the sake of everyone's safety. If you are interested in racing a motorcycle not included in the

approved classes at this time, please contact BRL, classes will be added to the waiting list for expanding classes.

NEW TO ROAD RACING?

If you are new to this sport, please educate yourself and ask fellow racers. Most club road racing organizations will require most, if not all the below requirements.

A lot of people are asking about getting on track for the first time! The BRL is building a network of Track Days, Racing Schools, Coaches, and Regional Race Series across the country willing to allow Harleys and other V-Twins out on the track.

Bagger Racing League offers Road Race License reciprocity from most race organizations, private coaches, and clubs across the United States of America and from around the world including but not limited to:

- AHRMA: www.ahrma.org
- American Federation of Motorcyclists: www.afmracing.org
- Chuckwalla Valley Raceway/CVMA: www.chuckwalla.com or www.CVMARacing.com
- CRA: www.RaceCRA.org
- Pacific Track Time: www.pacifictracktime.com
- U.S. Motorcycle Coaching Association – Network of Certified Coaches: www.usmca.org
- WERA: www.wera.com

Join the fun on the track, get your road race license! You are encouraged to get started without overthinking it or over building your bike, simply visit a track for the first time with the required safety gear and bike safety set up to get started. Contact your local road racetrack or series for track days and New Rider School schedules!

2026 RULES FOR BAGGER RACING LEAGUE COMPETITION

The Bagger Racing League and its line-up of participant-based elements was created to serve as a competition platform to showcase the performance characteristics of large displacement V-Twin motorcycles and the athletes that operate them in select premier events.

In addition to showcasing the types of machines that have provided American motorcycle competition for more than a century, the BRL classes of approved equipment, will provide a critical platform to demonstrate, under race conditions, the vast array of approved aftermarket performance products, that will allow this unique category of motorcycles to maximize their competition environment for a variety of large displacement V-Twin motorcycles.

The various brands and models of the machines featured in the BRL are included in the Approved Equipment List, for each competition class. In addition to identifying the approved equipment list of vehicles that will be featured in the BRL competition program, each approved model has specific rules and equipment requirements, which establish performance allowances, which will provide for a quality competition entertainment experience for riders and fans.

The unique design of each of the motorcycles on the approved equipment list, will require an equally unique array of performance specifications that allows machines of similar design but various performance characteristics, to compete under defined competition standards that strive to provide parity among each brand and model, with the paramount goal to provide for the highest quality level of competition and motorsports entertainment.

INTRODUCTION

This book contains the rules and technical requirements governing all events that make up the Bagger Racing League and was designed to provide the necessary information to assist entered riders in the preparation of motorcycles for competitions sanctioned by the Bagger Racing League.

As a rule, unless optional equipment or modification is specifically permitted by this Rulebook, they are prohibited. The intent of a specific rule will override a competitor's interpretation of that rule. Bagger Racing League officials will determine the intent of a rule. If any equipment rule is unclear to the competitor, the competitor is advised to obtain written approval from the Bagger Racing League prior to making any modifications.

While every effort has been made to write these rules in a clear and unambiguous fashion, it is impossible to anticipate every circumstance. It will be the Race Director's responsibility to make decisions regarding rule enforcement.

DISCLOSURE:

The competition and equipment Rules and Regulations of the Bagger Racing League are designed to serve as guidelines for the conduct of motorcycle sporting competitions, conducted by the Bagger Racing League pursuant to the uniform competition, technical and sporting rules as published by the Bagger Racing League. These rules, whether related to or directed to issues of safety are intended to inform and direct all individuals and entities associated with these competitions to be aware of and concerned for the matters of safety as related to motorsports competition, but the Bagger Racing League Recognized that all forms of motorsports are by design associated with elements of inherent risk and the rules do not warrant safety if the rules are adhered to, nor does the Bagger Racing League warrant that all individuals, at all times, will conduct themselves in full responsibility to personal assess the safety elements associated with motorsports competitions and the facilities and venues where competitions are conducted, along with the conditions related to each event and must assume any and all risk associated with such motorcycle motorsports competitions

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SECTION 1 LICENSING, ELIGIBILITY, ENTRIES, RACER TERMS & CONDITIONS

Section

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- 1.2 Entry Criteria
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- 1.4 Racer Terms & Conditions

1.1 Competition License

1. All riders participating in any on-track practice, qualifying, or racing activity must meet the following licensing requirements:
 1. Bagger GP eligible racers must have an Expert Road Racing License. To achieve expert plates a racer must race as an amateur and acquire enough points to advance on to an expert place with race organization or club.
 2. Pro-stock Bagger, Super-Street Bagger, Air-Cooled Twins, Liquid Twins, American Twins Unlimited, Lightweight Superbike, Middleweight Superbike, Classic Superbike, Next Generation Superbike, Unlimited Superbike, Metric V-Twin Bagger, and Open Metric Bagger eligible racers must have at least a Novice Road Racing License, completion of a New Racer or New Rider School (NRS) and a minimum of two (2) track days prior to NRS.
2. Foreign riders applying for a BRL event entry must submit demonstration of professional or expert level motorcycle road racing experience for the Bagger GP and Novice Road Racing License for the Pro-stock Bagger, Super-Street Bagger, Air-Cooled Twins, Liquid Twins, American Twins Unlimited, Lightweight Superbike, Middleweight Superbike, Classic Superbike, Next Generation Superbike, Unlimited Superbike, Metric V-Twin Bagger, and Open Metric Bagger.
3. The holder of any credential issued by the BRL shall be subject to the BRL Racer Terms & Conditions and Code of Conduct Policy. See 1.4 Racer Terms & Conditions.
4. Event entries are issued at the sole discretion of the BRL and may be revoked with or without cause.

1.2 Entry Criteria

1. Entrants must be at least 18 years of age at the time of the event.
2. Entrants must provide proof of primary medical insurance.

1.3 Class Entries

1. At this time entries will not be limited.
2. Pre-entry will close 14 days prior to the event.
3. Riders may post-entry by contacting the BRL by 12:00 p.m. CST the Friday before the event. Additional fees will apply for post-entries.

1.4 Racer Terms and Conditions

As a racer ("Racer") participating in BRL NOW THEREFORE, for good and valuable consideration, the receipt of which is hereby acknowledged, the Racer agree as follows:

1. Racers must be members of BRL and AMA,
2. Racer
 1. For your reference Racer in this document refers to the individual and/or team participating in BRL as indicated in the race registration information fields associated with BRL registration.
3. Compensation
 1. To avoid confusion and the avoidance of doubt Racer will be responsible for paying for race registration fees, travel, transportation, per diems, meals, labor, and other expenses related to attending Event Dates.

2. Racer shall be eligible to participate in the purse payout program if available per participating race class as indicated in the BRL Rules now or as later defined, amended and/or adjusted.
4. BRL Patch
 1. Racer must attach a BRL Patch to the top left front shoulder of their race suit.
5. BRL Sticker
 1. BRL Sticker must be prominently displayed on both sides of the front of the motorcycle.
 2. If the rider does not have stickers, they will be provided at tech.
6. License of Intellectual Property
 1. Racer hereby grants to BRL a fully paid, royalty-free, limited, non-revocable, non-exclusive right and sublicense to use. In the Universe in perpetuity, Racer's name, likeness, race number, image, Team Name, nicknames, trademarks, service marks, design marks, taglines, logos, artwork, and other original and copyrightable materials as specified or as otherwise provided or appears by Racer to BRL specifically for use in a series of video productions (the "Production") to exhibit, license, distribute and stream.
 2. Including but not limited to an episodic video series, live race broadcast of the Bagger Racing League, a documentary about BRL, websites, print media, advertisements, all digital and physical media or social media currently in existence and all future media or mediums to be created digitally or physically; (collectively, "Racer's Intellectual Property") for any and all activities contemplated or conceived by BRL now or in perpetuity; to avoid confusion and doubt all use of Racer's Intellectual Property by BRL shall not be subject to Racer's approval of any kind in any instance.
 3. Racer represents that Racer currently has the right to grant the license described above.
 4. BRL acknowledges and understands that Racer's Intellectual Property is the property of Racer or its licensor, retains all right, title and interest in and to Racer's Intellectual Property not granted under this Agreement. Bagger Racing League further represents and warrants that no person or entity other than it can claim any right, title to, or ownership of intellectual property associated with the Production (collectively, "Intellectual Property").
 5. Bagger Racing League hereby claims an exclusive, non-revocable, non-transferable, ownership of all Intellectual Property associated with the Production in perpetuity. Racer may not license their rights or otherwise exploit any rights to the Intellectual Property without the prior written approval of the BRL.
7. Confidential, Non-Disparagement
 1. "Confidential Information" means the existence and terms of this Agreement, and any information reasonably understood to be confidential, whether written or oral, tangible, or intangible, disclosed by one Party or any of its agents ("Disclosing Party") to the other Party or any of its agents ("Receiving Party"), or which may otherwise become known to the Receiving Party regarding the Disclosing Party or its business or personal affairs.
 2. During and after the Term, the Receiving Party shall hold in trust and confidence, and take reasonable precautions to protect all Confidential Information. Notwithstanding the foregoing, Confidential Information shall not include information that:
 1. is available to the public other than through disclosure by the Receiving Party.
 2. was or becomes available to the Receiving Party from a third-party source that lawfully obtained the information; or
 3. is independently developed by the Receiving Party without use of any Confidential Information. Upon termination of this Agreement, or upon the Disclosing Party's earlier request, the Receiving Party shall destroy and certify the destruction of, all items containing any Confidential Information.
 4. the Receiving Party may disclose Confidential Information to the extent compelled by judicial or governmental process; provided that the Receiving Party gives the Disclosing Party prompt notice thereof so that the Disclosing Party could obtain a protective order or otherwise oppose the disclosure.
 3. During the Term and for a period of three (3) years thereafter, neither Party shall make or cause to be made any false statement that casts the other Party in a negative light.

8. Sponsorship
 1. To avoid confusion and the avoidance of doubt Racer does not have a sponsorship relationship with BRL and will be responsible for paying for race registration fees, travel, transportation, per diems, meals, labor, and other expenses related to attending Event Dates.
9. Access & Pit
 1. Each Racer registered for the BRL GP class receives:
 1. One (1) Racer credential and weekend access
 2. Crew credentials
 1. Can be purchased in advance at a discount or
 2. Can be purchased at the gate for the regular price.
 3. One (1) pit space up to 40' x 80'.
 4. Dry camping onsite is available for an additional cost, contact BRL representative for details.
 5. For large group bulk ticket buys, please contact BRL representative for details.
 6. Please contact BRL representative for media credentials, media and pit access for photo and video access.
 7. Your pit is not a vendor or sponsor booth. Direct or onsite sale or sampling of any kind is forbidden from pit without BRL approval or paid sponsorship or vendor package. Please contact BRL representative for sponsorship or vendor options.
 2. Each Racer registered for the Pro Stock Bagger, Super-Street Bagger, Air-Cooled Twins, Liquid Twins, American Twins Unlimited, Lightweight Superbike, Middleweight Superbike, Classic Superbike, Next Generation Superbike, Unlimited Superbike, Metric V-Twin Bagger, and Open Metric Bagger:
 1. Racer credentials
 1. Can be purchased in advance at a discount or
 2. Can be purchased at the gate for the regular price.
 2. Crew credentials
 1. Can be purchased in advance at a discount or
 2. Can be purchased at the gate for the regular price.
 3. One (1) pit space for (1) vehicle and trailer plus 10' x 20' tents.
 1. Additional pit space is available for purchase per advance approval
 4. Dry camping onsite is available for an additional cost, contact BRL representative for details.
 5. For large group bulk ticket buys, please contact BRL representative for details.
 6. Please contact BRL representative for media credentials, media and pit access for photo and video access.
 7. Your pit is not a vendor or sponsor booth. Direct or onsite sale or sampling of any kind is forbidden from pit without BRL approval or paid sponsorship or vendor package. Please contact BRL rep for sponsorship or vendor package options.
10. Promotion
 1. Racer to accommodate all listed:
 1. Racer to participate in actively promoting and marketing the BRL online through their website, email list, and all social media platforms
 2. Racer to allow Facebook and Instagram Advertisement Administrative Access, Placement of Google, and Facebook pixels on Racer websites
 3. Racer to make themselves available for interviews
 4. Racer to make themselves available to record promotional liners for the BRL
 5. Racer to make themselves available for on camera promotional interviews and promotional video content
 6. Racer to make themselves available for phone interviews with media and press outlets to promote the BRL
 7. Racer will make themselves available to participate in one meet and greet for up to

- 30 photos at each event date for VIPs, sponsor, media, radio station and or other
 8. Racer to make themselves available for a personal appearance for a minimum of 2 hours for promotional filming for the BRL.
 9. BRL has the right and option, but not the obligation, to film behind the scenes, training, practice sessions, and may use content/footage as part of its Promotional Rights.
 10. Racer will provide athlete biography, race team and/or Racer boilerplate press release and Racer history to BRL within 10 days of race registration.
 11. BRL has the right and option, but not the obligation to execute a pre-season photo shoot with all athletes, owners, founders and/or key employees.
 12. From this photoshoot Racer will agree on at least five selects for each rider, owners, founders and/or key employees.
 13. BRL will have rights to all Racer-related video and photography created by the Racer during the Term. Rights and content ownership will exist in perpetuity.
 14. It is the responsibility of the Racer to procure these rights from any contracted photographers or videographers.
 15. Racer will provide BRL with a copy of each waiver or contract created for all contracted photographers/videographers.
 16. Racer may be asked to participate in photo and video/commercial shoots before, during or after each race; all production costs for additional photo and video shoots are the responsibility of BRL and Racer to cover their own travel and transportation expenses.
11. Insurance
1. As a condition of Racer class entry, Racer must hold current personal medical insurance coverage, valid without exclusions, that provides coverage for any injuries that may be incurred while participating at BRL Event Dates.
 2. Racer assumes all risks associated with their entry and participation. The Bagger Racing League does not provide Participant Medical Insurance coverage.
12. Penalties
1. The Bagger Racing League reserves the right to issue penalties, fines or eject Racer. BRL will notify Racer in writing or verbally for each event/occurrence and clearly define what action will be taken by BRL.
13. Agreement
1. Upon paid race registration, it is understood, agreed to, and accepted by Racer, or on behalf of Racer, to perform at Bagger Racing League upon the material terms and conditions set forth herein the 2024 Rules for Bagger Racing League Competition.

SECTION 2 RACE RULES AND PROCEDURES

Section

- 2.1 Bulletins and Supplemental Regulations
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2.1 Bulletins and Supplemental Regulations

1. Technical Bulletins or Supplemental Regulations established by the BRL for the purpose of implementing, interpreting, or enforcing competition rules will be deemed part of the official Rulebook.

2.2 Medical Protocol

1. Every rider must have a medical card either:
 1. On a lanyard around their neck
 2. Attached to their race suit.

2.3 Track Testing Protocol

1. Riders who are invited to or who are participating in Press/Media Day activities will be allowed access to the track in accordance with the Press Day schedule only.

2.4 Inclement Weather/Unacceptable Track Conditions

1. Events may be conducted regardless of weather conditions. In the event of excessive rain or other unfavorable conditions, it may be necessary for the Race Director to alter the order of the event schedule, including, but not limited to adjusting the length of races, practices, qualifying sessions, and/or delaying or stopping the program completely.
2. Should a delay occur the Race Director will make every effort to resume the schedule in a timely fashion if conditions allow.
3. If an event is stopped due to weather or other conditions, riders will be paid for purse-paying events which have been completed.

2.5 Motorcycle Usage

1. Riders must use the same motorcycle (same main frame) for all practice sessions, qualifying events, and races.
2. If the motorcycle's main frame is damaged, the frame may be changed only with approval from the Race Director. Approval must take place prior to usage of the new frame.
3. Riders must use the same motorcycle for parade or sighting laps as for races.

2.6 Pit/Paddock Regulations

1. Competition motorcycles may only be ridden on the racetrack or in the designated test area. All other riding is discouraged.
2. Riders, crew members or any BRL credential holders are prohibited from operating any motor vehicle on race venue property in such a manner as to endanger the safety of other riders, crew members, officials, or the public.

3. Operation of a motor vehicle, including but not limited to a motorcycle, golf cart, ATV, or utility vehicle, in the paddock must be at a very slow, acceptable speed (10 MPH maximum) so as not to endanger life or limb of other riders, crew members, officials or the public.
4. Any rider or mechanic testing a motorcycle in a designated test area must wear a helmet and appropriate protective gear (pants, shirt, and boots).
5. Smoking is prohibited in the Pit Lane, Signal Area, starting line and other restricted areas.
6. Persons less than 16 years of age are prohibited in the Signal Area, starting line and other restricted areas.
7. Pets are prohibited in the Signal Area, starting line and other restricted areas. Pets in the paddock must be on a leash or properly contained.
8. Proper attire is required in the Paddock, Pit Lane, Staging Area, and Signal Area. Open-toe shoes are not permitted. All individuals accessing, staging, pit lane and the Signal Area are encouraged to wear eye protection.
9. Before leaving a race facility it is the responsibility of riders/teams to deposit all waste fuel, fuel drums, motor oils, coolants, tires, black water, and all other hazardous waste in the proper hazardous waste disposal area provided by the track. Should containers not be available on-site, riders/teams must transport such items from the facility for proper disposal.

2.7 Riders Meeting

1. All riders entered in the event must attend Riders Meeting. The Race Director may call roll or spot-check attendance. On event days, riders may be designated to participate in pre-race opening ceremonies, post-race podium interviews, and scheduled press briefings.

2.8 Technical Inspections

1. Technical inspections of machines, equipment and riding apparel may be held prior to and after a race event, or at other times as determined by the Race Director or Chief Technical Inspector.
2. Although the machine, equipment or apparel may have passed prior inspections, it must follow the rules at all subsequent inspections.
3. Only machines that are approved for competition may be used in events.
4. See Appendix D, BRL Tech Inspection Checklist.
5. Machines must be class-legal and must meet all equipment requirements.
6. More than one machine per rider may be presented and passed through initial Technical Inspection, provided frame numbers are properly recorded distinguishing race machines from practice machines. Machines used for timed qualifying are considered race machines.
7. Riders desiring to use an on-board or helmet mounted video recording device or its likeness during on-track activity must comply with the BRL Camera Policy.
8. The Race Director or Chief Technical Inspector may require post-race teardowns following completion of the event.
9. During post-race Technical Inspections or teardowns, only two working mechanics for each impounded machine are permitted in the inspection/impound area.
10. Only event racing officials or BRL-designated personnel may inspect impounded motorcycles or equipment.
11. The following items MAY BE altered or replaced from those fitted to the homologated motorcycle.
 1. Any type of lubrication, brake or suspension fluid may be used.
 2. Gaskets, seals, and gasket material.
 3. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.
 4. Fasteners (nuts, bolts, screws, etc.), but internal engine bolts must remain of standard homologated materials or materials of higher specific weight.
 5. Thread repair using inserts of different material such as helicoils and tineserts.
 6. External surface finishes and decals.
12. The following items MAY BE removed
 1. Instrument and instruments bracket and associated cables.
 2. Tachometer.

3. Speedometer and associated wheel spacers.
13. The Following Items **MUST** BE Removed
 1. Rear-view mirrors.
 2. Horn.
 3. License plate bracket.
 4. Toolbox.
 5. Safety bars, center and side stand brackets welded to the main frame may be removed. The side stand must be removed.

2.9 Rider Requirements

1. Bagger GP
 1. Bagger GP riders must be an expert plate holder.
 2. Rider must be signed off by any valid club Racing Organization.
 3. To achieve expert plates a Racer must race as an Amateur and acquire enough “points” to advance on to an Expert plate with a sanctioned race organization.
2. Pro-Stock Bagger, Super-Street Bagger, Air-Cooled Twins, Liquid Twins, American Twins Unlimited, Lightweight Superbike, Middleweight Superbike, Classic Superbike, Next Generation Superbike and Classic Superbike:
 1. Riders must have at least a novice road racing license.
 2. Rider must be signed off by any valid club Racing Organization.
 3. To achieve expert plates a Racer must race as an Amateur and acquire enough “points” to advance on to an Expert plate with a sanctioned race organization.

2.10 Rider Gear Requirements

1. Helmet – DOT full-face helmet (no flip up style). The helmet should meet or exceeds the Snell M2015, FIM BSI 6658 Type A (“Blue Label”), Fim ECER 22.05 or FIM JIST 8133:2000 standard. The helmet should not be more than 5 years old, and it should be undamaged. Normal wear and tear from typical use and transport are ok, but a helmet that has been crashed in or that has been visibly damaged will not pass tech.
2. Suit – 1 or 2-piece. If it is 2-piece, it must affix together via a zipper between the jacket and the pants.
3. Back Protector – An aftermarket back protector is highly recommended, back protector must be a CE-approved foam insert at the minimum.
4. Gloves – Gauntlet-style glove that provides full coverage over your wrists and overlaps your leathers. Gloves should be in good condition and without holes or damage.
5. Boots – Provide full ankle coverage. They may be worn under the legs of your pants only if your Race Suit pant legs are designed for this. Otherwise, your boots must fully overlap the pant legs on your suit.

2.11 On-Track Regulations

1. Riders must remain on the marked course.
2. A rider leaving the course may continue the race by properly re-entering the course at the closest point to where the rider left the course, without gaining an advantage. If a rider leaves the course for any reason, the rider must immediately slow down to a safe speed so as not to endanger the life or limb of other riders, crew members, officials, or the public. It will be the responsibility of the Race Director or his designee to determine whether the rider gained an advantage upon re-entry or failed to slow down after leaving the course. A rider may be determined to have gained an advantage without gaining a position.
3. No rider may ride or operate any vehicle in such a manner as to endanger the life or limb of other riders, crew members, officials, or the public.
4. Riders are prohibited from using any personal audio listening device while operating a vehicle on the racecourse.
5. Riders and crew are prohibited from throwing any rider apparel or any other related items into the spectator areas, particularly during podium activities.
6. Only riders who officially entered in the event may ride or practice on the racetrack the day of the event.
7. Unless directed to do so by the Race Director or his designee, no one is allowed to ride a

- machine in the wrong direction on the racetrack.
8. Except in the designated Pit Area, no adjustment, repairs or refueling may be made to competing machines by crew members during an event. Riders must pull into the designated Pit Area and be off the racetrack before receiving crew assistance.
 9. Riders may make repairs during an event, without assistance, in a suitable area, off the racetrack.
 10. Outside assistance to a rider on the course is prohibited except when the assistance is given by flag marshals or officials placed by the Race Director for the purpose of control and safety, with the following exceptions:
 11. Receiving medical treatment while on track during a race, outside the scope of evaluating a rider's ability to continue, will be considered outside assistance, and the rider will not be allowed to continue that race.
 12. A motorcycle that leaves the track and designated pit area and who enters the paddock during a timed qualifying session race will not be permitted to return to the racetrack.

2.10 Signal Flags

1. Operational Flags:
 1. Green Flag: Indicates the start of a race or clear track conditions.
 2. White and Green Flags Crossed: Indicates half the total race time.
 3. White Flag: Indicates the final lap of a race.
 4. Checkered Flag: Indicates the end of a race or practice session. Proceed to the designated track exit.
 5. Red Flag: Indicates the race has been stopped. Reduce speed and proceed safely to the staging area.
 6. Black Flag: Indicated a problem with a motorcycle or a disqualification. A number board displayed with the flag indicates the rider being signaled. Carefully reduce speed and proceed around the course to the designated Signal Area. Black-flagged riders are not permitted to return to the racecourse unless cleared by the Race Director.
2. Warning Flags:
 1. A waving Yellow Flag Indicates a potentially hazardous situation on or near the racetrack. Riders must exercise caution. Passing is not allowed.
 2. White and Red Stripe Flag indicates medical staff on or near the racetrack and indicates a potentially hazardous situation in an area that may not be clearly visible to on-coming riders. Riders must proceed with extreme caution. Passing is NOT allowed.
 3. Blue Flag: Indicates a rider is about to be overtaken by a faster rider. The overtaken rider should hold their line and not impede the progress of the faster rider. Riders disregarding this flag may be black flagged at the discretion of the Race Director.

2.13 Staging

1. A first, second and third call will be made prior to each race. Motorcycles will assemble at the entrance to the track or designated pre-grid area.
2. A five-minute sign will be displayed at the start/finish line. Motorcycles will be allowed to take one (1) hot lap. Those competitors who do not wish to take a warm-up lap will report to the pit steward for instructions. The procedure for placing them on the grid will be outlined at the rider's meeting.
3. At a time designated by the Referee, the track will be closed to the rider. Riders who have not begun their hot lap or reported to the referee for direct gridding will start from pit out.
4. Once a motorcycle is in a start position on the Starting Grid, the grid position cannot be changed.

2.14 Start Procedure

1. Each rider may have two (2) crew members accompany them to the Starting Grid. No other crew members are permitted on the Starting Grid.
2. Motorcycles must be positioned straight and in the center of the Starting Gate. Riders may not start at an angle.
3. In the event a rider needs to make repairs once loaded on the Starting Grid, the

machine must be pushed back from the grid, away from other contestants. All machines should be running prior to the display of the 30-second board.

4. Once the track is clear for the start, the Race Director or his designee will direct the Starter to hold up a 30-second board. The 30-second board will be held upright for 30 seconds, then turned sideways at which time a start light will countdown to indicate the start and the release of the bikes
5. Riders who are present at the Starting Grid but are unable to start due to a stalled motorcycle or other contributing factor may join the race from the starting area until the time the race leader completes the first lap. Thereafter, the rider may not join the race and is barred from any subsequent restarts.
6. Jumping the Starting Grid process may result in a penalty or disqualification.
7. If during a race, your machine has a mechanical failure, immediately raise your arm or foot to signal the other riders and pull off safely and completely. This is a standard procedure for exiting the racecourse. If your machine is able to continue, make sure you re-enter the course carefully and at the point where you are not a hazard to other riders (use corner workers for guidance). If you are unable to continue, make certain you are not in a dangerous place, i.e. impact zone, sit tight, and the crash truck will pick you up after the race is completed. Sometimes the race will be stopped short of the full 8 laps due to red flags. See course control on whether race will restart or be called complete.

2.15 Restart Procedure

1. In the case of a false start (light malfunction or other contributing factor) a race will be restarted with the riders returning to their original Starting Grid positions.
2. Should a race be stopped after one (1) full lap is complete, the race will be restarted using the original staging positions for that race. If a race is stopped after two (2) full laps are complete, the riders will be staged based on their positions the lap prior to the red flag. The restart will resume for the time remaining laps of the race. The restart will take place as soon as possible and within a maximum time of 10 minutes, providing track conditions allow.
3. Should a race be stopped after 80% of the scheduled laps are completed by the race leader, or more minutes have elapsed, the race will be considered complete, and finishing positions will be determined by a rider's position on the lap the race is stopped, as opposed to track positions in the lap preceding the red-flagged lap.
4. Riders who are not present at the Starting Grid or who are present but unable to join the race before the race leader completes the first lap, are barred from any subsequent restarts.
5. During a restart, all riders must return to their original starting grid position and wait for further instructions from an official. Riders are not permitted to return to the paddock. Riders returning to the paddock will not be eligible for the restart unless directed to do so by the Race Director.
6. Repairs to motorcycles must be made in the designated Pit Area or behind the Starting Grid only. No repairs may be performed on the Starting Grid.
7. In the event of a restart crew members will be allowed to the Starting Grid.
8. Riders may be directed to the paddock by the Race Director in case of inclement weather or other unforeseen circumstances.
9. Any race start or restart will be considered an official part of the event even if the start or restart does not result in a lap being completed by the leader. Therefore, any start or first lap infractions will be deemed valid and ruled upon accordingly.

2.16 Qualifying

1. The qualifying program will consist of two-timed practice sessions per class.
2. Class starting grids will be seeded based on timed qualifying.
2. It is the riders responsibility to know their grid position.

2.17 Race Finishes

1. Races are officially ended for all contestants at the completion of the lap in which the checkered flag is displayed to the winner.
2. Riders will be credited with all laps they complete during a race unless a penalty has been

assessed. Under normal circumstances all lap and finish positions will be determined by scorekeepers, finish line cameras or electronic timing devices (transponders). In the event the electronic timing system fails to record a time or lap position for any rider, a photo or back-up manual score sheet will be used to determine the laps completed and finishing order for the rider. In the case of a photo-finish between two or more riders, the win will be awarded to the rider whose front wheel crosses the plane of the finish line first. In the case of a visual tie or where a clear determination cannot be made, the riders concerned will be ranked in the order of the best lap time made during the race.

3. For a lap to be considered complete, the rider and motorcycle must cross the plane of the designated finish line, located at the site of the scoring/timing transponder receiver loop. The line will be clearly defined with trackside markers and will be located as close to the finish-line flagger as possible; the line's official location, however, will be at the location of the timing/scoring loop, not the flag itself.
4. Riders who do not complete the checkered flag lap will be scored in order of finish and laps completed. Riders choosing to leave a race before its completion are not required to wait for the checkered flag to receive credit for laps they have completed.
5. A rider whose motorcycle is disabled before reaching the finish line may, by the rider's own unaided muscular energy, push the motorcycle in the proper direction of the racecourse to complete the lap by crossing the finish line, unless the rider is determined to be a hazard by the Race Director.
6. Under normal circumstances, the winner is the leader at the time the checkered flag is first displayed.
7. Should a rider be given the checkered flag ahead of the actual winner, or with the winners, the rider will be scored as having completed the race in the race position the rider was running at that time.
8. Should the checkered flag be displayed later than the official distance, the finishing order will be decided based on the official distance.

2.18 Official Race Results

1. Race results will not be made official until all scoring materials are examined and approved. Provisional results will be posted, and riders will have 30 minutes to request a re-check or otherwise challenge the results. If no re-check is requested or challenge made, the results will become final.
2. If a re-check is requested within the 30-minute time limit, a new posting time limit of 30 minutes will be required if changes are made to the previously posted results.
3. The issuance of official results does not exempt riders who competed in the event from penalties for rules violations issued by the BRL following the protest period.
4. Riders are entitled to review their scores with the Timing and Scoring Manager.

2.19 Points

Points	Position	Comments
25	1st	
22	2nd	
20	3rd	
19	4th	
18	5th	
17	6th	

16	7th	
15	8th	
14	9th	
13	10th	
12	11th	
11	12th	
10	13th	
9	14th	
8	15th	
7	16th	
6	17th	
5	18th	
4	19th	
3	20th	
2	21st	
1	22nd	
0	DNF	Did not finish
0	DNS	Did not start
0	DQ	Disqualified

2.20 Tie Break Procedures

1. In the event of a Tie in Series Points
 1. The tie breaker is the greatest number of First (1st) Place finishes.
 2. If First (1st) Place finishes are equal, the tie breaker is the order of finish of the final series.

SECTION 3 RACE CLASS EQUIPMENT STANDARDS & TECHNICAL SPECIFICATIONS

Section

- 3.1 Bagger GP
- 3.2 Pro-Stock Bagger
- 3.3 Super-Street Bagger
- 3.4 Air-Cooled Twins
- 3.5 Liquid Twins
- 3.6 American Twins Unlimited (ATU)
- 3.7 Lightweight Superbike
- 3.8 Middleweight Superbike
- 3.9 Classic Superbike
- 3.10 Next Generation Superbike
- 3.11 Unlimited Superbike
- 3.12 Metric V-Twin Bagger
- 3.13 Open Metric Bagger

3.1 Bagger GP

Bagger GP Equipment Standards & Technical Specifications

The following rules are intended to give freedom to modify or replace some parts in the interest of safety, research and development and improved competition between various motorcycle concepts.

EVERYTHING THAT IS NOT AUTHORIZED AND PRESCRIBED IN THIS RULE BOOK IS STRICTLY FORBIDDEN

1. Motorcycle specifications
 1. All Years Harley-Davidson FL Touring
 2. All Years Indian Bagger or Touring
2. Engine configurations and displacement capacities

Harley-Davidson Motorcycles:

1. Originally equipped with air-cooled pushrod V-Twin engines, maximum displacement of 132ci. normally aspirated.
2. S&S, Jim's or similar air-cooled pushrod Twin Cam engines w/MSO are acceptable up to 132ci. normally aspirated.
3. Forced induction air-cooled pushrod V-Twin engines allowed with maximum displacement of 107ci.

Indian Motorcycles:

1. Originally equipped with a water-cooled V-Twin Engine, maximum displacement of 112ci. normally aspirated.
2. Originally equipped with an air-cooled pushrod V-Twin Engine, maximum displacement of 131ci. normally aspirated.
3. Forced induction air-cooled pushrod V-Twin engines allowed with maximum

displacement of 111ci.

To equalize the performance of motorcycles used in the BRL, a system of performance enhancements or restrictions has been developed (such as minimum weight, air restrictor or REV limit may be applied according to their respective racing performances). The decision to apply a balancing system to a motorcycle will be taken by the Bagger Racing League officials based on decisions made by the BRL officials at any time deemed necessary to ensure fair competition.

Minimum weight:

Harley-Davidson: Minimum weight - 500 lbs.

Indian Air-Cooled Pushrod: Minimum weight - 500 lbs.

Indian Challenger: Minimum weight - 575 lbs.

1. At any time of the event, the weight of the whole motorcycle (including the tank and its contents) must not be lower than the minimum weight.
2. There is no tolerance for the disregard of minimum weight to the motorcycle.
3. During the final technical inspection at the end of the race, the selected motorcycles will be weighed in the condition they finished the race, and the established weight limit must be met in this condition. Nothing may be added to the motorcycle. This includes all fluids.
4. During the practice and qualifying sessions, riders may be asked to submit their motorcycle to weight control. In all cases, the rider must comply with this request.
5. The use of ballast is allowed to stay over the minimum weight limit and may be required due to the handicap system. The use of ballast and weight handicap must be declared to the Technical Director at the preliminary checks.

Number and number plates

1. The background colors and figures (numbers) for Baggers may be any color but must be strongly contrasting

Tires

1. Currently BRL does not have a spec tire and is open to all reasonable track tires from all manufacturers

Engine

1. Fuel system:
 1. Air funnels, throttle bodies and airbox may be altered or replaced.
 2. Air and air/fuel mixture must go to the combustion chamber exclusive through the throttle bodies/ Intake manifolds

Cylinder head

1. Air Cooled Pushrod Engines: Cylinder heads may be altered or replaced.
2. Water cooled engines: Cylinder heads must be the originally fitted part with the following modifications allowed:
 1. The cylinder head must begin as a finished production part using originally equipped materials and castings.
 2. Porting and polishing of the cylinder head normally associated with individual tuning such as gas flowing of the cylinder head, including the combustion chamber is allowed. Epoxy may be used to shape the ports.
 3. The throttle body intake insulators may be modified.
 4. The compression ratio is free.
 5. The combustion chamber may be modified.
 6. Valves may be modified.
 7. Valve seats can be modified or replaced for repair.
 8. Valve guides may be modified.
 9. Valves must remain in the homologated location and at the same angle.
 10. Rocker arms (if any) may be modified.
 11. The exhaust air bleed system may be blocked.
 12. Valve springs may be modified.

Camshaft

1. Camshafts may be altered or replaced.

2. Cam sprockets or cam gears:
 1. Camshaft sprockets, pulleys or gears may be altered or replaced to allow degreering of the camshafts.
 2. The cam chain or cam belt tensioning device(s) can be modified or changed.

Cylinders

1. Normally aspirated air-cooled pushrod engines may increase the bore to a maximum total displacement of 131ci.
2. Normally aspirated water-cooled engines are limited to 112ci.
3. Forced induction engines: Harley-Davidson air-cooled 107 ci./ Indian air-cooled 111 ci.

Pistons, rings, pins, and clips

1. Air cooled pushrod V-Twin engines: May be modified.
2. Water cooled engine: must be factory or factory option homologated parts.

Connecting rods

1. Connecting rod may be altered or replaced.
2. Connecting rod bolts are free but must be of the same weight or heavier, and of the same material as the original bolt or of higher specific weight material.

Crankshaft

Only the following modifications can be made to the crankshaft:

1. Crankshaft and stroke can be modified as long as it conforms with motor size in class.
2. Bearing surfaces may be polished.
3. Surface treatments may be applied to the crankshaft.
4. Balancing is allowed.

Crankcase / Gearbox housing

1. Crankcases must be the originally fitted part with only the following modifications allowed. If the crankcases have an integral cylinder, then the top face of the cylinder may be ground to adjust deck height. Oil Spray nozzles may be modified. Air Cooled Pushrod Engines: may modify case for camshaft clearance, crank balance shaft removal and tapered crankshaft bearing upgrades.
2. No other modifications are allowed (including painting & polishing).
3. Only the original or an approved sump Oil-pan (sump) and oil pick up can be used.
4. Oil breather cover must remain as original, but the internal breather/damper plate can be modified or replaced.
5. Oil tank breathers are acceptable and may run through an external catch can, but all exits are advised to be routed to the intake system.

Lateral covers and protection

1. Lateral (side) covers may be altered, modified, or replaced (excluding pump covers). If altered or modified, the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of the same or higher specific weight and the total weight of the cover must not be less than the original one.
2. All lateral covers/engine cases containing oil, and which could be in contact with the ground during a crash, must be protected by a second cover made from metal such as aluminum alloy, stainless steel, steel, or titanium.
3. All drain and fill plugs must be lock wired (safety wired). The use of clips is not permitted. External oil filter(s), screws and bolts that enter an oil cavity must be safety wired (i.e., on crankcases) or the oil filter may optionally have a secondary retention mechanism.

Transmission / Gearbox

1. The layout of the transmission shafts must be the same as on the homologated motorcycle.
2. The gear design and material are free.
3. Final drive belt systems may be converted to chain type systems.

Clutch

1. Aftermarket or modified clutches are permitted (including plates/springs/baskets etc.).

Oil pumps, cam plates and oil lines

1. The oil pump and camplate may be modified or replaced.
2. Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be braided reinforced construction with swedged or threaded connectors.

Cooling System

1. The only liquid engine coolants permitted is water.
2. Additional radiators or oil coolers may be added.
3. The original oil/water heat exchanger may be modified, replaced, or removed.

Airbox

1. The airbox may be modified or replaced.
2. Airboxes should be designed to retain oil from the crankcases in the event of engine failure or tip-over.
3. Where breather or overflow pipes are fitted, they must discharge via existing outlets. Catch cans may be used but the original closed system must be retained.

Fuel supply

1. Fuel lines from the fuel tank up to the injectors (fuel hoses, delivery pipe assembly, joints, clamps, fuel canister) may be replaced and must be in such a way that they are protected from crash damage.
2. Quick connectors or dry break connectors may be used.
3. Fuel vent lines may be replaced.
4. Fuel filters may be added.

Exhaust system

1. Exhaust pipes, catalytic converters and silencers may be altered or replaced from those fitted to the homologated motorcycle. Catalytic converters may be removed.
2. For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.
3. Wrapping of exhaust systems is allowed.
4. The noise limit for Baggers will be 117dB/A measured at 3000RPM.(with a 3dB/ A tolerance after the race only).

Engine control system

1. The engine control system (ECU)
 1. Original system as homologated, with or without software change.
 2. Approved aftermarket systems: Thundermax, S&S, DynoJet / PV, Techno Research, TTS or similar.
2. Central unit (ECU) may be relocated.
3. The original sensors may not be replaced or modified. No additional sensors may be added to the machine for data collection.
4. No extra sensors may be added for control strategies except the throttle bodies, fuel pressure, oil pressure, lambda sensor and shift rod sensor.
5. No external module may add traction control strategies. The modules may only connect to the fuel injectors, ignition coils, lambda sensor, power supply and "piggyback the Throttle Position, Gear and RPM signals." Lambda closed loop/ auto tuning is permitted.
6. Other additional electronic hardware equipment not on the original homologated motorcycle cannot be added with the exceptions noted below
 1. Resistors/load/electronic hardware may be added to replace the parts of the electrical system that have been removed (including lights, lambda sensors, etc.) to prevent ECU errors, and includes needed wiring for throttle bodies and or turbo units.
7. Telemetry is not allowed.

8. No remote or wireless connection to the bike for any data exchange or setting is allowed whilst the engine is running, or the bike is moving.
9. Harness:
 1. The key/ignition lock may be relocated, replaced, or removed.
 2. Cutting and removal of excess and unused wiring in the original wiring harness is allowed.
10. A lap timer may be fitted. GPS lap timers may be used. The lap timer may only be connected to the machine with a power and ground connection. Data collection from the machines sensors or ECU is allowed. Data collection by the lap timer by way of GPS and internal IMU is permitted.
11. Spark plugs may be replaced.
12. Battery is free.

Generator, alternator, electric starter

1. The stator/coil must be the originally fitted parts with no modification allowed.
2. Motorcycles should self-start on the starting grid in neutral. Push-starting on the starting grid is not allowed, however start line Officials may push start the motorcycle if necessary (in gear).

Main frame and spare motorcycle

1. During the entire duration of the event, each rider may only use one (1) complete motorcycle.

Frame body and rear subframe

1. The main frame must be the originally manufactured and fitted part.
2. Holes may be drilled on the frame to affix approved components (i.e., fairing brackets, saddlebag relocation, steering damper mounts, engine & chassis stabilizers etc.).
3. All motorcycles must display a vehicle identification number punched on the frame body (a proper 'legal VIN')
4. Crash protectors may be fitted to the frame using existing points or pressed into the ends of the wheel axles.

Suspension - General

1. Suspension may be modified but a similar system to the homologated must be used.

Front Suspension

1. The front fork in whole or part may be changed.
2. The upper and lower fork clamps (triple clamp, fork bridges) and stem may be changed or modified.
3. A steering damper may be added or replaced.
4. The steering damper cannot function as a steering lock limiting device.

Swing-arm (Rear Fork)

1. Swing-arms may be replaced or modified.
2. A Solid Protective Cover (sharkfin) shall be fixed to the swing-arm and must always cover the opening between the lower chain run, swing-arm, and the rear wheel sprocket, irrespective of the position of the rear wheel.
3. Rear wheel stand brackets may be added to the rear fork by welding or by bolts.
4. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed.
5. Swingarm spindle (pivot) may be modified or replaced.

Rear suspension unit

1. The rear suspension unit may be changed but a similar system must be used (i.e., dual or mono).
2. Removable top shock mounts may be replaced. If replaced, they must retain their general homologated geometry.

Wheels

1. Wheels may be replaced, and associated parts may be altered or replaced from

- those fitted to the homologated motorcycle.
2. Aftermarket Wheels Must Be Made From Aluminum Alloys.
 3. The use of the following alloy materials for the wheels is not allowed: Beryllium ($\geq 5\%$), Scandium ($\geq 2\%$), Lithium ($\geq 1\%$).
 4. Aftermarket wheels can be made from aluminum, or magnesium. The only approved carbon fiber wheels are BST 7.
 5. Bearings, seals, and axles may be altered or replaced from those fitted to the homologated motorcycle. The use of titanium and light alloys is forbidden for wheel spindles (axles).
 6. Wheel balance weights may be discarded, changed, or added to.
 7. Aluminum or steel inflation valves are compulsory.

Wheel Sizes Front and Rear 17-19"

Brakes

1. Front brake master cylinder may be altered or replaced.
2. Front brake calipers may be altered or replaced.
3. Rear brake master cylinder may be altered or replaced.
4. Rear brake calipers may be altered or replaced.
5. Brake pads or shoes may be altered or replaced.
6. Brake hoses and brake couplings may be altered or replaced.
7. Hydraulic anti-knockback systems may be fitted to the brake lines/caliper.
8. Brake discs may be altered or replaced. Only Steel(max. carbon content 2.1wt.%) is allowed for brake discs. Alloys containing beryllium are not allowed to be used for brake calipers.
9. ABS systems must be removed or disabled if still on motorcycle.
10. Front brake lever must have a guard.

Handlebars and hand controls

1. Handlebars, hand controls and cables may be altered or replaced from those fitted to the homologated motorcycle.
2. Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote drive by wire grip/demand sensor.
3. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right-hand handlebar (within reach of the hand while on the hand grips) that can stop a running engine. The button or switch must be RED.
4. Front brake lever must have a guard.

Footrest and foot controls

1. Footrests, hangers/brackets, and hardware may be replaced and relocated but the hangers/brackets must either be mounted to their original frame mounting points or another location that does not require the modification of the frame.

Fuel tank

1. The fuel tank must be the general shape and dimension of the originally fitted and homologated part.
2. Fuel tanks with tank breather pipes must be fitted with no-return valves that discharge into a catch tank with a minimum volume of 250 cc made of a suitable material.
3. Material is free.

Seat

1. Seat may be altered or replaced.

Fairing / Bodywork

1. The fairing, rear fender and body work must conform in principle to the homologated shape as originally produced by the manufacturer. Styling modifications are free. Front fender is free. Material is free. Headlights may be included even when considered external. All glass and plastic lenses should be covered by a clear vinyl or a vinyl replicating the look of the lens.

1. Harley-Davidson: must run a batwing fairing or Road Glide fairing. Either model fairing is acceptable regardless of the model HD motorcycle.
2. Indian Motorcycles: must replicate the originally fitted and homologated part
2. The Windscreen Must Be Installed And Maybe Replaced.
3. A lower catch/belly pan must be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine. Harley M8's ('17-'21) total engine has 5 qts. Harley Twin Cam ('99-'16) total engine has 4 qts.
4. The saddlebags must conform in principle to the original shape as originally produced by the manufacturer. Styling Modifications are free.
5. The inner side (next to the wheel) of the bag can be modified in shape but must remain stock size.
6. Height may be altered a maximum of 2" in respect to the original mounting point on the subframe. Material is free.
7. Saddlebag lids must conform in principle to the OEM dimensional spec and shape of originally fitted Touring model hard bags. Material is free.

The following items MAY BE altered or replaced from those fitted to the homologated motorcycle.

1. Any type of lubrication, brake or suspension fluid may be used.
2. Gaskets, seals, and gasket material.
3. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.
4. Fasteners (nuts, bolts, screws, etc.), but internal engine bolts must remain of standard homologated materials or materials of higher specific weight.
5. Thread repair using inserts of different material such as helicoils and tineserts.
6. External surface finishes and decals.

For more information contact the BAGGER RACING LEAGUE.

3.2 PRO STOCK BAGGER

PRO STOCK BAGGER EQUIPMENT STANDARDS & TECHNICAL SPECIFICATIONS

The following rules are intended to give freedom to modify or replace some parts in the interest of safety, research and development and improved competition between various motorcycle concepts.

EVERYTHING THAT IS NOT AUTHORIZED AND PRESCRIBED IN THIS RULE BOOK IS STRICTLY FORBIDDEN

1. Motorcycle specifications
 1. All Years Harley-Davidson FL Touring All Years Indian Bagger or Touring
2. Engine configurations and displacement capacities Harley-Davidson Motorcycles:
 1. Originally equipped with air-cooled pushrod V-Twin engines, maximum displacement of 132ci. normally aspirated.
 2. S&S or Jim's air-cooled pushrod Twin Cam engines w/MSO are acceptable up to 132ci. normally aspirated.
 3. Forced Air Induction is Not Legal in Pro-Stock Bagger.

Indian Motorcycles:

1. Originally equipped water-cooled V-Twin Engine, maximum displacement of 112ci. normally aspirated.
2. Originally equipped with air-cooled pushrod V-Twin Engine, maximum displacement of 131ci. normally aspirated.
3. Forced Air Induction is Not Legal in Pro-Stock Bagger.
4. Balancing various motorcycle concepts

To equalize the performance of motorcycles used in the BRL, a system of performance enhancements or restrictions have been developed (such as minimum weight, air restrictor or REV limit may be applied according to their respective racing performances). The decision to apply a balancing system to a motorcycle will be taken by the Bagger Racing League officials based on decisions made by the BRL officials at any time deemed necessary to ensure fair competition.

Minimum weight

Harley-Davidson: Minimum weight – 600 lbs.

Indian Air-Cooled Pushrod: Minimum weight - 600 lbs.

Indian Challenger: Minimum weight - 620 lbs.

1. At any time of the event, the weight of the whole motorcycle (including the tank and its contents) must not be lower than the minimum weight.
2. There is no tolerance for the minimum weight of the motorcycle.
3. During the final technical inspection at the end of the race, the selected motorcycles will be weighed in the condition they finished the race, and the established weight limit must be met in this condition. Nothing may be added to the motorcycle. This includes all fluids.
4. During the practice and qualifying sessions, riders may be asked to submit their motorcycle to weight control. In all cases, the rider must comply with this request.
5. The use of ballast is allowed to stay over the minimum weight limit and may be required due to the handicap system. The use of ballast and weight handicap must be declared to the Technical Director at the preliminary checks.

Numbers and number plates

1. The background colors and figures (numbers) for Baggers may be any color but must be strongly contrasting.

Tires

1. Currently BRL does not have a spec tire and is open to all reasonable track tires from all manufacturers.

Engine

1. Fuel system
2. Air funnels, throttle bodies and airbox may be altered or replaced.
3. Air and air/fuel mixture must go to the combustion chamber exclusively through the throttle bodies/ Intake manifolds.

Cylinder Head

- 1 Air Cooled Pushrod Engines: Cylinder heads may be altered or replaced.
- 2 Water cooled engines: Cylinder heads must be the originally fitted part with the following modifications allowed:
 1. The cylinder head must begin as a finished production part using originally equipped materials and castings.
 2. Porting and polishing of the cylinder head normally associated with individual tuning such as gas flowing of the cylinder head, including the combustion chamber is allowed. Epoxy may be used to shape the ports.
3. The throttle body intake insulators may be modified.
4. The compression ratio is free.
5. The combustion chamber may be modified.
6. Valves may be modified.
7. Valve seats can be modified or replaced for repair.
8. Valve guides may be modified.
9. Valves must remain in the homologated location and at the same angle.
10. Rocker arms (if any) may be modified.
11. The exhaust air bleed system may be blocked.
12. Valve springs may be modified.

Camshaft

1. Camshafts may be altered or replaced.
2. Cam sprockets or cam gears
 1. Camshaft sprockets, pulleys or gears may be altered or replaced to allow degreeing of the camshafts.
 2. The cam chain or cam belt tensioning device(s) can be modified or changed.

Cylinders

1. Normally aspirated air-cooled pushrod engines may increase the bore to a maximum total displacement of 131ci.
2. Normally aspirated water-cooled engines are limited to 112ci.
3. Forced induction engines: Harley-Davidson air-cooled 107 ci./ Indian air-cooled 111 ci.

Pistons, rings, pins, and clips

1. Air cooled pushrod V-Twin engines: May be modified.
2. Water cooled engine: must be factory or factory option homologated parts.

Connecting rods

1. Connecting rod may be altered or replaced.
2. Connecting rod bolts are free but must be of the same weight or heavier, and of the same material as the original bolt or of higher specific weight material.

Crankshaft

Only the following modifications can be made to the crankshaft:

1. Crankshaft and Stroke can be modified as long as it conforms with motor size in class.
2. Bearing surfaces may be polished.
3. Surface treatments may be applied to the crankshaft.
4. Balancing is allowed.

Crankcase / Gearbox housing

1. Crankcases must be the originally fitted part with only the following modifications allowed. If the crankcases have an integral cylinder, then the top face of the cylinder may be ground to adjust deck height. Oil Spray nozzles may be modified. Air Cooled Pushrod Engines: may modify case for camshaft clearance, crank balance shaft removal and tapered crankshaft bearing upgrades.
2. No other modifications are allowed (including painting & polishing).
3. Only the original or an approved sump Oil-pan (sump) and oil pick up can be used.
4. Oil breather cover must remain as original, but the internal breather/damper plate can be modified or replaced.
5. Oil tank breathers are acceptable and may run through an external catch can, but all exits are advised to be routed to the intake system.

Lateral covers and protection

1. Lateral (side) covers may be altered, modified, or replaced (excluding pump covers). If altered or modified, the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one.
2. All lateral covers/engine cases containing oil, and which could be in contact with the ground during a crash, must be protected by a second cover made from metal such as aluminum alloy, stainless steel, steel, or titanium.
3. All drain and fill plugs must be lock wired (safety wired). The use of clips is not permitted. External oil filter(s), screws and bolts that enter an oil cavity must be safety wired (i.e., on crankcases) or the oil filter may optionally have a secondary retention mechanism.

Transmission / Gearbox

1. The layout of the transmission shafts must be the same as on the homologated motorcycle.
2. The gear design and material are free.

3. Final drive belt systems may be converted to chain type systems.

Clutch

1. Aftermarket or modified clutches are permitted (including plates/springs/baskets etc.).

Oil pumps, cam plates and oil lines

1. The oil pump and camplate may be modified or replaced.
2. Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be braided reinforced construction with swedged or threaded connectors.

Cooling System

1. The only liquid engine coolants permitted is water.
2. Additional radiators or oil coolers may be added.
3. The original oil/water heat exchanger may be modified, replaced, or removed.

Airbox

1. The airbox may be modified or replaced.
2. Airboxes should be designed to retain oil from the crankcases in the event of engine failure or tip-over.
3. Where breather or overflow pipes are fitted, they must discharge via existing outlets. Catch cans may be used but the original closed system must be retained.

Fuel supply

1. Fuel lines from the fuel tank up to the injectors (fuel hoses, delivery pipe assembly, joints, clamps, fuel canister) may be replaced and must be in such a way that they are protected from crash damage.
2. Quick connectors or dry break connectors may be used.
3. Fuel vent lines may be replaced.
4. Fuel filters may be added.

Exhaust system

1. Exhaust pipes, catalytic converters and silencers may be altered or replaced from those fitted to the homologated motorcycle. Catalytic converters may be removed.
2. For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.
3. Wrapping of exhaust systems is allowed.
4. The noise limit for Baggers will be 117dB/A measured at 3000RPM.(with a 3dB/ A tolerance after the race only).

Engine control system

1. The engine control system (ECU)
 1. Original system as homologated, with or without software change.
 2. Approved aftermarket systems: Thundermax, S&S, Dyno Jet / PV, Techno Research and TTS.
2. Central unit (ECU) may be relocated.
3. The original sensors may not be replaced or modified. No additional sensors may be added to the machine for data collection.
4. No extra sensors may be added for control strategies except the throttle bodies, fuel pressure, oil pressure, lambda sensor and shift rod sensor.
5. No external module may add traction control strategies. The modules may only connect to the fuel injectors, ignition coils, lambda sensor, power supply and "piggyback the Throttle Position, Gear and RPM signals." Lambda closed loop/ auto tuning is permitted.
6. Other additional electronic hardware equipment not on the original homologated motorcycle cannot be added with the exceptions noted below
 1. Resistors/load/electronic hardware may be added to replace the parts of the electrical system that have been removed (including lights, lambda sensors, etc.) to prevent ECU errors, also includes needed wiring for throttle bodies.
7. Telemetry is not allowed.
8. No remote or wireless connection to the bike for any data exchange or setting is

allowed whilst the engine is running, or the bike is moving.

9. **Harness:**

1. The key/ignition lock may be relocated, replaced, or removed.
2. Cutting and removal of excess and unused wiring in the original wiring harness is allowed.

10. A lap timer may be fitted. GPS lap timers may be used. The lap timer may only be connected to the machine with a power and ground connection. Data collection from the machines sensors or ECU is allowed. Data collection by the lap timer by way of GPS and internal IMU is permitted.

11. Spark plugs may be replaced.

12. Battery is free.

Generator, alternator, electric starter

1. The stator/coil must be the originally fitted parts with no modification allowed.
2. Motorcycles should self-start on the starting grid in neutral. Push-starting on the starting grid is not allowed, however start line Officials may push start the motorcycle if necessary (in gear).

Main frame and spare motorcycle

1. During the entire duration of the event, each rider may only use one (1) complete motorcycle.

Frame body and rear subframe

1. The main frame must be the originally manufactured and fitted part.
2. Holes may be drilled on the frame to affix approved components (i.e., fairing brackets, saddlebag relocation, steering damper mounts, engine & chassis stabilizers etc.).
3. All motorcycles must display a vehicle identification number punched on the frame body (a proper 'legal VIN')
4. Crash protectors may be fitted to the frame using existing points or pressed into the ends of the wheel axles.

Suspension - General

1. Suspension may be modified but a similar system to the homologated must be used.

Front Suspension

1. The front fork in whole or part may be changed.
2. The upper and lower fork clamps (triple clamp, fork bridges) and stem may be changed or modified.
3. A steering damper may be added or replaced.
4. The steering damper cannot function as a steering lock limiting device.

Swing-arm (Rear Fork)

1. Swing-arms may be replaced or modified.
2. A Solid Protective Cover (sharkfin) shall be fixed to the swing-arm and must always cover the opening between the lower chain run, swing-arm, and the rear wheel sprocket, irrespective of the position of the rear wheel.
3. Rear wheel stand brackets may be added to the rear fork by welding or by bolts.
4. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed.
5. Swingarm spindle (pivot) may be modified or replaced.

Rear suspension unit

1. The rear suspension unit may be changed but a similar system must be used (i.e. dual or mono).
2. Removable top shock mounts may be replaced. If replaced, they must retain their homologated geometry.

Wheels

1. Wheels may be replaced, and associated parts may be altered or replaced from those fitted to the homologated motorcycle.

2. Aftermarket Wheels Must Be Made From Aluminum Alloys.
3. The use of the following alloy materials for the wheels is not allowed: Beryllium ($\geq 5\%$), Scandium ($\geq 2\%$), Lithium ($\geq 1\%$).
4. Aftermarket wheels can be made from aluminum, or magnesium. The only approved carbon fiber wheels are BST 7.
5. Bearings, seals, and axles may be altered or replaced from those fitted to the homologated motorcycle. The use of titanium and light alloys is forbidden for wheel spindles (axles).
6. Wheel balance weights may be discarded, changed, or added to.
7. Aluminum or steel inflation valves are compulsory.

Wheel Sizes Front and Rear 17-19"

Brakes

1. Front brake master cylinder may be altered or replaced.
2. Front brake calipers may be altered or replaced.
3. Rear brake master cylinder may be altered or replaced.
4. Rear brake calipers may be altered or replaced.
5. Brake pads or shoes may be altered or replaced.
6. Brake hoses and brake couplings may be altered or replaced.
7. Hydraulic anti-knockback systems may be fitted to the brake lines/caliper.
8. Brake discs may be altered or replaced. Only Steel (max. carbon content 2.1wt.%) is allowed for brake discs. Alloys containing beryllium are not allowed to be used for brake calipers.
9. ABS systems must be removed or disabled if still on motorcycle.
10. Front brake lever must have a guard.

Handlebars and hand controls

1. Handlebars, hand controls and cables may be altered or replaced from those fitted to the homologated motorcycle.
2. Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote drive by wire grip/demand sensor.
3. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right-hand handlebar (within reach of the hand while on the hand grips) that can stop a running engine. The button or switch must be RED.
4. Front brake lever must have a guard.

Footrest and foot controls

1. Footrests, hangers/brackets, and hardware may be replaced and relocated but the hangers/brackets must either be mounted to their original frame mounting points or another location that does not require the modification of the frame.

Fuel tank

1. The fuel tank must be the general shape and dimension of the originally fitted and homologated part.
2. Fuel tanks with tank breather pipes must be fitted with no-return valves that discharge into a catch tank with a minimum volume of 250 cc made of a suitable material.
3. Material is free.

Seat

1. Seat may be altered or replaced.

Fairing / Bodywork

1. The fairing, rear fender and body work must conform in principle to the homologated shape as originally produced by the manufacturer. Styling modifications are free. Front fender is free. Material is free. Headlights may be included even when considered external. All glass and plastic lenses should be covered by a clear vinyl or a vinyl replicating the look of the lens.
 1. Harley-Davidson: must run a batwing fairing or Road Glide fairing. Either model

fairing is acceptable regardless of the model HD motorcycle.

2. Indian Motorcycles: must replicate the originally fitted and homologated part
2. The Windscreen Must Be Installed And Maybe Replaced.
3. A lower catch/belly pan must be constructed to hold, in case of an engine breakdown, at least half of the total oil and engine coolant capacity used in the engine. Harley M8's ('17-'21) total engine has 5 qts (2.36L.) Harley Twin Cam ('99-'16) total engine has 4 qts (.89L).
4. The saddlebags must conform in principle to the original shape as originally produced by the manufacturer. Styling Modifications are free.
5. The inner side (next to the wheel) of the bag can be modified in shape but must remain stock size.
6. Height may be altered a maximum of 2" in respect to the original mounting point on the subframe. Material is free.
7. Saddlebag lids must conform in principle to the OEM dimensional spec and shape of originally fitted Touring model hard bags. Material is free.

The following items MAY BE altered or replaced from those fitted to the homologated motorcycle.

1. Any type of lubrication, brake or suspension fluid may be used.
2. Gaskets, seals, and gasket material.
3. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.
4. Fasteners (nuts, bolts, screws, etc.), but internal engine bolts must remain of standard homologated materials or materials of higher specific weight.
5. Thread repair using inserts of different material such as helicoils and tineserts.
6. External surface finishes and decals.

For more information contact the BAGGER RACING LEAGUE.

3.3 Super-Street Bagger

The following rules are intended to give freedom to modify or replace some parts in the interest of safety, research and development and improved competition between various motorcycle concepts.

EVERYTHING THAT IS NOT AUTHORIZED AND PRESCRIBED IN THIS RULE BOOK IS STRICTLY FORBIDDEN

The Bagger Racing League's decision to introduce the Super-Street class stems from a desire to make motorcycle racing more accessible to enthusiasts at all levels. This class is designed for riders who are passionate about the sport but may not have extensive racing experience or the budget for high-end modifications. The emphasis is on skill, strategy, and the sheer joy of competitive racing.

The Super Street class limits the changes Racers can make to their motorcycles. This not only levels the playing field but also puts the focus on rider skill and strategy. The idea is to create a thrilling and competitive environment where riders can showcase their abilities without breaking the bank on expensive modifications. By providing an accessible and thrilling platform for riders with limited modifications, the league is reshaping the landscape of entry-level racing.

Harley-Davidson

1. M8 Maximum displacement of 117ci. With 55mm Stock Throttle Body.
2. Twin-Cam Maximum Displacement of 124ci. With up to and including 58mm Throttle Body.
3. 17" Wheels
4. DOT Tires
5. Forks up to +4
6. Drop in fork cartridges
7. No rear sets (mid controls allowed)

8. OEM inner and outer fairing
9. OEM fuel tank
10. Brakes can be updated
11. Air cleaner upgrade
12. Exhaust upgrade
13. Chain drive allowed
14. Safety wire plugs
15. Belly pan
16. Stock swingarm
17. No Forced-Air Induction.

Indian Challenger

1. Mid controls
2. Bars
3. Revalve forks
4. Rear shock upgrade
5. 17" Wheels
6. Safety wire plugs
7. Belly pan
8. Stock swingarm
9. Stock fairing inner and outer
10. Air Cleaner upgrade
11. Exhaust upgrade
12. Stock displacement
13. DOT tires

Numbers and number plates

1. The background colors and figures (numbers) for Baggers may be any color but must be strongly contrasting.

Tires

1. Currently BRL does not have a spec tire and is open to all reasonable track tires from all manufacturers.

Main frame and spare motorcycle

1. During the entire duration of the event, each rider may only use one (1) complete motorcycle.

Frame body and rear subframe

1. The main frame must be the originally manufactured and fitted part. Holes may be drilled on the frame to affix approved components (i.e., fairing brackets, saddlebag relocation, steering damper mounts, engine & chassis stabilizers etc.).
2. All motorcycles must display a vehicle identification number punched on the frame body (a proper 'legal VIN')
3. Crash protectors may be fitted to the frame using existing points or pressed into the ends of the wheel axles.
4. Mid-mount controls must be in FRONT of Derby Cover.
5. 16 inch rear shocks are OK with No Height Enhancement when mounted in Stock Location. 15 inch or shorter shocks may be used with extenders not to exceed 16 inches in overall length.

For more information contact the BAGGER RACING LEAGUE.

3.4 Air-Cooled Twins

AIR-COOLED TWINS EQUIPMENT STANDARDS & TECHNICAL SPECIFICATIONS

The following rules are intended to give freedom to modify or replace some parts in the interest of

safety, research and development and improved competition between various motorcycle concepts.

EVERYTHING THAT IS NOT AUTHORIZED AND PRESCRIBED IN THIS RULE BOOK IS STRICTLY FORBIDDEN

1. Motorcycle specifications (American twin *air cooled, push rod)
 1. All Years Harley-Davidson Non-Touring Air Cooled Models
 2. All Years Indian Non-Touring Air Cooled Models
 3. All year Harley-Davidson Sportster
 4. All year Harley-Davidson XR-1200
 5. Buell *Air Cooled

Disclaimer, rules are subject to change as this is something new and will keep evolving as the sport increases. These have been generated for the sake of everyone's safety. If you are interested in racing a motorcycle not included in this class at this time, please contact BRL so we can add you to a waiting list for expanding classes.

Engine configurations and displacement capacities

Harley-Davidson Motorcycles:

1. Engine modifications are permitted but limited to 1275 kit
 1. No Minimum weight
2. Engine configurations and displacement capacities Harley-Davidson Motorcycles:
3. Originally equipped with air-cooled pushrod V-Twin engines, maximum displacement of 131ci. normally aspirated.
4. S&S, Jim's or similar air-cooled pushrod Twin Cam engines w/MSO are acceptable up to 131ci. normally aspirated.
5. Forced induction air-cooled pushrod V-Twin engines allowed with maximum displacement of 107ci.

Indian Motorcycles:

1. Originally equipped with air-cooled pushrod V-Twin Engine, maximum displacement of 131ci. normally aspirated.
2. Forced induction air-cooled pushrod V-Twin engines allowed with maximum displacement of 111ci.

Balancing various motorcycle concepts

1. To equalize the performance of motorcycles used in the BRL, a system of performance enhancements or restrictions have been developed
 1. No Minimum weight

Numbers and number plates

1. The background colors and figures (numbers) for Baggers may be any color but must be strongly contrasting.

Tires

1. Currently BRL does not have a spec tire and is open to all reasonable track tires from all manufacturers.

Engine Section

Fuel system

1. Air funnels, throttle bodies and airbox may be altered or replaced.
2. Air and air/fuel mixture must go to the combustion chamber exclusively through the throttle bodies/ Intake manifolds.

Cylinder Head

1. Air Cooled Pushrod Engines: Cylinder heads may be altered or replaced.

Camshaft

1. Camshafts may be altered or replaced.

Cam sprockets or cam gears

1. Camshaft sprockets, pulleys or gears may be altered or replaced to allow degreeing of

the camshafts.

2. The cam chain or cam belt tensioning device(s) can be modified or changed.

Cylinders

1. Normally aspirated air-cooled pushrod engines may increase the bore to a maximum total displacement of 131ci.
2. Forced induction engines: Harley-Davidson air-cooled 107 ci./ Indian air-cooled 111 ci.

Pistons, rings, pins, and clips

1. Air cooled pushrod V-Twin engines: May be modified.

Connecting rods

1. Connecting rod may be altered or replaced.
2. Connecting rod bolts are free but must be of the same weight or heavier, and of the same material as the original bolt or of higher specific weight material.

Crankshaft

Only the following modifications can be made to the crankshaft:

1. Stroke may be modified on air cooled pushrod V-Twin engines.
2. Bearing surfaces may be polished.
3. Surface treatments may be applied to the crankshaft.
4. Balancing is allowed.

Crankcase / Gearbox housing

1. Crankcases must be the originally fitted part with only the following modifications allowed. If the crankcases have an integral cylinder, then the top face of the cylinder may be ground to adjust deck height. Oil Spray nozzles may be modified. Air Cooled Pushrod Engines: may modify case for camshaft clearance, crank balance shaft removal and tapered crankshaft bearing upgrades.
2. No other modifications are allowed (including painting & polishing).
3. Only the original or an approved sump Oil-pan (sump) and oil pick up can be used.
4. Oil breather cover must remain as original, but the internal breather/damper plate can be modified or replaced.
5. Oil tank breathers are acceptable and may run through an external catch can, but all exits are advised to be routed to the intake system.

Lateral covers and protection

1. Lateral (side) covers may be altered, modified, or replaced (excluding pump covers). If altered or modified, the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one.
2. All lateral covers/engine cases containing oil, and which could be in contact with the ground during a crash, must be protected by a second cover made from metal such as aluminum alloy, stainless steel, steel, or titanium.
3. All drain and fill plugs must be lock wired (safety wired). The use of clips is not permitted. External oil filter(s), screws and bolts that enter an oil cavity must be safety wired (i.e., on crankcases) or the oil filter may optionally have a secondary retention mechanism.

Transmission / Gearbox

1. The layout of the transmission shafts must be the same as on the homologated motorcycle.
2. The gear design and material are free.
3. Final drive belt systems may be converted to chain type systems.

Clutch

1. Aftermarket or modified clutches are permitted (including plates/springs/baskets etc.).

Oil pumps, cam plates and oil lines

1. The oil pump and camplate may be modified or replaced.
2. Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be braided reinforced construction with swedged or threaded

connectors.

Cooling System

1. The only liquid engine coolants permitted is water.
2. Additional radiators or oil coolers may be added.
3. The original oil/water heat exchanger may be modified, replaced, or removed.

Airbox

1. The airbox may be modified or replaced.
2. Airboxes should be designed to retain oil from the crankcases in the event of engine failure or tip-over.
3. Where breather or overflow pipes are fitted, they must discharge via existing outlets. Catch cans may be used but the original closed system must be retained.

Fuel supply

1. Fuel lines from the fuel tank up to the injectors (fuel hoses, delivery pipe assembly, joints, clamps, fuel canister) may be replaced and must be in such a way that they are protected from crash damage.
2. Quick connectors or dry break connectors may be used.
3. Fuel vent lines may be replaced.
4. Fuel filters may be added.

Exhaust system

1. Exhaust pipes, catalytic converters and silencers may be altered or replaced from those fitted to the homologated motorcycle. Catalytic converters may be removed.
2. For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.
3. Wrapping of exhaust systems is allowed.
4. The noise limit for Baggers will be 117dB/A measured at 3000RPM.(with a 3dB/ A tolerance after the race only).

Engine control system

1. The engine control system (ECU)
 1. Original system as homologated, with or without software change.
 2. Approved aftermarket systems: Thundermax, S&S, Dyno Jet / PV, Techno Research and TTS.
2. Central unit (ECU) may be relocated.
3. The original sensors may not be replaced or modified. No additional sensors may be added to the machine for data collection.
4. No extra sensors may be added for control strategies except the throttle bodies, fuel pressure, oil pressure, lambda sensor and shift rod sensor.
5. No external module may add traction control strategies. The modules may only connect to the fuel injectors, ignition coils, lambda sensor, power supply and "piggyback the Throttle Position, Gear and RPM signals." Lambda closed loop/ auto tuning is permitted.
6. Other additional electronic hardware equipment not on the original homologated motorcycle cannot be added with the exceptions noted below
 1. Resistors/load/electronic hardware may be added to replace the parts of the electrical system that have been removed (including lights, lambda sensors, etc.) to prevent ECU errors, also includes needed wiring for throttle bodies and turbo units.
7. Telemetry is not allowed.
8. No remote or wireless connection to the bike for any data exchange or setting is allowed whilst the engine is running, or the bike is moving.
9. Harness:
 1. The key/ignition lock may be relocated, replaced, or removed.
 2. Cutting and removal of excess and unused wiring in the original wiring harness is allowed.
10. A lap timer may be fitted. GPS lap timers may be used. The lap timer may only be connected to the machine with a power and ground connection. Data collection from the

machines sensors or ECU is allowed. Data collection by the lap timer by way of GPS and internal IMU is permitted.

11. Spark plugs may be replaced.
12. Battery is free.

Generator, alternator, electric starter

1. The stator/coil must be the originally fitted parts with no modification allowed.
2. Motorcycles should self-start on the starting grid in neutral. Push-starting on the starting grid is not allowed, however start line Officials may push start the motorcycle if necessary (in gear).

Main frame and spare motorcycle

1. During the entire duration of the event, each rider may only use one (1) complete motorcycle.

Frame body and rear subframe

1. The main frame must be the originally manufactured and fitted part.
2. Holes may be drilled on the frame to affix approved components (i.e., fairing brackets, saddlebag relocation, steering damper mounts, engine & chassis stabilizers etc.).
3. All motorcycles must display a vehicle identification number punched on the frame body (a proper 'legal VIN')
4. Crash protectors may be fitted to the frame using existing points or pressed into the ends of the wheel axles.

Suspension - General

1. Suspension may be modified but a similar system to the homologated must be used.

Front Suspension

1. The front fork in whole or part may be changed.
2. The upper and lower fork clamps (triple clamp, fork bridges) and stem may be changed or modified.
3. A steering damper may be added or replaced.
4. The steering damper cannot function as a steering lock limiting device.

Swing-arm (Rear Fork)

1. Swing-arms may be replaced or modified.
2. A Solid Protective Cover (sharkfin) shall be fixed to the swing-arm and must always cover the opening between the lower chain run, swing-arm, and the rear wheel sprocket, irrespective of the position of the rear wheel.
3. Rear wheel stand brackets may be added to the rear fork by welding or by bolts.
4. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed.
5. Swingarm spindle (pivot) may be modified or replaced.

Rear suspension unit

1. The rear suspension unit may be changed but a similar system must be used (i.e., dual or mono).
2. Removable top shock mounts may be replaced. If replaced, they must retain their homologated geometry.

Wheels

1. Wheels may be replaced, and associated parts may be altered or replaced from those fitted to the homologated motorcycle.
2. Aftermarket Wheels Must Be Made From Aluminum Alloys.
3. The use of the following alloy materials for the wheels is not allowed: Beryllium ($\geq 5\%$), Scandium ($\geq 2\%$), Lithium ($\geq 1\%$).
4. Bearings, seals, and axles may be altered or replaced from those fitted to the homologated motorcycle. The use of titanium and light alloys is forbidden for wheel spindles (axles).
5. Wheel balance weights may be discarded, changed, or added to.

6. Aluminum or steel inflation valves are compulsory.

Wheel Sizes Front and Rear 17-19”

Brakes

1. Front brake master cylinder may be altered or replaced.
2. Front brake calipers may be altered or replaced.
3. Rear brake master cylinder may be altered or replaced.
4. Rear brake calipers may be altered or replaced.
5. Brake pads or shoes may be altered or replaced.
6. Brake hoses and brake couplings may be altered or replaced.
7. Hydraulic anti-knockback systems may be fitted to the brake lines/caliper.
8. Brake discs may be altered or replaced. Only Steel(max. carbon content 2.1wt.%) is allowed for brake discs. Alloys containing beryllium are not allowed to be used for brake calipers.
9. ABS systems must be removed or disabled if still on motorcycle.
10. Front brake lever must have a guard.

Handlebars and hand controls

1. Handlebars, hand controls and cables may be altered or replaced from those fitted to the homologated motorcycle.
2. Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote drive by wire grip/demand sensor.
3. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right-hand handlebar (within reach of the hand while on the hand grips) that can stop a running engine. The button or switch must be RED.
4. Front brake lever must have a guard.

Footrest and foot controls

1. Footrests, hangers/brackets, and hardware may be replaced and relocated but the hangers/brackets must either be mounted to their original frame mounting points or another location that does not require the modification of the frame.

Fuel tank

1. The fuel tank must be the general shape and dimension of the originally fitted and homologated part.
2. Fuel tanks with tank breather pipes must be fitted with no-return valves that discharge into a catch tank with a minimum volume of 250 cc made of a suitable material.
3. Material is free.

Seat

1. Seat may be altered or replaced.

The following items **MAY BE altered or replaced from those fitted to the homologated motorcycle.**

1. Any type of lubrication, brake or suspension fluid may be used.
2. Gaskets, seals, and gasket material.
3. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.
4. Fasteners (nuts, bolts, screws, etc.), but internal engine bolts must remain of standard homologated materials or materials of higher specific weight.
5. Thread repair using inserts of different material such as helicoils and tineserts.
6. External surface finishes and decals.

For more information contact the BAGGER RACING LEAGUE.

3.5 LIQUID TWINS

LIQUID TWINS EQUIPMENT STANDARDS & TECHNICAL SPECIFICATIONS

The following rules are intended to give freedom to modify or replace some parts in the interest of safety, research and development and improved competition between various motorcycle concepts.

EVERYTHING THAT IS NOT AUTHORIZED AND PRESCRIBED IN THIS RULE BOOK IS STRICTLY FORBIDDEN

Disclaimer, rules are subject to change as this is something new and will keep evolving as the sport increases. These have been generated for the sake of everyone's safety. If you are interested in racing a motorcycle not included in this class at this time, please contact BRL so we can add you to a waiting list for expanding classes.

1. Open to all manufactures of motorcycles.
 1. Water-cooled or air-cooled 750+ twin cylinder
 2. Production high-bar street bikes only.
 1. Motorcycle must have come stock with top mounted risers and upright handlebars.
 2. No clip-on bikes permitted.
2. Water-cooled or air-cooled originally equipped 750+cc, twin cylinder, four stroke, production street legal motorcycles.
 1. Maximum claimed stock production horsepower of 125HP or less.
 2. Harley-Davidson Pan American now eligible.
3. The air-cooled division is now open to all manufacturers.
 1. Modifications allowed to the main frame or full custom chassis, naturally aspirated or forced induction, and minimum weight of 350 lbs.
4. Water-cooled and electric bikes must maintain stock frames with no fabrication allowed. Minimum weight 377 lbs.

Numbers and number plates

1. No fairings or windscreens allowed.
2. The background colors and figures (numbers) for motorcycles may be any color but must be strongly contrasting.
 1. Flat number plates.
 1. If you want to figure out a mounting solution ahead of time, for reference, these are the plates that will be supplied.
3. A front plate is required, and it is recommended but not mandatory to have one on each side.
 - Motorcycle specifications (American twin WATER COOLED)
 - All year Harley-Rev Max Based Models (Sportster S & Pan America)
 - All year Indian Based FTR models
 - All year Indian Water-cooled Scout Based models
 - All year Harley-XG based models

Engine configurations and displacement capacities

Harley-Davidson Motorcycles & Indian Motorcycles:

1. Engine modifications are permitted but limited to 1250 kit No Minimum weight

Tires

1. Currently BRL does not have a spec tire and is open to all reasonable track tires from all manufacturers. Any DOT road racing tire is permitted. To avoid confusion no knobby, street, dual sport, or other type of tires allowed.

Engine Section

Fuel system

1. Air funnels, throttle bodies and airbox may be altered or replaced.
2. Air and air/fuel mixture must go to the combustion chamber exclusively through the throttle bodies/ Intake manifolds.

Cylinder Head Engines

1. Cylinder heads may be altered or replaced.

Camshaft

1. Camshafts may be altered or replaced.
2. Cam sprockets or cam gears
3. Camshaft sprockets, pulleys or gears may be altered or replaced to allow degreeing of the camshafts.
4. The cam chain or cam belt tensioning device(s) can be modified or changed.

Pistons, rings, pins, and clips

1. Water Cooled V-Twin engines: May be modified.

Connecting rods

1. Connecting rod may be altered or replaced.
2. Connecting rod bolts are free but must be of the same weight or heavier, and of the same material as the original bolt or of higher specific weight material.

Crankshaft

Only the following modifications can be made to the crankshaft:

1. Stroke may be modified on water cooled pushrod V-Twin engines.
2. Bearing surfaces may be polished.
3. Surface treatments may be applied to the crankshaft.
4. Balancing is allowed.

Crankcase / Gearbox housing

1. Crankcases must be the originally fitted part with only the following modifications allowed. If the crankcases have an integral cylinder, then the top face of the cylinder may be ground to adjust deck height. Oil Spray nozzles may be modified.
2. No other modifications are allowed (including painting & polishing).
3. Only the original or an approved sump Oil-pan (sump) and oil pick up can be used.
4. Oil breather cover must remain as original, but the internal breather/damper plate can be modified or replaced.
5. Oil tank breathers are acceptable and may run through an external catch can, but all exits are advised to be routed to the intake system.

Lateral covers and protection

1. Lateral (side) covers may be altered, modified, or replaced (excluding pump covers). If altered or modified, the cover must have at least the same resistance to impact as the original one. If replaced, the cover must be made in material of same or higher specific weight and the total weight of the cover must not be less than the original one.
2. All lateral covers/engine cases containing oil, and which could be in contact with the ground during a crash, must be protected by a second cover made from metal such as aluminum alloy, stainless steel, steel, or titanium.
3. All drain and fill plugs must be lock wired (safety wired). The use of clips is not permitted. External oil filter(s), screws and bolts that enter an oil cavity must be safety wired (i.e., on crankcases) or the oil filter may optionally have a secondary retention mechanism.

Transmission / Gearbox

1. The layout of the transmission shafts must be the same as on the homologated motorcycle.
2. The gear design and material are free.
3. Final drive belt systems may be converted to chain type systems.

Clutch

1. Aftermarket or modified clutches are permitted (including plates/springs/baskets etc.).

Oil pumps, cam plates and oil lines

1. The oil pump and camplate may be modified or replaced.

2. Oil lines may be modified or replaced. Oil lines containing positive pressure, if replaced, must be braided reinforced construction with swedged or threaded connectors.

Cooling System

1. Additional radiators or oil coolers may be added.
2. The original oil/water heat exchanger may be modified, replaced, or removed.

Airbox

1. The airbox may be modified or replaced.
2. Airboxes should be designed to retain oil from the crankcases in the event of engine failure or tip-over.
3. Where breather or overflow pipes are fitted, they must discharge via existing outlets. Catch cans may be used but the original closed system must be retained.

Fuel supply

1. Fuel lines from the fuel tank up to the injectors (fuel hoses, delivery pipe assembly, joints, clamps, fuel canister) may be replaced and must be in such a way that they are protected from crash damage.
2. Quick connectors or dry break connectors may be used.
3. Fuel vent lines may be replaced.
4. Fuel filters may be added.

Exhaust system

1. Exhaust pipes, catalytic converters and silencers may be altered or replaced from those fitted to the homologated motorcycle. Catalytic converters may be removed.
2. For safety reasons, the exposed edge(s) of the exhaust pipe(s) outlet(s) must be rounded to avoid any sharp edges.
3. Wrapping of exhaust systems is allowed.
4. The noise limit for Light Weight Twins will be 117dB/A measured at 3000RPM.(with a 3dB/A tolerance after the race only).

Engine control system

The engine control system (ECU)

1. Original system as homologated, with or without software change.
2. Approved aftermarket systems: Thundermax, S&S, Dyno Jet / PV, Techno Research and TTS.
3. Central unit (ECU) may be relocated.
4. The original sensors may not be replaced or modified. No additional sensors may be added to the machine for data collection.
5. No extra sensors may be added for control strategies except the throttle bodies, fuel pressure, oil pressure, lambda sensor and shift rod sensor.
6. No external module may add traction control strategies. The modules may only connect to the fuel injectors, ignition coils, lambda sensor, power supply and "piggyback the Throttle Position, Gear and RPM signals." Lambda closed loop/ auto tuning is permitted.
7. Other additional electronic hardware equipment not on the original homologated motorcycle cannot be added with the exceptions noted below:
 1. Resistors/load/electronic hardware may be added to replace the parts of the electrical system that have been removed (including lights, lambda sensors, etc.) to prevent ECU errors, also includes needed wiring for throttle bodies.
8. Telemetry is not allowed.
9. No remote or wireless connection to the bike for any data exchange or setting is allowed whilst the engine is running, or the bike is moving.

Harness

- 1 The key/ignition lock may be relocated, replaced, or removed.
- 2 Cutting and removal of excess and unused wiring in the original wiring harness is allowed.
- 3 A lap timer may be fitted. GPS lap timers may be used. The lap timer may only be connected to the machine with a power and ground connection. Data collection from the machine sensors or ECU is allowed. Data collection by the lap timer by way of GPS and

- internal IMU is permitted.
- 4 Spark plugs may be replaced.
- 5 Battery is free.

Generator, alternator, electric starter

1. The stator/coil must be the originally fitted parts with no modification allowed.
2. Motorcycles should self-start on the starting grid in neutral. Push-starting on the starting grid is not allowed, however start line Officials may push start the motorcycle if necessary (in gear).

Main frame and spare motorcycle

1. During the entire duration of the event, each rider may only use one (1) complete motorcycle.

Frame body and rear subframe

1. The main frame must be the originally manufactured and fitted part.
2. Holes may be drilled on the frame to affix approved components (i.e., steering damper mounts, engine & chassis stabilizers etc.).
3. All motorcycles must display a vehicle identification number punched on the frame body (a proper 'legal VIN')
4. Crash protectors may be fitted to the frame using existing points or pressed into the ends of the wheel axles.

Suspension - General

1. Suspension may be modified but a similar system to the homologated must be used.

Front Suspension

1. The front fork in whole or part may be changed.
2. The upper and lower fork clamps (triple clamp, fork bridges) and stem may be changed or modified.
3. A steering damper may be added or replaced.
4. The steering damper cannot function as a steering lock limiting device.

Swing-arm (Rear Fork)

1. Swing-arms may be replaced or modified.
2. A Solid Protective Cover (sharkfin) shall be fixed to the swing-arm and must always cover the opening between the lower chain run, swing-arm, and the rear wheel sprocket, irrespective of the position of the rear wheel.
3. Rear wheel stand brackets may be added to the rear fork by welding or by bolts.
4. Brackets must have rounded edges (with a large radius). Fastening screws must be recessed.
5. Swingarm spindle (pivot) may be modified or replaced.

Rear suspension unit

1. The rear suspension unit may be changed but a similar system must be used (i.e., dual or mono).
2. Removable top shock mounts may be replaced. If replaced, they must retain their homologated geometry.

Wheels

1. Wheels may be replaced, and associated parts may be altered or replaced from those fitted to the homologated motorcycle.
2. Aftermarket Wheels Must Be Made From Aluminum Alloys.
3. The use of the following alloy materials for the wheels is not allowed: Beryllium ($\geq 5\%$), Scandium ($\geq 2\%$), Lithium ($\geq 1\%$).
4. Bearings, seals, and axles may be altered or replaced from those fitted to the homologated motorcycle. The use of titanium and light alloys is forbidden for wheel spindles (axles).
5. Wheel balance weights may be discarded, changed, or added to.
6. Aluminum or steel inflation valves are compulsory.

Wheel Sizes Front and Rear 17-19”

Brakes

1. Dual front brakes are highly recommended.
2. Front brake master cylinder may be altered or replaced.
3. Front brake calipers may be altered or replaced.
4. Rear brake master cylinder may be altered or replaced.
5. Rear brake calipers may be altered or replaced.
6. Brake pads or shoes may be altered or replaced.
7. Brake hoses and brake couplings may be altered or replaced.
8. Hydraulic anti-knockback systems may be fitted to the brake lines/caliper.
9. Brake discs may be altered or replaced. Only Steel(max. carbon content 2.1wt.%) is allowed for brake discs. Alloys containing beryllium are not allowed to be used for brake calipers.
10. ABS systems must be removed or disabled if still on motorcycle.
11. Front brake lever must have a guard.

Handlebars and hand controls

1. Handlebars, hand controls and cables may be altered or replaced from those fitted to the homologated motorcycle.
2. Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote drive by wire grip/demand sensor.
3. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right-hand handlebar (within reach of the hand while on the hand grips) that can stop a running engine. The button or switch must be RED.
4. Front brake lever must have a guard.
5. Cracked or broken handlebars are prohibited.
6. Control levers must have minimum 0.25-inch diameter ball ends.
7. All handlebar ends must present no cutting hazard. No open-ended bars.
Recommend installing bar ends or closed ended grips

Footrest and foot controls

1. Footrests, hangers/brackets, and hardware may be replaced and relocated but the hangers/brackets must either be mounted to their original frame mounting points or another location that does not require the modification of the frame.

Fuel tank

1. The fuel tank must be the general shape and dimension of the originally fitted and homologated part.
2. Fuel tanks with tank breather pipes must be fitted with no-return valves that discharge into a catch tank with a minimum volume of 250 cc made of a suitable material.
3. Material is free.

Seat

1. Seat may be altered or replaced.

The following items MAY BE altered or replaced from those fitted to the homologated motorcycle.

1. Any type of lubrication, brake or suspension fluid may be used.
2. Gaskets, seals, and gasket material.
3. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.
4. Fasteners (nuts, bolts, screws, etc.), but internal engine bolts must remain of standard homologated materials or materials of higher specific weight.
5. Thread repair using inserts of different material such as helicoils and tineserts.
6. External surface finishes and decals.

For more information contact the BAGGER RACING LEAGUE.

3.6 ATU – American Twins Unlimited

ATU EQUIPMENT STANDARDS & TECHNICAL SPECIFICATIONS

The following rules are intended to give freedom to modify or replace some parts in the interest of safety, research and development and improved competition between various motorcycle concepts.

Disclaimer, rules are subject to change as this is something new and will keep evolving as the sport increases. These have been generated for the sake of everyone's safety. If you are interested in racing a motorcycle not included in this class at this time, please contact BRL so we can add you to a waiting list for expanding classes.

American Twins Unlimited Class allows for all BRL Class's to compete, except for Bagger GP Bikes. The class also welcomes Victory Motorcycles, as well as other aftermarket American V-twin based custom Makes / Builds. This includes custom frame builds.

Max engine size is 131”

Wheel Sizes Front and Rear 17-19”

Brakes

1. Dual front brakes are highly recommended.
2. Front brake master cylinder may be altered or replaced.
3. Front brake calipers may be altered or replaced.
4. Rear brake master cylinder may be altered or replaced.
5. Rear brake calipers may be altered or replaced.
6. Brake pads or shoes may be altered or replaced.
7. Brake hoses and brake couplings may be altered or replaced.
8. Hydraulic anti-knockback systems may be fitted to the brake lines/caliper.
9. Brake discs may be altered or replaced. Only Steel(max. carbon content 2.1wt.%) is allowed for brake discs. Alloys containing beryllium are not allowed to be used for brake calipers.
10. ABS systems must be removed or disabled if still on motorcycle.
11. Front brake lever must have a guard.

Handlebars and hand controls

1. Handlebars, hand controls and cables may be altered or replaced from those fitted to the homologated motorcycle.
2. Cable operated throttles (grip assembly) must be equipped with both an opening and a closing cable including when actuating a remote drive by wire grip/demand sensor.
3. Motorcycles must be equipped with a functional ignition kill switch or button mounted on the right-hand handlebar (within reach of the hand while on the hand grips) that can stop a running engine. The button or switch must be RED.
4. Front brake lever must have a guard.
5. Cracked or broken handlebars are prohibited.
6. Control levers must have minimum 0.25-inch diameter ball ends.
7. All handlebar ends must present no cutting hazard.
 1. No open-ended bars. Recommend installing bar ends or closed ended grips

Footrest and foot controls

1. Footrests, hangers/brackets, and hardware may be replaced and relocated but the hangers/brackets must either be mounted to their original frame mounting points or another location that does not require the modification of the frame.

Fuel tank

1. The fuel tank must be the general shape and dimension of the originally fitted and homologated part.
2. Fuel tanks with tank breather pipes must be fitted with no-return valves that

discharge into a catch tank with a minimum volume of 250 cc made of a suitable material.

3. Material is free.

Seat

1. Seat may be altered or replaced.

The following items MAY BE altered or replaced from those fitted to the homologated motorcycle.

1. Any type of lubrication, brake or suspension fluid may be used.
2. Gaskets, seals, and gasket material.
3. Bearings (ball, roller, taper, plain, etc.) of any type or brand may be used.
4. Fasteners (nuts, bolts, screws, etc.), but internal engine bolts must remain of standard homologated materials or materials of higher specific weight.
5. Thread repair using inserts of different material such as helicoils and tineserts.
6. External surface finishes and decals.

For more information contact the BAGGER RACING LEAGUE.

3.7 Lightweight Superbike

Singles and Twins up to 400cc

LIGHTWEIGHT SUPERBIKE EQUIPMENT STANDARDS & TECHNICAL SPECIFICATIONS

Up to 400cc 4 stroke singles and twins, air or liquid cooled.

1. There are no bodywork limits in Light Weight Superbike. A fluid retention belly pan capable of holding 4 quarts is required.
2. Suspension: Forks: Free choice of front forks.
3. Brakes: Free choice of brake calipers, brake rotors (except carbon fiber), and front brake master cylinders.
4. Engine
 1. Aspiration will be natural.
 2. Make and model of carburetor and or injector is optional.
 3. Internal engine components may be modified.
5. Any exhaust system design is allowed.
 1. All exhaust systems must be equipped with an effective silencer.
6. Wheel Sizes:
 1. Free choice of 16" through 19" wheels are allowed.
 2. Front maximum width is 3.5," Rear is 6".
 3. Tires can be DOT or Slicks.
 4. Composite material wheels are not permitted.

Numbers and number plates

1. The background colors and figures (numbers) for motorcycles may be any color but must be strongly contrasting.
2. A front plate is required, and it is required to have one on each side.

Main frame and spare motorcycle

1. During the entire duration of the event, each rider may only use one (1) complete motorcycle.

Frame body and rear subframe

1. The main frame must be the originally manufactured and fitted part.
2. Holes may be drilled on the frame to affix approved components (i.e., fairing brackets, saddlebag relocation, steering damper mounts, engine & chassis stabilizers etc.).

3. All motorcycles must display a vehicle identification number punched on the frame body (a proper 'legal VIN')
4. Crash protectors may be fitted to the frame using existing points or pressed into the ends of the wheel axles.

For more information contact the BAGGER RACING LEAGUE.

3.8 Middleweight Superbike

Singles and Twins up to 700cc

MIDDLEWEIGHT SUPERBIKE EQUIPMENT STANDARDS & TECHNICAL SPECIFICATIONS

Up to 700cc 4 stroke singles and twins, air or liquid cooled.

Any machine legal for Lightweight Superbike

1. There are no bodywork limits in Light Weight Superbike. A fluid retention belly pan capable of holding 4 quarts is required.
2. Suspension: Forks: Free choice of front forks.
3. Brakes: Free choice of brake calipers, brake rotors (except carbon fiber), and front brake master cylinders.
4. Engine
 1. Aspiration will be natural.
 2. Make and model of carburetor and or injector is optional.
 3. Internal engine components may be modified.
5. Any exhaust system design is allowed.
 1. All exhaust systems must be equipped with an effective silencer.
6. Wheel Sizes:
 1. Free choice of 16" through 19" wheels are allowed.
 2. Front maximum width is 3.5," Rear is 6".
 3. Tires can be DOT or Slicks.
 4. Composite material wheels are not permitted.

Numbers and number plates

1. The background colors and figures (numbers) for motorcycles may be any color but must be strongly contrasting.
2. A front plate is required, and it is required to have one on each side.

Main frame and spare motorcycle

1. During the entire duration of the event, each rider may only use one (1) complete motorcycle.

Frame body and rear subframe

1. The main frame must be the originally manufactured and fitted part.
2. Holes may be drilled on the frame to affix approved components (i.e., fairing brackets, saddlebag relocation, steering damper mounts, engine & chassis stabilizers etc.).
3. All motorcycles must display a vehicle identification number punched on the frame body (a proper 'legal VIN')
4. Crash protectors may be fitted to the frame using existing points or pressed into the ends of the wheel axles.

For more information contact the BAGGER RACING LEAGUE.

3.9 Classic Superbikes

CLASSIC SUPERBIKE EQUIPMENT STANDARDS & TECHNICAL SPECIFICATIONS

Pre 1982, up to 1100cc twin shock and air cooled in-line 4 cyl 4 stroke bikes,

Unlimited displacement air-cooled twins and pushrod triples.

To also include: 1983-85 Kawasaki GPZ750cc, 1983-85 Suzuki GS750E/ES, and 1983-85 Honda VF750F,

Engines, engine parts, and frames must be of the same model.

Engine

1. All bike engines must use OEM crankcases, cylinders, and heads from the same model.
2. Four Cylinder engines must retain stock stroke, bore may be increased by 3mm (0.118").
3. Pushrod twins and triples may have unlimited displacement. Allowed displacement may be arrived at in any manner (i.e., stroker and sleeve kits are legal).
4. All round-slide carbs are allowed up to 34mm. Flat-slide carbs up to 34mm will be allowed.
5. Any exhaust system design is allowed. However, all exhaust systems must be equipped with an effective silencer.
6. Liquid-cooled or two-stroke engines are prohibited. With the exception of the 1983-85 VF700/750F.

Chassis and Frame

1. Frame must be a production model built no later than 1982 (or like design). Except for 1983-85 Honda VF750F, Kawasaki GPZ750, and Suzuki GS750E/ES.
2. Frame modifications are allowed (bracing or gussets allowed, steering head angle may be altered, shock location changed or altered, etc.), modifications are subject to scrutiny at tech inspection. After market swingarms are permitted, OEM swingarm may be reinforced, shortened, or lengthened. Shock location may be changed, shock(s) may be repositioned, but standard shock configuration must be used.
3. Front forks can be of OEM or aftermarket origin, with stanchions no larger than 41mm in diameter. Forks must be conventional type (no upside-down units). Handlebars must be fitted in their original mounting position (i.e., On top of triple tree) and must not be below the top of the fork crowns.
4. Any wheel diameter from 16-inch to 19-inch is allowed. Maximum rim width: 4.5-inch rear, 3.5-inch front. Wheels may be any type, wire-spoked or mag-style in either alloy or magnesium. Composite material wheels are not permitted. Tires can be DOT or Slicks.
5. Brakes: Radial mount brake calipers are not allowed. Single, Two, or 4 piston brake calipers are allowed. Front and rear discs, floating or rigid mount of any material except carbon fiber, are allowed.
6. Motorcycles must have original type seat, which may be modified or recovered while retaining the stock type seat pan. Motorcycles must have side panels, and front fairing as the original production model or accurate replicas. Fenders may be trimmed to fit tires.
7. Bodywork: Only fairings that were furnished as standard equipment on the street model are allowed. All bike must have a fluid retention pan capable of holding 4 quarts.

Numbers and number plates

1. The background colors and figures (numbers) for motorcycles may be any color but must be strongly contrasting.
2. A front number plate is required, and it is suggested to have one on each side if possible.

Main frame and spare motorcycle

1. During the entire duration of the event, each rider may only use one (1) complete motorcycle.

Frame body and rear subframe

1. The main frame must be the originally manufactured and fitted part.

2. Holes may be drilled on the frame to affix approved components (i.e., fairing brackets, saddlebag relocation, steering damper mounts, engine & chassis stabilizers etc.).
3. All motorcycles must display a vehicle identification number punched on the frame body (a proper 'legal VIN')
4. Crash protectors may be fitted to the frame using existing points or pressed into the ends of the wheel axles.

For more information contact the BAGGER RACING LEAGUE.

3.10 Next Generation Superbike

NEXT GENERATION SUPERBIKE EQUIPMENT STANDARDS & TECHNICAL SPECIFICATIONS

For 1985 to 2005 sportbikes

Component Specifications:

The major components are the engine and frame. Successive year models of the marque are eligible provided that major components are essentially unaltered (like design). Hybrids (a motorcycle comprised of mixed origin or composition, i.e.: FZR400 w/600 motor, YZF750 w/pre 05 R1 motor) are permitted, provided that the design and operating principle was in use prior to the cutoff date. Updating and backdating is permitted within the category dates. Components of later date up to 2005, may be used.

1. Engine: Aspiration will be natural. Make and model of carburetor and or injector is optional. Internal engine components may be modified.
2. Brakes: Free choice of brake calipers, brake rotors (except carbon fiber), and front brake master cylinders.
3. Free choice of brake calipers, Front brake master cylinders and rotors.
4. Suspension: Forks: Free choice of front forks.
5. Frame: Swing-arm bracing, or use of aftermarket performance, or kit swing-arms is allowed in all classes
6. Bodywork: Full fairings of period design are allowed in all classes. All bikes must have a fluid retention belly pan to hold at least 4 quarts.
7. Wheel Sizes: Free choice of 16" through 19" wheels are allowed. Front maximum width is 3.5," Rear is 6.5". Tires can be DOT or Slicks. Composite material wheels are not permitted.

Numbers and number plates

1. The background colors and figures (numbers) for motorcycles may be any color but must be strongly contrasting.
2. A front plate is required, and it is required to have one on each side.

Main frame and spare motorcycle

1. During the entire duration of the event, each rider may only use one (1) complete motorcycle.

Frame body and rear subframe

1. The main frame must be the originally manufactured and fitted part.
2. Holes may be drilled on the frame to affix approved components (i.e., fairing brackets, saddlebag relocation, steering damper mounts, engine & chassis stabilizers etc.).
3. All motorcycles must display a vehicle identification number punched on the frame body (a proper 'legal VIN')
4. Crash protectors may be fitted to the frame using existing points or pressed into the ends of the wheel axles.

For more information contact the BAGGER RACING LEAGUE.

3.11 Unlimited Superbike

UNLIMITED SUPERBIKE EQUIPMENT STANDARDS & TECHNICAL SPECIFICATIONS

Up thru 2024 Motorcycles

Component Specifications:

The major components are the engine and frame. Hybrids (a motorcycle comprised of mixed origin or composition, i.e.: FZR400 w/600 motor, YZF750 w/R1 motor) are permitted.

Updating and backdating is permitted within the category dates. Components of earlier date may be used provided the design and operating principles of the component is essentially unaltered.

1. Engine: Aspiration will be natural. Make and model of carburetor and or injector is optional. Internal engine components may be modified.
2. Frame: Swing-arm bracing, aftermarket performance, or kit swing-arms are allowed in all classes
3. Brakes: Free choice of brake calipers, Front brake master cylinders and rotors.
4. Suspension: Forks: Free choice of front forks.
5. Wheel Sizes: Free choice of 16" through 19" wheels are allowed. Front maximum width is 3.5," Rear is 6.5". Tires can be DOT or Slicks. Composite material wheels are not permitted.
6. Bodywork: Full fairings are allowed in all classes. **All bikes must have a fluid retention belly pan to hold at least 4 quarts.** Carbon fiber fairings are allowed.

Numbers and number plates

1. The background colors and figures (numbers) for motorcycles may be any color but must be strongly contrasting.
2. A front plate is required, and it is recommended but not mandatory to have one on each side.

Main frame and spare motorcycle

1. During the entire duration of the event, each rider may only use one (1) complete motorcycle.

Frame body and rear subframe

1. The main frame must be the originally manufactured and fitted part.
2. Holes may be drilled on the frame to affix approved components (i.e., fairing brackets, saddlebag relocation, steering damper mounts, engine & chassis stabilizers etc.).
3. All motorcycles must display a vehicle identification number punched on the frame body (a proper 'legal VIN')
4. Crash protectors may be fitted to the frame using existing points or pressed into the ends of the wheel axles.

For more information contact the BAGGER RACING LEAGUE.

3.12 Metric V-Twin Baggers

METRIC V-TWIN BAGGER EQUIPMENT STANDARDS & TECHNICAL SPECIFICATIONS

1. Stock Bodywork
2. Modified Exhaust
3. OEM Motor

4. Chain Drive Conversation allowed
5. Suspension and Wheel Upgrades
6. Seat upgrade
7. Bar Upgrade
8. Brake Upgrade

Numbers and number plates

1. The background colors and figures (numbers) for motorcycles may be any color but must be strongly contrasting.
2. A front plate is required, and it is recommended but not mandatory to have one on each side.

Main frame and spare motorcycle

1. During the entire duration of the event, each rider may only use one (1) complete motorcycle.

Frame body and rear subframe

1. The main frame must be the originally manufactured and fitted part.
2. Holes may be drilled on the frame to affix approved components (i.e., fairing brackets, saddlebag relocation, steering damper mounts, engine & chassis stabilizers etc.).
3. All motorcycles must display a vehicle identification number punched on the frame body (a proper 'legal VIN')
4. Crash protectors may be fitted to the frame using existing points or pressed into the ends of the wheel axles.

For more information contact the BAGGER RACING LEAGUE.

3.13 Open Metric Bagger

OPEN METRIC BAGGER EQUIPMENT STANDARDS & TECHNICAL SPECIFICATIONS

1. Stock Bodywork
2. Modified Exhaust
3. OEM Motor
4. Chain Drive Conversation allowed
5. Suspension and Wheel Upgrades
6. Seat upgrade
7. Bar Upgrade
8. Brake Upgrade

Numbers and number plates

1. The background colors and figures (numbers) for motorcycles may be any color but must be strongly contrasting.
2. A front plate is required, and it is recommended but not mandatory to have one on each side.

Main frame and spare motorcycle

1. During the entire duration of the event, each rider may only use one (1) complete motorcycle.

Frame body and rear subframe

1. The main frame must be the originally manufactured and fitted part.
2. Holes may be drilled on the frame to affix approved components (i.e., fairing brackets, saddlebag relocation, steering damper mounts, engine & chassis stabilizers etc.).
3. All motorcycles must display a vehicle identification number punched on the frame body

- (a proper 'legal VIN')
4. Crash protectors may be fitted to the frame using existing points or pressed into the ends of the wheel axles.

For more information contact the BAGGER RACING LEAGUE.

Appendix A - Offenses, Penalties, Protests and Appeals

Section	
A1	General Information
A2	General Offenses and Penalties
A3	Equipment Offenses and Penalties
A4	Penalties
A5	Protests/Appeals

A1. General Information

Through the establishment and enforcement of various rules and procedures, the BRL strives to regulate the sport of professional motorcycle large displacement V-Twin racing in the fairest possible manner. By participating in a BRL event, each entrant, rider and participant agree to abide by BRL rules and procedures. In addition, entrants and riders may be held responsible for the actions of their crew members.

All parties involved in BRL events are expected to conduct themselves in a professional manner, always respecting the rights of others. Participation in event activities is a privilege afforded to entrants, riders, and event credential holders. All such participants understand that violation of BRL rules and procedures can lead to forfeiture of their entrant or event credentials, fines, points deductions, lap deductions, finishing position deductions, time penalties, disqualification and other disciplinary actions as outlined herein.

A1.1 Rules directed or related to safety are promulgated to make all persons concerned with safety. The BRL does not warrant safety if the rules are followed or compliance with or enforcement of the rules. Each participant in competition has the responsibility to assess the safety aspects of facilities and conditions and must assume the risk of competition.

A1.2 Through its protest and appeal procedures, The BRL provides a system of administrative review in the event of disputes which are eligible for such review. The goal of the BRL's protest and appeal procedures is to assure fair and consistent enforcement of rules and objective review of protests and appeals lodged by or against participants.

A2. General Offenses and Penalties

This section outlines actions which are deemed to be detrimental to the sport of motorcycle racing and which may result in a range of disciplinary actions. Unless otherwise specifically provided for in these rules, the BRL may disqualify, suspend, fine or penalize any entrant, rider, participant, official race team or motorcycle from the balance of a race event or the series for violation of these rules, insubordination or other actions deemed in the sole discretion of the BRL to be detrimental to the race event and the sport. Such disqualification includes the loss of any rights regarding the event in question and may result in expulsion from the event venue.

Unless otherwise specifically provided for in these rules, the BRL is empowered to suspend from

competition any entrant, rider, participant, official race team or motorcycle for a period of one event up to an indefinite suspension for violation of these rules, insubordination, or other actions deemed, in the sole discretion of the BRL, to be detrimental to the sport of motorcycle racing.

A2.1 Any supplemental rules, regulations, instructions, or procedures established by the BRL for the purpose of implementing, interpreting, or enforcing these rules will be deemed to be part of the rules.

A2.2 The following offenses will be subject to disciplinary action by the BRL. This list is provided as guidance to riders and event credential holders but does not restrict the BRL from invoking penalties for other actions detrimental to the sport which are not specifically contemplated herein.

1. Falsifying one's age or ability to meet any of the various eligibility requirements as set forth by the BRL, or in general, competing or attempting to compete in BRL events under false pretenses.
2. Competing under a false name or in any other way attempting to gain an advantage.
3. Abetting or knowingly engaging in any race in which the result is "fixed" or prearranged.
4. Giving, offering, or promising, directly or indirectly, any bribe in any form to any person to circumvent rules or procedures or to otherwise gain an advantage.
5. Accepting or offering to accept any bribe in any form from any person to circumvent rules or procedures or to otherwise gain an unfair advantage.
6. Refusing to provide a factual statement regarding an item under protest or appeal when requested by the BRL or a party to the appeal or interfering in any way with the BRL's protest and appeal procedures to influence the outcome.
7. Failing to ride in an event after entering without giving proper notice of non-participation.
8. Engaging in a rider boycott, public protest or other similar concerted activity meant to stop, delay, or otherwise inhibit the start or completion of any portion of an event.
9. Engaging in any unfair practice, misbehavior, or action detrimental to the sport of motorcycling in general, whether or not related to a specific competition.
10. A physical or verbal attack on a Racing official and/or engaging in a fight. This includes any person who attacks or participates in a fight anywhere on the premises prior to, during, or after an event. There will be no maximum fine or suspension period for this offense.
11. Refusal to submit a machine for inspection. Any team/rider refusing to immediately surrender their machine to BRL event officials or refusing to allow examination or measurement of a machine's components, will be in violation of these rules.
12. Failure to re-enter the track at a point as close as practical to the point at which the rider left the track or slow down after leaving the course, and in so doing gaining an advantage.
13. Receiving any form of prohibited outside assistance.
14. Failing to immediately respect and comply with operational or warning flags/lights or other signals. o. Failure to attend riders' briefings or meetings.
15. Failure to attend a post-race podium interviews or press briefings.
16. Riding at any time in such a manner as to endanger other riders, officials, or the public.
17. Wagering by a participant on the outcome of any BRL race.
18. Causing or attempting to cause a race to be stopped. At the sole discretion of the BRL, a rider who is judged to have intentionally caused a red flag may be excluded from restarting the race in question.
19. Failure on the part of a manufacturer/distributor to fulfill the requirements of approval.
20. Any other act or actions deemed by the BRL to be detrimental to the sport of motorcycle racing.

A3. Equipment Offenses and Penalties

This section deals with violations of equipment regulations. Regardless of a motorcycle passing prior inspections, compliance with all applicable equipment rules must be made at the post-race

inspection. Any motorcycle found to be in violation of equipment rules may be assumed to have been in violation for the entire race event. In passing a motorcycle through technical inspection, the BRL does not warrant that motorcycle's adherence with all rules.

Each entrant and rider in BRL competitions assumes full responsibility for any violation of equipment rules involving their motorcycle.

A3.1 Equipment offenses are divided into two categories:

1. Category 1 - An equipment violation that could potentially or effectively enhance the performance of a motorcycle used in competition.
2. Category 2 - All other equipment violations.

A3.2 Impounding of Motorcycles and Components:

1. The BRL may impound motorcycles or components for up to 45 days following an event in which such motorcycles or components were utilized in competition, to allow the BRL to perform detailed inspections and testing.
2. In the case of an appeal, the BRL may retain custody of impounded equipment until the appeal process has been completed.
3. In any case where a part has been determined to be in violation of BRL rules, that the BRL may indefinitely hold part, to prevent the use of that part in future competitions.

A4. Penalties

Based on the severity of the offense, violation of BRL rules and regulations may result in a penalty. The BRL, in its sole discretion, is authorized and may impose such penalty, including but not limited to any one or more of the following, in no particular order:

1. Warning
1. Probation
2. Fine
3. Loss of start grid selection
4. Finishing position deduction
5. Time penalty
6. Total or partial loss of points or laps
7. Total or partial loss of prize money
8. Disqualification from one or more events
9. Suspension from one or more events
10. Forfeiture of entry
11. Forfeiture of series/event credentials
12. Any other disciplinary action deemed appropriate is at the discretion of the BRL.

A5. Protests

A5.1 Unless specifically excluded herein, entrants and riders may lodge protests on any matter regarding an event in which they were a participant. Such matters may include, but are not limited to, the conformity of a machine with these rules or the eligibility of a rider.

A5.2 There are two types of protests: technical and administrative. Technical protests relate to the legality of motorcycles and components used in competition. All other protests will be defined as administrative.

A5.3 Every protest must be made separately and in writing. Each protest must specify the violation of the BRL rule or procedure alleged and must be accompanied by a filing fee. For a technical protest, the filing fee is \$1,000; for all other protests, the filing fee is \$500. The BRL will not accept verbal protests or protests which are not accompanied by the required fee.

A5.4 The posting of provisional results starts the 30-minute protest period.

A5.5 Final determination of the timeliness of a protest will rest with the BRL and such decision will be final to all concerned.

A5.6 Protests will not be accepted which concern the decision of BRL's timing and scoring.

A5.7 Protests will not be accepted on decisions of BRL officials with respect to the interpretation of BRL rules as they pertain to race procedures. Such decisions include, but are not limited to, establishment of grids and assignment of starting positions; the start of the race; jump starts; the control of the motorcycles; the decision to delay, stop or shorten a race; establishment of restart

grids; the display of flags; assessment or failure to assess penalties, including finishing position, lap, or time penalties; and disqualifications, whether from a single event or the entire race event.

A5.8 The BRL will render decisions on all protests as soon as possible. If it is not possible to render an immediate decision, the BRL may permit a protested rider to compete under protest. In such cases, payment will be withheld of all affected awards and monies pending a decision on the protest.

A5.9 Once made, a protest cannot be withdrawn without the permission of the BRL.

A5.10 Any legitimate expense that the BRL may incur as the result of a protest must be paid by the protesting party, and the BRL may require in advance a deposit from the protesting party sufficient to cover such expenses. If the protest is upheld, however, such costs must be reimbursed by the protested party.

A5.11 If the BRL decides a protest in favor of the protesting party, the protest fee will be refunded to the protesting party.

A5.12 If the BRL decides a protest in favor of the protested party, they will keep the protest fee and produce a written report. However, in the case of a technical protest which involves the teardown or measurement of an engine, the protested party will be entitled to the protest fee.

A6. Appeals

A6.1 Appeals may be lodged by entrants and riders to initiate BRL's administrative review process. An appeal may be lodged by a party which loses a protest, and desires further review of the issue. In general, appeals cannot be accepted related to matters for which no remedy is available. (For instance, no appeal will be heard if the only means of remedy would be to re-run the event.)

A6.2 An appeal must be in writing, signed by the appealing entrant or rider, and must state specifically the elements of the protest, fine, suspension, or technical disqualification being appealed and the grounds for the appeal. The appeal may either be filed at the event or submitted to the BRL.

1. The appeal must be received by the BRL by 5:00 p.m. on the second business day after notification to the participant of the ruling or incident in question.

A6.3 A filing fee of \$1,000.00 must accompany the appeal. The filing fee will be refunded only if the appealing party prevails. Appeal fees must be paid by the appealing party and are non-refundable.

A6.4 The appealing party will be responsible for producing the following within five days of notification of the decision/incident being appealed:

1. Copies of all written statements which will be offered as evidence at an appeal hearing.
2. A complete list of witnesses to appear at the appeal hearing. Attorneys are not permitted at appeal hearings.

A6.5 The BRL will review all materials submitted as required and will, in the interest of deterring unsubstantiated appeals, determine whether, in its sole and absolute discretion, the circumstances of the appeal warrant the convening of an appeal board.

A6.6 Following the submission of an appeal, the BRL shall take one of three initial actions:

1. Rule in favor of the appealing party, take appropriate remedial action and refund the filing fee.
2. Convene an appeal board.
3. Determine the appeal to be without merit. If the appeal is determined to be without merit, an amount in addition to the \$1,000.00 filing fee may be assessed against the appealing party. This amount will be equal to the actual costs incurred by the BRL in making the initial determination and shall be considered a fine under these rules such that all applicable rules regarding fines will apply.

A6.7 If the matter being appealed is a dispute between two participants, the BRL may mediate the matter to reach an agreement between the parties; but failing to do so, may convene an appeal board to hear the matter. For these purposes, a dispute between two entrants or riders is deemed to exist only if one party or the other has filed a formal protest against the other.

A6.8 Each appeal board will consist of three persons with no material interest in the matter at

hand. Selection of the appeal board members is at the sole discretion of the BRL, which will make every effort to assure a fair and impartial hearing.

A6.9 No evidence or other information will be given to the appeal board members in advance of the hearing, and the BRL will use its best efforts to keep the composition of the appeal board confidential until the hearing. Any effort by any party to unfairly influence a member of an appeal board may result in disciplinary action. For these purposes, any effort to discuss the matter under appeal prior to the hearing will be considered an attempt at influencing the appeal board member.

A6.10 The time and place of the appeal hearing will be determined by the BRL. The appeal hearing will be convened as soon as practical and barring delays will be held no more than 30 days after the ruling/incident being appealed.

A6.11 The BRL will designate an individual who shall serve as non-voting chairman of the appeal hearing. No other member of the appeal board will be an employee of the BRL.

A6.12 The BRL will confirm the time and place of the hearing in writing to the appealing rider, such notice to be made at least 10 days before the hearing unless the appealing party agrees to shorter notice. Formal written notice will be deemed to have been given when mailed or faxed to the appealing party at the most recent address he or she has provided to the BRL. The BRL will make every effort to verbally confirm the time and place of the hearing with the appealing party.

A6.13 Appearance at the hearing will be the responsibility of the involved parties. If the appealing party fails to appear, the appeal board may go forward with the hearing. In the event of a documented emergency on the part of the appealing rider, the hearing may be delayed.

A6.14 The appeal hearing will be informal, and rules of evidence will not apply. The following guidelines for conduct will, however, be enforced by the chairman:

1. The chairman and members of the appeal board may at any time ask any questions they deem appropriate.
2. All parties involved in the appeal will be expected to provide full cooperation to the members of the appeal board in establishing pertinent facts and gathering information.
3. All comments from parties involved in a dispute will be to the appeal board members. No debate between the disputing parties will be allowed.
4. The appeal hearing will be a closed meeting with attendance restricted to the following: The chairman, the members of the appeal board, the party or parties directly involved in the appeal and their witnesses. Subject to the approval of the chairman, non-participating observers may also be admitted.
5. Any party to a matter under appeal may request a written statement from any BRL competition rider or credential holder believed to have relevant information. Refusal by any BRL credential holder, event official, to provide a statement or testimony when requested may result in disciplinary action as provided for in these rules.
6. Information presented to the appeal board must relate directly to the matter under appeal. Discussion of past appeals or situations involving other participants will not be considered. The chairman may ask the appeal board to rule on the validity of information or testimony being presented.
7. Any party who fails to comply with these guidelines for conduct will be asked to leave the meeting and may be subject to disciplinary action.

A6.15 The following order of business will be followed at appeal hearings:

1. Introductions and summary of matter under appeal.
2. Presentation of written and oral testimony, with the party in a defense posture presenting its evidence last.
3. Questions from the chairman and appeal board members.
4. Closing statements, again with the party in a defensive posture going last.
5. After all evidence has been presented, the appeal board will go into executive session to consider its decision. The chairman may, upon the request of at least two members of the appeal board, be present as a consultant to this process. It is the responsibility of the appeal board to rule on the matter at hand within the context of existing BRL rules and regulations. Appeal boards are encouraged to make recommendations regarding such

rules and regulations but have no power whatsoever to waive or modify rules that were in place at the time of the matter under appeal.

6. Decisions of the appeal board will be by simple majority.
7. Upon reaching a decision, the appeal board will inform the chairman of same, and the chairman will assist in drafting the board's formal statement.
8. Upon completion of the appeal board's formal statement, the appeal hearing will reconvene, and the chairman will read the statement.

A6.16 If the appeal board members do not feel they can decide based on the evidence made available to them at the appeal hearing, they will have up to seven days to conduct further investigations and reach their decision. If no formal decision has been reached within seven days of the appeal hearing, the appeal board will be dismissed.

At that point, the BRL must either mediate a resolution to the appeal or convene a new appeal board. The hearing will be adjourned with the decision of the appeal board final to all parties.

A6.17 BRL will reimburse actual expenses incurred by members of the appeal board. Parties and witnesses to the appeal will not be entitled to any such reimbursement.

A6.18 If an appeal is upheld, the appealing party will be refunded the filing fee. If an appeal is denied, the filing fee will be retained by the BRL to defray costs of the hearing.

A6.19 While in the process of appealing a fine or suspension, a participant may continue to participate in BRL events. However, this privilege may be denied, at the sole discretion of the BRL, if the suspension is related to an offense for operating a motorcycle or any motor vehicle in such a manner as to endanger the life or limb of other riders, officials, or the public.

A6.20 The participants in the appeal agree that the determination of the BRL, in the event the appeal is determined to be without merit, or the appeal board is final, binding and shall not be further appealable to the BRL, any court, or any other tribunal. The participants to any protest or appeal further agree that the protest and appeal procedures provided for in the BRL Rulebook are the exclusive remedy for the resolution of any disputes and renounce the right to, and shall not pursue, recourse to any arbitrator, court or other tribunal not provided for in the BRL Rulebook. Any attempt to do so shall result in disciplinary action being imposed by the BRL in its sole and absolute discretion. Said disciplinary action may include the permanent suspension of the rider, crew member, other individual or motorcycle from participation in BRL competition or any lesser disciplinary action deemed warranted by the BRL.

A6.21 The participants in the appeal agree that the publication of protests, appeals and the interim and final results of said protests and appeals may at the sole discretion of the BRL be released to the public in any media deemed appropriate by the BRL. The participants agree that they shall not bring a cause of action against the BRL or their respective directors, trustees, officers, employees, agents and assigns because of such publication.

Appendix B - Fuel Test Procedures

B1. The BRL has sole authority to direct the administration of fuel tests, which may be conducted at any time during an event.

B2. The criteria for selection of the machines from which samples are to be taken will be at the sole discretion of the BRL. The motorcycles selected for fuel sampling and testing will be placed in the impound area.

B3. Containers for holding samples:

1. Must be clean and constructed of robust, fuel non-reactive, impermeable material.
2. Must be sealable.
3. Must have provision for identification.

B4. The extraction of fuel from the machines must be directly from the fuel tank and shall be subject to initial fuel testing.

B5. Should a fuel sample fail initial fuel testing, three (3) test samples will be collected from each selected machine. The containers must be immediately sealed and identified by reference to the machine from which the sample was taken.

B6. This information must be entered on the BRL Fuel Sample Certificate, which must certify the date, place, and time of taking the sample, the identity of the machine from which the sample was taken, and the identity of its rider.

B7. The samples (A, B and C) must remain in the control of the BRL. The rider or a representative of the entrant/rider/team must sign the fuel sample certificate acknowledging that a sample was taken, and the entrant or rider must receive a copy of the certificate.

1. Sample A and its certificate will be sent by express service to the official testing laboratory as determined by the BRL, where the sample will be tested for compliance with the fuel specifications in accordance with standard scientific procedures.
2. Sample B and its certificate will be safeguarded by the BRL and will be sent to the laboratory for testing if Sample A is found to be in non-compliance with the fuel specifications.
3. The results obtained from such testing must be attached to the laboratory's copy of the Fuel Sample Certificate and delivered to the BRL as soon as practicable after the results have been obtained.
4. Sample C will be safeguarded by the BRL for future testing if necessary.
5. Upon receiving the report from the laboratory that a fuel sample or samples are not in compliance with the rules, the BRL will inform the entrant or rider and assess a penalty.
6. The competitor may only request a re-test to verify the results. The re-testing will be at the competitor's expense.
7. If after the second test the fuel is found still out of compliance the competitor may not appeal the results or the penalty assessed by the BRL.
8. The independent testing laboratory, in issuing the results of the test, must also verify that the samples were received in good condition and with the seal intact.

Appendix C - Glossary

The following definitions and abbreviations are adopted for use in these Rules.

Aftermarket. Produced by a manufacturer or fabricator other than the original equipment manufacturer

Bodywork. Seat/tail section, body panels and fenders

1. (acronym) Cubic centimeters

Chief Technical Inspector. Official responsible for the inspection of motorcycles and equipment compliance before, during and after an event, as well as other technical and equipment procedures.

Displacement. The volume swept by the piston in each stroke

Disqualification. The forfeiture of all awards and prizes earned in all competitions during the event

DOT. (acronym) United States Department of Transportation

Event. a race consisting of a series of competitions

Field. All the riders that compete in a race Grid. Starting area of a race

Manufacturer. The original manufacturer of a motorcycle (not the distributor)

Model. A reference to a particular year and name assigned by manufacturers to certain motorcycles

Motorcycle. A rear wheel driven, two wheeled vehicle that is powered by a single engine for the purpose of racing

OEM. (acronym) Original equipment manufacturer

Official Results. A listing of the final finishing order of an event issued by scoring after the 30-minute protest period has expired

Paddock. Designated area primarily used for maintenance of event-entered competition motorcycles. May also include parking area for motorcycle transport and support vehicles

Participant. Every rider, mechanic, crew member, club, association, company, promoter, and all other persons participating or in any way connected with a BRL race event

Pit Crew. Mechanics and/or assistants

Pits. Designated area directly adjacent to the racetrack that may include staging and signal zones.

Access is limited to mechanics, officials, or those with appropriate track pass credentials
Provisional Results. An initial listing of the finishing order of an event issued by scoring immediately following the race finish

Promoter. Any person or number of persons, company, corporation, or club hosting, producing, or organizing an event

Qualify. To advance to a final event by timed qualifying or qualifying race finish position

Qualifying Race. A preliminary race that may be used for elimination or to determine race starting positions

Race. A series of competitions held during an event, including timed-qualifying and consolation races.

Racer. The racer in this document refers to the individual and/or team participating in BRL as indicated in the race registration information fields associated with BRL registration.

Race Director. Official responsible for the overall management and direction of all racing competition and activities, rule interpretations, event entries, protests, and penalties

Race Position. A rider's position based on the distance covered relative to the race leader

Racetrack. The actual racing surface and runoff areas, plus the pit road, grid, and a test track (when provided), along with any other area where the riding of competition motorcycles is permitted

Rider. Any person who competes on the racetrack during an event

Scoring. Officials who provide all timing information and race results

Signal Area. Area of restricted access for mechanics to signal riders and/or perform mechanical assistance

Staging Area. The location where riders and machines are assembled prior to the start of an event

Stock. Parts manufactured and delivered by the OEM, which are identical to the parts installed on the motorcycle by the OEM before retail sale

Superseded. This term refers to new OEM parts that replace old parts for increased safety or durability but not to improve performance

Suspension (with reference to penalties). The loss of all rights to compete as a rider or participate as a member of a pit crew for a stated period

Technical Inspector. Technician who inspects motorcycles and equipment of riders participating in an event.

Timed Qualifying. A race against time by an individual rider. Laps are electronically timed for each rider to determine qualifying order

Transponders. The official electronic scoring device for events. Devices are mounted to motorcycles by race officials during Technical Inspection. The devices send electronic signals to the scoring office enabling the capture of accurate timing information by which race results are determined.

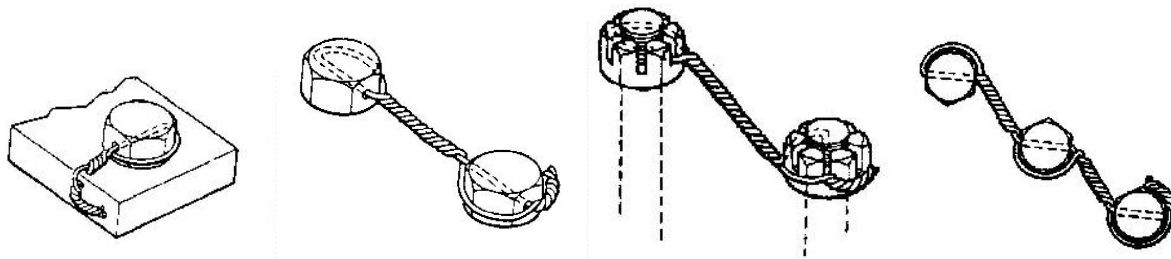
Appendix D - BRL Tech Inspection Checklist

Safety Wiring

The following illustrations demonstrate some of the most common and effective methods for safety wiring your motorcycle. You should always use stainless steel aircraft type safety wire and proper safety wire pliers. Make sure the wire is tight and pulls the bolt/nut clockwise as if it is still tightening. **A good rule of thumb on what to wire is if it has a copper washer then usually it has a pressurized fluid behind it and need to be wired.**

Remember that you can always ask one of the Officials to look your machine over at any time to make sure it will pass tech.

Safety Wire Examples:



BRL TECH INSPECTION CHECK LIST

This document is a sample for reference only, BRL Chief Technical Inspector. Director reserves all right to add, change or admin the inspection checklist.
 NAME: _____

ADDRESS: _____ PHONE: _____ CLASS(ES): _____
 TRANSPONDER#: _____

Make/Model/Year: _____ CC: _____
 Tire Brand: _____

	RACER CHECK	TECH CHECK
NUMBER PLATE		
Front mounted and secured	_____	_____
Optional, side plates	_____	_____
SAFETY WIRE		
Oil drain bolt/ Primary drain bolt	_____	_____
Any bolt or hose that carries or retained oil (clamp safety wired, fittings to oil cooler may be silicone glued) No Clips	_____	_____
Oil Filter (Hose clamp & safety wired)	_____	_____
Oil Filler & trans Cap (dipstick if present)	_____	_____
Tethered clip allowed	_____	_____
Front brake caliper bolts	_____	_____
Front caliper bracket bolts (if equipped)	_____	_____
Rear brake caliper bolts	_____	_____
Front axle and /or axle nut	_____	_____
Front axle pinch bolts	_____	_____
(All must be present, one wire per side)	_____	_____
Rear axle nut	_____	_____
CAMERAS		
Securely tethered (No helmet mount)	_____	_____
BREAKS & BREAK GUARDS		

Functional front and rear brakes _____

Front brake lever guard _____

THROTTLE

Throttle self-closing/ returns _____

BELLY PAN

(Must be able to see drain bolts or need to be removed for inspection)

Installed securely _____

SIDE STAND/ CENTER STAND/ KICK STAND

Removed _____

MEDICAL/EMERGENCY CONTACT FORM (see attached)

Completely filled out