

SECTION 1 – COMPETITION LICENSE

New Article **1.6 “Track Experience” Program** is added to address the new non-racer, non-CMRA member riding opportunity available during CMRA Friday Practice.

SECTION 2 – EVENT OFFICIALS

References to **Manual Scoring** and **Manual Timing** are deleted in their entirety.

Electronic Scoring/Computer Team is replaced with **Scoring Team** which is defined as having responsibility for all timing and scoring related functions.

Note: The Rule Book is revised throughout for consistency with the above SECTION 2 revisions; all references to manual scoring are deleted (and replaced with reference to the Scoring Team where appropriate).

SECTION 3 – EVENT REGULATIONS

The title of Article **3.14 Scoring Procedures** is changed to **3.14 Timing and Scoring Procedures**.

The second paragraph of Article 3.14 is revised as follows:

OLD TEXT:

It is the rider’s (team owner’s for endurance teams) responsibility to mount their charged and properly functioning scoring transponder to his/her machine per Section 3.14.

NEW TEXT WITH ADDITIONS:

The CMRA uses transponder-dependent electronic timing and scoring exclusively. It is the rider’s (team owner’s for endurance teams) responsibility to mount their charged and properly functioning scoring transponder to his/her machine per Section 3.15. **Any laps run during qualifying sessions, sprint races, or endurance races without a properly functioning transponder as defined in Section 3.15 will not be timed or scored. A rider participating in any session without a properly functioning transponder may be shown the black flag and required to report to the Steward at pit-in immediately.**

Article **3.15 Transponders** is revised as follows:

TEXT SHOWING ADDITIONS AND DELETIONS:

The CMRA uses transponder-dependent electronic timing and scoring exclusively. ~~CMRA will use an electronic timing and scoring system whenever possible. Manual scoring will be used when the electronic timing and scoring system is non-functional.~~ Riders are required have a properly functioning transponder mounted to their machine as described in this section whenever they are on the track for any purpose, including practice sessions.

Whenever used in these rules “transponder” shall mean an AMB TranX 260 Transponder™ or MYLAPS Bike Transponder™ or MYLAPS X2 Bike Transponder™ complete with the mounting bracket designed specifically for each transponder.

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A transponder is deemed to be properly functioning when it is recognized with the number on the race entry form by the electronic timing and scoring system each instance when the machine to which it is mounted crosses the transponder loop installed in the track and/or pit road.

Sprint riders may not share transponders on the same race day; each rider must have their own. A transponder may be shared between a sprint rider and an endurance team on the same race day.

The Transponder must be mounted using the -mounting bracket specifically designed for the transponder. The transponder must be mounted vertically (long axis parallel with the fork tube and with the ID number right-side up and the light at the top) on the left or right fork leg between the two triple clamps, so that the charge status indicator light and transponder number are visible to an Event Official standing next to the machine without removal of any covering or mounting piece.

~~A rider participating in a practice session without a properly functioning transponder may be shown the black flag and required to report to the Steward at pit in immediately.~~

~~During sprint or endurance races any laps run without a properly functioning transponder as defined above will not be scored. Non-scored laps may be reinstated as accurately as possible using manual scoring data as follows:~~

~~a) At the end of a sprint race any rider not having a properly functioning transponder for any reason will be alerted to report to pit in, where the transponder will be inspected. If the rider wishes to have their non-scored laps reinstated, they must file a protest within the 30 minute protest period and pay a \$50.00 fine if no transponder is mounted at the time of the pit in inspection or a \$25.00 fine if a transponder is mounted. Revised results reflecting reinstated laps will be posted as quickly as possible.~~

~~b) During an endurance race any team not having a properly functioning transponder for any reason will be alerted to report to the Pit Steward as soon as possible, where the transponder will be inspected and the team allowed to correct the problem in the manner they choose. If the team wishes to have their non-scored laps reinstated, they must file a protest within 30 minutes of the inspection and pay a \$50.00 fine if no transponder is mounted at the time of the inspection or a \$25.00 fine if a transponder is mounted. It is the team's responsibility to ensure the machine is equipped with a properly functioning transponder before the machine re-enters the track. Each instance of the machine entering the track with a transponder which is not properly functioning will be a separate infraction. Real-time endurance race display data will be refreshed to reflect the reinstated laps as quickly as possible (note there is an inherent lag in refreshing reinstated laps in the timing and scoring real-time display system which does not affect official scoring).~~

Note: The Rule Book is revised throughout for consistency with the above SECTION 3 revisions; all references to 'reinstatement' of laps run without a functioning transponder are deleted.