

CMRA

2004

Rule Book

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2004 CMRA RULEBOOK ADDENDUM #1

(2/18/04)

Suzuki SV650 may run any bodywork

D Superstock:

Superstock tire rules apply

Buell '9' series allowed (994cc) in D Superstock and D Superbike

Formula CMRA Middleweight:

Up to 700cc Water Cooled Twins

Up to 430cc 4 Stroke Water Cooled four cylinder

Lightweight Vintage:

Unlimited singles

Up to 400cc air cooled 2 strokes

Up to 250cc water cooled 2 strokes

Up to 750cc 4 stroke air cooled twins

Up to 550cc 4 stroke air cooled multis

Up to 400cc 4 stroke water cooled multis

Endurance:

(clarification) Superbike and Formula machines may use any fuel tank or modifications of same. Dry brake systems are allowed.

Procedure

'5 board' pre grid procedure will be used.

When the 5 Board is displayed racers in the assembly area may leave pit road, take ONE warm-up lap and report directly to their assigned grid position.

When the 4 Board is displayed racers still in the assembly area may still take ONE warm-up lap as described above.

When the 3 Board is displayed any racers still in the assembly area or not already on a warm-up lap must report directly to their assigned grid positions, without taking a warm-up lap; taking a warm-up lap when the 3 Board is displayed will cause the racer to forfeit his/her grid position and may be assessed a grid infraction penalty. The 3 board will be displayed when the first bike completing the warm-up lap has reached the last turn.

When the 2 Board is displayed racers not already taking a warm-up lap must stay on pit road until after the race has started and after the starting field has passed the pit exit. A motorcycle already on the starting grid which stalls while the 2 Board is displayed may be restarted and returned to the assigned grid position, as long as the 2 Board continues to be displayed.

The 1 Board will be displayed in the VERTICAL position. When the 1 Board is displayed any racers not in their assigned grid position may be penalized for a grid infraction. While the 1 Board is displayed all motorcycles must be held at a dead stop in their assigned grid position with no wheels rolling. The 1 Board will be turned sideways and the starter may throw the green flag at any time.

This procedure may be shortened by the Race Director.

CMRA Motorcycle Road Racing

2004 Rulebook

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FORWARD

The Central Motorcycle Roadracing Association (CMRA) grew out of another organization, the Central Road Racing Club and was incorporated in 1974. The Club's founder was University of Texas law student Lou Linden. Lou's vision was to organize the casually structured road racing community into the intense road racing scene we have now with the CMRA.

Today the spirit of its founders continues in the operation of the CMRA as a not-for-profit organization, run by and for the membership. The CMRA is managed by a Board of Directors which is elected by popular vote of the CMRA members. The CMRA employs a full time secretary and race day operations are manned by CMRA staff.

Races are held from February through October at tracks in Texas and Oklahoma. These weekends feature sprint racing and the popular CMRA Endurance series, as well as the Red River Challenge series. Special emphasis is placed on family participation in the sport.

The formula mini classes have become increasing popular, with class rules that encourage a wide variety of small bore motorcycles. Husband and wife teams, children, and big-bike racers looking for another challenge can all be found racing in the mini classes. In 2003 the CMRA designed a racing class for the youngest members of the

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family, Junior Motard. In this new class eight to twelve year old beginners can participate in the excitement of competition on a real race track. Every entrant earns a trophy and every parent, their child's gratitude.

The CMRA is second to none in terms of the National and World Champions that began their careers with the club. Hayden, Edwards, Schwantz, Spencer, Kocinski, Polen, and McDonald are just some of the names recorded in record books here and abroad as Champions. This tradition continues with the 2003 season victory of CMRA member Ben Spies as the AMA Formula Xtreme Champion.

At various points in the club's history the CMRA has operated under the rules of WERA, CCS or on its own, as an independent club. In 2004 the CMRA returns to independent status. The rulebook you are reading is balanced to accommodate the machines and the particular needs of the CMRA membership (see focus on mini's, motards and endurance racing), with the goal of being aligned with the class structure of other sanctioning bodies. The purpose in designing our rules to be compatible with those of other organizations is to encourage the possibility of reciprocal opportunities to race with other organizations, a concept we call "Clubs without Boundaries".

We are pleased to welcome everyone who has ever felt the temptation to get on a racetrack to the sport of motorcycle road racing, CMRA style.

Section 1 – Getting Started

1-1 Introduction

CMRA Right of Refusal-CMRA reserves the right to refuse participation in an event, or the issuing of a Competition License to any person for whatever reason it deems appropriate.

The CMRA reserves the right to levy and collect fines against any member or competitor in any CMRA sanctioned event.

It is the responsibility of each competitor to be aware of all information covered by the rulebook, including mid-season updates published by the CMRA, as well as information covered at any Rider's Meeting.

Compliance with these rules is the responsibility of each racer. Enforcement of these rules is the responsibility of each race's designated officials.

MOTORCYCLE RACING IS DANGEROUS. EVERY COMPETITOR ASSUMES BY THEIR PARTICIPATION RESPONSIBILITY FOR ALL RISKS OF COMPETITION INCLUDING INJURY OR DEATH. EVERY COMPETITOR ASSUMES BY THEIR PARTICIPATION THE RESPONSIBILITY AND OBLIGATION TO ASSESS THE SAFETY ASPECTS OF FACILITIES AND INDIVIDUAL CONDITIONS.

ALL RIDERS MUST EVALUATE EACH FACILITY FOR CONDITIONS AND OTHER MATTERS RELATED TO THEIR INDIVIDUAL SAFETY. ALL ENTRANTS AND OTHER RACE PERSONNEL MUST RELY ON THEIR OWN JUDGMENT AND ASSUME ALL RISKS OF PARTICIPATION IN COMPETITION OR WORKING IN COMPETITION IN ANY MANNER.

It is the rider's responsibility to supply their own primary medical insurance coverage. The CMRA does not provide primary medical coverage.

It is the responsibility of the competitor to inform CMRA of any medical condition which might be worsened by virtue of participation in a CMRA event. Riders must also inform CMRA of any medical condition which would affect the treatment of them by on-site medical personnel (i.e. life threatening allergies etc.)

These CMRA rules are written to insure that all riders have the opportunity to compete impartially and as safely as possible in motorcycle road racing. It is not possible to anticipate every circumstance and cover it in this rulebook: therefore, common sense and a regard for fairness will be the fundamental principle in interpretation and enforcement of the rules by CMRA officials. The individual CMRA official responsible for the matter concerned will be authorized to carry out the enforcement of these regulations and shall have the final voice at the scene (See Section 4-11 for rider protest and appeal procedures).

Any discussion of or suggestions regarding CMRA rules should be submitted in writing to CMRA. Suggestions

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will be reviewed for consideration by the CMRA officials and technical advisors for possible inclusion in the next rulebook.

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1-2 Competition License

To participate in a CMRA event, a rider must possess a current CMRA competition license or valid license from an organization approved by the CMRA. The CMRA assigns racing licenses throughout the year, and all licenses expire on December 31st of each year, regardless of purchase date. Riders have until January 1st to renew their racing license and retain their racing number; otherwise that number will become available to others on a first come, first serve basis. The Club Secretary will have final determination of number assignments.

Riders who are not members of an organization participating in reciprocal membership and who do not wish to purchase a full license for participation in a CMRA event may purchase a one time license at a cost of \$25. Contingency prizes will be available to these riders, but points will not be awarded. The rider must have proof of a current race license with an approved organization. Among the approved organizations are: AFM, AHRMA, AMA Pro, CCS, CMRA (Canada), CRA, FIM, Formula USA, HRRR, LRRS, MRA, OMRRA, RACE, WERA, WMRR and WSMC. Riders who participate with a one time license are responsible for reading and complying with the CMRA rulebook. Riders participating with a one time license will be gridded per CMRA rules, as listed elsewhere in this rulebook.

Loan of a Competition License to another person or participating without a valid license will result in suspension from one year to a permanent suspension and a fine of no less than \$500.00 to the License holder.

All riders will be assigned a CMRA racing number valid for the current racing season. Numbers 2-99 are reserved for Expert status riders on sprint machines. There may be more Expert riders than numbers available, and these riders may be assigned three digit numbers.

Formula Mini riders may request a separate number to be used only in the Formula Mini classes, but will still be assigned a primary CMRA number which may differ from their Formula Mini number. Novice riders may not apply for two digit numbers with the exception of Formula Mini.

The only number a rider may use in the 'big bike' sprint classes is their primary CMRA number. Endurance bike number specifications are detailed in the endurance section of this rulebook.

CMRA License Requirements

In order to obtain a CMRA competition license, a competitor must complete a CMRA rider school, or an accepted alternative. Competitors who have not taken either the CMRA rider's school or the CMRA portion of a Lone Star Track Days school may be asked to complete the written exam portion of the CMRA rider school.

Riders who have participated in the following accepted alternatives to the CMRA rider's school will be issued a Provisional Novice license after passing a written exam and purchasing a CMRA license:
Ed Bargy's Rider School, Kevin Schwantz Suzuki School, Fasttrax Performance riding school, STAR School, CLASS, Team Hammer Advanced Riding School, Freddie Spencer, California Superbike, and Penguin School. The length of time between taking the riders' school and racing must not exceed twelve (12) months.

CMRA Rider Schools are available on Saturday at many CMRA events. Consult the CMRA office or CMRA website at www.cmraracing.com for a schedule of race events and Rider Schools.

A minor may not compete without the duly notarized consent of a parent or legal guardian. The notarized consent will be retained by CMRA. Special forms are available from CMRA for minors to facilitate this

requirement.

Minimum age shall be 8 years old for Junior Motard. Riders from 10 through 11 years old are limited to Formula Mini classes. Riders from 12 through 13 are limited to Formula Mini classes and 125 GP machines only. Riders from 14 through 15 shall be limited to Formula Mini and Lightweight class machinery (up to “D” class); these limits may be changed at CMRA’s discretion on a case by case basis.

1-3 Rider Classification

Riders will be ranked according to ability and will be assigned “Provisional Novice”, “Novice” or “Expert” status.

All riders who are new to the sport will be designated Provisional Novice. All Provisional Novice riders must wear a solid yellow colored shirt over their leathers. Provisional Novice riders must complete two separate weekend’s events without crashing and complete two days of work as a corner worker before qualifying for a Novice status license.

Any former CMRA racer, who has not been in active competition for a period of two years, may be reinstated with Novice status and it is recommended that they attend a CMRA Riders School. This decision will lie with the Race Director.

Riders returning to the sport after extended time away from racing may only be required to take the CMRA rider’s school and/or written exam. This decision will lie with the Race Director.

Novice riders who meet or exceed the requirement of Expert classification will be promoted to Expert status at the end of the racing season. The method of advancement is by the ‘rider index’ formula which is a mathematical formula which factors both finishes and field sizes. The current Rider Index formula may be obtained by contacting the CMRA office. Novice riders not meeting the criteria may apply for advancement to Expert status by submitting a written request to the CMRA office, which may or may not be allowed pending review of the rider’s performance and finishes by the CMRA Board of Directors. Riders may decline advancement via writing or email to CMRA if they feel they are not ready to compete on the Expert level, and may or may not be allowed to retain Novice status pending review of the rider’s performance and finishes by the CMRA Board of Directors.

Novice riders who exhibit Expert level skills and levels of performance may be asked to voluntarily be promoted to Expert in mid season.

A rider may apply to move down in status from Expert to Novice if he is being beaten consistently by Novice riders. Riders may or may not be allowed to move down in status pending review of the rider’s performance and finishes by the CMRA Board of Directors.

1-4 Points, Championships, Awards, and Contingencies

Points

Experts and Novices will be awarded points and awards separately unless noted in the class description. For example, the first Expert ranked rider in a combined Expert/Novice race earns first place Expert points and awards; the first Novice ranked rider in a combined Expert/Novice race earns first-place Novice points and awards regardless of overall finishing position.

In order to score points, a rider must complete at least one lap and cross the start/finish line under power. Riders will be scored by order of finish.

Points for the sprint races and Red River Challenge will be awarded as follows:

1 st	45 points	6 th	33 points	11 th	28 points
2 nd	40 points	7 th	32 points	12 th	27 points
3 rd	37 points	8 th	31 points	13 th	26 points
4 th	35 points	9 th	30 points	14 th	25 points
5 th	34 points	10 th	29 points	15 th	24 points
16 th	23 points	21 st	18 points	26 th	13 points

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17 th	22 points	22 nd	17 points	27 th	12 points
18 th	21 points	23 rd	16 points	28 th	11 points
19 th	20 points	24 th	15 points	29 th	10 points
20 th	19 points	25 th	14 points	30 th	9 points
31 st	8 points	36 th	3 points		
32 nd	7 points	37 th	2 points		
33 rd	6 points	38 th	1 point		
34 th	5 points				
35 th	4 points				

Class Championship, Club Champion, and Discounts

Class Champion will be the racer with the highest point accumulation in their class at the end of the season. In the event of a tie, the rider who has the most first place finishes will be designated the champion. If there is still a tie, the rider who has the most second place finishes will determine the champion. The criteria will move to third place finishes and so on until a clear winner can be determined.

CMRA Expert class champions will receive a \$30 credit per race event for each class won. If an Expert has won multiple classes, they will receive multiple credits. A class champion does not have to apply the credit to the same class they won; it is valid for any class they participate in. Credits are not transferable from one race weekend to the next.

The CMRA will award a #1 plate to the Expert who accumulates the most points at the end of the season. The maximum number of classes counted will be four, and formula mini classes do not count. In the event of a tie, the racer with the most first place finishes will be considered the champion. If this still cannot clearly identify a winner, the lowest lap time between the riders at their final race event will decide the champion.

Trophies

First, second and third place finishers will be awarded either a trophy or cash in each class.

Trophies will be awarded to Novice classes, and those classes with no Expert/Novice distinction. All trophies should be collected at the track; if an unclaimed trophy is requested late, the rider must pay for shipping. Trophies will only be available for one month following the event.

Experts will be given the option of cash or trophy for their finishes. The CMRA will have cash available in the following amounts: First \$15, Second \$10, Third \$8. If an Expert wishes to receive a trophy in lieu of cash, the request must be made at the event and the cash surrendered to the awards official.

Contingencies

All racers have the opportunity to participate in CMRA contingency programs. Any posted contingencies will be noted on race day schedules or in a separate document. To be eligible riders must do the following:

- 1) Meet all of the sponsor requirements (i.e.: product usage, placement of required decals/patches etc.) Information and decals and/or patches will be available in registration or technical inspection.
- 2) Submit all required claim forms to registration or tech as often as noted on form. These forms must be filled out completely to receive awards. All forms must be turned in at technical inspection before the race.
- 3) Must go through a pre or post race inspection. The type of inspection for that event will be announced at the Rider's Meeting.

Incomplete or incorrect information will result in the contingency not being processed and cannot be corrected after the event. Contingency forms submitted to CMRA after the event will not be processed.

1-5 CMRA Race Series

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A series of sprint race events throughout the South Central United States is designated the CMRA Sprint Championship Series. Race lengths are between 6 and 8 laps long, dependent upon the race course length. The race length may be shortened by the Race Director due to track conditions. Sprint competition categories are described in detail in Section 2-4.

A series of races each lasting 50 miles or 50 minutes, whichever comes first, is designated the Pace American Trailers Red River Challenge and is described in detail in Section 2-5.

A series of long-distance races each lasting from two to six hours exclusively for small displacement machines is designated the CMRA Formula Mini Endurance Series, which is described in detail in Section 2-5.

A series of long-distance races each lasting from four to eight hours held at participating tracks is designated the CMRA Endurance Series, which is described in detail in Section 2-6.

For a complete list of the current CMRA race schedule including event dates and daily schedule consult the CMRA website at www.cmrracing.com

Section 2

2-1 Machine Requirements

The V.I.N. of racing machines will be spot-checked during the season. Any rider participating on a stolen machine will be subject to full prosecution under law and may also suffer a permanent loss of their CMRA Competition License.

In the event that a series sponsor requires a decal to be affixed to the machine to qualify for contingency, trophy, or purse, CMRA reserves the right to apply said decal anywhere on a participant's machine.

Every race bike must be clean and ready to race when it is brought to technical inspection.

All machines participating in CMRA events must prominently display the CMRA decal on both sides of their machine. Points and awards may be withheld from any racer who fails to display the CMRA decals.

By participating in the event, the rider expressly agrees to conform to all CMRA rules. A machine passing Technical Inspection does not allow immunity from protest; if the Technical Inspector does not notice an illegal modification or a failure to conform to CMRA requirements, the rider is still responsible for the race bike meeting CMRA requirements. The Technical Inspector must inspect and pass every machine before it will be allowed on the track. The Technical Inspector will reject any race bike that does not meet CMRA requirements. The Chief Technical Inspector may, at any time, re-inspect any race bike and revoke approval if the machine does not meet CMRA requirements. Any rider who takes his or her race bike onto the racecourse when the race bike does not meet CMRA requirements will be assessed a penalty for each infraction. The rider and his crew are required to point out any problems or potential problems with their race bike.

Passing CMRA Technical Inspection is not a warranty of a machine's safety. It means only that the machine appears to meet the minimum technical requirements for competition at the time of inspection.

A rider or his crew may be allowed to make a safety-related or temporary fix or modification at an event in order to participate at that event, provided the fix is not an illegal performance modification (at the discretion of the Chief Technical Inspector for that event). The rider must provide any damaged or broken part(s) along with a written request to the Chief CMRA Technical Inspector of the meet and receive approval for said fix. This allowance will be limited to that event only and the correct part(s) must be installed prior to the next event.

Items are deemed properly secured only if secured in a visible, approved manner. Aircraft nuts, locknuts, Loctite or similar compound is not acceptable.

All race bikes must meet CMRA requirements. A race bike will not pass Technical Inspection and will not be marked with a tech sticker until the race bike is in complete compliance. If any of the items to be inspected are hidden from view by bodywork, those sections of bodywork must be removed prior to arrival at technical inspection.

All GSXR models must remove lower fairings prior to Technical Inspection.

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In order to pass Technical Inspection, the following must be done:

1) The following items must be safety wired, or secured in a manner approved by Tech:

Oil Filler Caps
Oil Drain Plugs
Oil Filter/Filter Bolts
Oil Galley Plugs*
Oil Lines
Oil Cooler Bolt
Fork Oil Drain Bolts
Radiator Caps
Coolant Drains
Brake Caliper Bolts

*may be secured by silicone glue or H/D weather-strip adhesive in lieu of wiring.

A catch can shall be fitted where required or at the direction of a Technical Inspector.

2) Fuel lines and any other fluid carrying lines must be clamped or secured by some other appropriate means.

3) Water cooled engines may use plain water, or water with Redline (or similar product, call CMRA for verification) cooling system rust and corrosion inhibitor. Glycol based antifreezes are strictly prohibited.

4) All Suzuki GSX-R, Yamaha FZR400, FZR600 and YZF (except R-1) must have engine case guards installed around the right and left sides of the engine. A case guard is required on the left side only for Yamaha YZF-R1. Heavy-duty aluminum replacement covers or reinforced OEM covers may be used.

5) All race bikes must have an operating and marked engine kill switch on the handlebars.

6) All race bikes must have a self-closing throttle and operating front and rear brakes.

7) Kick-start levers must be secured at two points. (A zip tie may be used to secure the top of the lever.)

8) Glass and plastic lenses must be taped. Clear tape may not be used.

9) Side and center stands must be removed.

10) A steering damper is mandatory on all machines and must be mounted in a safe and workmanlike manner. The following machines are exempt from this rule; Formula Mini machines in a non-GP frame and Super Motard machines.

11) The license plate and bracket(s) must be removed.

12) The machine must be clean.

13) Tires must be in good condition as determined by the technical Inspector. In Superstock Classes DOT Tires must be used. Tires must be of the original tread pattern and may not be altered or grooved. No recapped, retreaded, or off road knobby tires may be used in any class.

14) Tire valve caps must be used and should be metal or hard plastic.

15) Side covers that “snap-on” must be removed, wired, taped or bolted in place.

16) All race machines must use muffling devices. The Race director will have final approval of any muffling device.

17) Glass headlight covers must be removed. Plastic may be taped over or removed.

18) Clutch and Brake levers must have at least a 1/2" ball on the end.

19) Handlebar ends may not be hollow or ground to a sharp edge. The end must have a plug or be solid.

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20) All machines are required to have a lower fairing capable of holding approximately 5 quarts or the maximum amount of fluid contained within the machine, whichever is less. Machines not equipped with a lower fairing from the manufacturer may have a custom piece fitted. Lower must be attached in a manner approved by tech. "Turkey Pans" are not acceptable in 2004.

21) All machines must have a sticker placed on the triple clamp or gas tank reading "GP Shift" or "Standard Shift" depending on the shift patten used by your machine. These stickers will be available at tech.

2-2 Number Requirements

All machines must carry three sets of numbers, one on the front and one on each side. Numbers must be visible with the rider on the machine. The front number plate/background must be 12" x 10". Numbers must be 8" high, be spaced 3/4" apart and allow 1" of unobstructed number plate/background border. Numbers must be the rider's correct CMRA competition number and the only time a rider may change their competition number is when they are renewing their Competition License. Side number plate/background fields must be behind the rider on the machine's tail section and may not be smaller than 10" x 8" and must be on a vertical plane or flat surface (not wrapping around onto the top of the seat or out of vision on the tail section). If your tail section does not have enough room, attach a correctly sized number plate. On the 10" X 8" field numbers should be 6" high and have 1" of number plate border. Machines not meeting number plate requirements will not pass technical inspection and will not be scored when racing. If you are found to have illegible numbers you may not race again until they are correct. Machines racing in Motard, Vintage, or Mini classes will be the only exception to number plate placement and specific number plate requirements may be found in the class structure details.

Numbers will be assigned from 2 to 999. If a rider is racing with the CMRA as a guest (using an approved racing license instead of the CMRA competition license) and their number conflicts with a CMRA racer's number, the guest racer may be instructed by a race Registration official to alter his number for that race.

EXPERT riders must use white number plates with black numbers. NOVICE and PROVISIONAL NOVICE riders must use yellow number plates with black numbers.

Endurance Teams must run black numbers on White or Yellow plates. It is recommended to use the plate color of the majority of the team (I.E: If three members are Novice, then the team should run a yellow plate). Endurance machines being run in sprint races must conform to the rules as listed above.

The final decision for number plate conformity and legibility rests with the CMRA officials. Riders not providing legible numbers may be required to modify the number plate, number plate background, or numbers themselves.

2-3 Rider Requirements

Riders Clothing and Protective Requirements:

All CMRA competitors must wear helmets which have a Snell M95 or M2000 approval sticker, or must be BSI (BS. 6658 TYPE A) or EC (ECE 22 – 04 & ECE 22 – 05 "P) approved and must be in good condition (as determined by Tech) and not manufactured more than 5 years prior to the current race year. Helmets must be taken to Technical Inspection and must display a CMRA Helmet Tech decal prior to being allowed on the track. Open-faced helmets are not allowed. Dirt bike helmets are not allowed with the exception of Jr. Motard and must not have a bolted on chin bar.

Footwear must be no less than 8 inches in height and must be leather. Gloves must be worn, and made of leather. Gloves and boots must be of a fit so there is no gap between them and the leathers.

Clothing must be leather or Kevlar. All suits must be a one-piece garment for racing. Separate jackets and trousers are acceptable only if they zip or snap together to make one piece of clothing, pending approval of the Technical Inspector.

Knee pucks which spark when used or which contain magnesium are not allowed.

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It is required that riders wear back protectors under their leather racing gear unless their racing gear is equipped with a back protector. In general, riders are encouraged to use any and all available protective material which does not restrict safe operation of their machine.

A rider must bring for Technical Inspection their machine; their helmet; their leathers; their boots; and their gloves. A Tech sticker must be displayed on the machine and rider's helmet.

It is recommended that all competitors carry their medical insurance card on them at all times and display the following information on the base or side of their helmet: name, drug allergies and blood type. It is also advisable to carry this information on a small card inside the leathers and add any other pertinent information such as epilepsy, diabetes, current medications and past medical problems.

2-4 Competition Categories

Jr. Motard

Jr. Motard is a class designed to bring the fun and excitement of road racing to today's youths. The class is intended as a fun introduction to racing, and sportsmanship is emphasized over competition.

The CMRA may change the rules or request performance adjustments of machinery in order to maintain as close a performance level as possible in the class. These requests may consist of gear changes and throttle stops, among other performance limiters. These requests will be given by the Race Director and cannot be protested.

The age limit for the class is 8-12 years old. If the rider is 7 and will be 8 on or before June 1st they are eligible. If the rider is 12 and will be 13 on or before June 1st they are ineligible.

All riders must have a Jr. CMRA license, which is acquired by attending the CMRA Jr. Rider School.

All machines must have automatic clutch, stock engine and stock suspension.

Maximum displacement size is 80cc 2 stroke, 90cc 4 stroke. All approved 80cc 2 strokes with automatic clutch must run stock exhaust systems. Four strokes may replace the exhaust system. Examples of legal machinery include Z-50, TTR-90, PW50 and PW80.

Wheel changes approved, with a 14" Maximum size. Any tire combination ok.

Handlebar may be replaced.

Riding apparel for JR. Motard only:

Racing leathers are strongly recommended, however motocross gear will be allowed. Elbow and knee protection is required with motocross gear. Chest protectors and back protectors are recommended.

Boots must rise 4" above ankle.

Full face DOT or Snell approved helmet is strongly recommended, however full face motocross helmet is allowed, providing the visor is removed and goggles worn.

Gloves must be worn and approved by CMRA tech.

All bikes and riding gear must go through tech each race weekend.

SUPERSTOCK RULES

Competition machines are classified according to actual displacement, degree of modification and performance index. For the purpose of better interpreting the rules, the following DEFINITIONS are listed: CATEGORY refers to the general type of motorcycle. There are three major categories; Superstock, Superbike and Formula (Grand Prix).

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CLASS generally refers to a grouping based on engine size within a category.

CHANGE means the addition of aftermarket or “optional” parts or accessories designed to increase safety, performance, and reliability or reduce costs.

ALTERED or MODIFIED means cutting, grinding, milling, porting, boring, drilling, bending, welding, brazing or soldering other than normally accepted maintenance and repair procedures.

OEM is defined as Original Equipment from the Manufacturer. OEM type is defined as aftermarket equipment manufactured to original specifications.

REMOVED is defined as unbolted - not cut off.

PERFORMANCE INDEX occurs when a motorcycle is demonstrably faster or slower than others in its displacement group, and may, at the discretion of the review committee, be assigned to another class.

Canadian models unless exactly the same as U.S. year/models must run their Superbike Class.

All machines must conform to the Technical Inspection Requirements of Section 2-1.

SUPERSTOCK: There must be at least 1000 motorcycles available to riders, worldwide, per year and the machine must be generally available on the U.S. market with full EPA and DOT approval to qualify a machine for the Superstock categories. Proof of eligibility must be provided by the rider or sponsor. Superstock machines are original motorcycle manufacturers’ equipment intended for use on public roads which are allowed to use an aftermarket or racing exhaust system instead of the stock exhaust system and other modifications as listed below. The decision regarding the legality of any machine entered in a Superstock class is the responsibility of the Chief Technical Inspector for the event in progress. The rider or sponsor of any machine is responsible for producing a service or owner’s manual with all part numbers, specifications and other material required to prove its legality. Legality will be determined based upon manufacturers’ specifications (or comparison of similar OEM parts) for the year, model and make of the machine entered.

Following is a list of the only things which should or may be done to a Superstock machine:

- a) Grab rails, horns, reflectors and outer rear fender, and helmet locks may be removed.
- b) Turn signals, cruiser pegs, and luggage racks must be removed.
- c) Passenger foot pegs and brackets may be removed.
- d) Rider foot pegs and brackets may be changed or modified.
- e) Handlebars may be changed or altered.
- f) Instruments, instrument brackets, switches, and associated cables may be removed and/or replaced by aftermarket parts. Original combination instrument/ front fairing brackets may be replaced with aftermarket parts.
- g) Headlight and tail/brake light housings may be removed. Disconnection must be made at stock connectors. Stock connectors must be intact and operable.
- h) Bodywork must be used which is identical in shape or only varies slightly from original design. The tail section should be similar to the original but the profile may differ. A “Superbike Seat” is allowed (i.e. the seat is molded into the tail section). For 2005 exact replica bodywork may be required.
- i) Suspension: Rear shocks may be changed or modified but must remain the same type as original. Fork springs may be replaced with aftermarket springs, and fork oil may be changed. Stock internal parts of forks may be changed to alter damping characteristics. To allow external adjustment of fork springs, fork caps may be changed. Suzuki TL models are allowed to use aftermarket linkages that allow for mounting of standard style rear shock’s replacing the stock rotary valve setup.
- j) DOT approved tires with an S or higher speed rating must be used and the original tread pattern can not be grooved or modified. Non-DOT approved rain tires may be used with no modification of their original molded tread pattern. Slicks may not be used.
- k) Chain and/or sprockets may be changed. Chain size may be changed. Shaft drive machines may change gear ratios. The chain guard may be removed. Machines originally equipped with a drive belt may change to a chain drive system.
- l) Steel braided or Kevlar brake lines may be used. Brake pads may be changed. Brake rotors may be changed to OEM spec steel rotors. No carbon fiber, cast iron or other exotic materials are permitted for brake rotors unless stock. No oversized rotors. Master cylinders may be replaced with exact replica master cylinders (this means same bore and stroke and exactly the same fluid displacement).
- m) Carburetor jets and needles may be changed. Aftermarket jet kits may be used. Resizing of air metering holes in CV carburetor slides is allowed. Aftermarket carburetor heat shields are not allowed.
- n) The OEM air box must be used and an OEM type filter must be properly installed (a K&N style direct replacement filter is an acceptable OEM type). The only modification allowed is the sealing of air box drains.
- o) If the crankcase ventilation hose is relocated from the air box it must be routed to a catch can and the stock air box hole must be plugged.
- p) Spark plugs, clutch plates and clutch springs may be changed to aftermarket parts.

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- q) Filters may be changed. OEM type must be used. If the filter acts as part of the air box housing the replacement filter must not have a larger opening than stock.
- r) Cam timing is allowed via the slotting of cam sprockets. Press on cam sprockets may be changed to OEM spec bolt style. Ignition timing may be altered by slotting the ignition trigger mounting plate or by replacing the stock ignition rotor with an aftermarket rotor.
- s) 1mm over bores are not allowed on any machine manufactured after 1995 (this means model year 1996 and up) unless offered by the manufacturer as a maintenance item. Aftermarket non-OEM valve seats are not allowed. Head and/or base gaskets may be replaced with aftermarket parts and do not need to be to stock spec. Aftermarket gaskets may be utilized on other engine parts. Multi-angle or radius valve jobs are allowed as normal maintenance as long as machining is confined to the actual valve seat insert and does not extend into the port or combustion chamber. Valve seat to port blending is not allowed. Valves must meet OEM specifications.
- t) No bead blasting (or blasting using any other medium) is allowed on any internal engine part except gasket surfaces.
- u) Machining of gasket surfaces of cylinder heads, cylinders, and engine cases is allowed. All internal and external engine parts must remain stock without modifications, no addition or removal of metal is allowed, except as mentioned in this section. No surface treatments are allowed. Engine must remain at stock displacement except as outlined in above.
- v) The transmission must use the stock OEM parts for that model. Shifter return or detent springs may be replaced with aftermarket springs.
- w) 49-state model engine and ignition components may replace those same components on California-only model machines of same brand, year, and model.
- x) Cooling fan assemblies may be disconnected and/or removed on water-cooled machines. Disconnection must be made at stock connectors.
- y) Rear brake rotors may be modified so long as modifications leave the rear brake functioning.
- z) Captive wheel spacers are allowed as is replacement of the speedometer drive with a spacer.
- aa) Aftermarket screw off type gas caps are allowed so long as they do not increase the orifice size compared to the stock cap.
- bb) Stand studs or hooks may be added to the swing arm, stand studs that do not require welding (or gluing etc.) or cutting may be added to the front forks.
- cc) Alternative bodywork fasteners may be used (i.e. DZUS fasteners).
- dd) The ECM/Black Box may be replaced with any aftermarket unit or the stock unit may be modified.
- ee) Helmet and bungee hooks may be removed from the sub frame. Hole may be drilled in the sub frame to act as a weak point in the event of a crash but the relief holes must be drilled behind where the rider sits and the metal removed must be replaced by a bolt. The frame and/or swing arm may be polished.
- ff) The exhaust system may be replaced with an aftermarket system. Pipe wrap is allowed.
- gg) Manual cam chain tensioners are allowed.
- hh) Electric ignition cutout shift devices are allowed, however they may not physically move any portion of the shift mechanism.
- ii) The triple clamp may be replaced with an aftermarket one provided it does not alter the geometry of the machine and is non adjustable.

The items above constitute the entire realm of deviation from showroom stock for Superstock classes. If it does not mention you CAN do it, then you CAN NOT.

SUPERBIKE: Machines intended for use on public roads in their origins with more than 1000 units available worldwide may be changed or modified, to any degree, with the following restrictions:

- a) In Superbike the original combination of frame and motor must be maintained except in the case of similar models with directly interchangeable engines. Single cylinder machines may use any engine, frame, and fairing combination.
- b) 2 stroke GP machines will not be allowed to participate in Superbike (based) classes.

FORMULA 1, FORMULA 2, 125cc GRAND PRIX and Formula CMRA (or any subsection of a class that specifies "Formula Rules") have no restrictions other than displacement, and configuration as outlined below.

The CMRA competition classes are as follows:

A Superstock Expert/Novice, A Superbike Expert/Novice
Unlimited OEM Displacement

B Superstock Expert/Novice, B Superbike Expert/Novice

Up to 750cc multis (Superbike up to 770cc)

Up to 955cc 4 stroke triples(Superbike up to 970cc)

Unlimited displacement 4-stroke twins

Unlimited singles

* 250cc GP machines will be allowed in B Superbike.

C Superstock Expert/Novice, C Superbike Expert/Novice

Up to 650cc 4-stroke triples and fours

Up to 1200cc 4-stroke air-cooled twins

Up to 800cc 4-stroke water-cooled twins

Up to 550cc 2-stroke triples and fours

Unlimited singles

D Superstock Expert/Novice, D Superbike Expert/Novice

Up to 460cc water-cooled triples and fours

Up to 700cc 4-stroke water-cooled twins

Up to 600cc air-cooled triples and fours

Up to 883cc 4-stroke air-cooled twins

Up to 750cc singles

Up to 410cc 2-stroke water-cooled twins

Up to 500cc 2-stroke air-cooled twins

The TZR250 and the SV650 are allowed in D Superbike only and must conform to Superstock rules with the exception that slicks are allowed and no limits on bodywork. The VF500 is allowed in D Superbike only with stock displacement.

There will be no tire limitations in D Superstock.

SuperMotard machines are allowed in both D Superstock and D Superbike.

Lightweight Twins Expert/Novice

Up to 750cc air-cooled twins, based on Superbike rules

Up to 750cc water-cooled twins with 3 valves, based on Superbike rules

Up to 700cc water-cooled twins with more than 3 valves, based on Superbike rules

Unlimited singles based on Formula rules

Buell Firebolt, Lightning, and Ducati 900SS under Superstock rules

No 125cc or 250cc GP machines, Aprilia RS250 ok.

Heavyweight Twins Expert/Novice

Unlimited displacement air-cooled, four stroke twins, based on Formula rules

Unlimited displacement water-cooled, four stroke twins, any over 900cc based on Superbike rules, any under 900cc based on Formula rules.

Any machine legal for Lightweight Twins

125cc & 250cc GP Machines

Up to 1000cc Triples based on Superstock rules.

Formula 1 Expert/Novice

Unlimited displacement

Formula 2 Expert/Novice

Up to 360cc 2-stroke water-cooled twins

Up to 500cc 2-stroke air-cooled twins, triples, and fours

Up to 700cc 4-stroke twins

Up to 600cc 4-stroke air-cooled triples and fours

Up to 565cc 4-stroke water-cooled triples and fours

Unlimited singles

All D Superbike Machines

125 GRAND PRIX (no Expert/Novice differentiation)

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Up to 125cc 2-stroke Grand Prix machines

Formula CMRA Lightweight (No Expert/Novice differentiation)

Up to 125cc 2-stroke

Up to 600cc 4-stroke air cooled singles

Up to 350cc 4-stroke water cooled singles

Up to 500cc 4-stroke water-cooled twins

Up to 650cc 4-stroke air-cooled twins

Among the eligible bikes, 85cc in GP frame, CR125, XR400, Ninja 250, EX500, Buell Blast

No GP Machines, no GP Replica including Aprilia RS250

Formula CMRA Mediumweight (No Expert/Novice differentiation)

Up to 400cc 2-stroke singles

Up to 700cc 4-stroke singles

Up to 410cc 2-stroke air-cooled triples and fours

Up to 373cc 2-stroke water-cooled triples and fours

Up to 650cc 4-stroke water-cooled twins

Up to 600cc 4-stroke air-cooled 2 valve per cylinder triples and fours

Up to 570cc 4-stroke air-cooled 4 valve per cylinder triples and fours

No SV650, No GP machines

Among the eligible bikes, CR500, RD400, RZ350, EX500, GPz550, Hawk650, YZ426

Air cooled two valve per cylinder Ducati 750's and Honda CB1 are allowed

All 250cc 2-stroke GP replica machine (TZR, NSR, RGV, etc.) must conform to Superstock rules with the exception that slicks are allowed. No Ducati Supermono, No GP machines

Formula CMRA Heavyweight (No Expert/Novice differentiation)

Up to 600cc Steel frame water cooled triples and fours

Up to 560cc Aluminum frame water cooled triples and fours

Up to 750cc air/oil cooled triples and fours

Up to 1200cc air cooled triples and fours

Up to 700cc water cooled twins

Unlimited air and air/oil cooled twins, Unlimited singles

Among the eligible bikes, Honda F2, air/oil cooled GSXR750, SV700cc, Ducati 900ss, FZR400

No GP machines except 1994 or older GP125

Formula 40 Expert/Novice

Machines limits per B Superbike

A Superstock machines allowed

All riders must be 40 years old or greater

Formula 40 Lightweight (No Expert/Novice differentiation)

Machine limits per Formula 2

All riders must be 40 years old or greater

Supermotard (No Expert/Novice distinction)

Supermotard machines must be single cylinder based. The original machine must have been intended for at least partial use off-road, in a manner often described as "Dirt Bike" or "Dual Purpose".

The original combination of frame and motor must be used; however, any wheel or suspension may be used. A swing arm of the original length must be used

Tires must be DOT legal or road racing slicks, off road knobby tires are not allowed.

Tubular handlebars must be used, and must be mounted through the original mounting points. Clubman styled tubular bars may not be used.

Any wheel type allowed.

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Machines must retain original side panel number plates, if so equipped.

Machines may not use any form of streamlining bodywork on the front of the machine in SuperMotard. Front fairings may be used in Unlimited Motard. Front number plates are the only exception to this rule and must be mounted in a vertical plane no more than 30 degrees from vertical.

The machine can not be a vehicle designed for full time street use. Examples of eligible machinery are Yamaha YZ426, Honda CRF450, Suzuki RM250, etc

Class displacement limits are absolute.

Fluid retaining lower per CMRA rules required. A device specifically designed to retain fluids may be used in lieu of a fluid retaining lower provided the device is approved by the tech inspector.

SuperMotard Class displacement limits

500cc Liquid cooled 4 stroke

700cc Air cooled 4 stroke

275cc 2 stroke

Unlimited Supermotard Class displacement limits

Unlimited displacement

Vintage(No Expert/Novice differentiation)

Motor and frame must be 1984 model year or older; newer machines that are identical to 1984 model year or older machines are eligible. Modifications are unlimited but must be 1984 or older technology

Any bodywork allowed

Fluid retaining lower per CMRA rules required

Lightweight Vintage class displacement limits

Unlimited displacement singles

400cc Air cooled 2 stroke twins

750cc Air cooled 4 stroke twins

600cc Water cooled 4 stroke twins

550cc Air cooled 4 stroke 4 cylinder

450cc water cooled 4 stroke 4 cylinder

Vintage Superbike class displacement limits

Unlimited displacement

Classic (No Expert/Novice differentiation)

Motor and frame must be ten year old model year or older; newer machines that are identical to ten year old or older machines are eligible

Machines must use the original combination of frame and motor, with the following noted exceptions:

Suzuki GSXR series - A larger displacement motor from the same series may be installed. (IE: GSXR1100 motor in GSR70 frame)

Any bodywork allowed

Standard maintenance over-bores allowed up to 2mm

1994 or older GP125 machines are eligible for Classic, and may run Classic Superbike. No updating of GP machinery beyond 1994 specifications is allowed. This includes suspension and motor updates.

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Fluid retaining lower per CMRA rules required

Lightweight Classic displacement limits

560cc Liquid cooled 4 stroke 4 cylinders
700cc Air and oil cooled 4 stroke 4 cylinder machines
800cc Liquid cooled 4 stroke twins
1000cc Air cooled 4 stroke twins
350cc Liquid cooled 2 strokes
400cc Air cooled 2 strokes
All Vintage machines
Ducati 900SS using Superstock rules

Classic Superbike displacement limits

Unlimited displacement
Ducati 900SS Superbike

Formula 4, 5, 6, and 7 Rules

These rules apply only to these classes

Front number plate must be minimum 10x8 inch; side plate must be 8x7 inch

Numbers must be at least 6" front 4" on sides

The side number plates must be visible with rider on bike and may be on lower

Machines must pass tech meet all requirements of section 2-1 with the exception of fluid catching lowers.

Formula 7 (No Expert/Novice differentiation)

60cc Air cooled 2 stroke, formula rules
55cc Water cooled 2 stroke, YSR chassis only
110cc air cooled 4 stroke, formula rules
No GP Chassis in entire class
Among the eligible machines are YSR60cc superbike, water cooled 50cc motor in YSR chassis, YSR with XR100 motor, XR100 superbike

Formula 6 (No Expert/Novice differentiation)

60cc Water cooled 2 stroke, superbike rules
110cc Air cooled 4 stroke, formula rules
127cc Air cooled 4 stroke, superbike rules
No GP Chassis in entire class
MZ125 water cooled is allowed using superstock rules
Among the eligible machines are KX60 (not KX65) in original frame, NS50R superbike, Aprilia 50cc superbike, XR125 superbike, TTR125E, MZ125

Formula 5 (No Expert/Novice differentiation)

65cc water cooled 2 stroke, GP chassis ok
75cc water cooled 2 stroke, no GP chassis
81cc Air cooled 2 stroke, no GP chassis
130cc air cooled 4 stroke, GP chassis ok
160cc air cooled 4 stroke, no GP chassis, formula rules
160cc water cooled 4 stroke, superbike rules
Among the eligible machines are Aprilia 75cc superbike, GP chassis 65cc 2 stroke, CRF150, MZ125 Superbike, GP Chassis 125cc 4 stroke air cooled

Formula 4 (No Expert/Novice differentiation)

85cc Water cooled 2 stroke, GP Chassis ok
125cc Air cooled 2 stroke, pre-1995, superbike rules
200cc Water cooled 4 stroke singles, 4 valve or less, superbike rules

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250cc Air cooled 4 stroke singles, GP chassis ok
Kawasaki EX20 (Ninja) and Honda VTR 250 allowed using superbike rules
Among the eligible machines are pre 1995 125cc air cooled dirt bikes (supermotard trim OK), GP Chassis 85cc water cooled (RS80), CRF230F, XR250 in GP frame, Ninja250/VTR250

2-5 Pace American Trailers Red River Challenge

The Red River Challenge is a series of races longer in length than standard sprint racing. Each race will last for 50 miles or 50 minutes, whichever comes first. Races are entered and completed by a single rider. Race entry for Novice is \$65, and is \$75 for Experts. There will be a cash payout of \$1500 in the Expert class with the pay scale as follows: 1st \$500, 2nd \$350, 3rd 275, 4th 225, and 5th \$150. Novice riders will be awarded trophies.

The race format will be one race for Novice, and one for Experts. Class structure is Formula 1 rules in both classes.

The timer starts when the green flag drops. If a red flag is called, the race will be restarted from original grid positions. If the race is halted due to a red flag, the timer continues to count. If the race cannot be restarted within 7 minutes from end of clock, it will be considered complete and official. At the approximate half way mark of the race, a halfway flag will be thrown for the race leader and all subsequent riders. On the final lap a checkered flag will be thrown for the race leader and subsequent riders. The race winner is the rider who is leading at the checkered flag. This differs from an endurance race, where the race is complete immediately following the expiration of the clock, regardless of where the leader is on the track.

Actual Race Length:

1.8 mile track = 28 laps (50.4 miles)

1.9 mile track = 26 laps (49.4 miles)

2.9 mile track = 17 laps (49.3 miles)

The Red River Challenge class champions are determined by the riders who accumulate the most points throughout the series in their respective classes. The champions will receive the Red River Challenge trophy for their accomplishment.

2-6 Endurance Series

Teams

A team is defined as the combination of a unique team name, a one or two-digit number, an owner, a captain, up to 3 frames or machines, and up to 5 riders with any combination of Expert or Novice riders.

The owner is responsible for the actions of their team. Awards, money, certificates, and overall plate numbers are the sole property of the team owner. The owner or captain must be present at every race and is responsible for registering the team.

A team must consist of at least two and not more than five riders. Once a rider is listed on the entry form they become an un-removable part of the team even if that rider does not actually race with the team. A rider cannot be deleted from a team for any reason.

If a team has a 5-rider roster and is reduced to only one rider due to injuries or illness then a replacement rider may be added. Proof of medical condition may be required to confirm this. When one of the injured or ill riders is medically cleared to race again the replacement rider will be removed from the team. Only one rider can be used as the replacement i.e. you cannot have two different riders act as replacement when injuries drop a team to one rider. A replacement rider is available only after roster is full. An additional rider can be added during the race if need be to comply with this rule, however the only person who can add a rider to a team is the team owner or captain. Both the team owner or captain and the new rider must be present when adding a rider to the team.

If a team violates any of these rules it will constitute a new team and they will start with zero points.

Team names must be consistent on the entry form. If a team is entered as "CMRA Race Team" in one event and "CMRA Racing" in a second event, a new team with zero points will be created at the second event. It is the team owner's responsibility to ensure the team is entered correctly.

No rider may race more than 2 consecutive hours without rest.

Prior to entering any racing event, endurance teams must be registered using the proper Endurance Team Registration form. Endurance teams have until January 1st to renew their teams using this form in order to retain

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their previous year's competition number. The top 10 overall teams in both endurance series may run that number the following year. Numbers may not be sold. In the event a team is sold the number may be used as long as the same team name is used. Numbers 11-99 are assigned as available on a first come, first served basis. In the case where all numbers have been used and a new team wishes to race, numbers may be reused from teams no longer competing. If all 100 numbers are in use, the team may request a three digit number.

For the first race event, teams numbered 1-10 will be gridded by number. The rest of the field will be gridded by order of registration. Gridding for each race thereafter will be by overall points. Teams with no points will be gridded by order of entry behind teams with points.

Classes

CMRA Championship Endurance Series

Lightweight Superbike per Formula 2 rules
Medium Superstock per C Superstock rules
Medium Superbike per C Superbike rules
Unlimited Superstock per A Superstock rules
Unlimited Grand Prix per Formula 1 rules

CMRA Formula Mini Endurance Series

Formula 7 per CMRA Formula 7 rules
Formula 6 per CMRA Formula 6 rules
Formula 5 per CMRA Formula 5 rules
Formula 4 per CMRA Formula 4 rules

Endurance Rules and Regulations

Fuel tanks may be modified in all classes to allow gas cap to open completely or be removed (gas nozzle inserts may be removed) stock cap must be used but may be modified so key is not required. **Supersport classes must use stock tank - no extra tank(s) allowed.**

Axles may be modified to ease removal by use of D-ring or similar but T -handles are prohibited

Pit Stops

Machine must be turned off during refueling, but not required during rider only changes. Team members "over the wall" must have shirt, shoes and long pants on during all pit stops and must be at least 18 years of age unless they are licensed racer. A team may have no more than 6 people over the wall at any time including riders.

The rider must be off bike and the machine turned off before refueling begins, and the machine must remain in this state until refueling ends.

During refueling one person's sole responsibility will be to have a fire extinguisher with pin pulled and aimed without obstruction at motorcycle.

The minimum size for the CMRA Championship Endurance Series is 10lb (ABC type). A 5lb (ABC) type is required for the CMRA Formula Mini Endurance Series.

The fire extinguisher must be acceptably charged and in good working order. The fire extinguisher must be clearly marked with the team competition number. The fire extinguisher must be brought to tech with the bike.

Teams may share a fire extinguisher, but teams sharing a fire extinguisher are not able to refuel simultaneously. In the event both teams pit for refueling at the same time, one team must wait to refuel until the first team finishes.

Pressurized refuel rigs are not allowed. Fuel rigs must be handheld; no towers or fuel pumps

Motorcycle stands must be hand operated no pneumatic or hydraulic stands are allowed.

No smoking on pit road (hot or cold)

No children under 16 on pit road unless they are a licensed competitor.

Crashes

In the event a crash occurs (handle bar hits ground) CMRA rules apply. Before re-entering the track the bike is to be inspected by the nearest corner worker or CMRA official for leaks. If the corner worker approves, the bike can be ridden back to pit lane where a tech inspector must approve the bike before the rider continues racing. If the bike is not brought in for technical inspection on the first lap after a crash no subsequent laps will count and the bike will be black-flagged.

If the bike cannot be safely ridden back to the pits the crash truck will be called and if the bike can be safely recovered the crash truck will pick up crashed bikes in order of incidents. Bikes may be picked up out of order for safety or convenience for crash truck.

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Machines must comply with all tech requirements to be allowed to continue racing.

Frame changes are allowed up until the half-way point of the race but lap count will revert to 0 and lap count will be from frame change point on even if it is less than prior to frame change. The Race director; either directly or through tech inspector; must be notified of any frame changes before reentering track.

Red Flags

In the event of a red flag follow all CMRA rules regarding red flag procedures. Machines may be serviced during red flag down time. Scoring reverts to last complete lap. If able to determine such, the team causing the red flag will be penalized the amount of time the team takes to get bike re-teched by waiting that amount of time in the pits after race is restarted I.E. Team A causes red flag takes 20 min to recover bike, make repairs and get re-teched they will be held on pit lane for 20 min after restart. *A team can not gain an advantage by causing a red flag.*

If the race is not restarted after a red flag due to the clock expiring then the team causing the red flag, if a single incident, will be penalized by having remaining time deducted from their lap total. I.E Team B causes red flag with 20 minutes left in race then Team B has last 20 min of green flag racing removed from their lap count. OR total time required to get bike re-teched whichever is shorter i.e. red-flag at 15 min remaining bike is re-teched in 10 min then only 10 min removed from race laps

The grids for a restart will be based on the last hour's overall results without a pre-grid.

If the race cannot be restarted with a minimum of 30 minutes of race time then the race will be declared complete

Scoring

An electronic scoring system will be used wherever possible. Back up manual scoring will be provided by the CMRA. The CMRA uses AMB transponders, and the appropriate mount must be used. These are available from the CMRA. The Transponder must be mounted on the tail section, positioned in a vertical plane with the rear axle.

The team is responsible for the safe return of the transponder within 30 minutes of conclusion of the race to be scored for the race. Failure to turn in a transponder within 45 minutes from the conclusion of the race will result in a fine.

Points

Points will be awarded by overall finish and class finish Points will be as follows for CMRA Championship

Endurance Series

1=200 6=100 11=50

2=170 7=90 12=40

3=150 8=80 13=30

4=130 9=70 14=20

5=110 10=60 15=10

In addition 1 point will be given for each lap completed

Points will be as follows for CMRA mini endurance series

1=60 6=30 11=15

2=51 7=27 12=12

3=45 8=24 13=9

4=39 9=21 14=6

5=33 10=18 15=3

In addition 1 point will be given for each lap completed

The official race clock shall determine the end of the race. When the official race clock reaches zero, the Race Director will call for the scoring system to halt. Partially completed laps will not be counted toward the final results. In the event that more than one team has completed the same number of laps, the team which held the lead on the last completed lap will be determined as the winner. All subsequent positions are determined in this same manner.

Section 3

Race Officials and Chain of Command

RACE DIRECTOR: Designated by CMRA; in overall control of a race event. A rider may seek a ruling, on any matter concerning the race and the application of CMRA rules, from the Race Director whose judgment will be final at that event. A rider wishing to appeal any decision made by the Race Director may use the procedures outlined in

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Section 4-11.

ASSISTANT RACE DIRECTOR (if utilized): Reports to the Race Director. If a Race Director is unable to perform his duties during an event for any reason, the Assistant Race Director will assume the duties and responsibilities of the Race Director. In the event that an assistant race director has not been designated, Race Control will assume immediate responsibility. Any CMRA BoD representatives present at that race event must be summoned and a decision will be reached by a consensus of CMRA BoD members and Race Control over the Race Director responsibilities for the remainder of the race event.

RACE CONTROL: Reports to the Race Director; responsible for management of the corner workers and flags during the race event.

CHIEF TECHNICAL INSPECTOR: Reports to the Race Director and is responsible for ensuring that all machines are prepared properly as outlined in Section 2-1 and that each rider's protective equipment and clothing is in good order.

STARTER: Reports to the Race Control and is responsible for starting races, finishing races, and displaying appropriate flags as specified in Section 4-7

CHIEF CORNER WORKER MARSHAL: Reports to the Race Director; responsible for corner worker staffing, training, and assisting in corner worker duties throughout the day.

CORNER WORKERS: Report to Race Control once they have been trained, assigned corners and report for duty.

CRASH TRUCK operator and **CRASH ASSISTANCE** staff (non-emergency related): Report to Race Control and are responsible for assisting crashed vehicles and riders who do not require emergency attention.

PIT STEWARD: Reports to Race Control and is responsible for maintaining control of racetrack access by the riders. The Pit Steward is responsible for ensuring riders do not access the track at inappropriate times.

GRID MARSHALS: Report to the Starter and are responsible for organizing pre-grid procedures and for ensuring that all riders are gridded according to the grid sheet.

CMRA TECHNICAL CONSULTING COMMITTEE: May be utilized by the Chief Technical Inspector. The CMRA Technical Consulting Committee will be comprised of the CMRA Race Director, CMRA Chief Technical Inspector, and team mechanics. The CMRA Technical Consulting Committee will assist in the decision making process regarding the legality of certain performance or safety modifications. Each situation brought before the committee will be voted upon by all committee members. This may occur during or after an event.

CHIEF REGISTRAR: Reports to the Race Director and is responsible for registration.

ELECTRONIC SCORING/COMPUTER TEAM: Responsible for grid sheets, electronic scoring, and results. The Electronic Scoring team is also responsible for starting the official race clock during endurance events, and for calling out the end of the endurance event to the Starter.

MANUAL SCORING: Reports to the Race Director and is responsible for manual scoring of race events.

MANUAL TIMING OFFICIAL: Reports to the Race Director and is responsible for manual lap timing of sprint races, if there is no electronic timing available.

RACE ANNOUNCER: Reports to Race Control and is responsible for providing timely and accurate race calls. The Race Announcer is also responsible for setup and takedown of radio broadcasting equipment and the CMRA remote microphone.

SAFETY DIRECTOR: Reports to the Race Director and is responsible for Setup and Takedown of safety equipment such as inflatable safety fence. The Safety Director is also responsible for the maintenance of safety devices between race events.

EQUIPMENT MANAGER: Reports to the Race Director and is responsible for logistical management of CMRA

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equipment including transportation of the equipment trailer. The Safety Director and Equipment manager position may be combined.

AWARDS OFFICIAL: Reports to the Race Director and is responsible for the setup of awards, and preparing the list of awards recipients prior to the awards ceremony. Also responsible for distributing the awards throughout the day and maintaining a list of missing/incorrect awards and Experts who wish to receive an awards rather than cash.

BOARD OF DIRECTORS: The CMRA BoD does not have authority to make race day decisions. The final authority on race day is the Race Director. A rider wishing to appeal any decision made by the Race Director may use the procedures outlined in Section 4-11.

Some race day staff positions may be combined or reduced for specific event situations. Event staffing is the responsibility of the Race Director and additional staff may be added or removed during the race event as required.

Section 4

4-1 Race Day Procedures

The Race Director may at any time revoke the racing privileges of any racer, or have a team owner, team manager or crew member removed or barred from further events for acting improperly, being abusive, fighting, disobeying instructions or doing anything else to disrupt orderly procedures or affecting overall race operations or safety.

4-2 Pit and Paddock Regulations

Racers must obey all pit rules, which may vary from track to track. It is the racer's responsibility to know these rules.

Any person within the confines of the race track whether in the spectator, pit or paddock areas must possess valid event passes or wristbands at all times. Those found without a valid pass may be removed from the property. These passes are to be obtained from an approved ticket vendor/seller and any fraudulent use of a pass by any person will result in penalties being levied against them and/or the rider they are with. Persons with fraudulent passes may also be prosecuted to the fullest extent of the law.

No pets are allowed at any CMRA event unless explicitly stated otherwise. You will be asked to leave the facility or pay a fine of no less than \$100 per day if found in violation. In the case where a track has a separate no pet policy, you will not be allowed admission into the track with a pet.

Any person found consuming or under the influence of a substance that could create an abnormal state of mind shall be removed from and refused admittance to all restricted areas of the event premises at the discretion of the Officials. Any rider under these conditions will be immediately disqualified from the event in progress and is subject to suspension, fines and criminal prosecution.

Consumption of alcohol or possession of open alcoholic containers by any person holding a rider or crew pass or anyone having any effect on a race bike (spectators are exempt pending track regulations) is prohibited in the pit and paddock area during a race event, this means while any racing is going on even if you are done for the day.

A racer is responsible for their crew's actions and will be penalized for their behavior.

All Race Personnel, Officials, Riders, Mechanics and Photographers are required to display the proper credentials and passes.

The speed limit off of the racing surface at all facilities (unless posted lower by the track) is 10 Miles per Hour. This pertains to all vehicles! This covers the entire pit, paddock, and access roads.

Burnouts, "lighting up" or spinning the rear tire in the pit, on pit lane or on the grid are not allowed. Offending riders will be penalized.

Wheelies in the pit or paddock area are not allowed. Offending riders will be penalized and or fined. Wheelies done on track in a manner that endangers other riders may cause the offending rider to be penalized.

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Pit bikes and any motorized pit vehicle must have a number plate bearing the competition number of the rider (or endurance team) to whom it belongs and must be operated responsibly including but not limited to speed limits, wheelies, etc. Failure to follow these rules will result in impounding of the pit bike until the owner leaves the premises.

Anyone operating a motorized pit vehicle must have either a valid driver's license or a CMRA racing license. JR Motard licenses are not applicable to this rule.

Children under the age of 10 must be attended to at all time by a responsible adult. Children under 16, unless a licensed participant, are prohibited from the hot-pit lane at all times.

It is unlawful to physically abuse any party at any CMRA event. Guilty parties will be prosecuted to the fullest extent of the law. Guilty CMRA License holders will additionally be fined at least \$500.00 and placed on probation for no less than one year. Non-licensed participants (crewmembers, scorers, guests etc.) are the responsibility of the CMRA Licensee with whom they are associated and said Licensee may suffer punitive action taken by CMRA officials.

Non-English speaking riders must provide an interpreter.

Some facilities have rules and regulations in addition to those listed above. In such cases the track rules must be followed by all.

4-3 Registration

Riders may register for races either by pre registering prior to an event, or registering at the event itself. Pre-entry is available to all licensed riders up until one week prior to the opening of trackside registration. Entries must be received in the CMRA office on or before the deadline date. Pre-entries may be submitted on-line, by fax, or mail. On-line and faxed entries are only available to those who are paying with a credit card. Post-entry is available to all licensed riders. There is a \$10.00 fee (per day) added to post-entry registration at the track.

Dishonored checks or disapproved charge cards may be cause for a fine and immediate suspension from further competition. Fines will be from \$25 to \$100 and suspension will be from the date of submission of the dishonored check/charge card up to 30 days. Check writing/charge card privileges will be withdrawn from chronic offenders or those who prove to be reluctant to redeem outstanding balances in a timely manner. Any dishonored checks or disapproved charges which are not redeemed within 30 days of notification to the rider will result in loss of all points earned to the date of notification.

All Entries must be signed in ink by the rider. Under no circumstances may a person other than the rider sign the entry form. Failure to comply with this regulation may result in the rider being disqualified, suspended and/or fined.

4-4 Refunds

There will be no refunds for rain or weather provided the race event is not cancelled by the Race Director.

Pre-Entry Refunds: Requests made in writing (fax or email) prior to the opening of registration will be refunded in the form of payment equal to 100% of the entry fees, less a \$10.00 administrative fee. Refund requests will not be accepted by phone.

At-Track Refunds:

- a) Endurance & Red River Challenge Refunds - 50% of entry fee refunded
- b) Sprint Refunds
 1. Saturday Requests (For Sunday sprint entry) - 75% of entry fee refunded
 2. Sunday Requests - 50% of entry fee refunded
- c) Refund Procedure
 1. Bring entry receipt to registration
 2. Fill out Refund Request Form
 3. Make request prior to the end of practice
- d) No Refunds after practice
- e) No Rain Refunds

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- f) Post Entry Fee Non-refundable
- g) No refunds will be issued at the track. All refunds will be made from the CMRA office in the form of the original payment.
- h) Riders who do not claim their entry nor make a proper cancellation will forfeit their entry fees.
- i) Refund requests will not be accepted after the conclusion of the event.

4-5 Cancellation of Race or Race Event

If track conditions warrant, remaining races for the day may be shortened by the Race Director. There will be no compensation for shortened races.

If a single race or class is cancelled due to track conditions on a race weekend, the Race Director will make the decision on how a make-up race, if any, is handled.

All events will run rain or shine unless the track is impassable or unsafe as determined by race officials. When an event is canceled by CMRA the following may happen: The uncompleted races, their points and awards may be moved to another event/weekend and/or a 50% credit for unused entries will be issued from CMRA headquarters. Contingency awards may or may not be moved at the discretion of the contingency sponsor.

Rider's Meeting

A Rider's Meeting will be held on each race day. The meeting is mandatory by all riders participating in that day's events. The Race Director, at their discretion, may take roll call or call out for specific riders at random. Failure to appear at the rider's meeting may result in punishment including grid adjustments. Monetary fines may be applied for repeat offenders.

4-6 Grids

During a CMRA Sprint weekend, grid positions will be determined by current point standings. If a rider has no points they will be assigned a grid position by order of registration behind riders who possess points. In the event of tied grid spots the computer will designate them randomly. For the first race event grids will be determined purely by order of registration.

Grids will be posted each race day prior to the Rider's Meeting. The time the grid is posted will be written on the grid sheet. Riders have 30 minutes from the posted time to resolve any inaccurate grid positions, including riders entered in the wrong class or wrong grid position. Once 30 minutes have expired the grid is locked, and there may be no changes made. It is the rider's responsibility to verify grid sheets for accuracy.

Grids which include a wave start will be designated on the grid sheets. Wave starts are defined later in the rulebook, under **Race Start**.

A Pre Grid may be utilized at the race event, and will be announced at the Rider's Meeting. If utilized, all riders and machines must be in the pre grid/assembly area by the third call, except those riders and machines running in the previous race.

Calls to the Grid

Racers will be given a first, second and third call for each class over the track Public Address system. During practice, the first call will be made halfway through the practice session, the second call will be made approximately 3-5 minutes prior to the end of the session, and the third and final call will be made approximately 1-3 minutes prior to the end of the practice session.

During sprint racing, the first call will be made at the halfway point of the previous race, the second call will be made during the white flag lap, and the third and final call will be made during the checkered flag/cool off lap. Third call will be given moments before a sighting/warm up lap will be available. If track conditions result in the possible delay of a race, the calls to the grid may hold at a specific point, or be restarted altogether. Calls may be sped up or lengthened as determined necessary by the officials.

Sighting/Warm up Lap

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Riders must enter the track at the pit exit/pit out. Riders must not use the pit in/pit entrance road to enter the track.

Once the track is opened for the sighting/warm up lap, the Pit Out official and Race Control determines when to cut off the availability of the sighting lap. Riders who are late for the warm up lap will not be allowed to take the full lap, and will be required to report directly to the grid. Riders who are late to the grid may be held at the racetrack entrance until the race has been started.

Track conditions and layout may warrant a reduced sighting/warm up lap, and reduced cool off lap. Instructions regarding sighting and cool off lap procedures will be announced at the Rider's Meeting. It is the rider's responsibility to be aware of the procedures at each track.

4-7 Race Start

There are two basic procedures used for starting a race. The method of start used will be determined by the Starter and Race Director. All riders will be notified at the Riders' Meeting and on the grid sheets which races will contain wave starts.

The types of starts are as follows:

- a) A group or groups of machines may be separated on the grid by a multiple row break and started simultaneously with one green flag.
- b) A group or groups of machines will be separated into two or more waves, which may also contain multiple row breaks. These waves will be started with each wave getting a separate green flag. Waves will have a grid marshal separating them on the grid. Riders not in the first wave must raise one hand in the air signifying they are aware of the wave start. Once the first wave is released, riders in the second wave may lower their hand and prepare for the start of their wave. Riders in the third wave, if used, must continue raising one hand. The flag will then be thrown for the second wave and only after that time may riders in the third wave lower their hand. This procedure must be followed for each wave.

Flags

It is the rider's responsibility to know all flagging positions and suggest any changes in position. These suggestions need to be made before racing begins to be considered for that day.

GREEN FLAG: Starts the race.

RED FLAG: STOPS the race immediately. The starter and all corner stations will display a red flag. When riders see a red flag they must signal to riders behind them, slow their machine to a safe and controlled speed and proceed slowly to the pit area. Do not stop on the course unless it is impassable or obviously signaled to do so by course workers. Riders not proceeding cautiously will be penalized, see Section 4-12 under PENALTIES.

BLACK FLAG: Indicates a safety violation. The rider in question should as quickly and safely as possible, pull off of the racing surface and inspect his/her machine or report to the nearest corner station. Failure to respond may result in disqualification. In most cases, the offending rider's number will be displayed on a board at start/finish.

BLACK FLAG W/ ORANGE DOT (Meatball Flag): The rider must complete the current lap and report immediately to the officials on pit lane. This flag may be used to indicate a jump start or other grid infraction as well as any other situation where the officials deem it necessary to have a rider brought in to inspect the rider's machine or have a verbal discussion with the rider. In most cases, the offending rider's number will be displayed on a board at start/finish.

YELLOW FLAG: A) When held stationary-indicates a potentially dangerous situation near the track or a slower moving motorcycle. B) When waved vigorously-indicates a hazard or obstacle on the track, avoidance maneuvers may be necessary. Exercise extreme caution, slow your speed until past the situation. Passing for position under a waving yellow flag is NOT allowed and the offending rider will be assessed a penalty. See Section 4-12 under PENALTIES.

YELLOW/RED STRIPED FLAG: Indicates debris on the track surface or a slippery track surface. The corner worker will attempt to point to the debris on the track.

WHITE & GREEN CROSSED FLAGS: Displayed at start/finish, indicates the halfway point of the race.

WHITE FLAG: Displayed at start/finish, indicates one lap remaining in the race.

CHECKERED FLAG: Displayed at start/finish, indicates the end of the race or practice and riders should report back to the paddock after the cool-off lap (if available).

CMRA Start Procedure

Riders must be located in their proper grid positions prior to the 1 board being displayed. The 1 Board will be displayed in the vertical position. When the 1 Board is displayed any racers not in their assigned grid position may be penalized for a grid infraction. While the 1 Board is displayed all motorcycles must be held at a dead stop in their assigned grid position with no wheels rolling. The 1 Board will be turned sideways and the starter may throw the green flag at any time. If a rider has a mechanical problem they must raise their hand and wave it vigorously.

Penalties for jumping the start and grid infractions are described in Section 4-12

4-8 Racing Procedures and Regulations

All travel on the racetrack and pit lane will be one-way, in one direction. Riders must not travel backwards on the race track unless explicitly instructed to do so by race officials. Violators will be fined, and/or penalized.

No one may enter the track without proper credentials, registering, executing a Release and passing CMRA Technical Inspection. Any CMRA licensed rider who rides during any practice session without properly being registered, or rides in a class for which he/she is not registered, shall be subject to disqualification and/or suspension and/or a fine, and/or probation. Any non-licensed person who rides on the track will be ejected from the premises and denied future entry and CMRA License privileges for a three-year period and shall be subject to legal action. A CMRA licensed rider who permits or allows any person to ride his/her machine in violation of this section shall be subject to disqualification from the event and/or loss of entry fees and any contingencies won during the event, and/or suspension and/or a fine of no less than \$500.

Crew and family members are prohibited from access to the racing course for any purpose; a violation will result in a fine of no less than \$100. Riders needing medical attention will be attended to by qualified, official race personnel. Disabled motorcycles may be retrieved only with permission of the Starter, Race Control, and/or Race Director or via an approved crash assistance official.

A rider who is passing another rider, whether the pass is for position or for a lapped rider must pass safely. The rider who is in front has the right of way.

Riders taking overt action to impede, harass or distract other riders on the track may, along with their team, be disqualified, fined or suspended for up to two (2) years. If a rider's actions as outlined above result in the injury of another rider or riders, the guilty rider may be suspended for any time period up to and including a permanent suspension, at the discretion of CMRA.

Weaving at any time to break the draft or prevent a pass, or reckless racing for any purpose, will be penalized by a fine and/or disqualification or suspension.

All participants and spectators acknowledge that racing is dangerous and accept the inherent risks, including serious injury or death.

Any competitor annoying or harassing an Official, infringing on the rights of other competitors or conducting themselves in any sort of unbecoming manner may be disqualified, suspended, fined or all three.

Riders significantly slower than others in their class or riders who present a hazard to others may, at the discretion of the officials, be removed from the track for the weekend. Significantly slower is defined as being lapped in less than four laps by the leader of the same class the rider is participating in.

Any competitor intending to pull off the track must signal their intentions and must never cut across the track in front of other riders.

Section 4-9 Crash Procedures

After a crash, the rider and machine must be inspected by a corner worker or CMRA official at the scene. If there is no corner worker nearby, the rider and motorcycle must go directly to the closest corner worker station in race direction without entering the track surface. Once the corner worker or CMRA official gives approval the rider must then proceed directly to pit lane for a technical inspection by a CMRA tech official before re-entering the race.

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CMRA reserves the right to immediately impound and disassemble a machine after a serious crash.

Any rider who runs off the track must reenter the course safely and without attempting to cut the course unless instructed to do so by an official or corner worker. If an advantage is gained, a rider will be subject to penalties of a stop and go penalty and/or loss of laps and/or disqualification and/or fines.

Section 4-10 End of Race Procedures

If a sprint race is red flagged with less than half the total distance run, it may be restarted. Half way is defined as the entire field on the lead lap has received the half way flag. The restarted event may be shortened at the discretion of the Race Director.

If a sprint race is red flagged after half of the total distance has been run, officials may declare the race complete. In that case, riders shall be scored according to their position on the final lap that was completed by the entire field preceding the red flag. Any rider(s) who initiates the red flag situation (as determined by the officials) will not be scored in the final sprint results.

Cool off Lap

After a rider receives the checker flag they will complete a cool off lap. The cool off lap may not be a full lap dependant upon the track and configuration used. Information regarding the cool off lap will be provided at the Rider's Meeting.

4-11 Protests and Appeals

Any rider who feels that an illegal machine has been entered in their class and wishes to protest, must submit a written statement to that effect to the Race Director within thirty (30) minutes after the results for their class has been posted. The posting time of each event will be listed on the Final Result Form for that race. The protest must specify the machine protested and the specific area of protest and must be signed and accompanied by the proper protest fee (in cash). The protest fees are as follows:

- Visual protest requiring no disassembly - \$25
- Some disassembly (seat, bodywork and gas tank removal) - \$50
- Removal of Valve Cover - \$150
- Removal of Cylinder Head - \$300
- Disassembly of the Bottom End - \$600

Should the protested machine prove to be illegal for the class in which it is being protested or if the rider refuses teardown (constituting illegality) the protest fee will be reimbursed to the rider making the protest and the rider found illegal will be subject to disciplinary action as outlined. Any other performance or class related illegality discovered in the process of inspection will uphold the original protest. If the protest is denied, the protest fee shall become the property of the rider protested and found legal. The protested rider has the option of withdrawal from the protested race in lieu of a fine, with no points, prizes or entry refund however the rider may not enter the same class on that machine until legality has been proven.

Protests shall be determined at the event at which they occur and the decision shall be at the discretion of the Chief Tech Inspector and Race Director. Protests unable to be determined at the event will go before the CMRA Technical Consulting Panel. In the event a decision cannot be made at the track, the part(s) in question may be impounded by CMRA for measurement and analysis. Riders will be given a receipt for such parts and will be guaranteed transport and return at the expense of CMRA.

A rider may protest any action by a race official by submitting a verbal or written statement to the Race Director, who will make a final ruling on the scene. If the rider does not agree to the Race Director's ruling, the rider may appeal the decision by following procedures listed in Section 4-11.

If a rider wishes to appeal a decision made by a Race Official, a written appeal must be sent to CMRA Headquarters within five (5) days after the rider is notified of the decision. All appeals will be reviewed by the CMRA Board of Directors. A ruling will then be determined by the CMRA Board of Directors. The decision of the board will be final. The protesting rider is not allowed to appeal a decision made by the CMRA Board of Directors.

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Failure to submit an appeal in writing within five (5) days after notification will result in the decision being upheld.

When a protest is made, the burden of proof is with the protested rider and/or team. Failure to furnish the Technical Inspector with proof of convincing evidence/witnesses as to the legality of the machine will result in the automatic upholding of the protest.

If a protest cannot be decided at the time of the event, the awards, points and prizes for that class may be held pursuant to the decision of CMRA.

Protests can only be made by a rider in the same class and same status as the protested rider. In an endurance race any team may be protested by another in the event. Participants in the protest are limited to 1 designated representative of the protesting rider/team, no more than 2 representatives of the protested rider/team (i.e. the rider and a mechanic) and CMRA Officials. No other rider/team, mechanic, spectator etc. will be allowed input into or viewing of a teardown. When a machine protest is upheld, the protested rider may not lodge a counter-protest or other protest against any other area or person in his class at that event.

Riders may not protest other riders for infractions listed in Section 4, which are enforceable only at the observation and discretion of Race Officials. CMRA reserves the right to tear down any machine to check for class compliance. See Section 4-11.

Protests regarding machine legality, grid position, and scoring discrepancies must be filed within 30 minutes of the posted grid or results for the protest to be accepted.

Unsafe and unsportsmanlike riding techniques should be reported to a CMRA Official. At the discretion of the Race Director or CMRA President, a rider found guilty of unsafe or unsportsmanlike riding techniques will be fined, and/or disqualified from the race, and/or suspended, and/or asked to forfeit their Competition License.

The purpose of the rules is to run an orderly, competitive and fair race, emphasizing safety of all involved. The rules are not intended to allow a racer to defeat another with the rulebook, rather than on the track. The rules are not intended to allow one racer to harass another. All protests must be made in writing and the person filing the protest must be prepared to identify themselves to the rider protested. Protests deemed capricious may be denied. In the event this rule, which states the overall purpose and principles of the CMRA Rulebook, is interpreted to conflict with another rule or statement this rule shall prevail in its literal sense.

Section 4 rules regarding Race Procedures (and certain other rules, as noted in the rule itself as printed in this rulebook) are enforceable by race officials only, must be observed by officials, and cannot be protested by other riders.

4-12 Penalties and Infractions

Penalties are assessed by CMRA Officials for any Rulebook or procedural infractions including but not limited to any of the following: behavior of the rider or his crew, passing under a waving yellow flag, paddock infractions, alcohol or controlled substances, etc. Penalties may range as follows:

1. Loss of event points, purse and available contingencies at the event.
2. Loss of points for the season up to the time of infraction.
3. Suspension of CMRA Competition License. If a fine and suspension are both levied, the suspension will begin on the date the fine is received at CMRA Headquarters.
4. Permanent loss of CMRA Competition License.
5. Monetary fines. Contingency forms will not be processed until any and all fines are paid. Any points earned during the event in which the infraction occurs will be withheld until all fines are paid. Fines not paid at the event must be paid by cashier's check or money order to CMRA Headquarters and must be received within 5 business days of the event. **IF THE FINE IS NOT PAID WITHIN THE FIVE DAY PERIOD THE RIDER WILL BE DISQUALIFIED FROM THE RACE/EVENT WHERE THE FINE WAS LEVIED. A**

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Rider will not be allowed to compete in any subsequent CMRA events until the fine has been paid. If a fine and suspension are both levied, the suspension will begin on the date the fine is received at CMRA Headquarters.

Infractions

1. Jumping the start: A minimum of two CMRA Officials must call a jumped start. In a sprint or endurance race, the offending rider or team will be notified via a “Meatball Flag” at start/finish signifying they have been assessed a stop and go penalty. The “Meatball Flag” will be shown until the starter is satisfied the rider has had ample opportunity to see it. This is strictly at the discretion of the starter and is not allowed a protest. Should the offending rider or team fail to comply with the stop and go penalty within two laps of being notified, the rider or team will be penalized one lap in the final official result. Definition of a jumped start: Any movement after the 1 board has been displayed and prior to the Green Flag.
2. Passing under a waving yellow: A CMRA Official or corner worker must report a pass for position under a waving yellow. In a sprint race the offending rider will be penalized up to five positions in the final official result, and/or be assessed a fine, and/or disqualified. In an endurance race the offending team will be penalized one lap in the final official result, and/or be assessed a fine, and/or disqualified. The no passing for position zone is defined as: from the location of the waved flag until past the incident or incidents.
3. Grid Infractions: (including but not limited to: assuming the wrong grid position, tire burnouts, etc.) At the discretion of the CMRA Officials the offending rider may be assessed a stop and go penalty and/or fine.
4. Pit Stop Infractions: At the discretion of the CMRA Officials, a team may be brought into the pits for a stop and go penalty (the length of which will be determined by the severity of the infraction) for any pit stop infractions. The team may also be fined or otherwise penalized.
5. Unsafe riding under red flag conditions: Will be assessed a fine, and/or disqualified. In an endurance race the offending team will be penalized one lap in the final official result, and/or be assessed a fine, and/or disqualified. Unsafe riding may include but is not limited to flagrant wheelies, riding too fast, passing other riders, and weaving.
6. Any rider causing a red flag due to not having either the oil drain or oil filter safety wired will be fined no less than \$100 at the discretion of the Race Director and Chief Technical Inspector. A second offense may result in suspension of the riders’ license for a minimum of 6 months.

Section 5 – Miscellaneous

5-1 Use of photographic equipment

Participants agree: (1) that, without the prior written consent of CMRA, they shall not take any still or motion pictures or make any audio or visual recording of the event, participants therein, or activities at the site of the event for the use other than personal, in-home use of the participant, or cause or permit others to do so or to use the same; (2) that CMRA shall have exclusive, worldwide, perpetual, and universal use of any pictures or recordings made or used in violation of this paragraph; and (3) that CMRA shall be irreparably harmed by the making or use of such pictures or recordings in such fashion without such permission.

Participants agree that, without the prior written consent of CMRA, they shall not offer for sale, sell, give away, or otherwise distribute, at the site of the event, any tokens, any souvenir, and product, or thing of value, or permit others to do so, and that CMRA shall be irreparably harmed by a violation of this paragraph.

5-2 Statement and use of personal likeness

In consideration of being allowed to enter and by being issued credentials to a CMRA event, the team owner, the rider, crewmembers, and other holders of event credentials (the “participant”) agrees as follows:

- a) All rights to advertising, promotion, filming, recording, exhibition, and other exploitation of the event, the

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participants and machines entered in the event, their activities at the site of the event before, during, and after the event and reasonably related to the event, are reserved to CMRA and its assigns.

b) Participants hereby grant CMRA and its assigns (1) full and unconditional permission to make still or motion pictures and any other type(s) of audio or video recordings of them and their machine's participation in the event and their activities at the site of the event before, during, and after the event and reasonably related to the event; and (2) the exclusive, worldwide and perpetual rights to use the same, together with their names, likeness, and their entered machine(s) for publicity, advertising, or exhibition, whether or not for profit, in print, audio, video, or other representational form by any and all means now known or hereafter developed.

5-3 Press Regulations

Press persons who represent a specific motorcycle publication and possess credentials from the publication may apply for CMRA Press Membership from CMRA Headquarters, free of charge. Supplementary fees may be charged at certain events required by the individual promoter or organizer.

Free-lance journalists and photographers may obtain Press Passes for specific events only after submitting a written request to CMRA headquarters. The request must be accompanied by examples of work published in a motorcycle publication or local newspaper. Requests must be received by CMRA headquarters at least one week prior to the event to be covered. Any photographer selling photos at a CMRA event will be required to pay a vendor fee. CMRA shall retain all rights to photos taken at any CMRA event and may use them for any purpose.

The rules of track owners or race promoters may, in some cases supercede CMRA rules and credentials.

All press persons must have a gate pass, present a CMRA Press Membership Card or other press authorization at Registration, pay appropriate fees, if any, and sign a release before they will be allowed on the premises of a race course.

All press persons shall be subject to the directions of the CMRA Race Staff and Corner Marshals during the event. Failure to comply will result in removal of press privileges for that individual. All press/media persons are subject to the rules set forth in Section 4, as well as all other rules in this rulebook.

All press persons shall conduct themselves in a manner which preserves the safety of participating riders and themselves. This includes no crossing of the race track during the event, no standing within 10 feet of the race course or in the line of sight of riders on course and remaining behind track barriers or on the inside of all turns, as directed.

A Press Pass must be visibly displayed at all times.