

# 2010 CMRA Rule Book

## ADDENDUM 1

### May 17, 2010

The following rules are incorporated in the 2010 CMRA Rule Book effective immediately:

#### **SECTION 2 - RACE OFFICIALS**

All persons attending race events are responsible to promptly follow the directions or instructions of all race officials, registration clerks and gate staff. Failure to comply with this rule may result in monetary fines and/or race penalties such as loss of laps and/or time penalties and/or race disqualification and/or ejection from the event as determined solely by the Director of Competition.

While promptly complying with such directions or instructions, an appeal may be made to the Director of Competition.

#### **Section 6.5 - CMRA Endurance Series Classes and Regulations**

##### **Pit Space**

All teams participating in an endurance event must use a pit space on pit road as their base of operation throughout the endurance event.

##### **Removal of Machines from the Track**

Machines may not be taken behind the pit wall for any reason without the permission of a CMRA official. Permission must be requested by the Team Owner or Team Captain and the requestor must indicate if the machine is to be taken to the cold pit or to the paddock. Permission to take the machine to the cold pit shall not be construed as permission to take the machine to the paddock. Any machine taken behind the wall or to the paddock must be re-teched before it will be allowed to re-enter the race.

##### **No Work During Red Flag**

Any team which violates the rule prohibiting work (and requiring cessation of work underway) on the race machine during red flag conditions may be subject to monetary fines and/or race penalties such as loss of laps and/or time penalties and/or race disqualification as determined solely by the Director of Competition. This revised rule replaces the list of lesser penalties in effect prior to this addendum.

##### **Restart After Red Flag**

If a team feels that their machine has a mechanical issue that would make it unsafe to take the restart the team must immediately notify a CMRA official of the problem. The machine must be inspected by a CMRA tech inspector. If it is determined that the machine is indeed unsafe to continue the team will be allowed to miss the restart without penalty. The team will not be allowed to make repairs until the green flag has been given for the restart. The following are examples of mechanical problems that would be considered unsafe: a tire that is flat, chunked, cut, or showing cord; leaking fuel, oil or coolant which may present a risk to the rider or other racers; loose parts at imminent risk of falling off of the machine and thereby presenting a risk to the rider or other racers. In regard to suitability of a machine to restart the race, the determination of the Chief Technical Inspector or the Director of Competition shall be final.