

2007 CMRA RULEBOOK

(Rev. 1-8-07)

INTRODUCTION

The Central Motorcycle Roadracing Association (CMRA) grew out of another organization, the Central Road Racing Club, which 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, Oklahoma and Louisiana. These weekends feature sprint racing for both large and small bikes, as well as the popular CMRA Endurance 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, kids as young as 10-years-old 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 family called Junior Motard. In this class, eight to 12-year-old beginners can participate in the excitement of competition on a real racetrack. Every entrant earns a trophy and every parent earns 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. Colin Edwards, Nicky Hayden, Tommy Hayden, Jamie James, John Kocinski, Sam McDonald, Doug Polen, Kevin Schwantz, Freddie Spencer, Ben Spies and Britt Turkington are just some of the names recorded in record books here and abroad as champions.

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 returned 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 minis, 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 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.

CMRA HALL OF FAME INDUCTEES

The CMRA Hall of Fame was established to honor those CMRA members that have made significant contributions to the CMRA organization through their time and hard work or brought positive exposure to the organization through their National and International racing championships.

- | | |
|------|--|
| 2002 | Colin Edwards and Kevin Schwantz |
| 2003 | Lou Linden, Sam McDonald and Freddie Spencer |
| 2004 | Ronnie Lunsford and Doug Polen |
| 2005 | Brooks Gremmels and Ben Spies |
| 2006 | Connie, Charles, Robert, Aimee & Aaron Brothers and Britt Turkington |

DISCLOSURE

CMRA Right of Refusal - CMRA reserves the right to refuse participation in any event, or the issuing of a Competition License to any person for whatever reasons 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 Riders 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 AND MUST ASSUME ALL RISKS OF COMPETITION, INCLUDING INJURY OR DEATH.

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 COVERAGE. THE CMRA DOES NOT PROVIDE PRIMARY MEDICAL COVERAGE.

It is the responsibility of each rider to immediately inform CMRA of any medical condition, injury or illness that could in any way affect their ability to participate in a safe and competent manner. Riders must also inform CMRA of any medical condition, injury or illness that 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 empowered to carry out the enforcement of these regulations and shall have the final voice at the scene.

Any discussion of or suggestions regarding CMRA rules should be submitted in writing to CMRA. Suggestions will be reviewed for consideration by CMRA officials and technical advisors for possible inclusion in the next rulebook.

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Rules added or revised for 2007 are noted in **bold and underlined**.

SECTION 1 – COMPETITION LICENSE

1.1 License Requirements

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's 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-weekend license. This option is available only one time per year. A second visit requires the purchase of a full season license, less the fee paid for the one-weekend license. Contingency 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, ASRA, CCS, CMRA (Canada), CRA, FIM, HRRRC, LRRS, MRA, OMRRA, RACE, USGPRU, WERA, WMRRRA and WSMC. Riders who participate with a one-weekend license are responsible for reading and complying with the CMRA rulebook. Riders participating with a one-weekend 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.

All riders will be assigned a CMRA racing number valid for the current racing season. Numbers 1-99 are reserved for Expert status riders. There may be more Expert riders than numbers available, and these riders may be assigned three digit numbers.

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

1.2 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 any time they are on the racetrack.

Provisional Novice riders must complete at **least two regular Novice sprint races** on two separate race weekends without crashing **at any time during that weekend** and complete two days of work as a corner worker before qualifying for a Novice status license. **Provisional Novice riders must secure the signature of a Registration Official as proof of fulfilling each race weekend completion requirement and must secure the signature of the Chief Corner Worker Marshall as proof of fulfilling each corner working day requirement. The required Official signatures must be entered on the rider's Provisional Novice License form, or if requested by the rider an alternate form provided by the Official, during the weekend that the requirement is satisfied in order to receive recognition for fulfilling the requirement. Failure to secure proof of fulfilling a Provisional Novice requirement on the weekend that the requirement is fulfilled will require the rider to repeat that requirement. Provisional Novice riders must qualify for a Novice status license by submitting their Provisional Novice License with all required signatures proving completion of race and corner working requirements to the Chief Registrar within twelve (12) months of the date on the accepted school graduation certificate described in Section 1.4. Provisional Novice riders may enter Novice sprint and CMRA Formula Mini Endurance competition. Provisional Novice riders are not allowed in CMRA Championship (Big Bike) Endurance competition.**

Provisional Novice riders must have paid for their license prior to scheduling corner working, must work both a Saturday and a Sunday race day, and must perform the corner working themselves (they may not have someone else work on their behalf). Failure to show up on their assigned day without at least 24-hour cancellation will result in a \$100 fine and suspension of racing privileges until all corner working duties are complete. Provisional Novice riders under the age of 16 are not required to perform corner working duties. Corner working is by reservation only. Please contact the Chief Corner Worker Marshal to schedule.

Any former CMRA racer who has not been in active competition for up to a period of two years will be reinstated with the last rider classification held by that racer. Former Novices will return as Novices and former Experts will return as Experts. In the case of very extended absences from competition, or extenuating circumstances, a former CMRA Expert level rider may petition the CMRA Board of Directors to return as a Novice. Such a decision will be at the sole discretion of the CMRA Board of Directors, whose decision will be final.

Any former racer who has not competed with the CMRA and who has not been in active competition for a period of up to two years will be required to take the CMRA written test. This allows these riders to become familiar with CMRA rules, procedures and operations. After completion of this requirement, the racer will be issued a license of the status as was last previously held.

All riders returning to the sport after extended time away from racing will be required to take the CMRA written test and may be required to take the CMRA Rider School. This decision will lie with the Race Director. It is recommended that all riders returning to the sport attend a CMRA Rider School.

Novice riders finishing in the top five (5) in final season point standings in all CMRA Novice and Combined (No Expert/Novice differentiation) sprint classes will be promoted to Expert status at the end of the racing season. Novice riders that participate with any CMRA Championship (Big Bike) Endurance Team that finishes in the top three (3) in final season point standings in the five (5) CMRA Endurance classes will be promoted to Expert status at the end of the racing season. The CMRA Board of Directors may review the number of Novice riders to be advanced each season, and may use additional criteria to determine advancement. Additional criteria may include individual finishes, lap times, safety record and the ratio of rider results to the number of competitors, among others.

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

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.

A rider may apply to move down in status from Expert to Novice if Novice riders are beating him consistently. 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.

Riders who change status during the season will carry none of their points to their new status. Points earned up to the status change will be retained through the end of the season.

1.3 Age Requirements

The age limit for Junior Motard 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.

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.

Riders under the age of 18 on the date of licensing or license renewal are considered minors. 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.

1.4 New Racer Requirements

In order to obtain a CMRA Provisional Novice license, a rider must pass the CMRA Rider School, present their original school graduation certificate and purchase a CMRA license. The length of time between taking the CMRA Rider School and completing the two race weekend requirement and corner working requirement per Section 1.2 must not exceed twelve (12) months.

CMRA Rider Schools are available through Lone Star Track Days (www.lonestartrackdays.com) throughout the year and prior to most CMRA events. Consult with the LSTD or CMRA office for a schedule of Rider Schools.

SECTION 2 – RACE OFFICIALS

Director of Competition/Race Director - Designated by CMRA, and in overall control of a race event. The Race Director will be responsible for declaring an event wet. 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 Section 8.

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 and is 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 and that each rider's protective equipment and clothing is in good order as outlined in Section 5.

Starter - Reports to Race Control and is responsible for starting races, finishing races, and displaying appropriate flags as specified in Section 3.

Chief Corner Worker Marshal - Reports to the Race Director and is 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.

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 - 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.

Equipment Manager - Reports to the Race Director and is responsible for logistical management of CMRA equipment including transportation of the equipment trailer.

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 awards rather than cash.

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 on by all committee members. This may occur during or after an event.

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 8.

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 3 – EVENT REGULATIONS

3.1 General Regulations

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

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 racetrack whether in the spectator, pit or paddock areas must wear a valid event wristband or credential at all times. **Riders without a wristband or credential will not be allowed to pick up pre-registration packets, post-enter or go through tech inspection.** Those found without a valid credential may be removed from the property. These credentials are to be obtained from authorized personnel upon entering the property and any fraudulent use of a credential by any person will result in penalties being levied against them and/or the rider they are with. Persons with fraudulent credentials may also be prosecuted to the fullest extent of the law.

No one may access the racing surface on a motorcycle without registering, executing a Release and Hold Harmless Agreement, being issued a proper credential and passing CMRA Technical Inspection. Any CMRA licensed rider who rides during any practice session without properly being registered, **or rides during any sprint practice session or sprint race on a machine displaying a competition number other than that assigned to the rider, or rides during any endurance practice session or endurance race on a machine displaying a competition number other than that assigned to the endurance team with which the rider is properly registered for that session,** 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 **or endurance team owner or captain** 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.

It is the responsibility of each rider to immediately inform CMRA of any medical condition, injury or illness that could in any way affect their ability to participate in a safe and competent manner. Riders must also inform CMRA of any medical condition, injury or illness that would affect the treatment of them by on-site medical personnel (i.e. life threatening allergies, etc.). CMRA retains the right to prevent a rider from participating pending examination(s) by on-site or off-site medical personnel to determine their medical condition or their ability to participate in a safe and competent manner.

No pets are allowed at any CMRA events – No exceptions. **This includes pets restricted to trailers and motorhomes.** You will be asked to leave the facility and/or pay a fine of no less than \$100 per day if found in violation.

A “quiet hours” policy will be enforced at all facilities. There will be no motorized vehicle operation between the hours of 10:00 p.m. and 6:00 a.m. Generators that are exceptionally loud or operating without a muffling device during these hours may be required to be shut down by a member of the CMRA staff.

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 credential 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.

All motorized pit vehicles 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.

Children under the age of 16 are not allowed to ride anything with wheels. This includes, but is not limited to, pit bikes, bicycles, push scooters, skateboards and skates. Any child found to be riding anything with wheels will have the vehicle impounded until the end of the day. The only exception to this policy is for minors with a CMRA racing license. They may ride their race bike to and from the racetrack only. Anyone operating a motorized pit vehicle must have either a valid driver's license or a CMRA racing license. Junior 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.

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 unsportsmanlike conduct, acting improperly, being abusive, fighting, disobeying

instructions or doing anything else to disrupt orderly procedures or affecting overall race operations or safety.

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 (crew members, 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 persons.

3.2 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:

All rights to advertising, promotion, filming, recording, exhibition, and other exploitation of the event, the 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.

Participants hereby grant CMRA and its assigns (a) full and unconditional permission to make still or motion pictures and any other type(s) of audio or visual recordings of their 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 (b) the exclusive, worldwide and perpetual rights to use the same, together with their names, likeness, and date of, or relating to, their entered machine(s) for publicity, advertising, exhibition or exploitation, whether or not for profit, in print, audio, video, or other distribution by any and all means now known or hereafter developed.

3.3 Contingency Award Programs

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:

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 Technical Inspection.

Submit all required claim forms to Registration or Technical Inspection 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.

Must go through a pre- and/or post-race inspection. The type of inspection for that event will be announced at the riders 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.

3.4 Registration

Riders may register for races either by pre-entry (prior to an event) or by post-entry (at-track registration).

Pre-entry is available to all licensed riders for any race all season, up until one week prior to the opening of trackside registration. Pre-entries must be received in the CMRA office on or before the deadline date. Pre-entries may be submitted by fax or mail. Faxed pre-entries are only available to those who are paying with a credit card. Pre-entries must be complete including all signatures, payment information and transponder numbers. Pre-entries without transponder numbers will be assigned and charged for a rental transponder. Pre-entries paid by credit card will be charged on the Monday prior to the race weekend.

Post-entry is available to all licensed riders. Post-entry forms are available in Registration on the race weekend. These are 3-part forms that are to be completed at the track and brought to Registration during regular registration hours. There is a \$10.00 fee (per form) 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 and/or 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.

3.5 Refunds

There will be no refunds for rain or weather provided that the Race Director does not cancel the race event.

Pre-Entry Refunds –

a) Pre-entry refund requests made directly to the CMRA office must be either faxed or emailed. The request must be made in writing; requests not accepted by phone.

b) Pre-entry refund requests made at the track must be done using the proper form available in Registration.

c) Requests made prior to any on-track activity on the day of the race(s) in question will receive a refund equal to 100% of entry fees, less a \$10 administrative fee.

d) Requests made before the end of practice, will receive 75% of entry fees, less a \$10 administrative fee.

e) All refunds will be made from the CMRA office in the form of the original payment.

At-Track Entry Refunds –

a) Refund request must be made using the proper form available in Registration and must be received before the end of practice.

b) Refunds will be made in the form of payment equal to 75% of entry fees, less a \$10 administrative fee.

c) No refund without pink entry receipt.

d) No refund after practice.

e) No rain refunds.

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.

At-Track Refund Procedure -

a) Bring pink entry receipt to Registration (no refund without receipt)

b) Fill out Refund Request Form (available at Registration)

c) Make request prior to the end of practice

3.6 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.

3.7 Riders Meeting

A Riders 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 his discretion, may take roll call or call out for specific riders at random. Failure to appear at the Riders Meeting may result in punishment including grid adjustments. Monetary fines may be applied for repeat offenders.

3.8 Grid Positions

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 entry behind riders who possess points. In the event of tied grid spots the computer will designate them randomly. For the first race event of each year, grids will be determined purely by order of entry.

Grids are posted each race day prior to the Riders Meeting. An announcement is made over the PA system at the time of posting. The posting time is printed 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. If there is a problem with the grid, the pink entry receipt must be brought to Registration within the 30 minutes to get it resolved. Once the 30 minutes have expired the grid is locked, and there will 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.

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.

3.9 Sprint Race Start Procedures

There are two methods of gridding and releasing groups of riders during the start of a race, depending on combined rider status and/or different race classes. All riders will be notified at the Riders Meeting and on the grid sheets which races will contain wave starts.

Standard Start

Groups of machines may be separated on the grid by multiple row breaks and started simultaneously with one green flag.

Wave Start

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 holding a red flag and separating them on the grid. Riders not in the first wave must raise their left hand in the air signifying they are aware of the wave start. Once the first wave is started with the first green flag, riders in the second wave may lower their left hand and prepare for the start of their wave. Riders in the third wave, if used, must continue raising their left hand. The Starter will then throw the second green flag 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.

The following procedures refer to sprint race starts only. The expanded start procedure used for endurance racing can be found in Section 6.5.

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 approximate 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

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 Riders Meeting. It is the rider's responsibility to be aware of the procedures at each track.

After third call is given, the Pit Steward will release the riders for their warm-up lap. 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 **unless instructed by a CMRA official. When the first bike leaving pit-out reaches a predetermined point, the track will be closed. Those riders that have not taken a warm-up lap will, at the Pit Steward's discretion, be sent directly to the grid or held at pit-out until after the race start. Those starting from pit-out must stay at pit-out until after the race has started and will be held until after the starting field has passed the pit exit. Track configuration and race direction will determine whether riders will be allowed to go directly to the grid or not.**

Race Start

When the Grid Marshals indicate to the starter that the grid is formed, the Starter will display the #2 board. When the #2 board is displayed in the VERTICAL position, any riders not in their assigned grid positions may be penalized for a grid infraction. The penalty for grid infraction is listed in Section 7.2. Any rider that arrives at the grid after the #2 board has been displayed must start from the back of the grid behind the last row of riders. This means the last row of the entire grid in cases where classes of machines or rider status are combined. A motorcycle on the starting grid which stalls while the #2 board is displayed must be pushed off the grid and must stay there until after the race has started and after the starting field has passed that position.

When the starter displays the #1 board in the VERTICAL position, all motorcycles must be held at a dead stop in their assigned grid position with no wheels rolling. If a rider has a mechanical problem they must raise their hand and wave it vigorously, at which point the starter may lower the #1 board until the problem is resolved.

The #1 board will be turned sideways and the starter may throw the green flag at any time. Penalties for jumping the start are described in Section 7.

In the event of a crash on the grid during a race start with multiple waves, the Starter may abort the remainder of the start and call for a red flag through Race Control. If the grid can be cleared quickly, the field will be given a second warm-up lap and immediately be regriidded. If there is a delay, the field will be sent back to the paddock and calls to the grid will be given a second time prior to a full restart.

3.10 On Track Regulations

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

Any rider who runs off the track must re-enter 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 a stop-and-go penalty and/or loss of laps and/or disqualification and/or fines.

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.

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.

Unsafe and unsportsmanlike riding techniques should be reported to a CMRA Official. At the discretion of the Race Director, a rider found guilty of unsafe or unsportsmanlike riding techniques or taking overt action to impede, harass or distract other riders on the track may, along with their team, be disqualified, fined, suspended or all three. If a rider's actions as outlined above result in the injury of another rider or riders (or damage to their equipment), the guilty rider may be suspended for any time period up to and including a permanent suspension, at the discretion of CMRA.

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

After a rider receives the checkered 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 Riders Meeting.

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 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.

In the event of 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.

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. 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.

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

3.11 Scoring Procedures

It is the rider's responsibility to have their assigned competition number on their machine. Riders participating in races without the correct competition number will **not be scored**.

It is the rider's responsibility to mount their charged and properly functioning scoring transponder to his/her machine per Section 5. Riders participating in races without **charged and properly functioning** transponders mounted will **be scored in last place** for that event.

To be listed as finishing on the results, the rider and machine, after starting from the race grid or pit road, must complete one lap and cross the finish line on the track under power. Any rider deemed to be abusing this procedure will be penalized or disqualified.

Results are posted shortly after the conclusion of the race. An announcement is made over the PA system at the time of posting. The posting time is printed on the results. Riders have 30 minutes from the posted time to protest the results. If there is a problem, the rider or representative must go immediately to Registration and fill out a protest form. Results are final after 30 minutes.

If a sprint race is red flagged with less than half the total distance run, it may be restarted. Halfway is defined as the entire field on the lead lap having received the halfway

flag. If the race is restarted, riders will be re-gridded according to their original starting position on the grid. 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 causes the red flag situation (as determined by the officials) and is able to restart may do so only from the last position on the grid. Any rider(s) who causes the red flag situation (as determined by the officials) and is unable to restart will be **scored in last place** in the final sprint results.

3.12 Transponders

CMRA will use an AMB electronic timing and scoring system whenever possible.

Manual scoring will be used for the Junior Motard class and when the CMRA electronic timing and scoring system is non-functional.

CMRA requires that competitors in all classes, with the exception of the **Junior Motard** class, have a **charged and properly functioning** AMB transponder fully charged and securely mounted to their machine to be scored. It is the rider's responsibility to mount their charged and properly functioning scoring transponder to his/her machine per Section 5. Riders with multiple machines are responsible for transferring the scoring transponder between machines and insuring that it is securely fastened. Riders participating in races without **charged and properly functioning** transponders mounted will **be scored in last place** for that event. **A transponder is deemed to be charged and properly functioning when it is recognized by the CMRA electronic timing and scoring system each instance when the machine to which it is mounted crosses the transponder loop installed in the track and/or pit road.**

Riders may not share transponders. Each rider must have their own.

AMB transponders (model TranX260) may be purchased from CMRA or through AMB.

CMRA rents a limited number of transponders for rider use during endurance and sprint events. A \$350.00 deposit is required at the time of rental. Transponder rentals are available on a first-come, first-serve basis through pre-entry and at-track in Registration.

Endurance teams may use an individual team member's sprint transponder if available.

All CMRA-owned transponders must be returned within 30 minutes from the conclusion of the rider's or team's last race of the day or they will be charged \$350.00.

The **charged and properly functioning** transponder must be mounted on the tail section, positioned in a vertical plane with the rear axle, and the appropriate AMB mounting bracket must be used. These are available from the CMRA for a nominal fee. **The transponder unit itself must be clearly visible to officials standing at the side of the track and the charge status indicator light must be visible to an official standing next to the machine without removal of any covering or mounting piece.**

SECTION 4 – FLAGS AND COMMUNICATIONS

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 – Indicates start of race or clear track conditions.

Yellow Flag - A) When held stationary-indicates a potentially dangerous situation on or 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.

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.

Black Flag - Indicates a safety violation. The rider in question should pull off of the racing surface as quickly and safely as possible 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 with 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 with Red Stripes - 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).

SECTION 5 - EQUIPMENT STANDARDS

5.1 Rider Equipment

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 Inspection) and not manufactured more than 5 years prior to the current race year. Helmets must be taken to Tech 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 Junior 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 pants 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.

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 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.

5.2 Motorcycle Requirements

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 a CMRA decal on both sides of their machine. Points and awards may be withheld from any racer who fails to display the CMRA decals.

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

By participating in the event, the rider implies complete willingness 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 no longer meets 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 in no way implies the CMRA warrants a machine's safety, only that the machine meets 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 safe only if secured in a visible, approved manner. Aircraft nuts, locknuts, Locktite 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.

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.

All Suzuki GSX-R models must remove lower fairings prior to Technical Inspection.

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:

- Axles or Axle Nuts
- Axle Caps or Pinch Bolts
- 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

***All spin-on oil filters must be torqued to factory specifications and be secured with a hose clamp and safety wire. This includes K&N oil filters.**

**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. **It is recommended that Kawasaki ZX-6R/RR and ZX-10R have case guards installed on both sides.** 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-approved tires must be used. Tires must be of the original tread pattern and may not be altered or grooved. No re-capped, re-treaded, 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.

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.

21) Number plates and numbers must be installed before coming to Tech Inspection.

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

23) All machines must have their charged and properly functioning AMB scoring transponder mounted before going to Tech Inspection. The transponder must be mounted on the tail section, positioned in a vertical plane with the rear axle, and the appropriate AMB mounting bracket must be used. These are available from the CMRA for a nominal fee. **A transponder is deemed to be properly functioning when it is recognized by the CMRA electronic timing and scoring system each instance when the machine to which it is mounted crosses the transponder loop installed in the track and/or pit road. The transponder unit itself must be clearly visible to officials standing at the side of the track and the charge status indicator light must be visible to an official standing next to the machine without removal of any covering or mounting piece.**

5.3 Number Display 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 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.

SECTION 6 – COMPETITION CATEGORIES AND CLASSES

6.1 Definitions

Competition machines will be classified according to actual displacement, degree of modification and performance index. For the purpose of better interpreting the rules, the following definitions are listed:

Sprint Race refers to a race for individual riders, usually between six and eight laps depending on track length and layout.

Endurance Race refers to a long-distance timed event for multiple riders sharing the same motorcycle, with pit stops to add fuel as well as change riders and tires. Events generally range from four to eight hours in length for big bikes, two to four hours for minis.

Category refers to the general type of motorcycle. There are three major categories: Superstock, Superbike and Formula (Grand Prix).

Class generally refers to a grouping based on engine size or performance 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

5.

6.2 CMRA Sprint Series Categories 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 defined as 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. Machines eligible for Classic may participate in Superstock classes on slicks provided they meet the displacement limits of the specific Superstock class. For example, a **1997** or older Suzuki GSX-R750, eligible for Classic, may run in B Superstock with slick tires.

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. **Original rear subframe may be replaced with aftermarket rear subframe of aluminum or other metal. No composite materials are allowed for subframes.**
- 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 base is molded into the tail section). Suzuki SV650 may run any bodywork.
- 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. **Aftermarket or OEM fork tubes from another make and model may be used as long as they are the same dimensions as stock. The original fork sliders must be used.** 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 a standard style rear shock replacing the stock rotary damper setup.
- j) DOT-approved tires with an S or higher speed rating must be used and the original tread pattern cannot be grooved or modified. Slicks may not be used. Rain tires can only be used if the event is declared wet by the Race Director. Non-DOT-approved rain tires may be used with no modification of their original molded tread pattern.

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.

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 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 modify to any extent the stock unit.

ee) Helmet and bungee hooks may be removed from the sub frame. Holes 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) Grand Prix 2-stroke machines will not be allowed to participate in Superbike-based classes.

Formula 1, Formula 2 and 125cc Grand Prix (or any subsection of a class that specifies "Formula Rules")

Machines that have no restrictions other than displacement and configuration, as outlined.

Supermotard (No Expert/Novice differentiation)

Machines may be single or twin cylinder based in SuperMotard and Unlimited Supermotard. 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" **or "SuperMoto"**.

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.

Motocross style 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.

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 Supermotard. 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 cannot be a vehicle designed for full time street use. Examples of eligible machinery are Yamaha YZF250, Honda CRF450, Suzuki RM250.

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.

Classic (No Expert/Novice differentiation)

Motor and frame must be 1997 model year or older; newer machines that are identical to 1997 model year or older machines are eligible.

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

A larger displacement motor from the same series may be installed. (i.e. GSX-R1100 motor in GSX-R750 frame).

Any bodywork allowed.

Standard maintenance over-bores allowed up to 2mm.

1994 or older 125 Grand Prix machines are eligible for Classic. No updating of GP machinery beyond 1994 specifications is allowed. This includes suspension and motor updates.

Fluid retaining lower per CMRA rules required.

6.3 CMRA Sprint Series Classes and Regulations

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 multis

Up to 675cc 4-stroke triples

Up to 1250cc 4-stroke air-cooled twins

Up to 800cc 4-stroke water-cooled twins

Up to 550cc 2-stroke multis

Unlimited singles

D Superstock Expert/Novice, D Superbike Expert/Novice

Up to 460cc water-cooled multis

Up to 700cc 4-stroke water-cooled twins

Up to 600cc air-cooled multis

Up to 994cc 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 is allowed in D Superbike only and must conform to Superstock rules with the exception that slicks are allowed and no limits on bodywork. The

BMW F800S, Ducati 900SS, Honda VF500 and Supermotard machines are allowed in both D Superstock and D Superbike.

E Superstock (no Expert/Novice differentiation)

Kawasaki EX250 (Ninja), Honda VTR 250 and Buell Blast using Superstock rules with airbox modifications or individual filters and any bodywork allowed

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

Up to 550cc water-cooled twins, based on Supermotard rules

Unlimited singles based on Formula rules

125cc GP machines allowed

Buell Firebolt, Lightning, **BMW F800S and Ducati 900SS under Superbike rules**

No 250cc GP machines, Aprilia RS250 ok.

Heavyweight Twins Expert/Novice

Unlimited displacement 4-stroke air-cooled twins, based on Formula rules

Unlimited displacement 4-stroke water-cooled twins, any over 900cc based on Superbike rules, any under 900cc based on Formula rules.

Any machine legal for Lightweight Twins

Any machine legal for Unlimited Supermotard

125cc & 250cc GP machines

Up to 1000cc Triples based on Superstock rules.

Clubman (no Expert/Novice differentiation)

Machine limits per Superbike category rules

Up to 85cc 2-stroke single in GP frame

Up to 250cc 4-stroke air-cooled single in GP frame

Up to 400cc 2-stroke singles

Up to 700cc 4-stroke singles

Up to 410cc 2-stroke air-cooled multis

Up to 373cc 2-stroke water-cooled multis

Up to 700cc 4-stroke water-cooled twins

Up to 883cc 4-stroke air-cooled twins

Up to 984cc 4-stroke air-cooled pushrod twins

Up to 430cc 4-stroke water-cooled multis

Up to 600cc 4-stroke air-cooled 2 valve per cylinder multis

Up to 570cc 4-stroke air-cooled 4 valve per cylinder multis

Among the eligible bikes, RD400, RZ350, EX250, EX500, GPz550, Hawk 650, YZ426, Buell XB9R

Air cooled two valve per cylinder Ducati 750, Yamaha FZR400 and Honda CB1 are allowed

No 250cc 2-stroke GP replica machines (Aprilia RS250, TZR, NSR, RGV, etc.). No SV650, No Ninja 650R, No Ducati Supermono, No GP machines

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 and multis

Up to 700cc 4-stroke twins

Up to 1250cc 4-stroke air-cooled pushrod twins

Up to 600cc 4-stroke air-cooled multis

Up to 565cc 4-stroke water-cooled multis

Unlimited singles

All D Superbike Machines

125 Grand Prix (no Expert/Novice differentiation)

Up to 125cc 2-stroke Grand Prix machines

Up to 250cc 4-stroke water-cooled single in GP frame

Formula 40 Expert/Novice

Machine limits per B Superbike

A Superstock machines allowed

All riders must be 40 years old or greater

Formula 40 Lightweight Expert/Novice

Machine limits per Formula 2
All riders must be 40 years old or greater

Supermotard

Up to 511cc 4-stroke water-cooled singles

Up to 700cc 4-stroke air-cooled singles

Up to 450cc 4-stroke water-cooled twins

Unlimited 2-stroke singles

Unlimited Supermotard

Unlimited displacement singles and twins

Classic Unlimited

Unlimited displacement

Ducati 900SS and Buell 984cc using Superbike rules

Formula 4, 5, 6, and 7 Rules

These rules apply only to these classes.

Superbike machines are defined as original frame/engine combination.

Formula machines are defined as any frame/engine combination.

GP chassis is defined as originally intended for road race competition only with a 125cc or 250cc engine.

Front number plate must be minimum 10x8 inch. The side number plates must be 8x7 inch and must be visible with rider on bike and may be on the lower fairing.

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

Machines must pass tech and meet all requirements of section 5.2 with the exception of fluid catching lowers.

Formula 4 (No Expert/Novice differentiation)

85cc 2-stroke water-cooled, GP Chassis ok

125cc 2-stroke air-cooled, pre-1995, superbike rules

150cc 4-stroke water-cooled singles, GP chassis ok

200cc 4-stroke water-cooled singles, 4 valve or less, Superbike rules

250cc 4-stroke air-cooled singles, GP chassis ok

Kawasaki EX250 (Ninja), Honda VTR 250 and Buell Blast using Superstock rules

with airbox modifications or individual filters and any bodywork allowed

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

Formula 5 (No Expert/Novice differentiation)

65cc 2-stroke water-cooled, GP chassis ok

75cc 2-stroke water-cooled, no GP chassis

81cc 2-stroke air-cooled, no GP chassis

150cc 4-stroke air-cooled, GP chassis ok

175cc 4-stroke air-cooled, no GP chassis, Formula rules

125cc 4-stroke water-cooled, GP chassis ok

160cc 4-stroke water-cooled, Superbike rules

Among the eligible machines are Aprilia 75cc Superbike, GP chassis 65cc 2-

stroke, CRF150, GP Chassis 150cc 4-stroke air-cooled

Formula 6 (No Expert/Novice differentiation)

60cc 2-stroke water-cooled, Superbike rules

60cc 2-stroke water-cooled, no GP chassis, Formula rules

130cc 4-stroke air-cooled, Superbike or Formula rules

No GP Chassis in entire class

Among the eligible machines are KX60 (not KX65) in original frame, NS50R Superbike, Aprilia 50cc Superbike, XR125 Superbike, TTR125E, MZ125

Formula 7 (No Expert/Novice differentiation)

60cc 2-stroke air-cooled, Formula rules
110cc 4-stroke air-cooled, Formula rules
No GP Chassis in entire class

Among the eligible machines are YSR60cc Superbike, YSR with XR100 motor, XR100 Superbike

Junior Motard

Junior Motard is a class designed to bring the fun and excitement of road racing to today's youth. 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 Junior Motard 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 Junior Motard license, which is acquired by attending the CMRA Junior Motard Riders School. **Riders advancing from a Junior Motard license to a Provisional Novice license must meet all of the New Racer Requirements described in Section 1.4.**

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. With the exception of exhaust (4-strokes) and jetting changes, machines must remain stock.

Wheel changes approved, with a 14" Maximum size. Any tire combination ok.
Handlebar may be replaced.

Riding apparel for Junior 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, goggles worn and the helmet must not have a bolted-on chin bar.

Gloves must be worn and approved by CMRA tech.

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

6.4 CMRA Sprint Series Points and Awards

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 on the track under power. Riders will be scored by order of finish.

Points for sprint races will be awarded as follows:

1st – 45 points 11th – 28 points 21st – 18 points 31st – 8 points

2 nd – 40 points	12 th – 27 points	22 nd – 17 points	32 nd – 7 points
3 rd – 37 points	13 th – 26 points	23 rd – 16 points	33 rd – 6 points
4 th – 35 points	14 th – 25 points	24 th – 15 points	34 th – 5 points
5 th – 34 points	15 th – 24 points	25 th – 14 points	35 th – 4 points
6 th – 33 points	16 th – 23 points	26 th – 13 points	36 th – 3 points
7 th – 32 points	17 th – 22 points	27 th – 12 points	37 th – 2 points
8 th – 31 points	18 th – 21 points	28 th – 11 points	38 th – 1 point
9 th – 30 points	19 th – 20 points	29 th – 10 points	
10 th – 29 points	20 th – 19 points	30 th – 9 points	

Event Awards

First, second and third place finishers will receive an award in each class. For classes with three riders or less, only the first place finisher will receive an award.

All awards should be collected at the track; if an unclaimed award is requested late, the rider must pay for shipping. Awards will only be available for one month following the event.

Class Championship Awards

A CMRA 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. In order to be eligible for a championship award and recognition, a class must have a minimum average of **four (4)** entries per event.

CMRA Expert class champions will receive a **\$35** credit per race event for each class championship 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 sprint class they participate in. Credits are not transferable from one race weekend to the next.

Club Championship and Top Ten Expert Awards

The CMRA will award #1 through #10 plates to the Expert riders who accumulate the most points in the following classes:

A Superstock	A Superbike	Heavyweight Twins
B Superstock	B Superbike	Lightweight Twins
C Superstock	C Superbike	Formula 1
D Superstock	D Superbike	Formula 2

Points will be accumulated on a maximum of a rider's best three finishing positions during a race weekend, and may not always be the same three classes.

The rider with the most points will be issued the #1 plate for the following season, and will also be recognized as the CMRA Club Champion. The rider with the second highest points total will be issued the #2 plate, etc., until ten riders have been issued the numbers 1 through 10. In the event of a tie, the rider who has the most first place finishes will be awarded the position. If there is still a tie, the rider who has the most second place finishes will be awarded the position. The criteria will move to third place finishes and so on until a clear winner can be determined.

The Top Ten Expert Award winners are encouraged to run their earned number on their machine(s) the following season. Their CMRA-assigned competition number will be held during the season they run their earned number.

Rookie Expert Event Awards

Rookie Experts, riders in their first year as Expert level riders, will be eligible for awards in **all CMRA Expert classes at each event.**

The top finishing Rookie Expert in **each CMRA Expert class,** regardless of overall finishing position, will receive an award.

It is the rider's responsibility to apply for their Rookie Expert status.

6.5 CMRA Endurance Series Classes and Regulations

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 **for CMRA Championship (Big Bike) Endurance Series teams or any combination of Expert, Novice or Provisional Novice riders for CMRA Formula Mini Endurance Series teams.** All team members, including the team owner and team captain, must be current CMRA members. It is strongly recommended that the Team Owner and Team Captain be two separate individuals.

All teams must be registered using the Team Registration Form. Teams have until January 1st to renew their team registration to keep their previous year's competition number. After January 1st, all unrenewed numbers become available on a first-come, first-serve basis.

The team 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.

Endurance entries must have a minimum of two riders' names and signatures and all riders listed must be licensed at the time the entry is received. Entries will not be accepted if anyone on the form is not yet licensed or has not personally signed the form. Under no circumstances may a person other than the rider sign the entry form. Failure to comply with this regulation may result in the Team Owner and rider being disqualified, suspended and/or fined.

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 the 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. Riders competing on an endurance team without proper registration and signature will be cause for the team to be disqualified and/or fined.

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.

Teams changing classes during the season constitute a new team and will start with zero points.

No rider may race more than 2 consecutive hours without at least 30 minutes rest.

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. Endurance teams who have registered, but have not competed after the third event in their series, will forfeit their competition numbers. If all 99 numbers are in use, a new 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 class, followed by 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.

CMRA Championship Endurance Series Classes

Formula 1

Per Formula 1 sprint rules

A Superstock

Per A Superstock sprint rules

C Superbike

Per C Superbike sprint rules

C Superstock

Per C Superstock sprint rules

Formula 2

Per Formula 2 sprint rules

CMRA Formula Mini Endurance Series Classes

Formula 4

Per CMRA Formula 4 rules

Formula 5

Per CMRA Formula 5 rules

Formula 6

Per CMRA Formula 6 rules

Formula 7

Per CMRA Formula 7 rules

Endurance Rules and Regulations

Endurance machine technical and safety requirements are the same as those for sprint racing as covered in Section 5.2 of this rulebook, with the following exceptions. Since more track time is involved, compliance to these regulations is critical. However, CMRA wishes to encourage innovation in endurance machine serviceability and safety. Quick release systems will or will not be allowed by CMRA based on overall system integrity under race conditions. Requests for approval of quick release systems must be submitted in writing to the CMRA Race Director and Chief Technical Inspector with sketches and/or photographs to clearly explain the system in question. Until the CMRA has approved a quick release system, all machines must conform to the letter of the rules currently in place, especially in terms of safety wiring requirements.

Endurance Superbike and Formula class machines are allowed any quick change system as long as it meets the conditions listed above. Superbike and Formula machines may use any fuel tank or modifications of same, and dry break systems are allowed.

Endurance Superstock class machines are allowed the following modifications. These modifications will not affect the machine's legality for sprint racing provided the machine has been registered by a team on the Team Registration Form.

a) Bicycle-type quick release bolts may be used to replace fork pinch bolts. The handle must be held securely in place with a zip tie or safety wire.

b) Pins or nuts may be added to the axles so they might be turned with an air wrench. Machining of the axle to facilitate this is not allowed. Folding "D" handles may be added to the front and rear axles, however "T" shaped handles are not allowed. No metal may be removed unless a pin or handle replaces it.

c) If so equipped, the rear brake stabilizer arm may be modified to allow it to remain in place during a wheel change. Lightening of the arm or swapping it with another arm is not allowed. The rear caliper bracket can

be attached to the chain adjuster plate as long as it does not require modification to the swingarm.

d) The rear axle nut may be attached to the chain adjuster plate. Metal may not be added to or removed from the swingarm in any way other than as described in Section 6.2, bb. The axle nut may be modified as long as it does not affect the structural integrity of the nut. Threads may not be cut in an aluminum chain adjuster plate for use as a captured axle nut.

e) Wheel spacers are allowed to be made captive to the wheel. The speedometer drive may be replaced with a spacer. Wheels and/or sprocket carriers may not be modified in any way.

f) Front and rear caliper bolts may be switched to a bolt with another size head, however the bolts must be of the same strength and material. Push-pin type fasteners may not be used on the brake calipers.

g) Brake disks may not be beveled.

h) Superstock machines must use a stock tank - no extra tank(s) allowed. Fuel tanks may be modified to allow the gas cap to open completely or be removed (gas nozzle inserts may be removed). The stock gas cap may be modified so a key is not required. Aftermarket screw-off type gas caps are allowed as long as they do not increase the orifice size compared to the stock gas cap. An external vent tube may be added as long as it is installed in a safe workmanlike manner and drains to an approved catch can.

The items above constitute the entire realm of deviation from Section 6.2 of this rulebook. These items must be accomplished using stock parts unless specifically noted. No titanium or other exotic metals are allowed for axles or spacers.

Endurance Race Start Procedures

The following start procedures are specific to the CMRA Endurance Series.

Calls to the Grid

Teams will be given a first, second and third call for each class over the track Public Address system. First call will be given 15 minutes prior to the scheduled start time. Second call will be made 10 minutes prior to the scheduled start time. Third call will be given five minutes prior to the scheduled start time, and will be accompanied by the #5 board being displayed at pit exit/pit out.

Sighting/Warm-Up Lap

When the #5 board is displayed, the Pit Steward will release the riders assembled at pit out for their warm-up lap. Riders may take ONE warm-up lap and report directly to their assigned grid position.

When the #4 board is displayed, riders still assembled at pit out may still take ONE warm-up lap and report directly to their assigned grid position.

When the #3 board is displayed, any riders still assembled at pit out or not already on a warm-up lap will, at the Pit Steward's discretion, be sent directly to the grid or held at pit-out until after the race start. Those starting from pit-out must stay at pit-out until after the race has started and will be held until after the starting field has passed the pit exit. Track configuration and race direction will determine whether riders will be allowed to go directly to the grid or not. Any rider taking a warm-up lap when the #3 board is displayed will cause the rider to forfeit their grid position and may be assessed a grid infraction penalty. The penalty for grid infraction is listed in Section 7.2.

Race Start

When the Grid Marshals indicate to the starter that the grid is formed, the Starter will display the #2 board. When the #2 board is displayed in the VERTICAL position, any riders not in their assigned grid positions may be penalized for a grid infraction. The penalty for grid infraction is listed in Section 7.2. Any rider that

arrives at the grid after the #2 board has been displayed must start from the back of the grid behind the last row of riders. This means the last row of the entire grid in cases where classes of machines or rider status are combined. A motorcycle on the starting grid which stalls while the #2 board is displayed must be pushed off the grid and must stay there until after the race has started and after the starting field has passed that position.

When the starter displays the #1 board in the VERTICAL position, all motorcycles must be held at a dead stop in their assigned grid position with no wheels rolling. If a rider has a mechanical problem they must raise their hand and wave it vigorously, at which point the starter may lower the #1 board until the problem is resolved.

The #1 board will be turned sideways and the starter may throw the green flag at any time. Penalties for jumping the start are described in Section 7.

In the event of a crash on the grid during a race start with multiple waves, the Starter may abort the remainder of the start and call for a red flag through Race Control. If the grid can be cleared quickly, the field will be given a second warm-up lap and immediately be regridded. If there is a delay, the field will be sent back to the paddock and calls to the grid will be given a second time prior to a full restart.

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 a licensed racer. A team may have no more than 6 people over the wall at any time, including riders.

The rider must be off the 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 the 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 and damage. If the Corner Worker approves, the bike can be ridden back to pit lane where a Tech Inspector must re-tech and 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 of the crash truck.

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. Only one frame change is allowed per race, and the new frame must be used to complete the race. **The Race Director, either directly or through the Pit Steward, must be notified of any frame changes before the team re-enters the track. The frame change will be considered made and all completed laps will be deleted at the time the Race Director is notified. The penalty for a frame change without permission or a frame change made after the half-way point of the race is disqualification from the race.**

Scoring

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 fully completed lap will be determined as the winner. All subsequent positions are determined in this same manner.

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 will stop at the moment that Race Control calls for the red flag. The position of the overall race leader will be determined at that time.** Scoring reverts back to the last fully completed lap of the overall race leader. If able to determine such, the team causing the red flag will be penalized the amount of time the team takes to get their bike re-teched by waiting that amount of time in the pits after the race is restarted. For example, Team A causes a red flag and takes 20 minutes to recover the bike, make repairs and get re-teched, then they will be held on pit lane for 20 minutes after restart. A team cannot 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. For example, Team B causes a red flag with 20 minutes left in the race, then Team B has the last 20 minutes of green flag racing removed from their lap count, OR total time required to get the bike re-teched, whichever is shorter, i.e. red-flag at 15 minutes remaining, bike is re-teched in 10 minutes, then only 10 minutes removed from race laps.

The original grid will be used for restarts within the first 30 minutes of the race. After the 30-minute mark, restarts will be based on actual running order.

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

CMRA will use an AMB electronic timing and scoring system whenever possible.

Manual scoring will be used when the CMRA electronic timing and scoring system is non-functional.

CMRA transponders are available for rent on a first come, first serve basis. Teams may use an individual team member's sprint transponder if available.

All CMRA-owned transponders must be returned within 30 minutes from the conclusion of the race to be scored in the race, and they will be charged \$350.00.

The charged and properly functioning transponder must be mounted on the tail section, positioned in a vertical plane with the rear axle, and the appropriate AMB mounting bracket must be used. These are available from the CMRA for a nominal fee. **A transponder is deemed to be properly functioning when it is recognized by the CMRA electronic timing and scoring system each instance when the machine to which it is mounted crosses the transponder loop installed in the track and/or pit road. The transponder unit itself must be clearly visible to officials standing at the side of the track and the charge status indicator light must be visible to an official standing next to the machine without removal of any covering or mounting piece.**

6.6 CMRA Endurance Series Points and Awards

Points

Points will be awarded by overall finish and class finish. In order to score points, a team must complete at least one lap and cross the start/finish line on the track under power. Teams will be scored by order of finish.

Points will be as follows for the CMRA Championship Endurance Series.

1 st - 200 points	6 th - 100 points	11 th - 50 points
2 nd - 170 points	7 th - 90 points	12 th - 40 points
3 rd - 150 points	8 th - 80 points	13 th - 30 points
4 th - 130 points	9 th - 70 points	14 th - 20 points
5 th - 110 points	10 th - 60 points	15 th - 10 points

In addition, 1 point will be given for each lap completed.

Points will be as follows for the CMRA Formula Mini Endurance Series.

1 st - 60 points	6 th - 30 points	11 th - 15 points
2 nd - 51 points	7 th - 27 points	12 th - 12 points
3 rd - 45 points	8 th - 24 points	13 th - 9 points
4 th - 39 points	9 th - 21 points	14 th - 6 points
5 th - 33 points	10 th - 18 points	15 th - 3 points

In addition 1 point will be given for each lap completed.

Event Awards

First, second and third place teams will receive an award in each class. For classes with three teams or less, only the first place finisher will receive an award.

All awards should be collected at the track; if an unclaimed award is requested late, the team must pay for shipping. Awards will only be available for one month following the event.

Overall Endurance and Class Championship Awards

The CMRA will award #1 through #10 plates to the teams that accumulate the most points in their respective series. The team with the most points overall will be issued the #1 plate for the following season, and will also be recognized as the CMRA Endurance Champion. The team with the second highest points total will be issued the #2 plate, etc., until ten teams have been issued the numbers 1 through 10. In the event of a tie in points, the team that has more laps will be awarded the position.

The CMRA will award an Endurance class championship to the team with the highest point accumulation in their class at the end of the season. In the event of a tie in points, the team that has more laps will be awarded the position.

SECTION 7 – PENALTIES AND INFRACTIONS

7.1 Penalties

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:

Loss of event points, purse and available contingencies at the event.

Loss of points for the season up to the time of infraction.

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.

Permanent loss of CMRA Competition License.

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 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.

7.2 Infractions

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 results. Definition of a jumped start: Any movement after the 1 board has been displayed and prior to the Green Flag.

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 results, 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.

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.

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.

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.

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 rider’s license for a minimum of 6 months.

SECTION 8 – PROTESTS AND APPEALS

8.1 Protests

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 being 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 3 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.

CMRA reserves the right to tear down any machine to check for class compliance.

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

Any rider who wishes to file a protest must submit a written statement to that effect addressed to the Race Director. Simply speaking to a race official does

not constitute a formal protest. The written statement, which must specify the machine protested and the specific area of protest or the results in question, must be signed and accompanied by the proper protest fee in cash. The written statement must be filed in Registration within thirty (30) minutes after the results for that class have been posted. The posting time of each event will be listed on the Final Result Form for that race. The protest fees are as follows:

CMRA Sprint Series and Championship Endurance Series Classes

- 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

CMRA Formula 4, 5, 6, 7 and Formula Mini Endurance Series Classes

- Visual protest requiring no disassembly - \$25
- Some disassembly (seat, bodywork and gas tank removal) - \$25
- Removal of Valve Cover - \$75
- Removal of Cylinder Head - \$150
- Disassembly of the Bottom End - \$300

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 would 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.

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.

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 **the team owner or team captain of** another team in the event. Participants in the protest are limited to one designated representative of the protesting rider/team, no more than two 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.

Protests shall be determined at the event at which they occur and the decision shall be at the discretion of the Chief Technical 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.

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.

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 below.

8.2 Appeals

If a rider wishes to appeal a decision made by a Race Official which is not specifically covered in the rulebook, 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.

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

SECTION 9 – PRESS AND PHOTOGRAPHY

9.1 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 at 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.

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 course. A Press Pass must be visibly displayed at all times.

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 3, 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.

9.2 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.