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# HIGGY'S 9 HOUR CHARITY EVENT

## 2025 RULEBOOK

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### SECTION 1. FIRST RULE OF THE CHARITY EVENT

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#### i) NO JERKS

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### SECTION 2. BIKE

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- i). Maximum bike displacement 4 cylinder 800cc
  - a. (triple max 900cc; twin max 1000cc)
- ii). Bike must pass mandatory inspection which will take place between 7-8:00AM.
- iii). The tech inspection is offered only as a courtesy "second glance" at the bike and in no way certifies the bike is ready for an endurance event. Teams are 100% responsible for the preparation and maintenance of their bike(s) for and during the event.
- iv). Maximum Noise 95db as measured by track staff.
- v). Bike must have oil filter, front brake caliper bolts, and axle nuts safety wired.
- vi). Front Lights are OK (in true tradition of endurance events) but other lights and mirrors to be removed or fully taped over. Licence plates Removed.
- vii). OEM gas tank only. No modifications to gas tank allowed.
- viii). Race fairings with oil catch bellypans are strongly encouraged, but not required.
- ix). Throttle must "snap back" to idle.
- x). Tires must be in excellent condition to start the event. Slicks are OK.
- xi). Only one bike frame (i.e. one frame VIN) can be used on track by a team. Having a spare parts bike is OK, but only the official frame can enter the track and accumulate laps.
  
- xii). TRANSPONDER:
  - a. MyLaps transponder (owned by VIMC) will be lent to each team captain at the 8:15AM Riders Meeting and it is your responsibility to safely and securely attach it to your bike. Ideal placement is on the front fork. You'll need your own zap straps.
  - b. You will be allowed to enter a second bike (different frame VIN), and you will be allowed to ride this during the event to continue raising funds for Charity, however any laps done on your second bike will Not be counted in the official event tally of laps completed.
  - c. Teams are Not allowed to transfer their transponder to their second frame.
  
- xiii). BIKE NUMBERS:
  - a. your "Race Number" must be clearly visible on the front and side fairings in strongly contrasting colours. Black numbers on a white background is strongly preferred.
  - b. Front number must be a minimum of 4" tall and placed on the "nose" fairing
  - c. Side numbers must be shown on both sides of the bike
  - d. Side numbers can be located on the lower fairing OR the tail fairing
  - e. Side numbers must be a minimum of 3" tall

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### SECTION 3. RIDER

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- i). Must have valid motorcycle licence
- ii). Must have completed at least one full Higgy's Track Day in past 12 months, or been vouched for by a trusted Higgy's customer.
- iii). In excellent overall health and able to comfortably ride for several hours over the course of a 9 hour track day. There is no formal Health Check, so riders must self-assess if they are able to ride. Any concerns at any time during the event (fatigue, dizziness, pain, etc) must be immediately advised to their Team Captain and to the Event Medic.

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### SECTION 4. GEAR

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- i). Full leather suit (1 piece or a 2 piece that zips up) in VG+ condition. No Textiles.
- ii). Back protector is mandatory
- iii). Helmet with DOT approval, in excellent condition, and not more than 10 years old.
- iv). Protective riding gloves; Gauntlet style gloves recommended but not mandatory.
- v). Full length motorcycle boots in VG+ condition.
- vi). Airbag vests/suits are strongly recommended, but not mandatory.

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### SECTION 5. TEAM RESPONSIBILITY

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- i). We strongly encourage teams to ensure their riders are suitable for an endurance event with an Intermediate+/Advanced pace.
  - a. We strongly encourage teams to limit their team member selection to riders who can lap VIMC at 1:35 or faster. (Bike Lap Record is around 1:16 for reference)
  - b. This rule helps reduce speed differentials which makes the event safer for everyone.
- ii). Team Captain is responsible for ensuring their team members are alert and able to continue riding throughout the event. When in doubt, check in with staff at medic station.
- iii). Each individual Team is responsible for ensuring the motorcycle is mechanically sound and ready for the extreme duty of endurance riding throughout the event.
  - a. We strongly recommend that teams do *not* perform an oil change during the event

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### SECTION 6. FUNDRAISING

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- i). Each rider is encouraged to fundraise \$500.00 for charity.
  - a. You can fundraise more if you like. Heck, you can fundraise as much as you like! But we are setting the target at \$500 per person. You can be satisfied that you have done your job when you've raised \$500.
  - b. If you are unable to reach \$500 but you gave it your best effort, we understand.
- ii). Funds can be raised to help pay for tires, gas, bike preparation, etc. but only *after* the team has raised a total of \$1,500 (\$500 per rider).
- iii). We will be using a third-party site for fundraising, so that participants can have more confidence in donating, but also automatically receive their donation receipt.
- iv). **YES-** all donations over \$20 will receive an official tax donation receipt mailed directly from the Charity.
- v). **The team that raises the most money will get Pole Position.**
  - a. Starting grid of the Top 3 will be organized descending by amount raised.

## SECTION 7. EVENT

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- i). VIMC Front Gates open to teams at 7AM. Be There 7AM sharp!
- ii). Tech Inspection from 7-8:00AM.
- iii). Riders Meeting will be in the UPSTAIRS LOUNGE at **8:15AM Sharp** and will last about 30 minutes. DO NOT BE LATE.
- iv). Track goes Hot at 9AM and participants are allowed to start accumulating laps for Charity.
- v). Track goes Cold at 6PM and participants must finish their lap and exit the track.
- vi). There is no break for lunch. The track is hot for a continuous 9 hours.
- vii). Bring your family, friends, supporters, everyone! It is open to the public!
- viii). The Upstairs (air conditioned) Lounge and Observation Deck will be OPEN and serving hot and cold beverages and light snacks throughout the day.
- ix). There will be a BRIEF AWARDS CEREMONY at 6:15PM (shortly after Checkered Flag) and we will shake and spray some cheap sparkling wine
  
- x). The **Cold Pit** is open to the Public.
  - a. Take whatever cautions you need accordingly. Feel free to lock up tools, etc. Also, feel free to put up signage that says Private, etc.
  - b. Larger repair work must be done in the Cold Pit. Examples of larger repair work is any work that requires any of the following: removal of the gas tank; removal of forks, removal of engine. This work MUST be done in the Cold Pit.
  - c. Maximum Speed in the Cold Pit (Public) Area is 15 KM/H. ALMOST WALKING PACE.
  - d. Your team will be assigned a spot according to amount fundraised (special requests will be given consideration- please speak with Jamie Chartrand or Randy DeBin a few days before the event)
  
- xi). The **Hot Pit** is Not open to the public
  - a. Each Team will have a small, dedicated 20x20' (approx.) where they can fuel their bikes, change riders, and perform basic maintenance tasks (including changing tires)
  - b. Your team will be assigned a spot according to amount fundraised.
  - c. Access to the Hot Pit requires a wristband, which will be available from the Hot Pit Gate Marshall, who will be monitoring the Gate We will have only one (1) Entry/Exit point: the Gate under the exterior stairs to the Upstairs Lobby.
  - d. Each Team can have a maximum of five (5) people in their hot pit at any time. This includes riders, mechanics, etc. We don't want this to be a party zone. It will be difficult to manage, so please use Honour System, but also do not argue with the Hot Pit Marshall if you are told to lower your numbers.
  - e. **Maximum Speed in the Hot Pit is 40 KM/H.** It is mostly an honour system, but we have radar guns and if you are caught speeding, then you will get a Warning on the first instance, and on the second instance, your team gets a **5 minute hold** in your hot pit. You will be allowed to fuel and do basic work on your bike during this time.
  - f. Hot Pit speed limit zone is from where the Higgy's Flags are flying (East end of parking lot) to the Start/Finish Gantry.

## SECTION 8. FUELING

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- i). Fuelling can be done in the HOT PIT or the COLD PIT.
- ii). Teams must have at least one (1) fire extinguisher present when they are refueling with a dedicated person handling the fire extinguisher during refueling. Sharing a fire bottle with another team is OK provided they're not in their bike is in the hot pit at the same time.
- iii). Fuel cans must be kept in the Cold Pit with the team.
- iv). No Unattended Fuel Cans in Hot Pit
- v). If you are fueling in the hot pit, bring the gas out to the Hot Pit specifically while you wait for your riders scheduled gas stop. Please do not have gas cans "hanging out" in the hot pit. They are there for a scheduled/imminent fueling stop only. Return jerry empties to cold pit promptly.
- vi). Minimum hot pit stop duration is **60 Seconds** (the "*no splash and dash*" rule). We may have a volunteer with a stopwatch that gives you the OK when 60 seconds is up.
- vii). Be Responsible with your clothing choice when refuelling. Closed toe shoes are required.
- viii). Wearing your helmet while refueling your extremely hot endurance bike is STRONGLY RECOMMENDED**
- ix). Teams will fuel only in their own dedicated Team Hot Pit.

## SECTION 9. RIDER CHANGES

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- i). Rider changes can be done in the Hot Pit or the Cold Pit.
- ii). The timing of your rider changes is at the sole discretion of each individual team.
- iii). There is **no minimum pit stop time** required for rider changes only (i.e. no refuelling, etc)

That's basically it for the H9HR -specific Rules

But wait, there's more

## NOW FOR THE MORE GENERAL RULES THAT APPLY TO MOST TRACK DAY EVENTS

### SECTION 10. PASSING

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- i). Be Patient and Clean with your passing. This is NOT A RACE.
  - a. Be *especially* patient and cautious when passing noticeably slower riders on track (especially those with high viz vests). There's no need to buzz past slower riders.  
**Be Kind. Be Courteous.**
- ii). Passing is allowed everywhere on track.
- iii). Passing is allowed on the inside and the outside of corners and straightaways.
- iv). Passing must be done with at least **2 foot** spacing between bikes. No bar bashing! If you need to bump the bike to pass, etc, you *will* be black flagged.
- v). Two black flags to a rider and that *rider* is done riding for the event. The remaining team members can continue.

### SECTION 11. FLAGS

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- i). VIMC operates with a Light System. Lights (Green, Yellow, and Red) are located around the track and typically at the end of straightaways. There will be Traditional Flags flown at the Start/Finish line by a VIMC staff member.
- ii). **Green Flag** – Track is Hot. All Systems Go. Ride normally. Be Safe. Have Fun.
- iii). **Yellow Flag** – Something has happened on track and you need to slow down and pay extra attention to your surroundings. Ride in “Total Control” at 80% of your normal pace.  
**Continue completing laps.** No Passing. Get your hand out to alert riders behind you.
  - a. BIG BLU (Sprinter Van that is coincidentally the colour Blue) will be doing Recovery Duty for downed bikes.
  - b. DO NOT PASS BIG BLU WHILE IT IS MOVING.
- iv). **Red Flag** – Something serious has happened and we need riders to return to the hot pit. Reduce speed to 80% and ride with “Total Control” and extreme awareness. **Finish your lap without delay.** No Passing. Get your hand out to alert riders behind you.
  - a. In most cases, the Red Flag is to allow the Recovery Van to recon a downed bike. The recovery crew wants that bike back to pits ASAP so that the event can continue.
  - b. The VIMC team may elect to roll the recovery/medic vehicle while riders are still finishing their laps.
  - c. **Red Flag = Finish Your Lap and Get Off Track Quickly and Safely!**

- v). **Black Flag** means there is a problem with either the Bike or the Rider.
  - a. When you first see a black flag, safely and carefully remove yourself from the “racing line” in case you are leaking oil or coolant, etc.
  - b. Next, check your bike (for smoke, oil leak, etc) and check your feet for oily shiny boots (something is leaking) *and if you see something, pull off the track as quickly and as safely as you can*, and come to a stop at the side of the track and out of a high impact zone. We will roll the recovery van to fetch you.
  - c. Black flags can mean many mechanical things: Smoking engine, leaking fluids, excessively loud exhaust are all typical black flags for bikes.
  - d. You should note that Black Flags are ALSO indicative of Aggressive or unsafe riding. So if you get a black flag and you don’t see anything wrong with your bike, finish your lap and come in to the pit marshall at the start /finish line (the person that waved the black flag at you) and ask them why you were black flagged.
  - e. Black flags are only shown at the Start/Finish line.
- vi). Black flags for unsafe or dangerous riding is at the sole discretion of Higgy’s and or VIMC staff and the decision can not be challenged until after the event has ended.
  - a. Reckless riding, at the sole discretion of VIMC or HOTT staff, may be subject to immediate ejection from the event. This is non-negotiable.
  - b. Depending on the severity of the concern about reckless riding, the rider may be given a “Warning” about their riding and allowed to return on track. There is no second Warning; any rider receiving two (2) black flags for unsafe riding will not be allowed to return onto the track. The team however can continue with their other riders for the remainder of the event.
- vii). Chequered Flag will be shown at 6PM. Finish the lap you are on in “Cool Down” mode and return to the Cold Pit. You’re All Winners!

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## SECTION 12. AGGRESSIVE RIDING

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- i). No divebombing or unnecessarily aggressive riding will be tolerated. If we see you riding too aggressively we’ll black flag you and bring you in for a chat.
- ii). Block Passing is perfectly acceptable if both riders are of similar skill levels and lapping similar times around the track. This is a discretionary rule; don’t abuse it.
- iii). There will be speed differentials on track. If you are a fast rider and you’re closing in on a slower rider please complete your pass in a way that isn’t likely to frighten the slower rider. Slower riders can be inconsistent and/or unpredictable so give Extra space.
- iv). Reminder that Novice rider can wear High-Viz vest.

## SECTION 13. CRASHING

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- i). If you crash, as safely and quickly as you can, get off the track and get to safety.
- ii). Do not stand in a high impact zone.**
- iii). Leave your bike if it is ON the racetrack. Do not attempt to pick up your bike if it is still on the racetrack. You need to get off the hot race track immediately.

IF YOUR CRASHED BIKE HAS STOPPED IN A DANGEROUS LOCATION, OR IS ON FIRE, ETC, THEN WE WILL GO TO **RED FLAG**.

- iv). We will roll the recovery truck (BIG BLU Sprinter Van) to fetch your bike and bring it back to your paddock if it looks like your bike won't restart AND is on the track.
  - a. VIMC requires that we fly **YELLOW FLAGS** when the recovery vehicle is on track.
  - b. Rider has the choice to return to their Hot or Cold Pit
  - c. Event will Restart at discretion of VIMC
  - d. If under the red flag, we ask that riders come into the Hot Pit Lane and form a Single File Line **in the order you exited the track**, starting by the Start/Finish Tower.
  - e. Wait for Green Light (and/or VIMC staff to release you)
  - f. Re-enter the track in *Single File Order* at your chosen speed.
    - i. Do Not Pass
    - ii. Do Not Cross the Solid White blend line
    - iii. Riders can pass slower riders once the blend line is no longer solid.

IF YOUR BIKE IS CRASHED AND NOT IN THE IMPACT ZONE AND CAN MAYBE BE STARTED WE WILL GO TO **YELLOW FLAG**

We will **NOT** stop the event for a bike that is off track (i.e. Yellow Flag) and outside the impact zone. There will be flashing yellow flags (lights) at the station immediately before the crash scene and you will slow down to 80% and be in "Total Control" in the crash area (Normal Yellow Flag Protocols Apply). Watch for Big Blu circulating to fetch the bike. **DO NOT PASS A MOVING BIG BLU.**

**IMPORTANT:** If you crash and your leathers touch the ground, you must immediately get checked and cleared by the medic staff before you continue. Similarly, the bike must return to the hot or cold pit for a tech inspection by Event staff.

- g. To be clear- this rule applies whether your bike restarts or not! No matter what, you Must get checked by a medic if you crash and your "leathers hit the ground"
  - h. Mechanical Inspection can be done by any competent person in the Cold Pit.
  - i. Neither the downed rider nor their team are allowed to tech their own bike.
- v). If there is an issue with the track surface due to a crash (oil spill, parts scattered, etc) or a medical emergency, then VIMC may choose to run a Red Flag to clear the track.

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## SECTION 14. RAIN POLICY

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- i). The Charity event is being held rain or shine. i.e. the Rain Policy is that we ride if it rains!

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## SECTION 15. MEDICAL INSURANCE

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- i). HOTT and VIMC do not provide medical insurance. All riders and participants (crew, volunteers, etc) are responsible for providing their own personal medical insurance.

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## SECTION 16. REQUIREMENTS: WAIVER / LIABILITY

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- i). All riders are Required to carefully read and, if they accept, sign the VIMC/HOTT Waiver and hand in to a VIMC staff member before the mandatory 815AM Riders Meeting. Once signed, they will get a wristband. Generally speaking the waiver states that participation in the Charity Event is dangerous and that you will not hold HOTT or VIMC, their volunteers and or staff, or any participants, riders or attendees liable for injury, damages, losses, etc.
- ii). You will Not be allowed on track until we receive your signed Waiver.
- iii). Team Captains are responsible to ensure that each member of their team has read and accepted the terms and conditions of the Event and is wearing their wristband.
- iv). All riders are expected to ride in a safe, courteous, and careful (“ride within your limits”) manner not only on track, but also in the paddock, parking lot, etc.
- v). Riding a motorcycle on track is dangerous. Serious Injury and even death is possible at a motorcycle track day. All riders who ride and or attend the Charity Event do so entirely at their own risk and responsibility.
- vi). All motorcycles and safety gear must be inspected and approved for use by their Team Captain. This includes re-inspection prior to re-entry to the track after a crash. When in doubt, ask around the paddock for second opinions.
- vii). Falsification or misuse of tech stickers (such as, bike swapping) or falsely transferring your transponder will result in your team’s laps not counting towards the trophy.
- viii). If an unregistered rider is found riding a registered team’s bike, the entire registered team AND the unregistered rider will be ejected from the day’s event and banned from HOTT for the remainder of the year. No Refunds.
- ix). Alcohol consumption, Cannabis consumption (of any kind), and illegal substances are strictly prohibited at the Charity Event. Having any medical issues that require the use of such substances does not give you permission to participate. If we see you consuming alcohol, drugs, or any cannabis products between 7AM and 6PM you will immediately be asked to leave the event.
- x). Riders ejected from the charity event forfeit all payments/credits for that day.
- xi). VIMC / HOTT reserves the right to refuse admission to any individual.
- xii). Severability Clause: Should one or more provisions of this agreement be or become invalid or void, this shall not affect the validity of the remaining provisions. The invalid provision shall be replaced by such valid provision as shall come closest, in factual, situational, or economic terms, to what the parties had intended.