



2010 Rule Book

REVISED 1/17/2010

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INSIDE FRONT COVER

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 and Oklahoma. 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 increasingly 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 beginning riders 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, Danny Eslick, Nicky Hayden, Roger Lee Hayden, Tommy Hayden, Jamie James, John Kocinski, Sam McDonald, Jeff Nash, Ricky Parker, 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.

This rulebook is balanced to accommodate the machines and the particular needs of the CMRA membership, along 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
2007	Jamie James and Norm McDonald
2008	Laroy Montgomery

DISCLOSURE

CMRA Right of Refusal – CMRA, at its sole discretion, reserves the right to refuse participation in any event, or the issuance 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 PROPERTY DAMAGE, INJURY OR DEATH. EVERY COMPETITOR ASSUMES BY THEIR PARTICIPATION THE RESPONSIBILITY AND OBLIGATION TO ASSESS THE WEATHER, 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 MEDICAL COVERAGE. THE CMRA DOES NOT PROVIDE MEDICAL COVERAGE.

It is the responsibility of each rider to immediately inform CMRA officials of any disability, 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 officials of any disability, medical condition, injury or illness that would affect the treatment of them by on-site medical personnel (e.g., life threatening allergies).

These CMRA rules are written to insure that all riders have the opportunity to compete impartially and as safely as possible in motorcycle road racing. It is not possible to anticipate every circumstance and cover it in this rulebook. Therefore, common sense and a regard for fairness will be the fundamental principle in interpretation and enforcement of the rules by CMRA officials. The individual CMRA official responsible for the matter concerned will be authorized to carry out the enforcement of these rules and shall have the final decision at the scene.

Any discussion of or suggestions regarding CMRA rules should be submitted in writing to the 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 2010 are noted in **bold and underlined**.

CMRA 2010 Season Schedule

Schedule Subject to Revision

See www.cmraracing.com or call 817-570-9779 for Latest Information

February 19-21	Texas World Speedway, College Station, Texas Friday: LSTD Track Day / CMRA License School Saturday: Mini Sprints / 4 hr Big Bike Endurance / 2 hr Mini Endurance Sunday: Big Bike Sprints
March 12-14	Eagles Canyon Raceway, Decatur, Texas Friday: LSTD Track Day / CMRA License School Saturday: Mini Sprints / 6 hr Big Bike Endurance Sunday: Big Bike Sprints
April 9-11	Texas World Speedway, College Station, Texas Friday: LSTD Track Day / CMRA License School Saturday: Mini Sprints / 6 hr Big Bike Endurance Sunday: Big Bike Sprints
April 30 - May 2	Eagles Canyon Raceway, Decatur, Texas Friday: LSTD Track Day / CMRA License School Saturday: 12 hr Mini Endurance (TMGP Crossover Event) Sunday: Big Bike and Mini Sprints
May 28-30	Hallett Motor Racing Circuit, Hallett, Oklahoma (CCW direction) Friday: CMRA Racer Practice / CMRA License School Saturday: Mini Sprints / 4 hr Big Bike Endurance / 3 hr Mini Endurance Sunday: Big Bike Sprints
July 9-11	MotorSport Ranch, Cresson, Texas (CCW direction) Friday: LSTD Track Day / CMRA License School Saturday: Mini Sprints / 6 hr Big Bike Endurance Sunday: Big Bike Sprints
August 6-8	Hallett Motor Racing Circuit, Hallett, Oklahoma (CCW direction) Friday: CMRA Racer Practice / CMRA License School Saturday: Mini Sprints / 5 hr Big Bike Endurance / 2 hr Mini Endurance Sunday: Big Bike Sprints
August 27-29	Eagles Canyon Raceway, Decatur, Texas Friday: LSTD Track Day / CMRA License School Saturday: Mini Sprints / 5 hr Big Bike Endurance / 2 hr Mini Endurance Sunday: Big Bike Sprints
September 24-26	MotorSport Ranch, Cresson, Texas (CW direction) Friday: LSTD Track Day / CMRA License School Saturday: Mini Sprints / 4 hr Big Bike Endurance / 3 hr Mini Endurance Sunday: Big Bike Sprints
October 29-31	Texas World Speedway, College Station, Texas Friday: LSTD Track Day / CMRA License School Saturday: Mini Sprints / 6 hr Big Bike Endurance Sunday: Big Bike Sprints

Overnight Camping Available

PETS NOT ALLOWED AT RACE TRACKS, NO EXCEPTIONS

SECTION 1 - COMPETITION LICENSE

1.1 License Requirements

To participate in a CMRA event, a rider must possess a current CMRA competition license. 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 to retain their racing number, otherwise that number will become available to others on a first come, first serve basis. The **CMRA Secretary** will have final determination of number assignments. **All license applicants and renewing members must provide proof of age in the form of a driver's license, government issued photo ID, passport or birth certificate. All licenses are the property of the CMRA and must be surrendered upon demand by the CMRA Secretary or Director of Competition.**

CMRA participates in a reciprocal membership agreement **MRA, TMGP and WERA. Riders presenting proof of a current license with any of these organizations may be issued, at no charge, a CMRA reciprocal license valid for participation in two CMRA events.**

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. The rider must have proof of a current race license with an approved organization. Among the approved organizations are: AFM, AHRMA, AMA Pro, ASMA, ASRA, CCS, CMRA (Canada), CRA, FIM, HRRR, LRRS, MRA, OMRRA, RACE, SMRI, USBA, USGPRU, WERA, WMRRR and WSMC.

Riders who participate with a **reciprocal or** one-weekend license are responsible for reading and complying with the CMRA rulebook. Riders participating with a **reciprocal or** one-weekend license will be gridded per CMRA rules, as listed elsewhere in this rulebook. **Contingency will be available to these riders, but points will not be awarded for any sprint race or for any endurance team which includes one or more of these riders. TMGP riders are limited to participation in CMRA Formula Mini competition.**

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 1-10 are reserved for Expert riders that finish first through tenth in total season Sprint Series points the previous year, and numbers 11-99 are reserved for Expert status riders. There may be more Expert riders than numbers available, and these riders will 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. Expert status riders are prohibited from wearing a yellow colored shirt over their leathers.

Provisional Novice riders must complete a minimum of two 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 **classes, Combined (no Expert/Novice differentiation) classes,** CMRA Formula Mini Endurance competition **and** 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. **Provisional Novice riders must schedule corner working using the on-line forum designated for that purpose in the CMRA website message board.**

All riders not previously licensed with the CMRA and applying for a CMRA license with a valid license from another organization approved by the CMRA will be assigned the same rider classification.

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 **Director of Competition** to return as a Novice. Such a decision will be at the discretion of the CMRA **Director of Competition**, 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 Director of Competition. It is recommended that all riders returning to the sport attend a CMRA **License 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 **considered for promotion** 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 **advancement** 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 **apply to not be advanced** via writing or email to the CMRA office 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. The rider must be 8 years old on or before the first day of competition to be 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 the discretion of the Director of Competition 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 both parents or all legal guardians. The notarized consent will be retained by CMRA. Special forms are available from CMRA for minors to facilitate this requirement.

Only riders age 40 and over on the date of racing may enter Formula 40 classes.

1.4 New Racer Requirements

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

CMRA License Schools are provided only by organizations specifically authorized by the CMRA. Contact the CMRA Secretary for a current list of authorized providers

SECTION 2 - RACE OFFICIALS

Director of Competition - Designated by the CMRA, and in overall control of a race event. The Director of Competition 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 Director of Competition, whose judgment will be final at that event. A rider wishing to appeal any decision made by the Director of Competition may use the procedures outlined in Section 8.

Assistant Director of Competition (if utilized) - Reports to the Director of Competition. If a Director of Competition is unable to perform his duties during an event for any reason, the Assistant Director of Competition will assume the duties and responsibilities of the Director of Competition. In the event that an Assistant Director of Competition 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 Director of Competition responsibilities for the remainder of the race event.

Race Control - Reports to the Director of Competition and is responsible for management of the corner workers and flags during the race event.

Chief Technical Inspector - Reports to the Director of Competition 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 Director of Competition 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 Director of Competition and is responsible to receive license applications and race entries submitted at race events. The Chief Registrar is responsible to receive Protests as described in Section 8.

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 Director of Competition and is responsible for manual scoring of race events.

Manual Timing - Reports to the Director of Competition 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 PA system.

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

Awards Official - Reports to the Director of Competition 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 Director of Competition, 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 Director of Competition. A rider wishing to appeal any decision made by the Director of Competition 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 Director of Competition 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 loss of all accrued team points, and/or suspension and/or a fine of no less than \$500.

It is the responsibility of each rider to immediately inform CMRA officials of any disability, 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 officials of any disability, medical condition, injury or illness that would affect the treatment of them by on-site medical personnel (e.g., life threatening allergies). CMRA officials retain 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. The Director of Competition will make the final decision to allow or not to allow participation based on the results of the/those examination(s).

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.

Consumption of alcohol and/or possession of open containers of alcohol is strictly prohibited between the hours of 7:00am and 6:00pm or until all on track activities have concluded for the day. Glass containers are prohibited at all times. This applies to all persons on the event premises including but not limited to spectators, crew members, riders, and officials.

Any person found under the influence of alcohol or any substance that could create an abnormal state of mind may be ejected from the event premises at the discretion of CMRA officials. Any rider under these conditions will be immediately disqualified from the event in progress and is subject to ejection from the facility, suspension, fines and criminal prosecution.

Fireworks of any type are prohibited at all events. Any person possessing, using or discharging fireworks may be ejected from the event premises and/or fined and/or have all fireworks in their possession confiscated.

A racer is responsible for their crew and/or family member'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, “fighting up” or spinning the rear tire in the pit, on pit lane, on the grid or on the track 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 will 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, regardless of who improperly operates the vehicle.

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 Director of Competition 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, 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 licensees (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 (e.g., product usage, placement of required decals/patches). 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 midnight on the Friday 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 can be submitted for the entire season by **using the prescribed season entry form**. Pre-entries may be submitted by fax or mail **only. Forms submitted as attachments to email will not be accepted**. Faxed pre-entries are only available to those who are paying with a credit **or debit** card. Pre-entries paid by credit **or debit** card **may be charged at any time after closing of the pre-entry submittal deadline**. 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.

Prior to the pre-entry deadline, previously submitted pre-entries or season entries may be revised only by submitting a complete replacement pre-entry or season entry form under a cover note explicitly requesting that the previously dated form be destroyed and replaced with the revised form. Pre-entry forms may not be revised after the pre-entry deadline.

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 Director of Competition 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 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 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 Director of Competition. 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 Director of Competition 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 Director of Competition, 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

Big Bike Sprint, Mini Sprint and Mini Endurance grid positions will be determined by current point standings **within each class on the grid. Big-Bike Endurance grid positions will be determined by current overall 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 **approximately 30 minutes after the close of registration for the race in question.** 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 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 **and the CMRA control frequency**. 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 regridged. 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.

The speed limit on pit road is 30 MPH unless a different limit is announced during the rider's meeting. The speed limit will be radar enforced. The beginning and end of pit road will be clearly marked by signs and cones. 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 Director of Competition, 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 officials.

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, ejected from the facility, fined or all four.

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 medical personnel. Disabled motorcycles may be retrieved only with permission of the Starter, Race Control, and/or Director of Competition 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.

The 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.

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 Director of Competition.

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 (or if the race is not restarted) 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 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. 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.

A rider participating in a sprint race without a transponder mounted will not be scored in that event. If the rider or team wishes to be reinstated in the results, they must file a protest within the 30 minute protest period and pay a \$100.00 fine.

A rider participating in a sprint race with a non-functioning transponder mounted will be alerted to report to pit-in at the end of the race, where the transponder will be checked. If the transponder appears to be functioning (e.g., the indicator light is still flashing and/or the hand tester gets a signal), the rider will be scored using manual scoring data. If the transponder is not functioning, the rider will not be scored in that event. If the rider is not scored and wishes to be reinstated in the results, they must file a protest within the 30 minute protest period and pay a \$75.00 fine.

A rider participating in a sprint race with a transponder that falls off mid-race will be alerted to report to pit-in at the end of the race, where the transponder will be checked. If the transponder is no longer mounted on the bike, the rider will be scored up to the point

when the transponder was lost. It is the rider's responsibility to mount their charged and properly functioning scoring transponder to his/her machine per Section 5. If the rider is not scored and wishes to be reinstated in the results, they must file a protest within the 30 minute protest period and pay a \$75.00 fine.

During an endurance race any team whose transponder fails to be recognized by the CMRA's timing and scoring system will be alerted to report to the Pit Steward as soon as possible, where the transponder will be checked. If the transponder is properly mounted and appears to be functioning (i.e., the indicator light is still flashing and/or the hand tester gets a signal), the team's lost laps will be reinstated using manual scoring data. If the transponder is missing or not functioning the team's lost laps will not be reinstated. If the team is not scored and wishes to have the lost laps reinstated, they must file a protest within 30 minutes of being notified and pay a \$100.00 fine. The results will be corrected as soon and as accurately as possible using manual scoring data.

A rider or team participating with a transponder mounted in a location not approved by the CMRA will not be allowed to protest any scoring errors.

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 \$395.00 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 \$395.00.

The charged and properly functioning transponder must be mounted vertically on the left or right fork leg between the two triple clamps, so that the charge status indicator light and transponder number are visible to an official standing next to the machine without removal of any covering or mounting piece, and the appropriate AMB mounting bracket must be used. Mounting brackets are available from the CMRA for a nominal fee.

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.

Checked 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 **M2000, M2005, or M2010** 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. This means no helmet manufactured prior to January **2005** may be worn during the **2010** season. Helmets must be in good condition with no major damage to the shell or foam liner. Helmets must be taken to Tech Inspection at each event 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. **Helmet shells must remain unmodified with no devices or decorations attached to the outside surface. The only exceptions being inflation ports for inflatable helmet removal systems and connectors for in helmet radio headsets.**

Any competitor using an inflatable helmet removal system must notify CMRA officials of the type used and provide the CMRA with a sample of the inflation device. The helmet must be clearly marked with a label that includes the type of inflatable helmet removal system in use and with the location of the inflation port

All CMRA competitors are required to display their individual competition number on their 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.

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 race bike(s), their helmet, leathers, boots, gloves and registration paperwork, including all contingency forms. A Tech sticker must be displayed on the machine and rider's helmet.

The final decision regarding rider equipment legality or condition rests with the Chief Technical Inspector and/or the Director of Competition.

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 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 Vehicle Identification Number (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. Any rider or team participating with a replacement frame must present the original title or Manufacturer's Statement of Origin (M.S.O.) showing the original V.I.N. and present the sales receipt for the replacement frame. This must be done at the first inspection only. Tech Inspection will keep a list of race bike V.I.N.s.

All race bike lower fairings must be removed before coming to Technical inspection. Lower fairings must be brought to Technical Inspection with the machine for inspection.

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

a) The following items must be safety wired, or secured in a manner approved by the Chief Technical Inspector:

- 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.

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

c) 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.

d) Original equipment engine side covers on certain model motorcycles must be replaced with aftermarket replacement covers, reinforced OEM covers or case guards designed specifically to improve resistance to breaking or grinding through in the event of a crash. Replacement covers must be made of cast or machined aluminum. Case guards may be made of cast, stamped or machined aluminum, or high impact reinforced plastic. If a case guard is used, it must mount over the original case cover and use a minimum of two of the original case bolt locations. The following motorcycles must have replacement covers/case guards installed on both sides of the engine: All Suzuki GSX-R, Kawasaki ZX-6R/RR and ZX-10R, Yamaha FZR400, FZR600 and YZF (except R-1). The following motorcycles must have replacement covers/case guards installed around the left side of the engine: Honda CBR600RR and CBR1000RR and Yamaha YZF-R1. This list is subject to change and is at the discretion of Tech Inspection. Frame sliders are not acceptable as engine case guards.

e) All race bikes must have an operating and marked engine kill switch mounted on one handlebar.

f) All race bikes must have a self-closing throttle and operating front and rear brakes. Thumb operated rear brake systems are allowed.

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

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

i) Side and center stands must be removed.

j) 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 Motard machines.

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

l) The machine must be clean.

m) 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.

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

o) Side covers that "snap-on" must be removed, wired, taped or bolted in place.

p) All race machines must use muffling devices that limit the sound to 105db when measured while the machine is on-track during practice sessions and race events. Certain facilities or specific events may require a lower limit that will be enforced, and that limit will be posted on the event regulations. Machines that fail to meet the sound requirement for the event may be pulled off the track as soon as safely possible, regardless of whether the race or practice session has finished, and will be barred from further participation until brought into compliance. The Director of Competition will have final approval of any muffling device.

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

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

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

t) 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. Lowers must be attached in a manner approved by tech. "Turkey Pans" are not acceptable.

- u) Number plates and numbers must be installed before coming to Tech Inspection.
- v) 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.
- w) All machines must have their charged and properly functioning AMB scoring transponder mounted before going to Tech Inspection. The charged and properly functioning transponder must be mounted vertically on the left or right fork leg between the two triple clamps, so that the charge status indicator light and transponder number are visible to an official standing next to the machine without removal of any covering or mounting piece, and the appropriate AMB mounting bracket must be used. Mounting brackets 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.
- x) Only gasoline may be used as a racebike fuel. Nothing may be added to the gasoline except commercially available and approved octane boosters and lubricating oils.
- y) All 2006-2007 Yamaha YZF-R6 must have fuel tank guards/sliders installed on the right and left side of the fuel tank, and are recommended on 2007-2008 Kawasaki ZX-6R and 2008 Yamaha YZF-R6.
- z) Carbon fiber and non-metal composite wheels are prohibited for all purposes for all categories and all classes. Whenever the term "wheel", "any wheel" or "any wheel type" is used in this Rule Book it shall mean a hub, spoke and rim assembly constructed of steel and/or aluminum and/or magnesium.

aa) **Rider to pit radio communication is allowed. Radios must be mounted to the machine in a safe and workmanlike manner. Cables and push to talk buttons must not interfere with any machine controls such as kill switch, clutch, or brake lever. Radio frequencies must be disclosed to the CMRA to insure that they do not interfere with CMRA control frequencies or local restricted frequencies such as police, fire, and EMS**

bb) **On board video cameras are allowed. The mounting of a camera must not obstruct the riders view through the windshield or interfere with any machine controls. Camera mounts must not pose an impalement hazard in the event of a crash. Camera mounting must be approved by CMRA Technical inspection.**

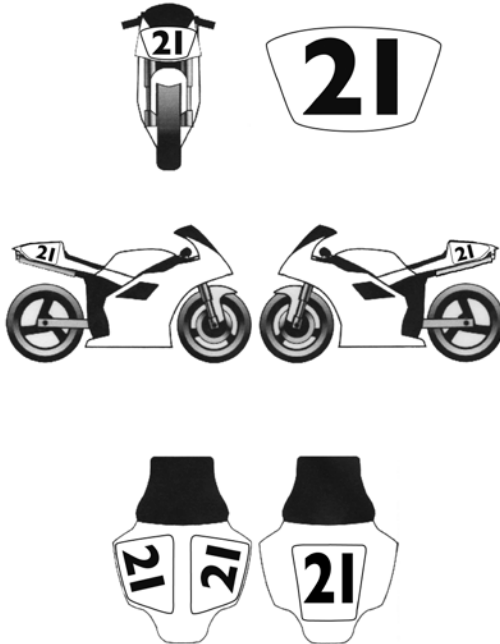
5.3 Number Display Requirements

All machines must have numbers installed in one of the two methods listed below.

- a) The machine may carry three sets of numbers, one on the front and one on each side of the tail.
- b) The machine may carry two sets of numbers, one on the front and one on top of the tail. Numbers on top of the tail must be oriented so as to be read from the rear of the motorcycle (see illustration below) This method may only be used when the tail section is not large enough to accommodate number plate/backgrounds on both sides.)

Numbers must be at least 6" high and be spaced 3/4" apart. No stylized numbers are allowed. Numbers must be black, standard block lettering with no serifs, outlines or shadowing. All number plate/backgrounds must be visible with the rider on the machine. The front number plate/background must be large enough to allow at least 1" of unobstructed number plate/background border to be visible with numbers installed. Front numbers on all machines must run perpendicular to the ground when the motorcycle is upright. There are no exceptions to this rule. Machines with central ram air intakes may install number plate/backgrounds to the left and right, or above the air intake as long as the size requirements are met. Machines with central ram air intakes must display numbers on either the left or right front number plate depending on the location of manual scoring (The location of manual scoring will be announced prior to each event). Side number plate/backgrounds must be behind the rider on the machine's tail. Numbers must be at least 6" high and be spaced 3/4" apart. The side number plate/background must be large

enough to allow at least 1" of unobstructed number plate/background border to be visible with number installed. The side number plate/background and numbers may not wrap around onto the top or bottom of the tail when viewed from the side. 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. 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.



CMRA number one plate holders (both sprint and endurance) are exempt from restrictions on stylized numbers and number color.

Numbers will be assigned from 11 to 999. Two-digit numbers are reserved for Expert status riders only. 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/her 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 members (e.g., 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 will be required to modify the 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 eight 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. models, must run 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 that are Superstock legal may participate in Superstock classes on slicks.

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 Director of Competition. 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 aftermarket master cylinders of the same type (this means the same bore and stroke and the same fluid displacement). Thumb operated rear brake systems are allowed.

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.

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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 (e.g., 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.

jj) **Quick change and fuel tank modifications including dry breaks allowed for endurance competition will be allowed on machines also used for Superstock sprint competition as long as those modifications do not, as determined by the CMRA Director of Competition, create a performance advantage.**

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 only be allowed in A & B Superbike.

c) No reduction in OEM displacement is allowed for the purpose of meeting the displacement limits of a lower class.

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.

Motard (No Expert/Novice differentiation)

Machines may be single or twin cylinder based in SuperMotard and Unlimited Motard. The original machine must have been intended for at least partial use off-road, in a manner often described as "Dirt Bike", "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.

Streamlining bodywork on the front of the machine is prohibited, the only exceptions being machines equipped with OEM streamlining. Front number plates must be mounted 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 eligible for Classic and meeting Superstock or Superbike regulations may participate in the next Superstock or Superbike class down, with the exception of D **Superstock**, E Superstock **and Formula 2** based on the displacement limits of the specific machine, and will apply to both Sprint and Endurance races. For example, a 1997 or older Suzuki GSX-R750, eligible for Classic, may run in C Superstock.

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. (e.g., 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 1050cc 4-stroke triples (Superbike up to 1080cc)

Up to 1075cc 4-stroke twins

Unlimited singles

250cc GP machines will be allowed in B Superbike.

Buell 1125R allowed in both B Superstock and 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

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Up to 850cc 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 motard machines up to 750cc are allowed in both D Superstock and D Superbike. No Classic machines riding down a class allowed in D Superstock.

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, Kawasaki EX250 allowed to use 17" Kawasaki OEM wheels

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.
Up to 700cc 4-stroke water cooled triples based on Superbike rules
Any machine legal for Lightweight Twins
Any machine legal for Unlimited Motard
125cc & 250cc GP machines
Up to 1050cc triples based on Superstock rules.

Clubman (no Expert/Novice differentiation)

Machine limits per Superbike category rules
Up to **100cc** 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 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
Up to 250cc 4-stroke water-cooled singles based on Motard rules
Up to 400cc 4-stroke air-cooled singles based on Motard rules

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Up to 250cc 2-stroke water-cooled singles based on Motard rules

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

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, No Buells, **No V-Twin Aprilia's allowed**

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

Ducati Hypermotard

No Classic machines riding down a class allowed

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

Rookie Expert

A, B, & C class machines only

All riders must be first year Experts

Formula 40 Heavyweight Expert/Novice

Machine Limits per A Superbike

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 Motard

Unlimited displacement singles and twins

No Ducati HyperMotard

Classic Unlimited

Unlimited displacement

1997 model and older machines based on Superbike rules

1994 or older 125 Grand Prix machines

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 **including the requirement to have a fluid catching lower fairing.**

Formula 4 (No Expert/Novice differentiation)

100cc 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

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, Kawasaki EX250 allowed to use 17" Kawasaki OEM wheels

Among the eligible machines are pre-1995 125cc air-cooled dirt bikes (Supermotard trim OK), GP Chassis **100cc** water cooled (RS**100**), CRF230F, XR250 in GP frame, Aprilia RS125 (street bike) with aftermarket exhaust and carburetor

All CRF150R powered machines are restricted to OEM bore & stroke, compression ratio, and camshaft

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

Among the eligible machines are Aprilia 75cc Superbike, GP chassis 65cc 2-stroke, CRF150F, 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, Formula rules

135cc 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)

50cc 2-stroke water-cooled, stock engine

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 stock NSR50R, 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 Director of Competition and cannot be protested.

The age limit for Junior Motard is 8-12 years old. The rider must be 8 years old on or before the first day of competition to be 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, 110cc 4-stroke. All approved 80cc 2-strokes with automatic clutch must run stock exhaust systems. Four-strokes up to 90cc may replace the exhaust system. Four stroke machines 91cc – 110cc must use stock exhaust and stock airbox. Examples of legal machinery include Z-50, TTR-110, 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:

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

B Superstock

C Superstock

D Superstock

A Superbike

B Superbike

C Superbike

D Superbike

Heavyweight Twins

Lightweight Twins

Formula 1

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, provided that they renew their license by the renewal deadline.

Rookie Expert Event Awards

Rookie Experts, riders in their first year as Expert level riders, will be eligible for awards in all sprint classes except Formula 4, 5, 6 and 7.

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

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

Rookie Expert Annual Award

The CMRA will award the Overall Rookie Expert Award to the Rookie Expert rider who accumulates the most points in all sprint classes except Formula 4, 5, 6 and 7.

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

The Rookie Expert with the most points will be recognized as the CMRA Overall Rookie Expert for the season.

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 4 frames or machines, and up to 5 riders with any combination of **Expert, Novice, or Provisional Novice** riders for **both** CMRA Championship (Big Bike) Endurance Series teams **and** 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. Team owners must be at least 18-years-old.

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 unexpired 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.

All teams must identify their pit area on pit road with a display to allow race officials to quickly locate them. The display must be white with black numbers on both sides and may not be any smaller than 10" x 12". Displays must be hung on the team's pit canopy, and must be visible from both the hot pit and cold pit side of the team's pit area. A team's number may not be affixed to a pit wall using tape. Teams with no canopy must affix their display as directed by race officials.

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. In the event a team changes names, the number may be used as long as the team owner remains the same. 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

A Superbike

Per A Superbike sprint rules

C Superbike

Per C Superbike sprint rules

Formula 2

Per Formula 2 sprint rules

Classic

Per Classic 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 Director of Competition 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 machines are allowed any quick change system as long as it meets the conditions listed above.

Endurance machines may use any fuel tank or modifications of same, dry break systems are allowed.

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 **and the CMRA control frequency**. 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 regridged. 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 on a service stand and engine turned off during refueling, but not required during rider-only changes. Team members "over the wall" must have shirt, closed toe & heel 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 must be on a service stand and engine turned off before refueling begins, and the machine must remain in this state until refueling ends. No work of any kind whatsoever (including tire inspection or pressure check) may be done on the bike during refueling.

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 **fire extinguisher** for the CMRA Championship Endurance Series **and** the CMRA Formula Mini Endurance Series **is a 10lb (ABC type).**

The crew members operating the fuel can and the fire extinguisher must be wearing all cotton clothing with long sleeves or fire retardant clothing. They must be wearing fire retardant footwear or leather footwear. The footwear should not be vented in any way. Nomex® type fire resistant/proof gloves/sleeves are recommended.

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.

All refueling cans must be hand-held and designed to contain fuel overflow, with non-sparking (aluminum, brass or plastic) nozzles or fittings contacting the machine fuel tank. Towers and pressurized refueling rigs are not allowed. All fuel must be stored behind pit wall except during the refueling stop its self.

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

All stands, tools and fuel cans must be kept behind pit wall except during pit stops.

No smoking on pit road (hot or cold).

Children under the age of 16, unless a licensed participant are, prohibited from hot and cold pit lanes at all times. Teams will be penalized for allowing under age children in their pit area. Penalties may include stop-and-go penalties, time penalties, fines, loss of points and/or disqualification.

Pit stops will be monitored for safety by CMRA officials. Penalties for safety violations will be assessed on the spot by the official that witnessed the violation. Penalties for pit stop safety violations will be assessed by holding the team rider on pit road a specified length of time after the pit stop has been completed. These penalties are not allowed a protest.

a) crewmember(s) over the wall with improper attire – 20 seconds
b) more than 6 team members (including riders) over the wall during a pit stop – 20 seconds

c) any fueling related violation – 30 seconds

These penalties will be doubled for each repeat offence.

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. These requirements include number plates and oil containment lower fairings.

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 Director of Competition, 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 Director of Competition 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 Director of Competition 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.

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. Teams may not service, fuel, adjust or repair an endurance machine during a red flag period. All work must cease on any machine in the pits at the time of the red flag. Any team who does not comply with this will be fined no less than \$50 and may be docked laps depending on the severity of the infraction. Machines on the track at the time of the red flag will proceed onto pit lane and park directly across from their teams pit area. One crew member will be allowed to cross pit lane and place the machine on the stand or stands and install tire warmers. More than one crewmember across pit lane will

result in a \$50 fine. As soon as the bike is on the stand or stands and tire warmers have been installed the rider and crewmember must immediately return to their pit area. NO ONE may touch any machine during the red flag period other than to assist in the unloading of a crashed bike from the crash truck or at the direction of a CMRA official. Any bike brought in on the crash truck will be dropped at the team's pit area. Tire manufacturer representatives are permitted to examine the tires of the machines across pit lane but may not make any pressure or other adjustments to tires or the machine. When first call is given for the restart one crew member and the rider will be allowed to cross to the machine and remove the stand or stands and tire warmers and start the machine. All machines that were running on the track at the time of the red flag must take the restart or be penalized one lap. Teams are not required to take the warm up lap. Teams may start from the back of the grid. Work on bikes that are still on pit lane may begin or resume only after the green flag has been given for the restart. Teams may prepare for this by having fuel cans, parts, tools etc. waiting, this includes stripping parts from their backup bike. Any violation of these rules must be witnessed by a CMRA official for a penalty to be levied.

The original grid will be used for restarts within the first 10 minutes of the race. After the 10-minute mark, restarts will be based on actual running order.

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

The 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 \$395.00.

The charged and properly functioning transponder must be mounted vertically on the left or right fork leg between the two triple clamps, so that the charge status indicator light and transponder number are visible to an official standing next to the machine without removal of any covering or mounting piece, and the appropriate AMB mounting bracket must be used. Mounting brackets 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.

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 Safety Violations

Pit stops will be monitored for safety by CMRA officials. Penalties for safety violations will be assessed on the spot by the official that witnessed the violation. Penalties for pit stop safety violations will be assessed by holding the team rider on pit road a specified length of time after the pit stop has been completed. These penalties are not allowed a protest.

- a) crewmember(s) over the wall with improper attire – 20 seconds
- b) more than 6 team members (including riders) over the wall during a pit stop – 20 seconds
- c) any fueling related violation – 30 seconds

These penalties will be doubled for each repeat offence.

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 Director of Competition 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 **with the Chief Registrar on the forms provided for that purpose and with the proper protest fee in cash** within thirty (30) minutes of the **posting time printed on the grid or results for the protest to be accepted.**

Protests can only be made by a rider, or a rider's designated representative, 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. Simply speaking to a race official does not constitute a protest. The protest fees are as follows:

CMRA Sprint Series and Championship Endurance Series Classes
Visual protest requiring no disassembly - \$25

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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, or a rider's designated representative, 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 (e.g., 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 Director of Competition. 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 Director of Competition, who will make a final ruling on the scene. If the rider does not agree to the Director of Competition's ruling, the rider may appeal the decision by following procedures listed below.

8.2 Appeals and Dispute Resolution

All protests, appeals, disputes, grievances, or claims of any nature against the CMRA, its employees, Director of Competition, race staff, or corner workers arising in tort, in contract, or under any other theory of law ("Claim") shall, as set forth below, be submitted for determination by the Director of Competition (if arising in connection with a racing event), then to the Board of Directors of the CMRA, then to non-binding mediation and, finally, to binding arbitration.

a) Protests shall initially be submitted and determined in accordance with Article 8.1. As to claims other than protests, initially, the complaining Party ("Complainant") shall

submit his Claim to the Director of Competition in a written form which generally describes the nature of the Claim and, if applicable, any provisions of the CMRA Rules which are relevant to the Claim. If the Claim could result in a change in the results of the race, the Claim must be presented within thirty (30) minutes following the posting of the race results, as is the case with Protests. Otherwise, the Claim should be presented to the Director of Competition as soon as reasonably possible following the occurrence which gave rise to the Claim. The Director of Competition shall promptly render a decision on the Claim.

b) If the Complainant is dissatisfied with the decision of the Director of Competition or if the Claim is of such a nature that it was not required to be presented to the Director of Competition, or if the Complainant is dissatisfied with the decision regarding a protest, then the Complainant shall submit the Claim, in writing, to the CMRA Board of Directors. At its discretion, the Board of Directors may consider the Claim at a specially-called meeting or at its next regular meeting. The Board of Directors shall render a decision by a majority vote, reduce its decision to written form, and notify the Complainant.

c) If the Complainant is dissatisfied with the decision of the Board of Directors, then the Complainant may submit the Claim to non-binding mediation in accordance with the following rules:

(i) The Complainant and the CMRA shall agree on an impartial Mediator to assist the Parties in negotiations to try to resolve the dispute. If the Parties are unable to agree, then either Party may petition a State District Court in Fort Worth, Texas to appoint the Mediator. The mediation shall take place in Tarrant County, Texas. The cost of the Mediator shall be borne equally by the Parties, who shall pay their own legal fees and costs associated with the mediation.

(ii) The Parties shall meet and negotiate in good faith with the assistance of the Mediator. Any agreement that is reached shall be reduced to writing and signed by the authorized representatives of the Parties.

d) If the matter is not resolved in mediation, then the Complainant shall submit the Claim to binding arbitration in accordance with the following rules:

(i) The Complainant and the CMRA shall agree on an impartial Arbitrator to decide the dispute. If the Parties are unable to agree, then either Party may petition a State District Court in Fort Worth, Texas to appoint the Arbitrator.

(ii) The Parties shall endeavor to agree upon a reasonable basis for submission of the Claim. If they are unable to agree, then the Texas Rules of Civil Procedure and Texas Rules of Evidence shall apply. If a matter is still in disagreement, then either Party may petition a State District Court in Fort Worth, Texas to resolve the disputed issues.

(iii) All matters in connection with the Arbitration, such as depositions, conferences, and the Arbitration hearing shall be held in Fort Worth, Texas unless otherwise specifically agreed upon by the Parties. In this connection, the site of any such depositions, conferences, or arbitration hearing may not be submitted to any court for decision without a written agreement by the Parties.

(iv) The Parties shall bear their own expenses of legal counsel and other costs associated with pursuit of or defense of the Claim. Absent an agreement between the Parties, any Party that wishes that the Arbitration proceedings be transcribed shall bear the sole cost of the court reporter transcribing the proceedings, but the transcript shall be equally available to both Parties.

(v) The Arbitrator shall be asked to provide an estimate of fees to be paid to the Arbitrator and each Party shall promptly deposit in the Trust Account of one of the Parties' attorneys, one-half of the estimated amount of the arbitrator's fees within ten (10) days following the receipt of the Arbitrator's fee estimate. The arbitration shall be abated until the Complainant has paid the required deposit.

(vi) The decision of the Arbitrator shall be "reasoned", that is, the Arbitrator shall be required to explain the basis upon which the decision was rendered, both in terms of factual findings and legal conclusions. The

Arbitrator's award may be enforced by filing an action only in a State District Court in Fort Worth, Texas and shall be enforced unless it is shown that the Arbitrator's decision was arbitrary and capricious to a level that is tantamount to fraud and was rendered wholly without reference to the CMRA Rules, existing law, or a reasonable extension thereof, or the facts developed during the Arbitration.

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.

ADDENDUM 1

May 17, 2010

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

SECTION 2 - RACE OFFICIALS

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

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

SECTION 6.5 - CMRA ENDURANCE SERIES CLASSES AND REGULATIONS

Pit Space

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

Removal of Machines from the Track

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

No Work During Red Flag

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

Restart After Red Flag

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