

CMRA



2014 Rule Book



Central Motorcycle Roadracing Association, Inc.

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CMRA and WERA Team Up For Brand New US National Endurance Series for 2014

Exciting news for endurance racing, as CMRA and WERA join forces for the US National Endurance Series for the 2014 season. The US National Endurance Series will consist of four rounds, two hosted by CMRA and two hosted by WERA. Three of the rounds will be full WERA National rounds, which will give competitors a chance to qualify for the WERA Grand National Finals at the end of the season.

The rounds are as follows, with the Endurance races running on Saturday, and Thursday at the WERA GNF:

March 22/23 "The 8 hours of Texas Endurance Race" hosted by CMRA at Texas World Speedway, College Station, TX

April 5/6 NOLA Motorsports Park - 6 hour, hosted by WERA, New Orleans, LA

May 16/18 Hallett Motor Racing Circuit - 6 hour hosted by CMRA, Hallett, OK

October 23/26 WERA Grand National Finals at Barber Motorsports Park - 4 hour, hosted by WERA, Birmingham, AL

Teams competing only in this series will not be required to purchase the hosting organization's license for these selected events. All valid race licenses will be accepted (CMRA, WERA, CCS, MRA, AMA, etc). Two of the rounds, Hallett and NOLA, will be WERA National Challenge qualifiers for the GNF, in addition the NOLA round will also be a WERA Sportsman round, so riders will be able to receive a Sportsman invitation for the WERA GNF as well. To qualify for the GNF, riders will need to purchase a WERA license. A WERA representative will be available at the two CMRA rounds - Texas World and Hallett, for that purpose.

The Series will also have a bonus purse for the overall winner, as well as bonus contingencies. The initial bonus purse is \$2500, with CMRA and WERA both contributing \$1000, and the "Best of the West" contributing \$500. Additional contingency and prizes will be announced as they are finalized.

CMRA Race Director Walker Walter said, "Both WERA and CMRA have a rich history in endurance racing, with that in mind it just makes sense that we work together on this. Obviously we're starting small and in our own backyards but hopefully over the next few seasons we can grow this new series into something much bigger. Something that will attract teams from all over the United States. We want everyone to know that this is not just a WERA/CMRA Endurance series but rather it's a National Endurance Series that's open to all licensed racers."

Evelyne Clarke, WERA Motorcycle Roadracing CEO, said, "WERA is very pleased to have formed a working relationship with CMRA and present the US National Endurance Series for 2014. CMRA and WERA both believe in Endurance Racing coming up with this program we will bring more competition to the Series and we will be able to post some year-end bonus awards/contingency for the teams participating in the four rounds."

"Shandra Crawford, organizer for the California State Championship/Best of the West Shootout, shared, "This is a great opportunity to positively promote the grassroots core of motorcycle road racing with these clubs combining efforts. The endurance end of the sport is very challenging, and doesn't always get the same exposure as sprint racing does. I'm very happy to support this effort by contributing to the season end bonus purse on behalf of the Best of the West and bringing whatever I can to further enable this joint effort."

For more information about the US National Series, go to: www.cmraracing.com,
www.wera.com. (CMRA PRESS RELEASE 1/16/2014)



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The CMRA is a non-profit 501(c)(7) corporation.

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 Administrator and Director of Competition with race day operations manned by CMRA staff.

Races are held from February through November 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. The Team 60 Series for two-rider/two-machine teams in a one-hour timed race. Special emphasis is placed on family participation in the sport.

The Formula Mini classes encourage a wide variety of small-bore motorcycles. Husband and wife teams, kids as young as 10-years-old and big-bike riders 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.

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. Today's CMRA riders continue to advance to success in the national and international racing scene.

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 roadracing, 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
2011	David Hirsch
2013	Ty Howard

ON THE COVER

Top – 2013 CMRA Overall Champion Danny Kelsey (bike #34)

Middle Left – 2013 Big Bike Endurance Series Champions Village Idiots (bike #1)

Middle Right – 2013 Mini Endurance Series Champions Green Machine (bike #3)

Bottom – 2013 Junior Motard Champion Shaine Giaratano (bike #166)

Cover photographs and the 2014 CMRA Competition License photograph by NineSevenImages / Linz Leard

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 Rider Briefing.

Compliance with these rules is the responsibility of each rider. 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.

Mailing Address:

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2014 CMRA Rule Book
Addendum 1
1/23/2014

Effective immediately the following paragraph is modified as indicated:

6.2 Sprint Series Categories

Supersport

i) Aftermarket brake pads and lines allowed. Aftermarket “wave” or “petal” type brake rotors of the same material and maximum diameter as the OEM rotors allowed. Carbon fiber, cast iron or other exotic brake rotor materials not allowed unless stock. Oversized rotors not allowed.

2014 CMRA Rule Book
Addendum 2
1/27/2014

Effective immediately the following paragraph on page 29 is modified as indicated:

6.3 Sprint Series Classes and Regulations

....

Grom Challenge (no Expert/Novice differentiation)

Honda Grom allowed using Supersport rules with the following exceptions:

No clip-ons or clubman bars.

No rearsets.

No fuel controllers.

Airbox may be replaced with pod type air filter.

Throttle body may be repositioned.

Thumb operated ignition cut allowed.

OEM final drive ratio must be retained.

No aftermarket bodywork, all OEM body panels must remain in place.

Headlight assembly may be removed and replaced with motocross style front number plate.

Rear number plates are not required.

**2014 CMRA Rule Book
Addendum 3
4/15/2014**

Effective immediately the following sections on pages 33 and 34 are modified to read as follows:

6.5 Endurance Series Classes and Regulations

....

Calls to the Grid

Unless otherwise instructed all endurance machines are required to be on the hot-side of the pit wall at their team's pit space no later than 10 minutes before the scheduled start time to allow officials to conduct a final pre-race machine and pit inspection. 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 **25** minutes prior to the scheduled start time. Second call will be made **20** minutes prior to the scheduled start time. Third call will be given **15** minutes prior to the scheduled start time (**five minutes before all machines must be on the hot pit**). **The #5 board will be displayed five minutes before scheduled start time (five minutes after all machines are due in their place on the hot pit).**

Sighting/Warm-Up Lap

When the #3 board is displayed, **the pit exit will be opened for the warm up lap. The #3 board will be displayed for one (1) minute then taken down and pit exit will be closed. Any rider/machine failing to take the warm up lap or not present at their hot pit space for the final pre-race inspection will,** at the Pit Steward's discretion, be sent directly to the grid or held at **the pit exit** until after the race start. **Those riders sent directly to the grid will be required to take the first available grid position on the last row of the starting grid.** Those starting from **the pit exit** must stay at **the pit exit** 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 **after** the #3 board **has been taken down** will cause the rider to forfeit their grid position and **will** be assessed a grid infraction penalty. The penalty for grid infraction is listed in Section 7.2.

No practice starts are allowed during the warm-up lap. Riders performing a practice start during the warm-up lap will be moved to the last row of the starting grid.

**2014 CMRA Rule Book
Addendum 4
5/15/2014**

Effective immediately the following section on page 39 is modified to read as follows:

8.1 Protests

.... The protest fees are as follows:

	500CL, 500SSP, 300SSP, ESS, F4 through F7, Grom Challenge, JRM and LWT Endurance	All Other Sprint Classes, Team 60 and Championship Endurance
Visual protest requiring no disassembly	\$50	\$50
Some disassembly (seat, bodywork and gas tank removal)	\$50	\$100
Removal of Valve Cover	\$150	\$300
Removal of Cylinder Head	\$300	\$600
Disassembly of the Bottom End	\$600	\$1200

2014 CMRA Rule Book
Addendum 5
8/25/2014

Effective immediately the following paragraph on page 29 is modified as indicated:

6.3 Sprint Series Classes and Regulations

....

Grom Challenge (no Expert/Novice differentiation)

Honda Grom allowed using Supersport rules with the following exceptions:

Handlebars may be replaced with motocross style handlebars mounted in the upright position only; no clip-ons or clubman bars allowed.

No rearsets; **OEM peg brackets must remain mounted in the original manner; peg risers and vertically off-set pegs not allowed.**

No fuel controllers.

Airbox may be replaced with pod type air filter.

Throttle body may be repositioned.

Thumb operated ignition cut allowed.

OEM final drive ratio must be retained.

No aftermarket bodywork, all OEM body panels must remain in place.

Headlight assembly may be removed and replaced with motocross style front number plate.

No streamlining allowed.

Rear number plates are not required.

TABLE OF CONTENTS

INTRODUCTION.....	i
DISCLOSURE	ii
TABLE OF CONTENTS	iii
SECTION 1 - COMPETITION LICENSE	1
1.1 License Requirements	1
1.2 Rider Classification	1
1.3 Age Requirements	3
1.4 New Rider Requirements	3
SECTION 2 - RACE OFFICIALS	3
SECTION 3 - EVENT REGULATIONS	4
3.1 General regulations.....	4
3.2 Statement and Use of Personal Likeness.....	6
3.3 Contingency Provider and Class Sponsor Award Programs	6
3.4 Registration	7
3.5 Refunds	8
3.6 Cancellation of Race or Race Event.....	9
3.7 Rider Briefing.....	9
3.8 Grid Positions	9
3.9 Sprint Race Start Procedures.....	10
3.10 On Track Regulations	11
3.11 Scoring Procedures	12
3.12 Transponders.....	12
SECTION 4 - FLAGS AND COMMUNICATIONS	14
SECTION 5 - EQUIPMENT STANDARDS	14
5.1 Rider Equipment	14
5.2 Motorcycle Requirements	15
5.3 Number Display Requirements	18
SECTION 6 - COMPETITION CATEGORIES AND CLASSES	19
6.1 Definitions.....	19
6.2 Sprint Series Categories	19
6.3 Sprint Series Classes and Regulations	23
6.4 Sprint Series Points and Awards.....	30
6.5 Endurance Series Classes and Regulations.....	31
6.6 Endurance Series Points and Awards	37
SECTION 7 - PENALTIES AND INFRACTIONS	38
7.1 Penalties.....	38
7.2 Infractions	38
SECTION 8 - PROTESTS AND APPEALS	39
8.1 Protests	39
8.2 Appeals and Dispute Resolution	40
SECTION 9 - PRESS AND PHOTOGRAPHY	41
9.1 Press Regulations.....	41
9.2 Use of Photographic Equipment.....	41

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Rules added or revised for 2014 are noted in **bold and underlined text**.

CMRA 2014 Season Schedule

Schedule Subject to Revision

See www.cmraracing.com or call 817-570-9779 for latest information

February 14-16	MSR Houston (MSRH) Angleton, Texas Fri: CMRA Racer Practice and License School Sat: Mini & LW Sprints / 2hr LW Endurance / 4hr Champ. Endurance Sun: CMRA Sprints
March 21-23	Texas World Speedway (TWS) College Station, Texas Fri: Lone Star Track Day and CMRA License School Sat: Mini & LW Sprints / 8hr Championship Endurance Sun: CMRA Sprints
April 25-27	Eagles Canyon Raceway (ECR) Decatur, Texas Fri: Lone Star Track Day and CMRA License School Sat: Mini & LW Sprints / 6hr Lightweight Endurance / Team 60 Sun: CMRA Sprints
May 16-18	Hallett Motor Racing Circuit (HMRC) Hallett, Oklahoma Fri: CMRA Racer Practice and License School Sat: Mini & LW Sprints / Solo 30 / 6hr Championship Endurance Sun: CMRA Sprints
June 13-15	Eagles Canyon Raceway (ECR) Decatur, Texas Fri: Lone Star Track Day and CMRA License School Sat: Mini & LW Sprints / Solo 30 / 6hr Championship Endurance Sun: CMRA Sprints
July 4-6	MotorSport Ranch (MSR) clockwise* Cresson, Texas Fri: Lone Star Track Day and CMRA License School Sat: Mini & LW Sprints / 6hr Lightweight Endurance / Team 60 Sun: CMRA Sprints
July 25-27	Texas World Speedway (TWS) College Station, Texas Fri: Lone Star Track Day and CMRA License School Sat: Mini & LW Sprints / 6hr Lightweight Endurance / Team 60 Sun: CMRA Sprints
August 22-24	MotorSport Ranch (MSR) counter clockwise* Cresson, Texas Fri: Lone Star Track Day and CMRA License School Sat: Mini & LW Sprints / 6hr Championship Endurance / Solo 30 Sun: CMRA Sprints
September 19-21	MSR Houston (MSRH) Angleton, Texas Fri: Lone Star Track Day and CMRA License School Sat: Mini & LW Sprints / Solo 30 / 4hr Champ. Endurance / Team 60 Sun: CMRA Sprints
October 31 November 1-2	Texas World Speedway (TWS) College Station, Texas Fri: Lone Star Track Day and CMRA License School Sat: Mini & LW Sprints / 2hr LW Endurance / 4hr Champ. Endurance Sun: CMRA Sprints

*At MSR Mini & LW Sprints will use the 1.3 mile short-course counter clockwise; LW Endurance and all other classes will use the 1.7 mile long-course in the direction indicated.

At other tracks with an available short-course (MSRH, TWS, ECR) Mini & LW Sprints and LW Endurance will use the short-course; all other classes will use the long-course.

SERIES TOTALS: Championship Endurance, 7 rounds = 38hrs; Lightweight Endurance, 5 rounds = 22hrs; Solo 30 = 4 rounds; Team 60 = 4 rounds; all other Sprint classes = 10 rounds.

The *Solo 30* class is a 30 minute race for Novice & Expert big bikes; *Team 60* is a 60 minute race for two rider Expert teams on big bikes.

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. As used in this Rule Book, "CMRA Competition License", "CMRA License", "Competition License", or "License" all mean the current and valid credential issued to a rider by the CMRA Administrator (Administrator). The CMRA assigns 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 License to retain their racing number, otherwise that number becomes available to others first come, first served, based on the date the application was received in the CMRA office. The Administrator will have final determination of number assignments. All new license applicants 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 Administrator or Director of Competition.

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

Riders who are not members of an organization participating in a reciprocal membership and who do not wish to purchase a full season 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, HRRRA, LRRS, MRA, OMRRA, RACE, SMRI, USBA, USGPRU, WERA, WMRRA 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.

Members who document that they have held an annual CMRA License in good standing for an un-interrupted period of 10 to 14 years may apply for a 50% License fee discount (or free Associate Membership) when they renew their annual License. Members who document that they have held an annual CMRA License in good standing for an un-interrupted period of 15 years or more may apply for a License fee waiver when they renew their annual License. Members must provide copies of all past CMRA Licenses, or other documentation acceptable to the Administrator, with their annual License renewal application when requesting the fee discount or waiver described in this paragraph. **Junior Motard Licenses are not applicable to this rule.**

Loan of a 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 who finish first through tenth in total season Sprint Series points the previous year, and numbers 11-99 are reserved for active Expert status **sprint** riders. Any Expert status rider who fails to finish at least six (6) sprint races in any contiguous three (3) season period after the 2010 season will not be considered active and may not be assigned a two digit number. 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 machine 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. Provisional Novice riders are required to wear a solid yellow colored shirt over their leathers during all of

their on track sessions this includes all entered practice sessions, sprint races, and endurance races. Provisional Novice riders must continue to wear the yellow colored shirt until all Provisional Novice requirements have been completed. Provisional Novice riders who fail to wear a yellow colored shirt over their leathers during an on track session will be shown a meatball flag and removed from the track if during a practice session and disqualified if during a race. Additionally the Provisional Novice rider will be required to complete an additional crash-free weekend as part of their Provisional Novice requirements. Expert status riders are prohibited from wearing a yellow colored shirt over their leathers.

Provisional Novice riders must complete a minimum of two **sprint** races on two separate race weekends without crashing at any time during that weekend (including practice), and complete two days of work as a Corner Worker before qualifying for a Novice status License. **Each uninterrupted 20-minutes of endurance riding will count as one sprint race for purposes of this requirement, but only when the rider reports to the designated Pit Steward to log their actual riding time immediately before and after their endurance stint(s).**

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 Marshal 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, **Lightweight** Endurance competition and Championship Endurance competition. **Provisional Novice riders may not enter Team 60 competition.**

Provisional Novice riders must have paid for their License prior to scheduling corner working and are required to work both a Saturday and a Sunday race day. In some cases a Provisional Novice may be allowed to provide a substitute to work (1) one of their required days of corner working, prior approval from the Chief Corner Marshal is required for this option. 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 rider 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 rider. 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 Director of Competition to return as a Novice. Such a decision will be at the discretion of the Director of Competition, whose decision will be final.

Any former rider 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 License School written test. This allows these riders to become familiar with CMRA rules, procedures and operations. After completion of this requirement, the rider 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 License 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 riders, 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 them consistently. Riders may or may not be allowed to move down in status pending review of the rider's performance and finishes by the 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 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 class machines. Riders from 12 through 13 are limited to Formula Mini through 500 Supersport/Classic machines. Riders from 14 through 15 are limited to Formula Mini through D class machines. These limits may be changed at the discretion of the Director of Competition on a case-by-case basis. In no case shall riders under the age of 8 years on or before the date of competition be eligible.

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 Rider Requirements

In order to obtain a Provisional Novice License, a rider must pass the CMRA License School, present their original school graduation certificate and purchase a Provisional Novice 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 Administrator for a current list of authorized providers

SECTION 2 - RACE OFFICIALS

Some Race Official positions may be combined or reduced for specific event situations. Event staffing is the responsibility of the Director of Competition who may add or remove staff during the race event as required.

Administrator – Designated by the Board of Directors (BoD); responsible for the business operations of the CMRA, the issue of membership, rider and team credentials and assignment of competition numbers.

Assistant Director of Competition (if utilized) - Reports to the Director of Competition. If a Director of Competition is unable to perform their 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 BoD members present at that race event must be summoned and a decision will be reached by a consensus of BoD members and Race Control over delegation of Director of Competition responsibilities for the remainder of the race event.

Awards Official - Reports to the Director of Competition; 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.

Board of Directors (BoD) - The Board of Directors elected as provided in the By Laws of the CMRA. The 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.

Chief Corner Marshal - Reports to the Director of Competition; responsible for Corner Worker staffing, training, and assisting in Corner Worker duties throughout the day.

Chief Technical Inspector - Reports to the Director of Competition; 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.

Chief Registrar - Reports to the Director of Competition; 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.

Corner Workers - Report to Race Control once they have been trained, assigned corners and report for duty.

Safety Truck Operator and Safety Crew (non-emergency related) - Report to Race Control and are responsible for assisting crashed vehicles and riders who do not require emergency attention.

Director of Competition - Designated by the BoD; responsible for overall control of race events. 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.

Electronic Scoring/Computer Team - Reports to the Director of Competition; 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.

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

Gate Officials – Report to the Director of Competition; responsible to ensure all persons entering an event facility sign required releases, pay appropriate fees and are issued and affix event facility entry credentials (armbands); authorized to examine entrant identification and to refuse admission to any person not qualified for entrance to the facility, including persons with pets.

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.

Manual Scoring - Reports to the Director of Competition; responsible for manual scoring of race events.

Manual Timing - Reports to the Director of Competition; responsible for manual lap timing of sprint races, if there is no electronic timing available.

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.

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.

Race Control - Reports to the Director of Competition; responsible for management of the Corner Workers and flags during the race event.

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

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.

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.

Riders must obey all pit rules, which may vary from track to track. It is the rider'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 at all times. Riders without a wristband will not be allowed to pick up pre-registration packets, post-enter or go through Technical Inspection. Those found without a valid wristband may be removed from the property. Wristbands are to be obtained from authorized personnel upon entering the property and any fraudulent use of a wristband by any person will result in penalties being levied against them and/or the rider they are with. Persons with fraudulent wristbands 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 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 Licensed rider or endurance Team Owner or 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 rider 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, "lighting 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 be registered with the CMRA at the beginning of each season. A numbered sticker will be affixed to all pit vehicles that will identify the vehicles owner. All motorized pit vehicles must also have a number plate bearing the competition number of the rider 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. Repeated violations will result in the loss of pit vehicle privileges for the remainder of the season.

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 License. They may ride their machine to and from the racetrack only. Anyone operating a motorized pit vehicle must have either a valid driver's license or a CMRA 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 rider, are prohibited from the hot-pit lane at all times.

The Director of Competition may at any time revoke the racing privileges of any rider, 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 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 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 Provider and Class Sponsor Award Programs

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

2014 CMRA Rule Book

- a) Meet all of the Contingency Provider / Class Sponsor requirements (e.g., product usage, placement of required decals/patches). Contingency Provider and Class Sponsor requirements are available in the Technical Inspection area and on the "Forms" page of the CMRA website. Any required decals or patches will be available in the Technical Inspection area.
- b) All Contingency Providers and Class Sponsors must be listed on the Sponsor List Form to ensure that sponsors are identified on published race results. The Sponsor List Form is available in the Registration Area and on the CMRA website Forms Page. The Sponsor List Form must be submitted once-per-season and only re-submitted if sponsors change. The Sponsor List Form (or revised form in case of change of sponsors) must be submitted to the Registration Clerk (do NOT submit this form to the Technical Inspection area) prior to the close of registration for the event. Sponsor Lists cannot be changed after close of registration for the event. Sponsors cannot be added to race results after close of registration for the event. Failure to list Contingency Providers or Class Sponsors on the required form may result in non-payment of awards.
- c) Submit the Contingency Claim Form when the machine is brought to Technical Inspection. A separate copy of this form must be completed for each machine. A separate copy of this form must be submitted for sprint and endurance racing of the same machine. This form must be re-submitted at each event for each machine.
- d) Submit any Contingency Provider Claim Forms in accordance with provider requirements. Contingency Provider Claim Forms required to be submitted to the CMRA, if any, must be submitted when the machine is brought to Technical Inspection.
- e) Must go through a pre- and/or post-race inspection if required by the Contingency Provider. Post-race inspection requirements, if any, will be noted on the race grid sheets and race results sheets posted at the event.

Illegible, incomplete or incorrect information on any required form will result in the contingency or award not being processed and therefore will result in non-payment. CLAIM FORMS MUST BE SUBMITTED WHEN THE MACHINE GOES THROUGH TECHNICAL INSPECTION and cannot be corrected or submitted after the race to which the award applies.

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 **Thursday** 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

Refunds are intended to provide relief when a rider cannot participate in races due to injury, illness, equipment malfunction, or other specific extenuating circumstance. There will be no refunds for rain or inclement weather provided that the Director of Competition does not cancel the race event.

Refunds will be in the form of a Refund Voucher which may be applied to CMRA race registration fees only. Refund Vouchers may not be applied to License fees, protest fees, fines or penalties. Refund Vouchers have no cash value.

Refund vouchers are non-transferrable and will expire at the end of the same number series round the following race season (e.g. a Refund Voucher issued for the 3rd sprint round in a season will expire at the end of the 3rd sprint round the following season). Regardless of who makes the original payment, Refund Vouchers for sprint fees will be issued in the name of the rider on the registration form; endurance team refund Vouchers will be issued in the name of the Team Owner.

The original Refund Voucher must be surrendered to receive value. Lost original vouchers will not be replaced and any remaining unused value is forfeit. Original vouchers altered in any manner will be void and any remaining unused value is forfeit.

Pre-Entry Refund Requests

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 payments are usually processed the Monday following close of the pre-entry period. Written pre-entry cancellations received at the CMRA office prior to processing payment will not incur any fee and no Refund Voucher will be issued.

c) Written pre-entry refund requests received after processing of payment, whether by fax or email to the CMRA office or in person at the track must be received before the end of the practice designated for the race for which refund is requested.

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

e) Requests made prior to close of the designated practice on the day of the race(s) in question will receive a Refund Voucher equal to 100% of registration fees, less a \$20 administrative fee.

At-Track Entry Refund Requests

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 a Refund Voucher equal to 100% of registration fees, less a \$20 administrative fee.

c) No refund without original pink entry receipt.

d) No refund after practice.

e) The rider must affirm that the refund is requested due to rider injury, rider illness, equipment malfunction, or other specific extenuating circumstance. Requests based on equipment malfunction must be verified by the Technical Inspector. No rain or weather-related refunds.

f) Riders who do not claim their entry nor make a proper cancellation will forfeit their entry fees.

At-Track Refund Request Procedure

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

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

c) For requests based on equipment malfunction, take machine and Refund Request Form to the Technical Inspector for verification.

d) Make request prior to the end of practice

Pre-entry Refund Voucher Redemption Procedure

- a) Submit a copy of the original Refund Voucher with the faxed or emailed entry forms.
- b) Surrender the original Refund Voucher when the pre-entry package is picked-up at the track. The original Refund Voucher must be surrendered to receive value.
- c) If there is any unused value remaining on the voucher, the clerk will revise the voucher to state the remaining value and return it to the rider.
- d) Refund Vouchers have no value after the end of the expiration stated on the voucher.

At-Track Refund Voucher Redemption Procedure

- a) Surrender the original Refund Voucher when registering at the track. The original Refund Voucher must be surrendered to receive value.
- b) If there is any unused value remaining on the voucher, the clerk will revise the voucher to state the remaining value and return it to the rider.
- c) Refund Vouchers have no value after the end of the expiration stated on the voucher.

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 Rider Briefing

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

3.8 Grid Positions

Unless otherwise designated on the event schedule or during the Rider Briefing, grid positions shall be determined as described in this section.

Formula 1 Expert grid positions will be determined by a transponder timed qualifying session as described below.

For all sprint classes (including Team 60) other than Formula 1 Expert, grid positions for the first event of the season will be determined by order of entry within each class on the grid. Grid positions for subsequent events will be in order of current point standings followed by order of entry for riders having no points within each class on the grid. Riders entered in multiple classes in a race must grid at the assigned position farthest from the front of the grid or forfeit points for the class which had a farther back assigned position.

Endurance series grid positions for the first event of the season will be in order of team number for teams 1 through 10 followed by order of entry within each class on the grid. Endurance series grid positions for subsequent events will be in order of current overall points standings followed by order of entry for teams having no points.

In the event of tied grid spots the computer will designate them randomly.

Grid positions may be determined by a transponder timed qualifying session if designated on the event schedule. The duration of the qualifying session will be on the event schedule. The rider is responsible to have a functioning transponder mounted for qualifying sessions. The fastest lap started during the qualifying session will be the rider's qualifying time. If grids are determined by qualifying sessions any rider not qualifying will be gridded randomly at the rear of the field. Any rider found illegal in qualifying will be placed at the back of the final grid.

Grids are posted each race day approximately 30 minutes after the close of registration (or qualifying session if used) 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 Briefing. 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 Rider Briefing 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.

Wave Start

Groups of machines will be separated into two or more waves as indicated by a line between rows on the posted grid sheets, which may also contain multiple row breaks. These waves will be started separately. 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, 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 start 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

Riders 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 Race 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 Rider Briefing. 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 Race Official. When the first machine leaving pit-out reaches a predetermined point, the track will be closed. Those riders who 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.

No practice starts are allowed during the warm-up lap. Riders performing a practice start during the warm-up lap will be moved to the last row of the starting grid.

Race Start

The starting light display will consist of a series of large RED lights mounted horizontally on a black background. The display will be mounted near the Starter at a height that will make it visible to all riders.

The starting lights will be ON when the machines are gridded at the end of the warm-up lap. 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 who 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 turn OFF the red starting lights at any time. The race starts when the red lights go OFF. If multiple waves are indicated on the grid sheet, the race starts for only the first wave when the red lights first go off. When the first wave has passed the Starter the #2 board will be displayed, the red lights will go ON and the procedure repeated until all waves have departed.

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

Penalties for jumping the start are described in Section 7.

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 Briefing. 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.

A designated practice start area will be provided for use during practice only. No practice starts will be allowed outside of the designated area. No practice starts will be allowed after practice has ended.

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 a Race 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 and/or suspension.

Unsafe and unsportsmanlike riding techniques should be reported to a Race 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 the Director of Competition.

Any rider 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 dependent upon the track and configuration used. Information regarding the cool off lap will be provided at the Rider Briefing.

Riders significantly slower than others in their class or riders who present a hazard to others may, at the discretion of the Director of Competition, 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 rider annoying or harassing an Official, infringing on the rights of other riders 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 Race 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 Race Official gives approval the rider must then proceed directly to pit lane for an inspection by a Technical Inspector 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 by Safety Crew Officials. 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 (team owner's for endurance teams) responsibility to have their assigned competition number on their machine. Riders (teams) participating in races without the correct competition number will not be scored.

It is the rider's (team owner's for endurance teams) responsibility to mount their charged and properly functioning scoring transponder to his/her machine per Section 3.12.

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.

Riders are cautioned to note that the transponder loop does not cross the full width of the pit road at some tracks. The incomplete section is marked by orange cones on the road surface. Any rider who 'cuts through the cones' for any reason and therefore is not registered by the electronic scoring system shall forfeit that lap which will not be reinstated by manual scoring under any circumstance.

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, Race 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 Race 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 Race 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 when the electronic timing and scoring system is non-functional.

CMRA requires that **riders** have a charged and properly functioning AMB transponder securely mounted to their machine **whenever they are on the track for any purpose, including practice sessions.** It is the rider's responsibility to mount their charged and properly functioning scoring transponder to his/her machine per **this section.** 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 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 **properly functioning** 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 practice session without a properly functioning transponder may be shown the meatball flag and required to report to the Steward at pit-in immediately.

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 machine, 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 **this section**. 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 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 **or orientation not in accordance with this section** will not be allowed to protest any scoring errors.

A rider or team participating with a transponder having an ID number different than that shown on their race entry form will not be scored. This infraction will be treated as a non-functioning transponder and the rider or team may file a protest and pay the fine for a non-functioning transponder to have laps reinstated as described in this section.

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

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 **\$430.00** deposit (or the current replacement cost) 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 **weekend** or they will be charged **\$430.00** (or the current replacement cost).

The charged and properly functioning transponder must be mounted vertically (**long axis parallel with the fork tube and with the AMB ID number right-side up and the light at the top**) on the left or right fork leg between the two triple clamps, so that the charge status indicator light and transponder number are visible to a Race Official standing next to the machine without removal of any covering or mounting piece, and the appropriate AMB mounting bracket must be used. **Transponders mounted upside-down or with the long axis not parallel with the fork tube will be deemed not in compliance with this section.** 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.

Starting Lights – Starting lights may be used in place of the green flag to indicate the start of the race. The starting light display will consist of a series of large red lights mounted horizontally on a black background. The display will be mounted near the Starter at a height that will make it visible to all riders. The starting lights will be ON when the machines are gridded at the end of the warm-up lap. The race start procedure with starting lights is the same as with green flag, except that the red lights go OFF instead of the green flag is thrown. The race starts when the red lights go OFF.

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 Race 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 Race Officials deem it necessary to have a rider brought in to inspect the rider's machine or have a verbal discussion with the rider. In most cases, the offending rider's number will be displayed on a board at start/finish.

Yellow Flag with Red Stripes - Indicates debris on the track surface or a slippery track surface. The Corner Worker will attempt to point to the debris on the track.

White & Green Crossed Flags - Displayed at start/finish, indicates the halfway point of the race.

White Flag - Displayed at start/finish, indicates one lap remaining in the race.

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

SECTION 5 - EQUIPMENT STANDARDS

Passing Technical Inspection in no way implies that the CMRA warrants a rider's equipment or machine's safety, only that the equipment or machine meets the minimum technical requirements for competition at the time of inspection.

5.1 Rider Equipment

All riders 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 Technical Inspection) and not manufactured more than 5 years prior to the event date. This means no helmet manufactured prior to **February 2009** may be worn during the **February 2014 event**. Helmets must be in good condition with no major damage to the shell or foam liner. Helmets must be taken to Technical 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 rider using an inflatable helmet removal system must notify the Director of Competition 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 riders are required to display their individual competition number on **each side of their helmet. The numbers must be at least 1.25" high, easily legible and in sharp contrast to the helmet background. Riders are encouraged to use black block numbers on a white or yellow background corresponding to their License status (white for expert, yellow for novice). Helmet number kits are available from the CMRA for a nominal charge.**

It is recommended that all riders 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.

Neck braces are allowed but must be attached to the riders leathers in a manner that will prevent it from falling onto the track.

A rider must bring for Technical Inspection their machine(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 machine 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 rider 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 rider'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 machine 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 machine that does not meet CMRA requirements. The Chief Technical Inspector may, at any time, re-inspect any machine and revoke approval if the machine no longer meets CMRA requirements. Any rider who takes their machine onto the racecourse when the machine does not meet CMRA requirements will be assessed a penalty for each infraction. The rider and their crew are required to point out any problems or potential problems with their machine.

A rider or their 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, Loctite or similar compound is not acceptable.

All machines must meet CMRA requirements. A machine will not pass Technical Inspection and will not be marked with a Techsticker until the machine 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 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. Technical Inspection will keep a list of machine V.I.N.s.

All machine 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

*Quick release clips may not be used to secure oil drain plugs. Oil drain plugs must be secured with safety wire only.

**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, high impact reinforced plastic, carbon fiber, or any other impact and abrasion resistant material acceptable to the Chief Technical Inspector. 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 and GSF Models, 2005 and earlier Suzuki GSX-R, Yamaha FZR400, FZR600 and YZF (except R-1). The following motorcycles must have replacement cover/case guard installed around the left side of the engine: 2006 and later Suzuki GSX-R, 1995-2006 Kawasaki ZX6R/RR, 1998-2003 ZX9R, Honda CBR600RR and CBR1000RR and Yamaha YZF-R1. This list is subject to change at the discretion of the Chief Technical Inspector. Frame sliders are not an acceptable substitute for engine case guards.

e) **All machines must be equipped with a front brake lever guard.**

f) All machines must have an operating and marked engine kill switch mounted on one handlebar.

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

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

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

j) Side and center stands must be removed.

k) 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.

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

m) The machine must be clean.

n) Tires must be in good condition as determined by the Technical Inspector. 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.

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

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

q) 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.

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

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

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

u) All machines are required to have a lower fairing capable of holding approximately 5 quarts or the maximum amount of fluid contained within the machine, whichever is less. Machines not equipped with a lower fairing from the manufacturer may have a custom piece fitted. Lower must be attached in a manner approved by tech. "Turkey Pans" are not acceptable. Lower fairings with AMA style drain holes must have drain plugs installed and secured at all times regardless of the weather conditions.

v) Number plates and numbers must be installed before coming to Technical Inspection.

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

x) All machines must have their charged and properly functioning AMB scoring transponder mounted before going to Technical 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 a Race 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 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.

y) Only gasoline may be used as a machine fuel. Nothing may be added to the gasoline except commercially available and approved octane boosters and lubricating oils.

z) 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.

aa) 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.

bb) 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

cc) 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. Cameras and camera mounts must not be installed in a way that makes the machine number difficult to read from trackside. Camera mounts must be securely attached to the machine. Adhesive and suction cup

mounts are not allowed. All cameras must be tethered to the machine to prevent it from falling onto the track in the event that the primary mount fails. All cameras must bear the owners competition number. Camera mounting must be approved by Technical Inspection. The CMRA reserves the right to disallow camera use at any time.

5.3 Number Display Requirements

All machines must have numbers installed in one of the three 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 three sets of numbers, one on the front and one on each side of the main fairing. Number plates on the main fairing must be placed so that they are not obscured by the rider's body in any way.

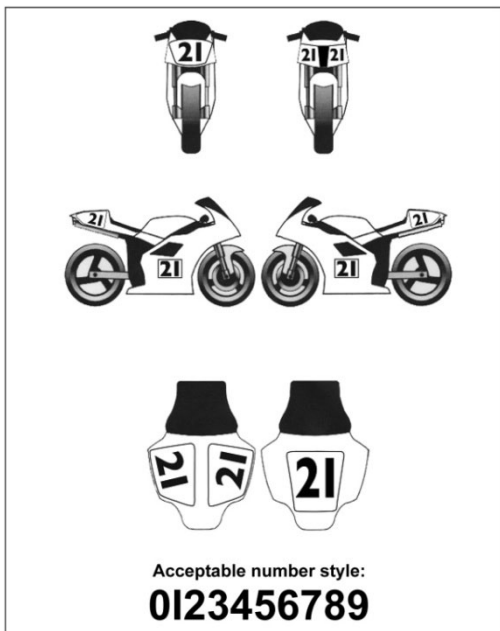
c) The machine may carry two sets of numbers, one on the front and one on top of the tail. Numbers on top of the tail must be oriented so as to be read from the rear of the motorcycle (see illustration below). This method may only be used when the tail section is not large enough to accommodate number 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 (see illustration below). 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 tail or on the machine side fairings. 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. Side number plate/background and numbers on the machine tail may not wrap around onto the top or bottom of the tail when viewed from the side. Number plate/backgrounds installed on the machine side fairings must be positioned so that they are not obstructed by any part of the rider's body and must be clearly visible when the machine is in a vertical position. 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 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 **sprint** riders only. If a rider from another organization is racing with the CMRA under a reciprocal License they must display



only the number assigned on their CMRA License.

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 Race 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 the Championship Endurance Series, two to eight hours for the Lightweight Endurance Series .

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. In reference to engines: single, twin, triple and multi refer to 1, 2, 3 and 4 cylinders respectively.

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 Director of Competition, 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 Sprint Series Categories

Supersport

Supersport is limited to U.S. market EPA and DOT approved versions of the specific machine brands and models designated for the class in Section 6.3 – Sprint Series Classes and Regulations.

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

a) The OEM wiring harness shall not be modified or replaced; removal of items allowed in this section which connect to the harness must be accomplished by unplugging at an OEM connector; if allowed removal of an item results in an interlock that is not suitable for racing, the interlock over-ride must be accomplished by plugging jumpers or other required items into the remaining un-modified harness connectors.

b) The OEM frame, subframe(s), fairing stays and all mounting hardware and brackets shall not be modified; any bracket or hardware which supports only an item which may be removed may also be removed; any bracket or hardware which supports an

item which may not be removed in addition to an item which may be removed, must remain on the machine un-modified.

- c) **Passenger pegs, grab rails, horns, OEM handlebar switches, mirrors, turn signals, tail lights and housings, headlights and housings and reflectors, unnecessary plastic trim, plastic schruds and bezels may be removed.**
- d) **OEM batterybox may be modified to allow fitment of replacement rear shock.**
- e) **Aftermarket rearsets, clip-ons or handlebars and levers allowed; lever guards allowed.**
- f) **Aftermarket exhaust allowed.**
- g) **Aftermarket ECM controlling fuel mapping and ignition timing only allowed; quick-shifters, ignition cuts, traction control not allowed.**
- h) **Aftermarket rear shock and fork internals allowed. Revalving of OEM shock and forks is allowed**
- i) **Aftermarket brake pads and lines allowed.** ← **SEE ADDENDUM 1**
- j) **Aftermarket chains and aftermarket sprockets with any gearing allowed.**
- k) **Aftermarket bodywork allowed only if it exactly replicates the size and shape of the OEM bodywork with the following exceptions: solo tail allowed; openings for headlight, taillight and turn signal may be covered or filled-in. OEM bodywork stays and mounts must be used. Alternative bodywork fasteners may be used (e.g., DZUS fasteners).**
- l) **Aftermarket filters of OEM type allowed (a K&N style direct replacement air filter is an acceptable OEM type).**
- m) **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.**

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

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.
- 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). Machines not originally equipped with bodywork may use 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 **with the exception that slicks may be used in the "A" Superstock class**. 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 "wave" or "petal" type rotors of the same material and maximum diameter as the OEM 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 any **OEM master cylinder regardless of type from any make or model. Aftermarket master cylinders are allowed but are restricted to same type and as close as possible to the OEM bore and stroke**. 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.

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 **and compression ratios** except as outlined above. **The allowances in this paragraph should be used for maintenance only. These allowances should not be used for performance enhancement.**

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) Aftermarket or kit wire harnesses are allowed.
 - ff) 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.
 - gg) The exhaust system may be replaced with an aftermarket system. Pipe wrap is allowed.
 - hh) Manual cam chain tensioners are allowed.
 - ii) Electric ignition cutout shift devices are allowed, however they may not physically move any portion of the shift mechanism.
 - jj) The triple clamp may be replaced with an aftermarket one provided it does not alter the geometry of the machine and is non adjustable.
 - kk) 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 Director of Competition, create a performance advantage.
 - ll) SV650 may use a 17" x 5.5" OEM rear wheel from any other Superstock make and model.

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 Formula 3 (or any subsection of a class that specifies "Formula Rules")

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

Motard

Machines may be single or twin cylinder based in 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 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.

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.

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 Technical Inspector.

Classic

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 & E Superstock, based on the displacement limits of the specific class. For example, a 1997 or older Superstock legal Suzuki GSX-R750, 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).

The use of components and/or modifications that were not available in 1997 is prohibited.

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.

The Director of Competition and/or The Chief Technical (Tech) Inspector will make the final determination on machine eligibility for Classic.

Modern Classic

Motor and frame must be 2004 model year or older; newer machines that are identical to 2004 model year or older machines are eligible.

Machines must use the original combination of frame and motor.

The use of components and/or modifications that were not available in 2004 is prohibited.

Fluid retaining lower per CMRA rules required.

Modern classic machines are not allowed to ride down a class.

The entrant is responsible for proving machine eligibility for Modern Classic.

The Director of Competition and/or The Chief Technical (Tech) Inspector will make the final determination on machine eligibility for Modern Classic.

6.3 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

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

Yamaha 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. BMW F800S, Ducati 1000SS, 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.

500 Classic (no Expert/Novice differentiation)

Up to 500cc 4-stroke air and water cooled twins
Up to 400cc 2-stroke air and water cooled twins

500 Supersport (no Expert/Novice differentiation)

Honda CBR500R allowed.

300 Supersport (no Expert/Novice differentiation)

Kawasaki EX300 (Ninja) allowed

E Superstock (no Expert/Novice differentiation)

Up to 250cc 4-stroke air and water-cooled twins
Up to 250cc 4-stroke air and water-cooled singles
Any bodywork allowed.

No engine modifications allowed.

All machines may upgrade to 17" wheels so long as they do not weigh less than the stock wheels for that model.

Kawasaki EX250 (Ninja), Honda VTR 250, CBR250R, and Buell Blast using Superstock rules with airbox modifications or individual filters allowed. Aprilia RS125 (street bike) with aftermarket exhaust and carburetor allowed.

Formula 4 machines allowed in sprint class only.

Lightweight Twins Expert/Novice

Up to 360cc 2-stroke water-cooled twins
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 Motard rules
Unlimited singles based on Formula rules
125cc GP machines allowed
Buell Firebolt, Lightning, BMW F800S and Ducati 1000SS under Superbike rules

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.

Formula 1 Expert/Novice

Unlimited displacement

Formula 1 Ladies (no Expert/Novice differentiation)

Unlimited displacement
All riders must be female

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

Formula 3 (no Expert/Novice differentiation)

Machine limits per formula category rules unless otherwise noted.
Unlimited displacement 2 & 4-stroke singles unless otherwise noted.

Up to 125cc 2-stroke Grand Prix machines
Up to 396cc 2-stroke water-cooled twins
Up to 410cc 2-stroke air-cooled twins & triples
Up to 560cc 4-stroke water-cooled multis
Up to 570cc 4-stroke air-cooled 4 valve per cylinder multis
Up to 600cc 4-stroke air-cooled 2 valve per cylinder multis
Up to 700cc 4-stroke water-cooled twins
Up to 900cc 4-stroke air-cooled twins
Up to 1200cc 4-stroke air-cooled pushrod twins
Among the eligible machines, EX250, EX300, RZ350, RD400, EX500, GPz550 and

Hawk 650.

Air cooled two valve per cylinder Ducati 900, Yamaha FZR400, Honda CB1, Triumph Thruxton 900, and XR1200 are allowed.

250cc 2-stroke GP replica machines Aprilia Cup RS250, TZR, NSR, RGV, etc. are allowed but limited to Superstock mods.

No SV650, no Ninja 650R, no Ducati Supermono, no Aprilia 4 stroke V-Twin, no 250cc GP machines allowed.

Rookie Expert Heavyweight

Machine Limits per A Superbike

All riders must be first year Experts

Riders that advance to Expert status after the halfway point of the previous season are allowed to enter Rookie Expert Heavyweight.

Rookie Expert Lightweight

Machine Limits per Formula 2

All riders must be first year Experts

Riders that advance to Expert status after the halfway point of the previous season are allowed to enter Rookie Expert Lightweight.

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

Motard (no Expert/Novice differentiation)

Unlimited displacement singles and twins

No Ducati HyperMotard

Classic (no Expert/Novice differentiation)

Unlimited displacement

1997 model and older machines based on Superbike rules

1994 or older 125 Grand Prix machines

Modern Classic (no Expert/Novice differentiation)

Unlimited displacement

2004 model and older machines with the following exceptions based on Superbike

rules

1999 and up Aprilia Mille & Tuono twins

Up to 2006 CBR600RR

Up to 2007 CBR 1000 RR

Up to 2006 Ducati 749

Up to 2006 Ducati 999

Up to 2005 GSXR 600

Up to 2005 GSXR 750

Up to 2004 GSXR 1000

Up to 2005 R6

Up to 2006 R1

Up to 2006 ZX6R 636cc

Up to 2006 ZX6RR 600cc

Up to 2005 ZX10R

Solo 30 Sprint Series Rules

The Solo 30 Sprint Series are races for Heavyweight, Middleweight, Lightweight and Ultra-Lightweight machines. The number of laps for each race will be designated in the event schedule and will be based on the approximate number of laps required for a 30-minute race at the track average lap time. All sprint race procedures and rules will apply with the following exceptions:

Following a red flag incident the race may be restarted as soon as possible.

The original grid will be used for all restarts.

If the race cannot be restarted with a minimum of 10 minutes of remaining race time, then the race will be declared complete.

At the Director of Competition's sole discretion the number of laps of the race may be reduced.

Solo 30 Heavyweight Expert/Novice

Per A Superbike sprint rules

Solo 30 Middleweight Expert/Novice

Per C Superbike sprint rules

Solo 30 Lightweight Expert/Novice

Per Formula 2 sprint rules

Solo 30 Ultra-Lightweight (no Expert/Novice differentiation)

Per Formula 4 sprint rules

Per E Superstock sprint rules

Team 60 Sprint Series Rules

The Team 60 Sprint Series are 60 minute timed races for Heavyweight, Middleweight and Lightweight machines ridden by a team of two riders. Teams must use two machines and must change machines when the rider change occurs. The rider and machine change must occur once each race during the designated "Pits Open" period as described in this section. One transponder must be used throughout the race and must be transferred between the machines when the machine/rider change occurs. All rules of Section 6.5 Endurance Series Classes and Regulations (Championship Endurance Series) shall apply with the following exceptions:

Teams

A team is defined as the combination of a unique team name consisting of the last names of the two primary riders in alphabetic order, two primary riders and up to one substitute

rider (total 3-rider roster) with any combination of Expert or Novice status (no Provisional Novice riders), and one transponder. The Team Number will be the competition numbers of the two primary riders, in the same order as the team name order, separated by a slash (### / ###).

The team must declare its Team 60 machine class when the team **enters** its first race of the season. The class declared on the **team's first entry of the season** may not be changed. The team may then use any combination of machines meeting Team 60 requirements for each race but in no case shall any machine used exceed the machine limits for the declared team class (e.g. a Team 60 Middleweight team may use any combination of Team 60 Middleweight or Team 60 Lightweight machines during the season but may not use Team 60 Heavyweight machines). Within these limits, the team may use two machines of different Team 60 class within any race. The team may use an unlimited number of different machines during the season. Laps run on a machine not meeting the requirements of this section will not be scored.

Team 60 Heavyweight (no Expert/Novice differentiation)

Per A Superbike sprint rules

Team 60 Middleweight (no Expert/Novice differentiation)

Per C Superbike sprint rules

Team 60 Lightweight (no Expert/Novice differentiation)

Per Formula 2 sprint rules

Team 60 Race Start Procedures

Grid order **will be as described in Section 3.8 Grid Positions.**

Endurance Series start procedures shall apply with the addition that Le Mans start procedures may be used.

The machine to be used for the second stint must be on a stand, engine off, at the location on pit road designated by the Director of Competition prior to the green flag at the start of the race. This machine may be started for warm-up at any time after the race is started (after the green flag). Teams failing to meet these requirements will be docked one lap.

Race Start with Le Mans Procedures

Machines will be lined up along the edge of the track nearest the pit wall. First stint riders will line up on the edge of the track opposite their machine, off of the track surface or if there is a wall with one hand touching the wall. The machines will be ordered consecutively from grid position 1 through the last machine on the grid. The machines will be placed at a 45 degree angle facing race direction. Second stint riders will hold the machine upright in this position with the engine off. The second stint rider may not assist the first stint rider in any way to start the machine (push-start assist not allowed). The starter at his/her discretion will commence the start procedure beginning with the two minute board and ending with either a green flag or the starting lights going out. At this time the first stint riders will step onto the track surface (or remove their hand from the wall), run to their machines, start them and begin the race. Immediately upon the first stint rider taking possession of the machine, the second stint rider must move off the track surface and over the pit wall and may not re-enter the track surface.

Pit Stops

A team may have no more than 3 people over the wall at any time, including riders. Penalties for safety violations will be assessed at the end of the race. Teams will be docked one lap per infraction; penalties will be doubled for each repeat offense.

Though it is intended that the race be run without any pit stop other than for the required rider/machine/transponder change, emergency pit stops are allowed without penalty. If a first-stint machine enters pit road for any reason prior to the start of the designated rider change "Open Pits" period, it must exit pit road with the first-stint rider and complete a lap before re-entering pit road during the "Open Pits" period for the rider change or the team will be penalized for an early rider change as described in the following section.

Rider and Machine Change

The mandatory rider change/machine change/transponder transfer must occur during a 10-minute "Pits Open" window of time which will be at the mid-point of the race. The starter will display a "Pits Open" sign at the start-finish line 25 minutes after the green flag. The start of the 10-minute time will commence when the first machine enters pit road after the sign is displayed. The "Pits Open" sign will be withdrawn at the end of the 10-minute period. If the first stint machine enters the pit road for the rider change before the "Pits Open" sign is displayed or after

the “Pits Open” sign is withdrawn, the team will be docked one lap. If the second stint machine exits the pit road having made a rider change after the end of the “Pits Open” period, the team will be docked one lap.

The first stint machine must remain in its designated location on pit road, engine off, on a stand, until the end of the race (checked flag). Teams failing to meet the requirements in this section will be docked one lap per infraction.

Frame Changes

No frame changes are allowed during the race except for the mandatory machine change described in the previous section.

Restart After Red Flag

Following a red flag incident the race may be restarted as soon as possible.

The original grid will be used for all restarts.

Restarts will be the same type as the original start (Le Mans restart if the original start was Le Mans).

If the race cannot be restarted with a minimum of 10 minutes of remaining race time, then the race will be declared complete.

Team 60 Scoring

One transponder must be used throughout each race which must be transferred between machines at the rider/machine change. The team transponder number must be declared on the entry form for each race. The team is solely responsible to ensure that the transponder is charged, functional and mounted in accordance with the rules. Paragraphs of Section 6.5 Endurance Series Classes and Regulations (Scoring) relating to reinstatement of laps for missing, non-functioning or incorrect transponder shall not apply to this series. Laps run without a transponder, with a non-functioning transponder, or a transponder number other than on the entry form will not be scored and cannot be reinstated. **Points will be awarded to each Team 60 class per Section 6.4 Sprint Series Points and Awards plus teams will be awarded 1 point per lap completed.**

Formula Mini Rules

Formulas 4, 5, 6, 7 and Grom Challenge collectively constitute “Formula Mini”.

These rules apply only to these classes.

Motard machine must have been intended for at least partial use off-road, in a manner often described as “Dirt Bike”, “Dual Purpose” or “SuperMoto”.

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 the machine and may be on the lower fairing.

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

Machines must pass Technical Inspection and meet all requirements of section 5.2 including the requirement to have a fluid catching lower fairing.

Formula 4 (No Expert/Novice differentiation)

112cc 2-stroke water-cooled, GP Chassis allowed

125cc 2-stroke air-cooled, pre-1995, **Motard** rules

180cc 4-stroke water-cooled singles, GP chassis allowed

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

Among the eligible machines are pre-1995 125cc air-cooled dirt bikes (Motard trim allowed), **85-100cc 2-stroke water-cooled single (CR85, KX100 etc.) bored and or stroked to 180cc in GP Chassis (RS112, RS150R), GP125cc 2-stroke water-cooled single (RS125) sleeved down to 112cc, CRF230F, XR250 in GP frame. Aprilia RS125 (street bike) with aftermarket exhaust and carburetor allowed.**

E Superstock machines allowed in sprint class only.

Formula 5 (No Expert/Novice differentiation)

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

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

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

2014 CMRA Rule Book

150cc 4-stroke air-cooled, GP chassis allowed
175cc 4-stroke air-cooled, no GP chassis, Formula rules
125cc 4-stroke water-cooled, GP chassis allowed

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)

65cc 2-stroke water-cooled, **Motard** 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 **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
115cc 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

Grom Challenge (no Expert/Novice differentiation)

Honda Grom allowed using Supersport rules with the following exceptions:

No clip-ons or clubman bars.

No rearsets.

No fuel controllers.

Airbox may be replaced with pod type air filter.

Throttle body may be repositioned.

OEM final drive ratio must be retained.

No aftermarket bodywork, all OEM body panels must remain in place.

Headlight assembly may be removed and replaced with motocross style front number plate.

Rear number plates are not required.

SEE ADDENDA 2 & 5

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 along with 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 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 Rider Requirements described in Section 1.4.

All machines must have automatic clutch and stock engine.

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 may replace the exhaust system. 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 allowed.

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. Gloves must be worn and approved by Technical Inspection.

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.

All machines and riding gear must go through Technical Inspection each race weekend.

6.4 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 class champion will be the rider 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.

Expert riders winning the championship in any class will receive a \$40 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. Unused credits do not transfer from one race event 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	C Superbike	Formula 40 LW
B Superstock	D Superbike	Formula 40 HW
C Superstock	Formula 1	Rookie Expert LW
D Superstock	Formula 2	Rookie Expert HW
A Superbike	Lightweight Twins	
B Superbike	Heavyweight Twins	

2014 CMRA Rule Book

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. For the purposes of this section points shall be awarded as follows:

For races with less than 11 total entries

1 st – 45 points	4 th – 35 points	7 th – 32 points	10 th – 29 points
2 nd – 40 points	5 th – 34 points	8 th – 31 points	
3 rd – 37 points	6 th – 33 points	9 th – 30 points	

For races with 11 to 25 total entries

1 st – 48 points	8 th – 34 points	15 th – 27 points	22 nd – 20 points
2 nd – 43 points	9 th – 33 points	16 th – 26 points	23 rd – 19 points
3 rd – 40 points	10 th – 32 points	17 th – 25 points	24 th – 18 points
4 th – 38 points	11 th – 31 points	18 th – 24 points	25 th – 17 points
5 th – 37 points	12 th – 30 points	19 th – 23 points	
6 th – 36 points	13 th – 29 points	20 th – 22 points	
7 th – 35 points	14 th – 28 points	21 st – 21 points	

For races with more than 25 total entries

1 st – 52 points	13 th – 33 points	25 th – 21 points	37 th – 9 points
2 nd – 47 points	14 th – 32 points	26 th – 20 points	38 th – 8 points
3 rd – 44 points	15 th – 31 points	27 th – 19 points	39 th – 7 points
4 th – 42 points	16 th – 30 points	28 th – 18 points	40 th – 6 points
5 th – 41 points	17 th – 29 points	29 th – 17 points	41 st – 5 points
6 th – 40 points	18 th – 28 points	30 th – 16 points	42 nd – 4 points
7 th – 39 points	19 th – 27 points	31 st – 15 points	43 rd – 3 points
8 th – 38 points	20 th – 26 points	32 nd – 14 points	44 th – 2 points
9 th – 37 points	21 st – 25 points	33 rd – 13 points	45 th – 1 point
10 th – 36 points	22 nd – 24 points	34 th – 12 points	
11 th – 35 points	23 rd – 23 points	35 th – 11 points	
12 th – 34 points	24 th – 22 points	36 th – 10 points	

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 10 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 10 Expert Award winners are encouraged to run their earned number on their machine(s) the following season. Their assigned competition number will be held during the season they run their earned number, provided that they renew their License by the renewal deadline.

The Rookie Expert with the most points accumulated as described in this section will be recognized as the Overall Rookie Expert for the season.

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.

6.5 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. **A machine may not run in multiple teams or classes concurrently.** 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. The Team Owner must be at least 18-years-old.

All teams must be registered using the Team Registration Form. Team Owners have until January 1st to renew their team registration to keep their previous year's competition number. After January 1st, all unrenewed numbers become available on a first-come, first-serve basis. Both the Team Owner and the Team Captain must be current CMRA members at the time of Team Registration.

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 Team Owner or Team 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 have a License at the time the entry is received. Entries will not be accepted if anyone on the form does not have a License 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.

Endurance races less than 121 minutes in length will require a mandatory rider change.

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.

Endurance series grids will be determined as described in Section 3.8 Grid

Positions.

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

Modern Classic

Per Modern Classic sprint rules

Lightweight Endurance Series Classes

500 Classic

Per 500 Classic Sprint Rules

500 Supersport

Per 500 Supersport sprint rules

300 Supersport

Per 300 Supersport sprint rules

E Superstock

Per E Superstock sprint rules (no Formula 4 machines allowed)

Formula 4

Per Formula 4 sprint rules (no E Superstock machines allowed)

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 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. **Oversized fuel tanks are NOT allowed in 300 Supersport and 500 Supersport endurance.**

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.

Endurance Race Start Procedures

The following start procedures are specific to the Endurance Series.

Calls to the Grid

SEE ADDENDUM 3

Unless otherwise instructed all endurance machines are required to be on the grid or pre-grid no later than 10 minutes before the scheduled start time. 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 **25** minutes prior to the scheduled start time. Second call will be made **20** minutes prior to the scheduled start time. Third call will be given **15** minutes prior to the scheduled start time (**five minutes before all machines must be on the grid**). **The #5 board will be displayed five minutes before scheduled start time (five minutes after all machines are due on the grid).**

Sighting/Warm-Up Lap

When the #5 board is displayed, **all generators must be unplugged and removed from the grid. All nonessential team members must also leave the grid. All starting riders should be dressed and ready to go.**

When the #4 board is displayed, **all machines should be started and tire warmers must be removed. All crew members must clear the grid at this time.**

When the #3 board is displayed, **the grid will be released one row at a time for their warm up lap. The #3 board will be displayed for one (1) minute then taken down and the pit exit will be closed. Any rider failing to take the warm up lap or that was not present on the pre-grid will,** at the Pit Steward's discretion, be sent directly to the grid or held at pit-out until after the race start. **Those riders sent directly to the grid will be required to take the first available grid position on the last row of the starting grid.** 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 **has been taken down** will cause the rider to forfeit their grid position and **will** be assessed a grid infraction penalty. The penalty for grid infraction is listed in Section 7.2.

No practice starts are allowed during the warm-up lap. Riders performing a practice start during the warm-up lap will be moved to the last row of the starting grid.

Race Start

The starting light display will consist of a series of large RED lights mounted horizontally on a black background. The display will be mounted near the Starter at a height that will make it visible to all riders.

The starting lights will be ON when the machines are gridded at the end of the warm-up lap. 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 who 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 turn OFF the red starting lights at any time. The race starts when the red lights go OFF. If multiple waves are indicated on the grid sheet, the race starts for only the first wave when the red lights first go off. When the first wave has passed the Starter the #2 board will be displayed, the red lights will go ON and the procedure repeated until all waves have departed.

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.

Penalties for jumping the start are described in Section 7.

Removal of Machines from the Track

Machines may not be taken behind the pit wall for any reason without the permission of a Race 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.

Pit Stops

Refueling must take place after all mechanical interventions on the machine are finished, before the rider tries to restart the machine. Tire warmers must be removed prior to refueling.

All team members other than those directly involved in refueling shall be "behind the wall" or standing and clear of the machine during refueling. Team members "over the wall" must be wearing all cotton clothing with long sleeves and long pants or fire retardant clothing. They must be wearing fire retardant footwear or leather footwear. The footwear should not be vented in any way. Gloves must be worn by all team members involved in fueling, Nomex® type fire resistant/proof gloves are recommended. All team members "over the wall" must be at least 18 years of age unless they have a CMRA License. A team may have no more than 6 people over the wall at any time, including riders.

The rider must be off the machine 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 machine 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 Championship and Lightweight Endurance Series is a 10lb (ABC type).

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 Technical Inspection with the machine. 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 actual refueling stop.

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 Licensed riders, 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 Race Officials. Penalties for safety violations **are described in Section 7.**

Crashes

In the event a crash occurs (handle bar hits ground), CMRA rules apply. Before re-entering the track the machine is to be inspected by the nearest Corner Worker or Race Official for leaks and damage. If the Corner Worker approves, the machine can be ridden back to pit lane where a Technical Inspector must re-tech and approve the machine before the rider continues racing. If the machine is not brought in for Technical Inspection on the first lap after a crash, no subsequent laps will count and the machine will be black-flagged.

If the machine cannot be safely ridden back to the pits the crash truck will be called and if the machine can be safely recovered the crash truck will pick up crashed machines in order of incidents. Machines may be picked up out of order for safety or convenience of the crash truck. Any machine brought in on the crash truck will be dropped at the team's pit area.

Machines must comply with all Technical Inspection requirements to be allowed to continue racing. These requirements include number plates and oil containment lower fairings.

Frame Changes

Frame changes are allowed up until the half-way point of the race, but lap count will revert to zero 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.

Red Flag Procedures

Riders on the track shall immediately follow the procedures in Section 4 – Flags and Communications (Red Flag).

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. 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. Two team members will be allowed over the wall to place the machine on the stand or stands and install tire warmers. The two team members over the wall can be any combination of riders or crew but no more than two team members are allowed over the wall at any time during the red flag period. More than two team members over the wall will result in a \$50 fine. As soon as the machine is on the stand or stands and tire warmers have been installed all team members must immediately return to their pit area.

NO ONE other than a tire manufacturer representative may approach or touch any machine during the red flag period other than to assist in the unloading of a crashed machine from the crash truck or at the direction of a Race Official. 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.

Work on machines 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 machine. Any violation of these rules must be witnessed by a Race Official for a penalty to be levied.

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.

Restart After Red Flag

Following a red flag incident the race may be restarted no less than 10 minutes after the track has been declared cold by race control.

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.

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.

The restart procedure will commence with the display of the #5 board and will follow the same procedures and board display sequences as described in "Sighting/ Warm-Up Lap" and "Race Start" of Endurance Rules and Regulations.

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 Race Official of the problem. The machine must be inspected by a Technical 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 riders; loose parts at imminent risk of falling off of the machine and thereby presenting a risk to the rider or other riders. 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.

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.

The CMRA will use an AMB electronic timing and scoring system whenever possible. Manual scoring will be used when the electronic timing and scoring system is non-functional. **See Sections 3.11 and 3.12 for rules pertaining to scoring and transponders.**

6.6 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 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 **Lightweight** 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 Endurance Champion **in their respective series**. 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 each series**. 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. In order to be eligible for a championship award and recognition, a class must have a minimum average of four (4) entries per event.

Team Owners of Endurance class champions will receive a \$50 credit per race event. Team Owners of Endurance class champions do not have to apply the credit to the same class they won; it is valid for any endurance class they participate in. Credits are not transferable from one race weekend to the next.

SECTION 7 - PENALTIES AND INFRACTIONS

7.1 Penalties

Penalties are assessed by Race Officials for any rulebook or procedural infractions including but not limited to any of the following: behavior of the rider or their 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 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 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 Race 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 Race 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, practice start during a warm-up lap, etc.)

At the discretion of Race Officials the offending rider may be assessed a stop and go penalty, moved to the back of the grid, and/or fined.

Pit Stop Safety Violations

Pit stops will be monitored for safety by Race Officials. Penalties for safety violations will be assessed **by adding the penalty time to the team's overall race time.** These penalties are not allowed a protest.

a) crewmember(s) over the wall with improper attire – 30 seconds

b) more than 6 team members (including riders) over the wall during a pit stop – 30 seconds

c) any fueling **or any other pit stop safety** related violation – 30 seconds

These penalties will be doubled for each repeat offence.

Unsafe Riding Under Red Flag Conditions

The rider 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 rider to defeat another with the rulebook, rather than on the track. The rules are not intended to allow one rider 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 Race 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:

Visual protest requiring no disassembly - \$25

Some disassembly (seat, bodywork and gas tank removal) - \$50

Removal of Valve Cover - \$150

Removal of Cylinder Head - \$300

Disassembly of the Bottom End - \$600

← **SEE ADDENDUM 4**

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 Race 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 their 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. 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 Officials, 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, 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 their 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 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.

Written appeals must be delivered to the CMRA office within five (5) days of notification. The Administrator will then present the written appeal to the members of the Board of Directors for review. Failure to submit an appeal in writing within five (5) days after notification will result in the decision being upheld. All appeals will be addressed by the Board of Directors within thirty (30) days of receipt.

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.



CENTRAL MOTORCYCLE ROADRACING ASSOCIATION
2014 FEE INFORMATION

COMPETITION LICENSE (all licenses expire 12/31/14)

- \$145 – before July 7th; \$105 after July 6th; \$25 after September 21st
- \$25 – One-Weekend (one time per year)
- \$25 – Junior Motard

ASSOCIATE MEMBERSHIP (all memberships expire 12/31/14)

- \$70 – Annual; \$40 after July 6th

CMRA LICENSE SCHOOL

- \$75.00 - Available only at MSR Houston 2/14 and Hallett Motor Racing Circuit 5/16
- No charge for Junior Motard School - available Saturday morning at all events

SATURDAY SPRINTS

- Formula Mini (F4, F5, F6, F7), E Superstock, 300 & 500 Supersport and 500 Classic -
First Entry \$55.00
Second Entry \$40.00
Each Additional Entry \$30.00
- Grom Challenge – Always \$30
- Solo 30 –
First Entry \$80.00
Second Entry \$60.00
Each Additional Entry \$40.00
- Team 60 - \$120.00
- Junior Motard - \$20.00 per event (some events will have 2 races), transponder included at no charge (\$430 deposit)

SUNDAY SPRINTS

- All classes -
First Entry \$80.00 (Formula 1 Expert \$100, always counts as first entry)
Second Entry \$60.00
Each Additional Entry \$40.00

ENDURANCE

- All Classes - \$50.00 per hour

RACER AND TEAM PRACTICE

- Same-day pre-race practice is included in race entry fee
- Friday – February MSR Houston (MSRH) - \$140.00 full-day; \$80.00 after lunch
- Friday – Hallett Motor Racing Circuit (HMRC) - \$130.00 full-day; \$70.00 after lunch
- Practice fees are per rider for sprint; per bike for endurance teams.

TRANSPONDER

- Purchase - \$430
- Rental - \$50.00/weekend (\$430 deposit). 50% of rental fees can be applied toward purchase during same calendar year. Original rental receipts required for discount.
- Rental - Junior Motard – No Charge (\$430 deposit)

MISC. ENTRY FEE INFO

- Expert Sprint Class Champions – \$40.00 off one entry for each championship
- Endurance Class Champions – \$50.00 off one entry for each championship
- Post-Entry Fee (At-Track Entries) \$10.00 per entry form
- **New for 2014 - Pre-entry deadline is midnight THURSDAY one full week before each event**